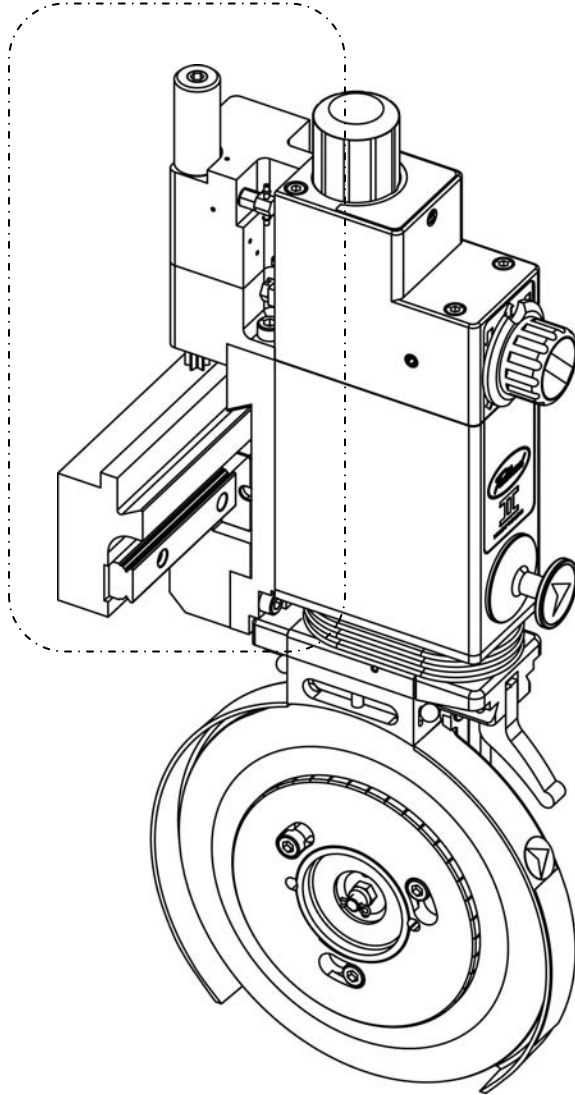




A Maxcess
International
Company

Performance Series Knifeholder

*Installation
Operation
Maintenance*



Class II shown

Easy Glider Mount
Class II, III

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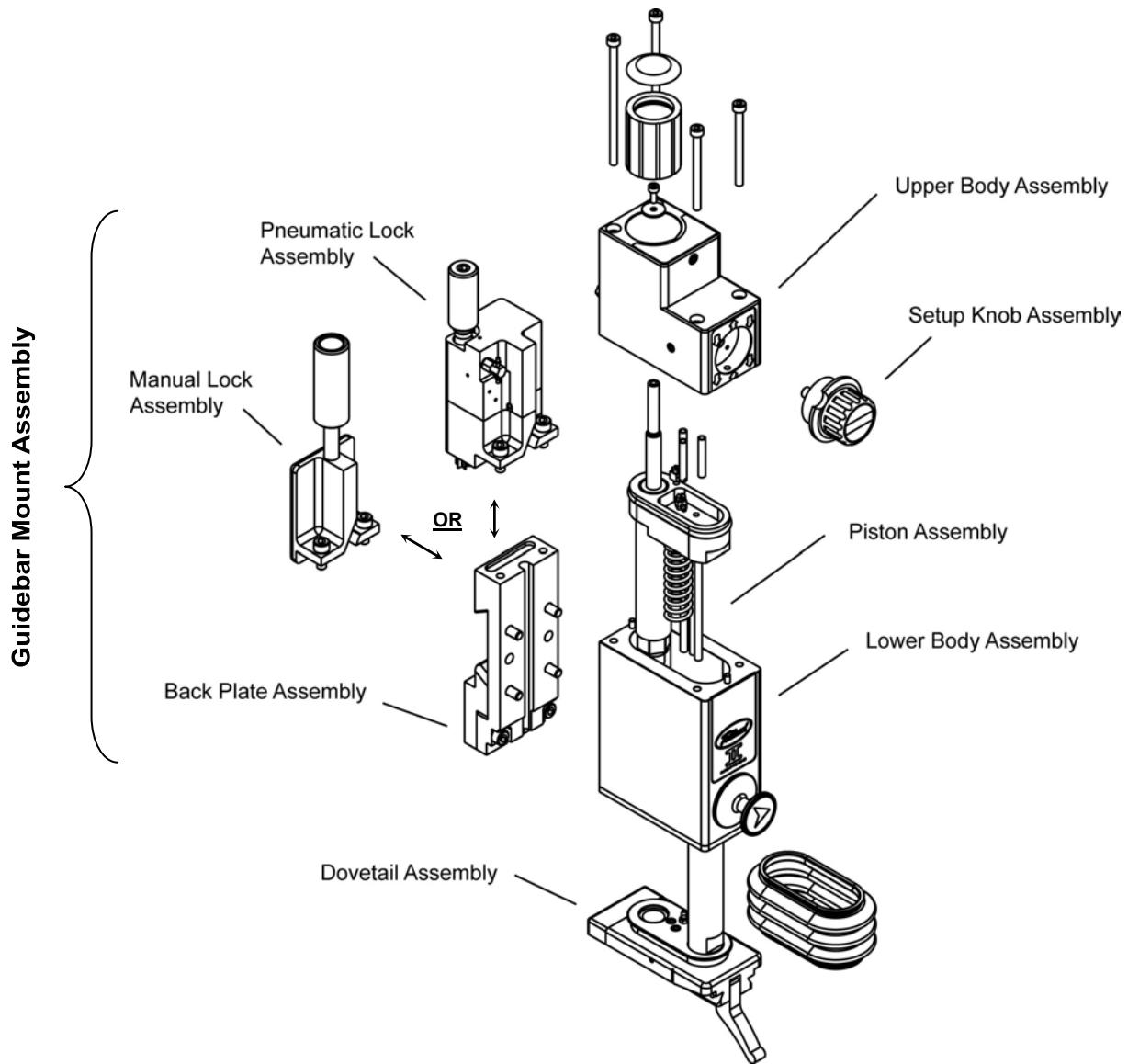
RECEIVING AND UNPACKING

- Handle and unpack the equipment carefully. Upon arrival, check the shipment against the packing list.
- Promptly report to the carrier any damaged equipment.
- Equipment that will not be installed immediately should be stored in a clean, dry location.
- Be careful to prevent moisture, dust, and dirt from accumulating in storage and installation areas.

REQUIRED TOOLS

- 4mm T-handle hex wrench.
- 5mm T-handle hex wrench
- *Dow Corning 55* O-Ring Lubricant.
- 7/16" Transfer Punch

SUB-ASSEMBLY IDENTIFICATION



INSTALLATION

Mount Knifeholder to Guidebar Easy Glider Mount Option

- 1 Traverse/Brake Knob
- 2 Brake Shoe
- 3 Linear Bearing Mount
- 4 Socket Head Cap Screw
- 5 Air Supply Inlet Fitting
- 6 Set Up Knob

Fig. 1
Manual Lock

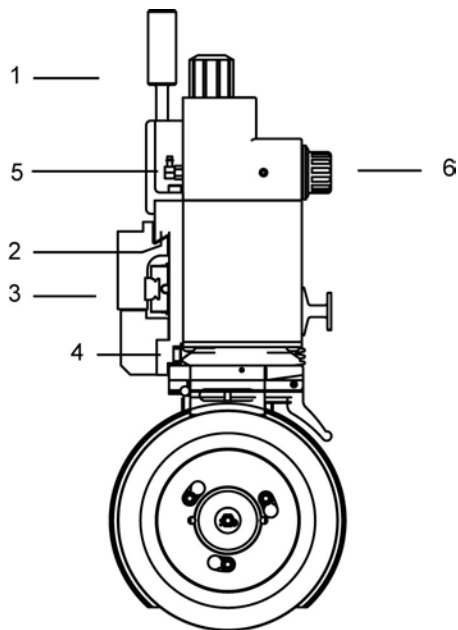
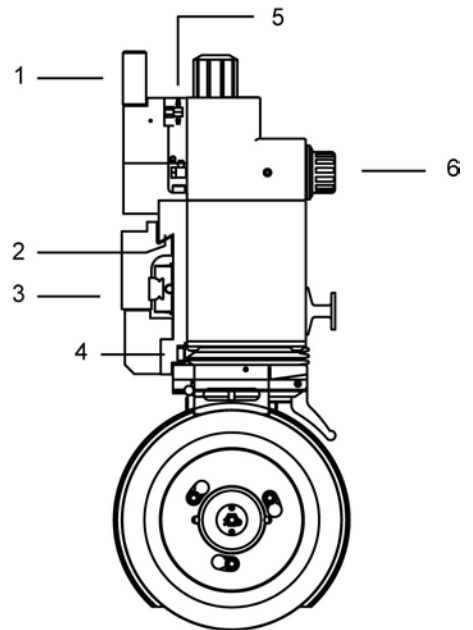


Fig. 2
Pneumatic Lock



INSTALLATION

Mount Knifemaker to Guidebar

Caution: Do not remove short rail section installed by factory in linear rail.

This rail section must be used to install the knifemaker onto the guidebar rail.

Note: Failure to use this rail section when installing the knifemaker may result in bearing damage and void bearing warranty.

Note: Mounted linear bearing is factory preset to be loose in the knifemaker back plate. **Do not attempt to tighten or adjust.** The movement of the bearing allows the knifemaker to float freely when traversing. When the knifemaker is locked to the guidebar, the bearing movement will cease.

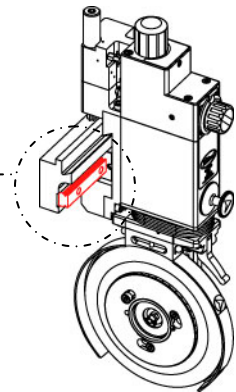
After guidebar installation:

1. Choose mounting end of guidebar.
2. Remove #10-32 UNF end stop screw on the face of the guidebar on mounting end only.

Note: Leave the short rail installed in the knifemaker bearing.

Safety Recommendations: Remove blade cartridge from knifemaker. Ensure there is no air to the system.

3. Unlock the brake by turning the brake knob (Fig.1) or lifting the traverse knob (Fig.2).
4. Push the brake shoe up into the back plate if protruding out.
5. Holding knifemaker and short section of bearing rail securely, carefully place the rail section into the keyway on the guidebar and slide the knifemaker onto the fixed guidebar bearing rail.
6. Remove short section of bearing rail and put aside. Keep for future maintenance.
7. Repeat Steps 2-8 until all knifemakers are installed on the guidebar.
8. After installation of all knifemakers, reinstall the #10-32 UNF socket head cap screws in the end stop.
9. Reinstall blade cartridges on knifemakers.
10. Turn the Setup Knob to red (retract) position on all knifemakers.
11. Reconnect air supply line to air supply manifold.
12. For knifemaker setup procedures see the Tidland Performance Series Automatic Knifemaker technical manual (Part No. 557417).

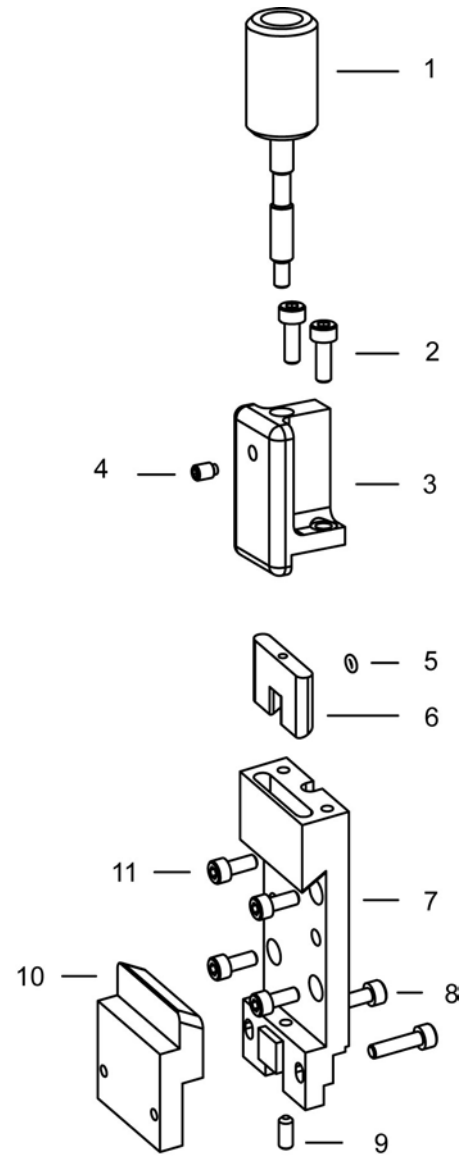


RETROFIT PROCEDURES

Guidebar Mount Assembly – Class II and III Manual Lock

Disassembly Procedure

1. Disconnect air supply hose at the manifold.
2. Remove knifeholder from guidebar.
3. Remove gib (ITEM 10) by loosening and removing the two socket head cap screws (ITEM 8).
4. Remove the standard mount back plate assembly by loosening and removing the 4 socket head cap screws (ITEM 11).
5. Remove manual lock assembly (ITEMS 1-4) by removing the 2 socket head cap screws (ITEM 2).
6. Set aside back plate assembly (ITEMS 5-11).



RETROFIT PROCEDURES

Guidebar Mount Assembly Manual Lock

Legacy Model Alteration Procedure – Class II Only

Back Plate Alteration

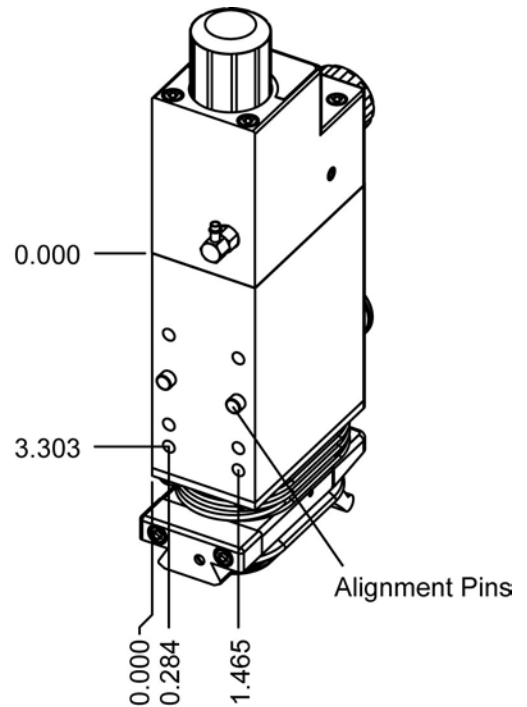
If your knifeholder does not have six mounting holes and two alignment pins on the back of the control body you will need to add two additional mounting holes.

Use the *Easy Glider* back plate as a template to locate the two additional holes.

1. Place back plate over alignment pins located on the back of the lower body assembly.
2. Mark new tapped hole locations using a 7/32" transfer punch.
3. Remove back plate.
4. Drill and tap new M5 holes
 - a. Drill #19 x 15/32" deep.
 - b. Tap M5 x 0.8 x 3/8" deep.

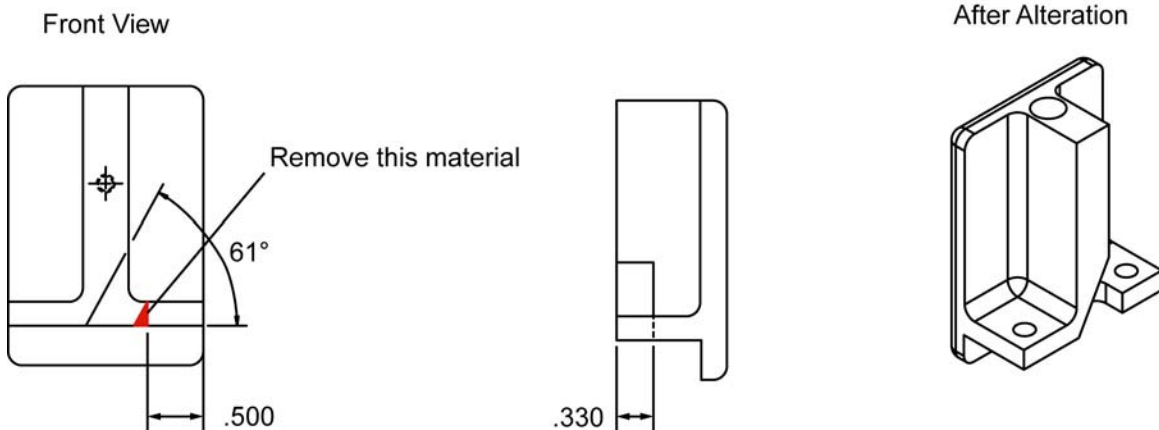
Caution: Exceeding specified depth will damage bushing.

Note: Dimensions are for reference only.
Use transfer punch method described to locate holes.



Lock Assembly Alteration – Class II and III

1. Open slot by removing indicated material to specified dimension.
2. Lock mount assembly is now ready for reassembly.



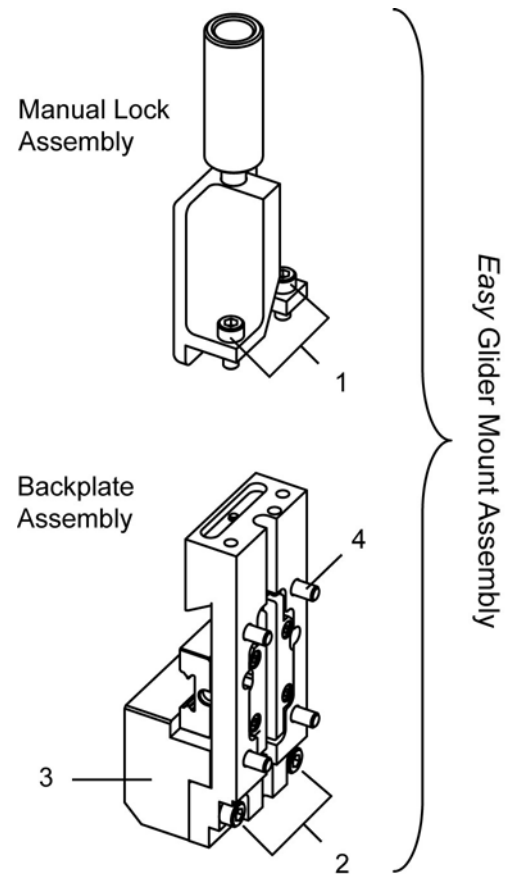
RETROFIT PROCEDURES

Guidebar Mount Assembly – Class II and III Manual Lock

Complete illustration of item numbers is on page 8.

Reassembly Procedure

1. Install manual lock assembly to *Easy Glider* back plate with 2 socket head cap screws (ITEM 1).
2. Remove stop block (ITEM 3) from *Easy Glider* back plate assembly by removing 2 socket head cap screws (ITEM 2).
3. Install the *Easy Glider* mount assembly on the control body and tighten the fasteners (ITEM 4) to the appropriate torque value:
 - Class II (M5)4.3 ft·lbs (5.83 N·m)
 - Class III (M6)7.3 ft·lbs (9.89 N·m)
4. Assemble stop block with 2 mounting screws (ITEM 2).
Tighten fasteners to the appropriate torque value:
 - Class II (M5)4.3 ft·lbs (5.83 N·m)
 - Class III (M5)4.3 ft·lbs (5.83 N·m)
5. Slide knifeholder onto guidebar (SEE PAGE 7).



Guidebar Mount Assembly – Class II and III Manual Lock

Reassembly Procedure (continued)

6. Adjust knifeholder to guidebar (Fig.1).
 - a. Rotate the stop adjustment screw clockwise until the stop block comes in contact with the guidebar to lock the assembly to the guidebar.
 - b. Rotate the stop adjustment screw counterclockwise 1/4 to 1/2 turn.
 - c. Set gap between the stop block and guidebar for .005".
 - d. Slide the knifeholder along the guidebar to confirm free movement.
 - e. Knifeholder is ready for operation.
7. Connect air line to knifeholder.
8. Reinstall blade cartridge on control body.

Recommended Maintenance

If the brake shoe becomes lodged inside the back plate:

1. Remove the brake shoe (Fig.2).
2. Wipe off and lubricate the brake shoe o-ring with *Dow Corning 55 O-Ring Lubricant*.
3. Reinstall brake shoe.

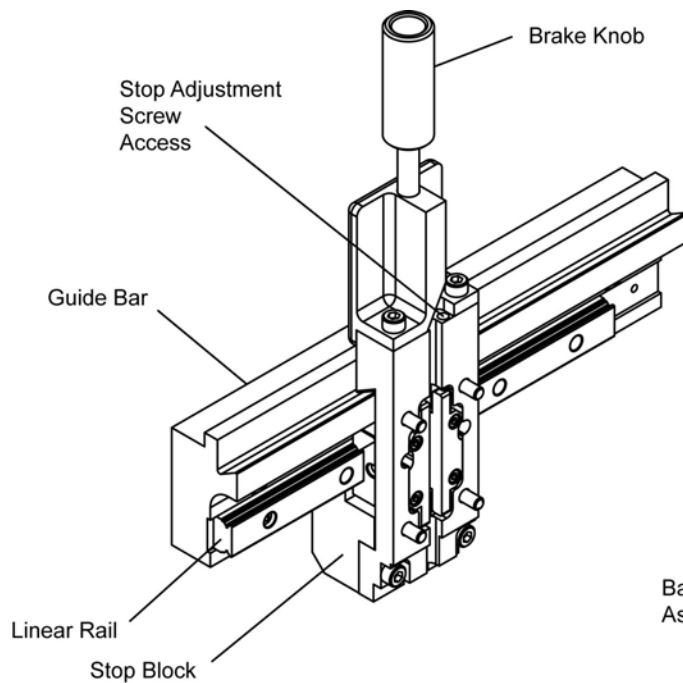


Fig. 1

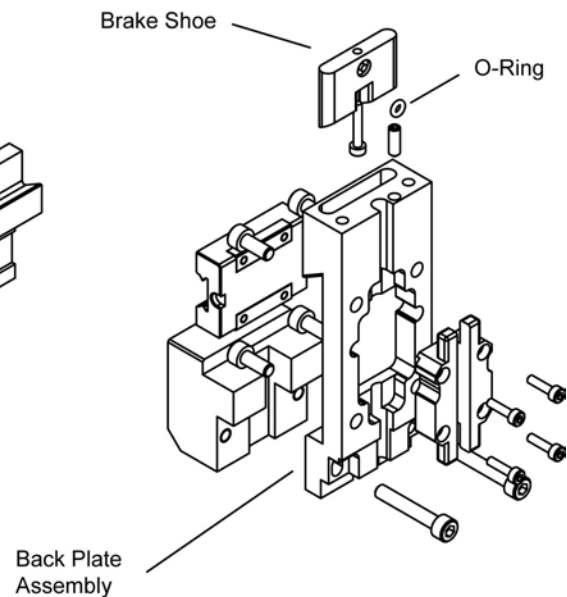
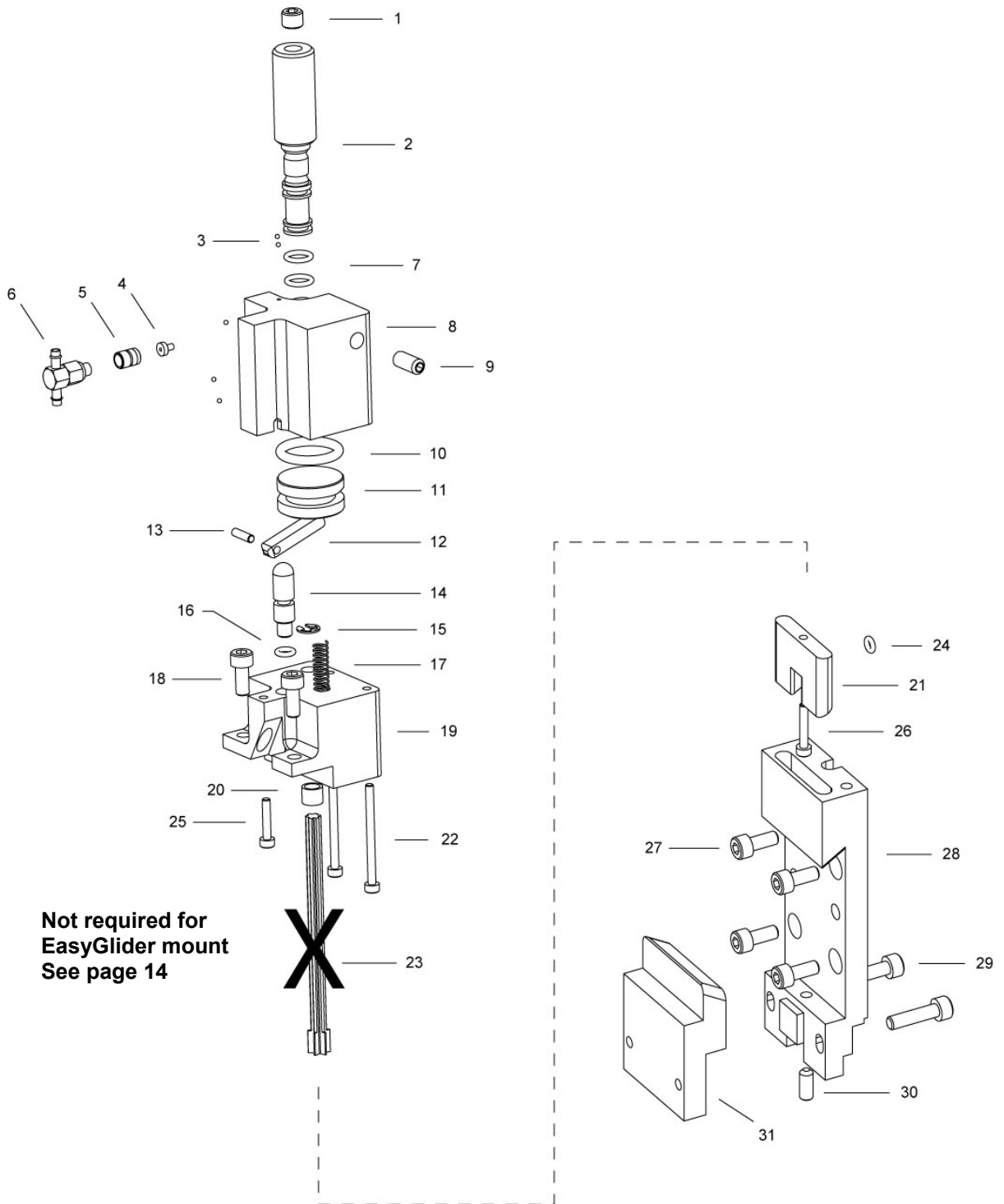


Fig. 2

RETROFIT PROCEDURES



Guidebar Mount Assembly – Class II and III Pneumatic Lock

Complete illustration of item numbers is on page 12

Disassembly Procedure

1. Disconnect air supply hose at the manifold.
2. Remove knifeholder from guidebar.
3. Remove blade cartridge from control body.
4. Place control body on workbench.
5. Remove gib (item 31) by loosening and removing the two socket head cap screws (item 29).
6. Remove the guidebar mount assembly by loosening and removing the four socket head cap screws (item 27).
7. Disconnect air line between knifeholder and pneumatic lock.

RETROFIT PROCEDURES

Guidebar Mount Assembly – Class II and III Pneumatic Lock

Complete illustration of item numbers is on page 12

Top Block Disassembly Procedure

Note: For ease of assembly only. Not required to operate knifeholder

1. Remove two socket head cap screws (ITEM 22) to separate top block from lower block.
2. Remove clip (ITEM 15)
3. Pull out traverse shaft (ITEM 23).
4. Bolt to back plate.
5. Reassemble Top Block by reversing steps 1-4.

RETROFIT PROCEDURES

Guidebar Mount Assembly – Class II and III Pneumatic Lock

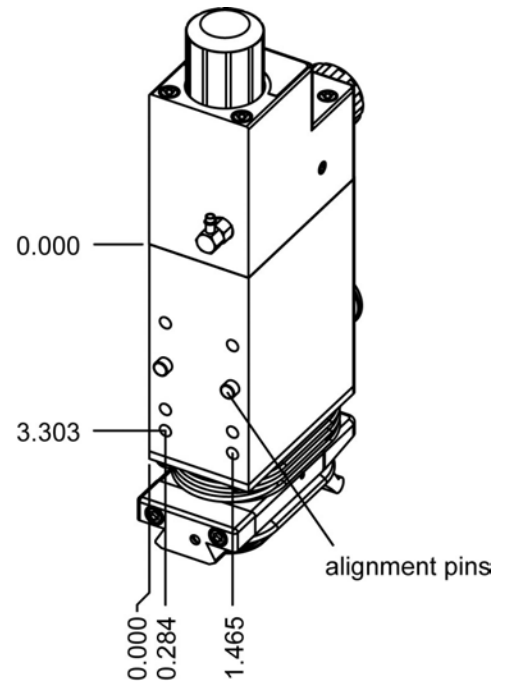
Legacy Model Alteration Procedure – Class II Only

Back Plate Alteration

If your knifeholder does not have six mounting holes and two locating pins on the back of the control body you will need to add two additional mounting holes.

Use the *Easy Glider* back plate as a template to locate the two additional holes.

1. Place back plate over alignment pins located on the back of the lower body assembly.
2. Mark new tapped hole locations using a 7/32" transfer punch.
3. Remove back plate.
4. Drill and tap new M5 holes.
 - a. Drill #19 x 15/32" deep.
 - b. Tap M5 x 0.8 x 3/8" deep.

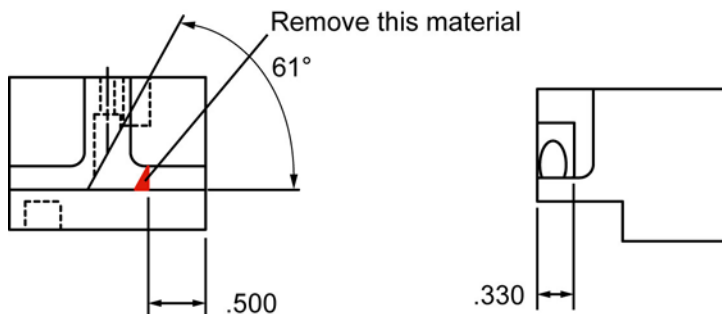


Caution: Exceeding specified depth will damage bushing.

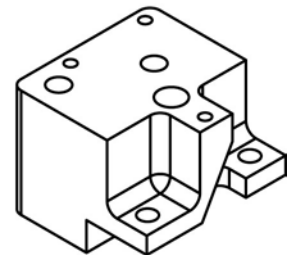
Note: Dimensions are for reference only.
Use transfer punch method described to locate holes.

Lock Assembly Alteration – Class II and III

1. Open slot by removing indicated material to specified dimension.
2. Lock mount assembly is now ready for reassembly.



After Alteration

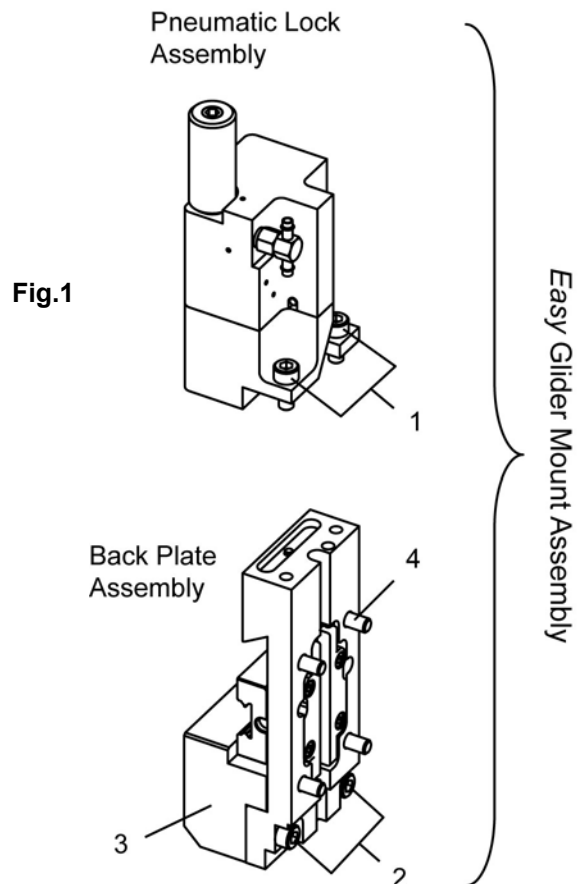
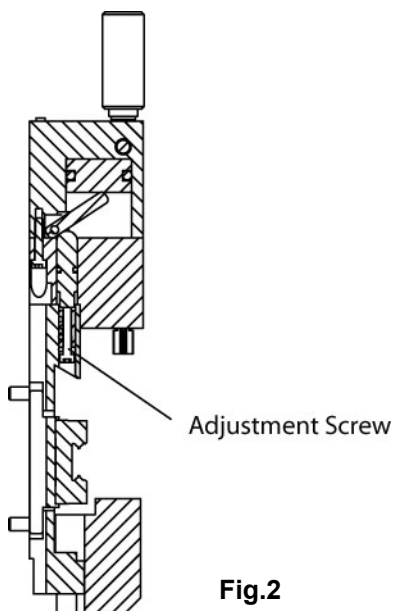


RETROFIT PROCEDURES

Guidebar Mount Assembly – Class II and III Pneumatic Lock

Reassembly Procedure

1. Install pneumatic lock assembly to *Easy Glider* back plate with two socket head cap screws (ITEM 1). Fig.1
2. Reconnect air line from pneumatic lock assembly to knifeholder.
3. Remove stop block (ITEM 3) from *Easy Glider* back plate assembly by removing two socket head cap screws (ITEM 2).
4. Reinstall the *Easy Glider* mount assembly on the control body and tighten the fasteners (ITEM 4) to the appropriate torque value:
Class II (M5) 4.3 ft·lbs (5.83 N·m)
Class III (M6) 7.3 ft·lbs (9.89 N·m)
5. Assemble stop block with 2 mounting screws (ITEM 2).
Tighten fasteners to the appropriate torque value:
Class II (M5) 4.3 ft·lbs (5.83 N·m)
Class III (M5) 4.3 ft·lbs (5.83 N·m)
6. Set the brake shoe flush to the mating back plate mount by turning adjustment screw using a 2.5mm hex wrench. Fig.2
7. Slide knifeholder onto guidebar (SEE PAGE 3)



Guidebar Mount Assembly – Class II and III Pneumatic Lock

Reassembly Procedure (continued)

8. Adjust knifeholder to guidebar (Fig.1).
 - a. Rotate the stop adjustment screw clockwise until the stop block comes in contact with the guidebar to lock the assembly to the guidebar.
 - b. Rotate the stop adjustment screw counterclockwise 1/4 to 1/2 turn.
 - c. Set gap between the stop block and guidebar for .005”.
 - d. Slide the knifeholder along the guidebar to confirm free movement.
 - e. Knifeholder is ready for operation.
9. Connect air line to knifeholder.
10. Reinstall blade cartridge on control body.

Recommended Maintenance

If the brake shoe becomes lodged inside the back plate:

1. Remove the brake shoe (Fig.2).
2. Wipe off and lubricate the brake shoe o-ring with Dow Corning 55 O-Ring Lubricant.
3. Reinstall brake shoe.

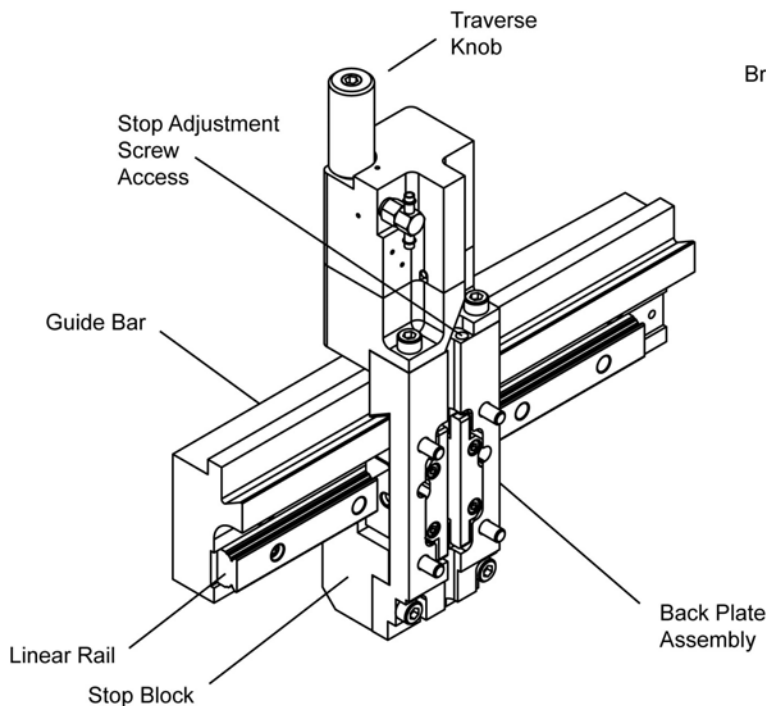


Fig. 1

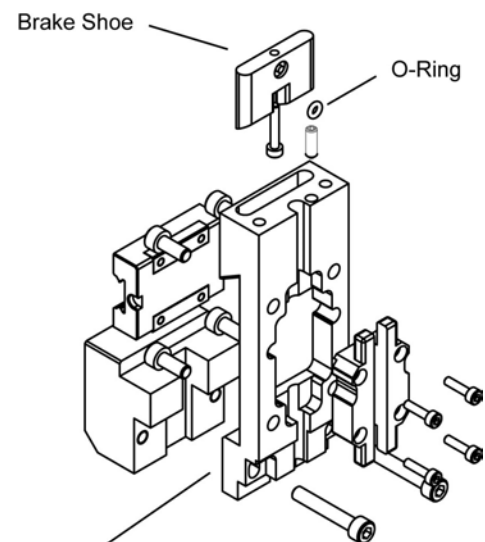
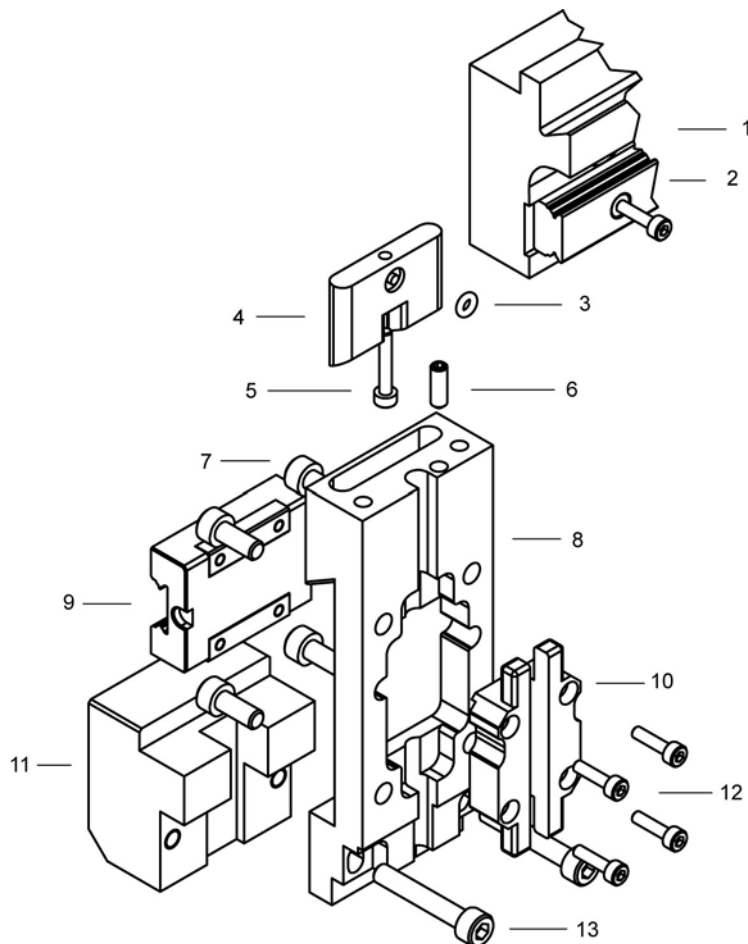


Fig. 2

EASY GLIDER PARTS

ITEM	DESCRIPTION	CLASS 2	QTY	CLASS 3	QTY
1	Linear Guide Bar	608330	1	608330	1
2	Linear Bearing Guide Rail	621880	1	621880	1
	Back Plate Assembly	615576		618966	
3	O-ring	130136	1	130136	1
4	Brake Shoe	531758	1	531758	1
5	Socket Head Cap Screw, Patch Lock	598977	1	598977	1
6	Set Screw, Nyloc	130149	1	130149	1
7	Socket Head Cap Screw	130467	4	250116	4
8	Back Plate	595748	1	619001	1
9	Linear Bearing	621879	1	621879	1
10	Bearing Retainer	595703	1	595703	1
11	Stop Block	595766	1	619027	1
12	Socket Head Cap Screw	133180	4	133180	4
13	Socket Head Cap Screw	132265	2	132265	2





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