The Monarch plant at Sidney, Ohio. One of the most modern and best equipped machine tool plants in America.

MONARCH LATHES

COVER THE TURNING FIELD

SIDNEY... OHIO, U.S.A.

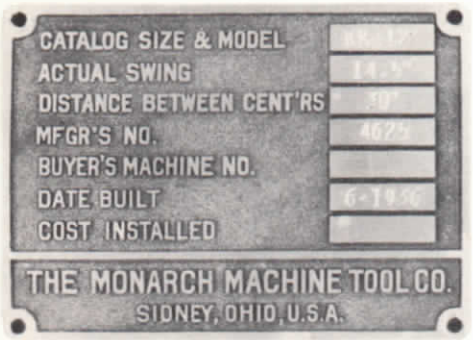
THE MONARCH MACHINE TOOL COMPANY

SIDNEY, OHIO, U. S. A.

HANDLING AND INSTALLATION

This Monarch lathe is a precision machine tool, built from the very finest materials, thoroughly tested for accuracy and performance, skidded and crated in the best manner to reach its destination in as near perfect condition as possible.

This lathe must be handled carefully to avoid injury. The photographs on the opposite page show the proper method of lifting the various models — check the model of the lathe on the identification plate shown below in order to select the picture for this particular lathe. Ropes are always better than chains. Please note that the skids should remain under the lathe until it is finally placed in its permanent location.



Identification Plate

This is the type of identification plate you will find on the front of the headstock on each Monarch lathe. It shows the correct catalog size and model number of the machine. Also the actual swing over the bed ways, as well as the exact distance between centers with the tailstock flush with the end of the bed. It also shows the manufacturer's number which is the Monarch serial number of the lathe, which number must positively be quoted on any order for repair parts, or any correspondence relating to service on this Monarch lathe. The next line on the identification plate is left blank for the buyer to insert his own plant ledger number or machine number. The next line indicates the month and the year this lathe was shipped from our factory at Sidney, Ohio. The next line may be filled in by the buyer if desired, showing the total cost of the machine. We recommend that this plate be always kept on the Monarch lathe, and full use made of it.

PACKING LIST

The packing list in the box of parts shows its contents, and should be carefully checked against the contents of the box or boxes, and any shortages or discrepancies should be immediately reported to the Monarch Machine Tool Co., Sidney, Ohio, of course mentioning the serial number of the lathe, which is clearly shown on the identification plate on the headstock.

CLEANING

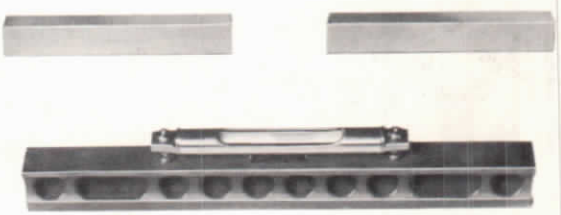
Before the carriage or tailstock are moved on the bed, the anti-rust slushing compound should be carefully wiped from all surfaces, preferably with rags dipped in gasoline or naphtha, to make sure that all grit or other foreign substance has been carefully removed. After this is done a thin film of oil should be applied to the bearing surfaces before these parts are moved along the bed. After the reservoir in the tailstock base, as well as the reservoir in the apron has been filled with the proper kind of oil, then the oiling of these flat way surfaces is taken care of automatically.

THE INSTALLATION

Every lathe, in order to turn or bore accurately, must be installed on a solid foundation, and the bed must be kept level and without twist or distortion, otherwise the lathe will not turn or bore true, and it would be a positive injury to the lathe to be operated with the lathe bed distorted, or on a twist.

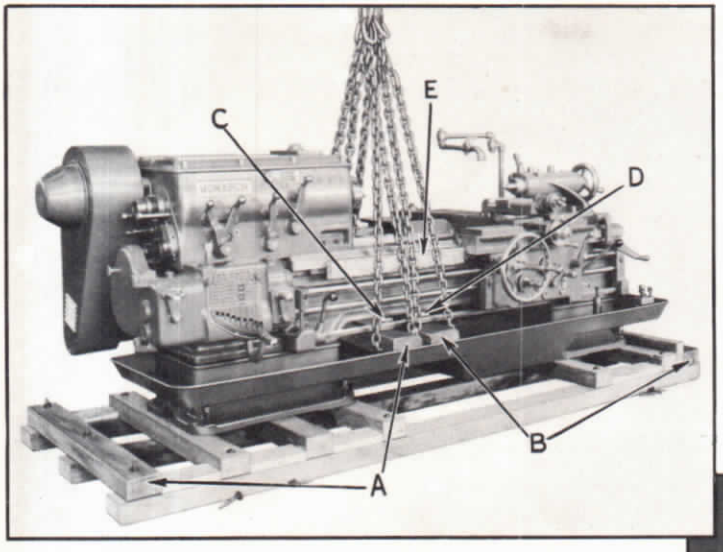
If it is not possible to provide a concrete foundation for the lathe, and if it must be installed on a wood floor, it should be installed at a point where the wood floor is properly supported from underneath. The importance of a solid foundation for a lathe or any other precision machine tool cannot be overemphasized. Neither can the importance of frequent checking with a precision machinists' level be stressed too much.

LEVELING TOOLS



Machinists' Level

This photograph shows the parallels and the proper type of level to use for leveling the machine. Each graduation of this level equals .0005" The sensitivity is 10 sec.

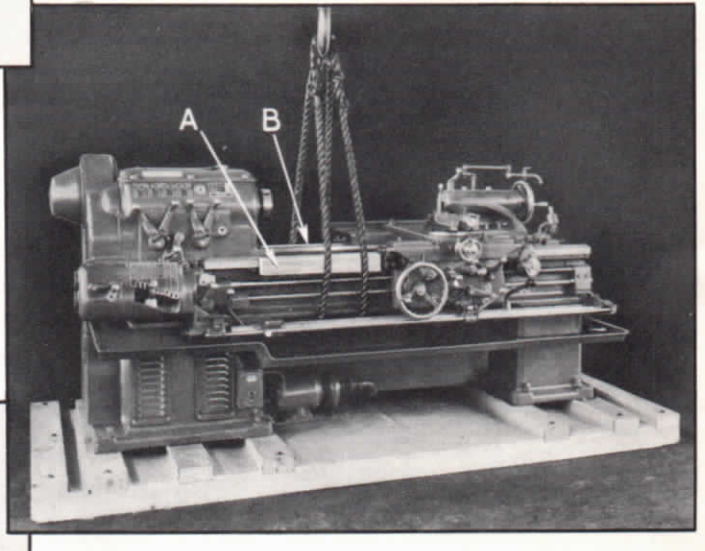


Before the carriage or tailstock are moved — read paragraph "CLEANING" on page 2.

MODELS M, N, and NN

Wood blocks A & B are taken from ends of skids — blocks C & D should be at least 2¼" high to clear the apron control rod. Place blocks E between sling and bedways.

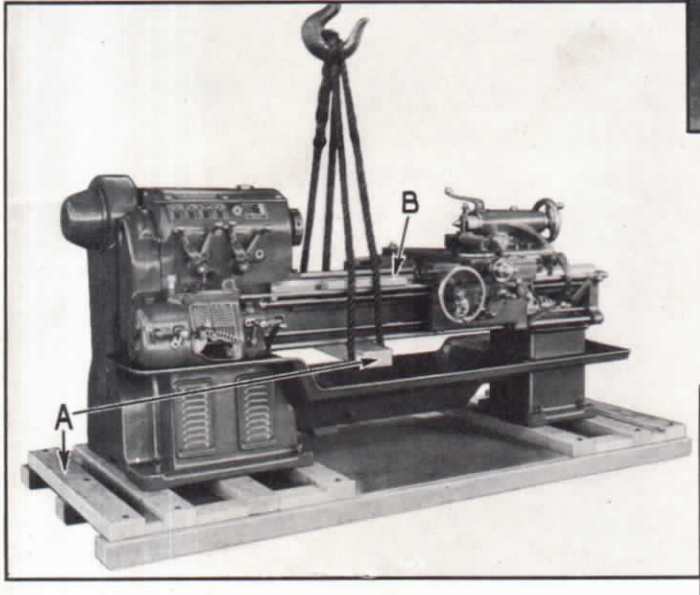
MAKE CERTAIN THAT LOAD IS ON BALANCE BEFORE LIFTING



MODELS AA, W, and BB

Wood blocks A & B are pieces of 2 x 4 placed on each side of bed ways — to make sure that sling does not touch leadscrew and feed rod.

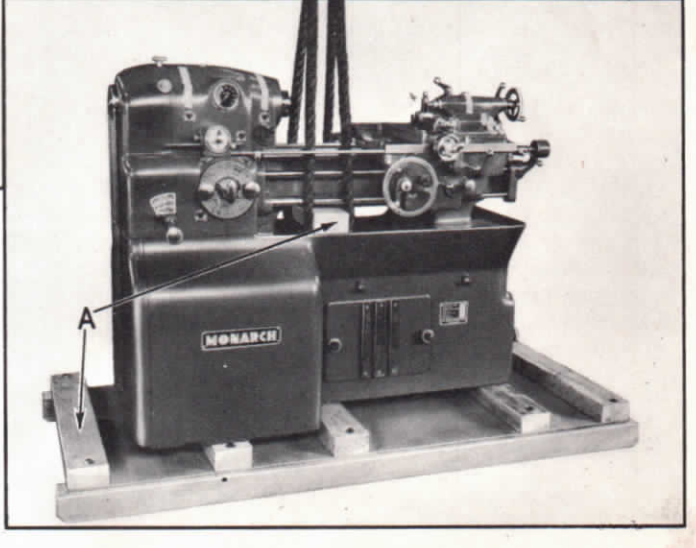
MAKE CERTAIN THAT LOAD IS ON BALANCE BEFORE LIFTING



MODELS K, CK, C, CY, and CU

Wood block A is taken from the skid and blocks B should be wide enough to keep the sling clear of the leadscrew reverse rod.

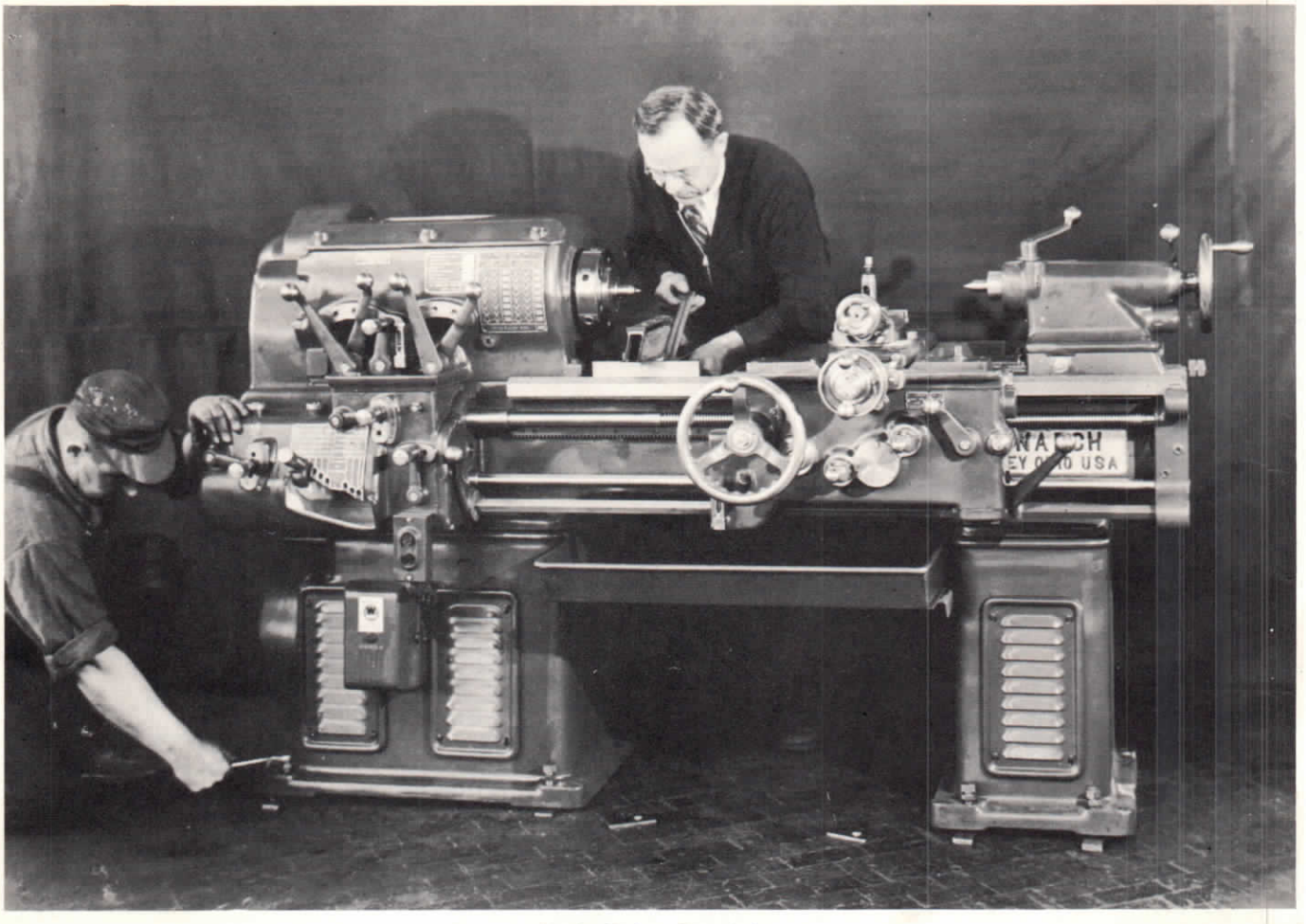
MAKE CERTAIN THAT LOAD IS ON BALANCE BEFORE LIFTING



MODEL EE

Wood block A is taken from the skid — note that the sling should go behind the leadscrew reverse rod on models that have this feature.

MAKE CERTAIN THAT LOAD IS ON BALANCE BEFORE LIFTING

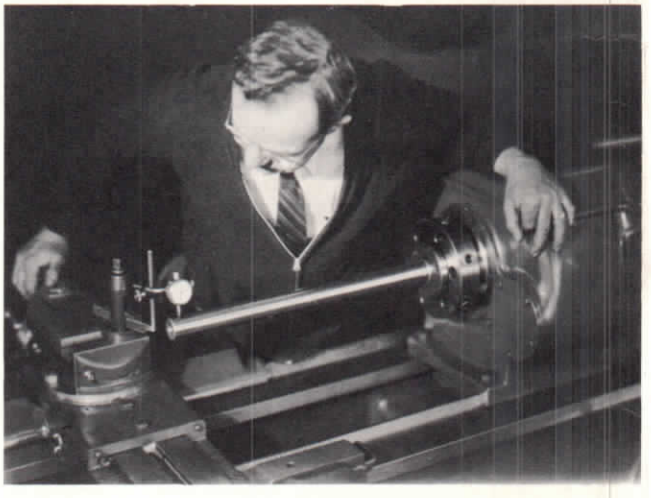


Lathe Being Leveled

ACCURATE LEVELING

Leveling a lathe and keeping it level is one of the first essentials in proper lathe operation. It is not necessary to level the lathe bed lengthwise. Even though one end of the lathe may be considerably higher or lower than the other end, the lathe will still do accurate work providing the lathe bed itself is not on a twist. Nothing but an accurate machinist's level should be used for leveling the lathe bed. A set of parallels, one on the front flat of the bed, and the other on the rear flat of the bed, should be used, and the accurate machinist's level placed on top of these parallels. Level directly in front of the headstock, using the leveling screws in the leg, with a steel plate between the floor and the leveling screw. Level in front of the headstock, in front of the tailstock, and in the center of the bed. After all twist and strain has been removed from the lathe bed, and it checks perfectly level, then the legs should be lagged to the floor, and after the lagging to the floor is completed, then the leveling should be rechecked again as before.

During the first few weeks or months of operation of the lathe this leveling should be rechecked frequently. If at any time it is found that the lathe does not turn or bore true the first thing to do is to check the leveling of the lathe bed.

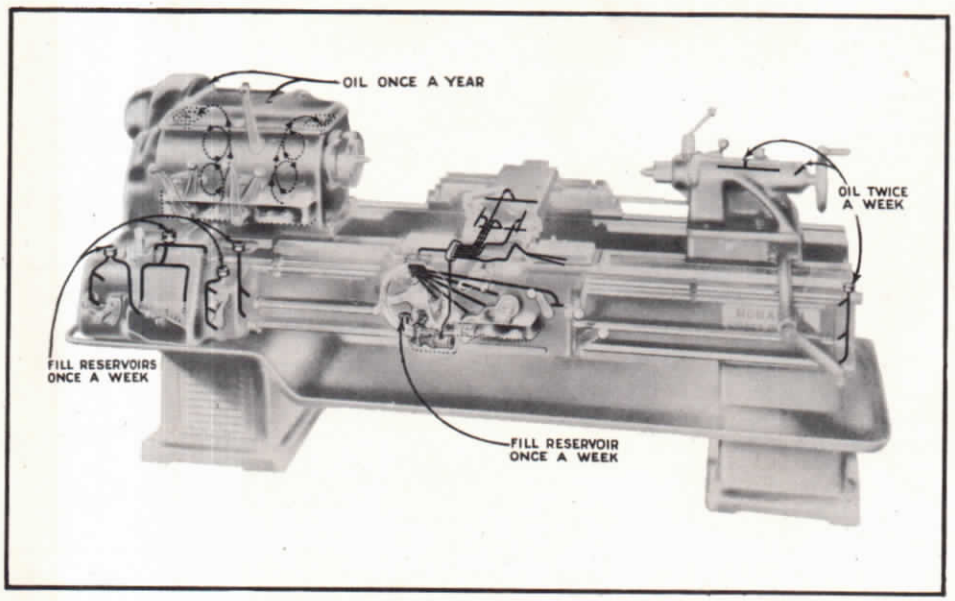


Checking Alignment

TESTING THE ACCURACY OF ALIGNMENT

We find the most convenient means of testing the alignment of the spindle of a lathe with the bed ways is by having a ground test bar with a

taper shank accurately fitting the ground taper hole in the headstock spindle. This test bar on the ground cylindrical part extending beyond the spindle should be at least 25 to 30″ in length, and the bar of course should be perfectly accurate and straight. By putting an accurate dial test indicator in the tool post and running it along the test bar, both on the top and on the side of the bar, will indicate just how much misalignment there is in the bed ways in relation to the spindle of the lathe.



Force Feed Lubrication

LUBRICATION

Before this lathe was shipped, all oil was drained from the headstock and apron. Before the lathe is operated the headstock and apron must be filled to the proper level as indicated by the gauges and the lathe should be thoroughly oiled thruout. In the headstock and apron we recommend the use of a high grade oil the equivalent of SAE-30. The photograph shown illustrates how easy it is to keep this Monarch lathe properly lubricated and shows the thought which has been put into providing proper lubrication. The degree of service and satisfaction this machine provides in the future will depend in no small extent to the care it receives in proper lubrication.

Before this lathe was shipped from the factory the headstock was operated for a period of not less than four hours under a forced system of oil circulation, the oil being automatically cleaned by a Centrifuge machine, to make absolutely sure that every particle of dirt and foreign matter has been completely removed from the entire headstock mechanism. We recommend that once yearly all oil should be drained from the headstock and the headstock flushed out with kerosene, and clean, preferably filtered oil, used to refill it.

At least once yearly the Bijur circulating pump on the apron should be removed, and the apron reservoir, as well as the pump reservoir, be thoroughly cleaned of all dirt and sediment.

At least once each week the wipers on the carriage wings and on the tailstock base should be removed and thoroughly cleaned of the accumulation of chips and foreign matter, which will be found. If this plan is followed the accurate life of the lathe bed will be prolonged indefinitely, and the possibility of any scoring of the bed ways will be greatly reduced.

The headstock is automatically lubricated both by the splash system and a plunger type pump, which supplies clean filtered oil to the Timken spindle bearings.

The tailstock base is provided with a reservoir filled from the outside, which provides lubrication between the tailstock base and the bed ways.

As shown by the bronze caution plate, the main driving clutch pulley should not be greased more often than once per year, and then only a small quantity of grease should be applied, for the reason that the anti-friction bearings on which the clutch pulley is mounted require only a slight amount of lubrication, and an excess of lubricant would impair the proper functioning of the clutch faces, causing them to drag and not release properly.

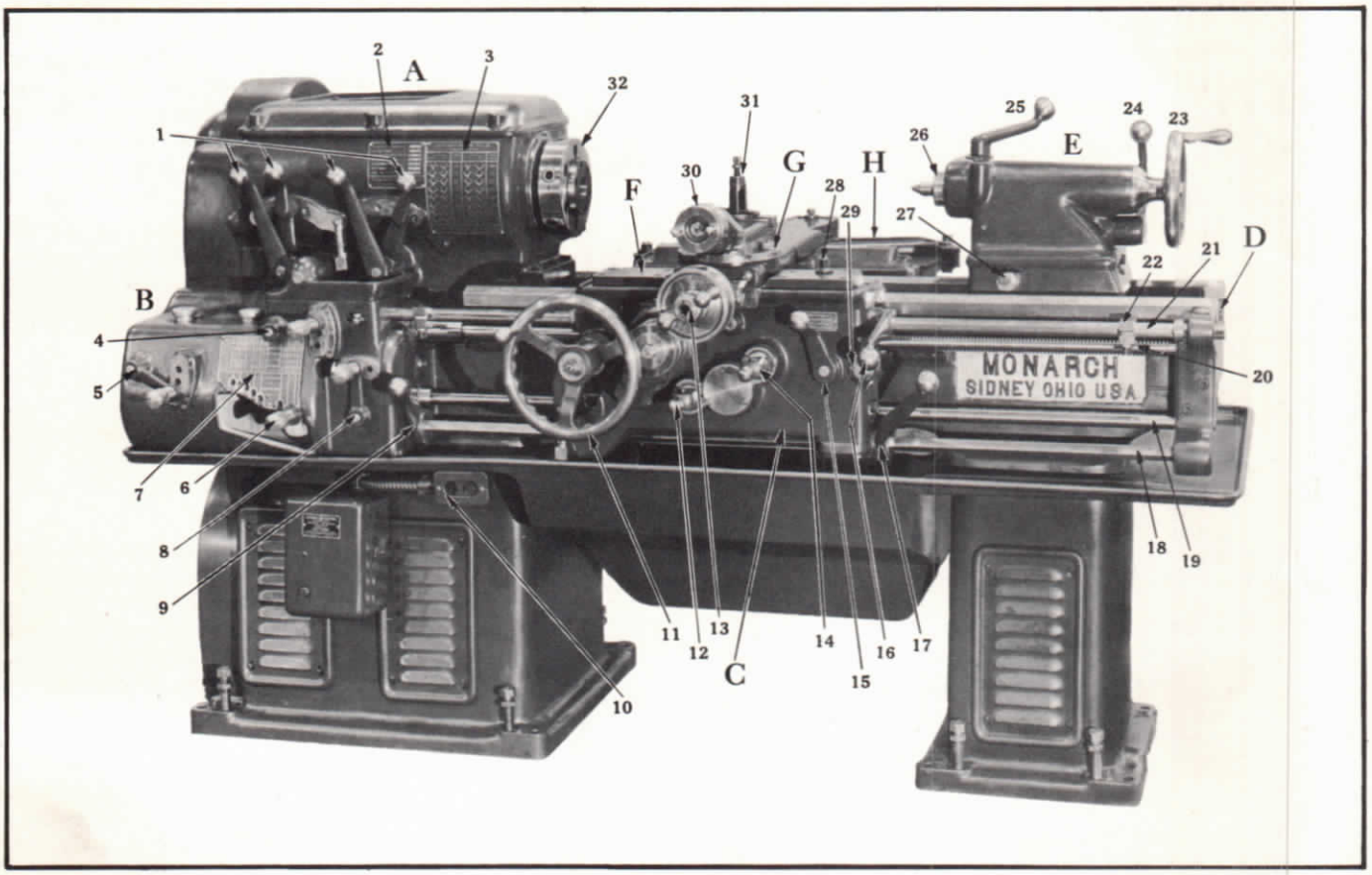
The bronze plate on the end gear train guard indicates that the end gearing should be oiled once per day.

Note: The right end bearings on Models EE, K, CK, C, CY, AA, W and BB, have oilless bearings and require no attention.

CARE AND OPERATION OF THE LATHE

Most of the features of ease and convenience of operation of this machine have been suggested from time to time by lathe operators, and we always welcome suggestions and criticisms. This lathe is built of the very finest materials obtainable, all the steel operating parts are made of nickel alloy steel electric furnace hardened, and the lathe is built to stand high speeds and heavy cuts, and with reasonable care and attention will stand up indefinitely to maximum service. "A good workman always takes pride in his tools," and we have tried in the building of this lathe to make it not only easy and convenient to operate, but also to *look well*. A weekly cleaning with a kerosene rag will give the finish a longer life.

This picture shows a typical Monarch lathe, naming the principal parts and levers used for operating the machine, and naming also the principal assembly units.



Assemblies and Operating Parts

PRINCIPAL ASSEMBLY UNITS

A. Headstock.
B. Gearbox.
C. Apron
D. Bed
E. Tailstock.
F. Carriage.
G. Compound rest.
H. Taper attachment.

NAMES OF LEVERS AND PARTS USED IN OPERATION

1. Headstock spindle speed change levers.
2. Identification plate.
3. Spindle speed index plate.
4. Upper compound lever.
5. Lower compound lever.
6. Tumbler lever.
7. Feed thread index plate.
8. Feed thread lever.
9. Spindle control lever.
10. Motor switch.
11. Apron handwheel.
12. Longitudinal friction lever.
13. Crossfeed handle and dial.
14. Crossfeed friction lever.
15. Halfnut closure lever.
16. Reverse lever.
17. Apron control lever.
18. Control rod.
19. Feed rod.
20. Leadscrew.
21. Reverse rod.
22. Reverse rod stop collar.
23. Tailstock handwheel.
24. Tailstock clamping lever.
25. Tailstock spindle binder lever.
26. Tailstock spindle.
27. Tailstock setover screw.
28. Carriage binder clamp.
29. Chasing dial.
30. Compound dial and handle.
31. Tool post.
32. Headstock spindle.

CHANGING SPINDLE SPEEDS

The levers on the front of the headstock are of course for changing spindle speeds. The levers move heavy jaw clutches inside the headstock in changing spindle speeds. In changing to slower speeds it is not necessary to disengage the driving clutch, but we do always recommend disengaging the driving clutch before changing to higher speeds. This is especially advisable if there is a heavy chuck or heavy work on the spindle or between centers. With a collet chuck or with light work between centers on the lathe, it is not necessary to disengage the driving clutch in changing to higher speeds. In changing spindle speeds, the thing to watch is to avoid the sudden shock that would be imposed on the headstock mechanism in changing from low to higher speeds, with the driving clutch engaged and with a load on the spindle. With just a little care and practice in changing spindle speeds any operator can soon learn to select any desired spindle speed and secure it almost instantly, even without referring to the spindle speed chart on the front of the headstock.

SPINDLE START AND STOP LEVERS

These levers, one located at the right hand wing of the apron, and the other at the headstock end of the lathe, in the upward position disengages the driving clutch, and by applying pressure in the upward position engages the cone brake inside the headstock to bring the spindle to a quick stop. The cone brake should function indefinitely without adjustment. Should it ever fail to properly serve as a brake to stop the spindle, it should be examined by removing the top cover plate of the headstock to discover the cause.

QUICK CHANGE GEAR BOX

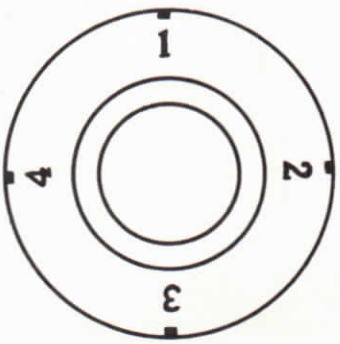
Since the index plate on the gear box clearly indicates all lever positions to secure any desired thread or rate of feed, no special instructions for its operation are required. At the right end of the quick change gear box is what is termed a slip-gear lever which is used to engage either the feed rod or the leadscrew.

THE APRON

The apron is anti-friction bearing thru out and is automatically lubricated by means of a cam which operates as the carriage traverses along the bed. If the lathe is to be used for a considerable period of time on facing work with the carriage clamped to the bed, the automatic force feed lubrication in the apron and to the compound rest will not function. In this case it is well to unclamp the carriage and occasionally move the carriage along the bed five or six turns of the apron handwheel to again force oil to all apron parts, as well as to the compound rest in its bearing on the carriage, so that proper lubrication will be given these parts.

The chasing dial on the front of the apron may be used in the following manner:

On any even thread where the lead being chased is divisible by four the operator may engage the halfnut at any point without paying attention to the chasing dial. For any even thread not divisible by four, such as 22 threads per inch, as well as any full odd thread, the halfnut may be engaged at any graduation. In other words, in chasing such threads the halfnut may be engaged when the chasing dial is at any one of the four graduation marks.



Chasing Dial

For half threads engage the halfnut at opposite graduations, as for instance No. 1, or No. 3, or No. 2, or No. 4. For quarter threads engage the halfnut at the same graduation each time. For other fractional threads the use of the thread chasing dial is not recommended.

LEADSCREW REVERSE MECHANISM

This feature is standard equipment on Model C toolroom lathes of 12″, 14″, 16″ and 18″ sizes; it is optional equipment on the EE model. Here are six of the many advantages of this device:

1. Chasing threads to a shoulder.
2. Chasing internal threads in a blind hole.
3. Chasing threads that have fractional leads.
4. Chasing odd leads of short lengths (in long lengths of odd leads it is faster to use the thread chasing dial).
5. Chasing odd leads in a sub-headstock.
6. Can be used as an automatic stop for feeds or threads in either direction by setting the stop collars.

SOME COMMON TURNING TROUBLES

Lathe Chatter

Should this Monarch lathe ever develop chatter, first make sure it is not work chatter, caused by springing of the work, or by an improperly set or an improperly ground tool. If after experiment you are convinced that the chatter may be caused by the lathe itself, we recommend the following procedure:

First examine the lathe bed to see if it is level and not on a twist. Then test the spindle in its anti-friction bearings to make sure that the bearings are properly adjusted. If they require adjustment they can be quickly adjusted by means of the lock nuts provided and shown on the headstock assembly sheet in this manual. The carriage gibs and compound rest gibs should be properly adjusted to remove lost motion and play. The headstock must of course be bolted tightly to the bed, and the tailstock base should fit firmly on the bed ways without any accumulation of dirt between the bed ways and the tailstock base. By making a careful analysis of the cause of the chatter, should chatter ever develop, we feel sure you will have no trouble in locating the cause and removing it.

Drunken Thread

A drunken thread is an alternately thick and thin thread, caused when the leadscrew thrust adjustment is improperly made. Proper adjustment of the leadscrew thrust eliminating lost motion will usually remedy this trouble.

The Lathe Turns Taper Between Centers

First see that the lathe bed is perfectly level, on a firm foundation, and that the bed is not on a twist, which would render it inaccurate. Make sure the tailstock center is correctly aligned with the headstock center. Of course the carriage and compound rest gibs should be properly adjusted.

If the Lathe Turns Taper on Work Held in a Chuck

First see that the lathe bed is properly leveled as described above and elsewhere in this manual. It will be well also to test the accuracy of the gripping surface and the face of the chuck jaws to see if they are accurate. It is well also to test the alignment of the spindle with the bed ways of the lathe as described elsewhere in the manual.

If the Lathe Bores Taper, or Faces Convex or Concave

The same procedure as above should be followed.

Every possible precaution to assure long trouble free service of this lathe has been taken by us, and the lathe should give satisfactory performance with reasonable care and attention for many years to come. If, however, you should ever experience difficulty in the successful operation of this lathe, that you cannot quickly correct yourself, we urge you to report your trouble to the dealer or agent who sold you the lathe, or to us direct, because every Monarch lathe must give complete satisfaction to the purchaser.

BULLETINS

The "Feature Bulletin" and the "Accessories Bulletin" have been sent with this operator's manual. By studying these bulletins, you will become more familiar with Monarch lathes.

The "Feature Bulletin" explains very thoroughly the construction of the machine, unretouched photographs being used for illustrations. We feel this bulletin will present you with a much clearer understanding of the machine.

The "Accessories Bulletin" shows the attachments and accessories which may be installed on a Monarch lathe, making it adaptable for almost any type of turning. A study of this bulletin may be the means of solving many of your turning problems.

We Believe that the Use of Compressed Air, for Cleaning Lathes, is the Cause of Future Troubles

9-48 Bulletin 1 - No. 2 2500 Litho. in U. S. A.

This part of the manuel covers the construction of the machine, and the adjustments that may be made on each unit. With this description are photographs showing the parts of which each unit is constructed. These have been arranged in the same relative position, when possible, as they appear in the construction of the machine.

INSTRUCTION FOR ORDERING PARTS

An identification plate like this is on each Monarch Lathe.

When ordering parts there are five points of information that must be sent. These are as follows:

1. The amount of pieces required.
2. The name of the part.
3. The number of the part.
4. The parts sheet number.
5. The lathe serial number.

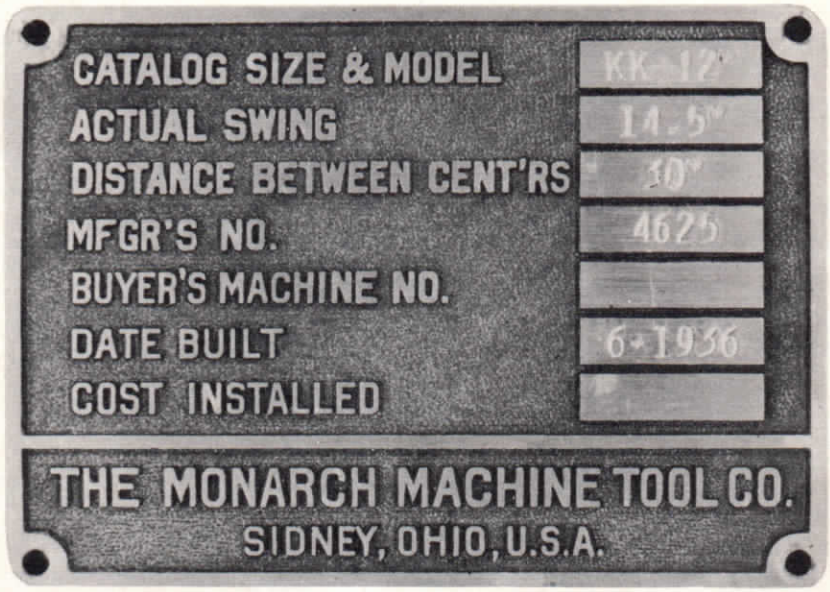
This information must be sent in order for the part to be correctly identified. The parts sheet number is the number of the sheet, on which the parts photograph appears.

Example of how to order a part.

SEND ONE BRAKE ROD, PART NUMBER 1, PARTS SHEET NUMBER 3, LATHE SERIAL NUMBER 4625.

Note: Use the serial number on the identification plate on the lathe.)

If the information is sent in this manner prompt service can be rendered on the delivery of the part desired. Otherwise it will have to be delayed, until the information is obtained.



An Identification Plate Like This is On Each Monarch Lathe

Most motors are mounted in the housing under the headstock. This photograph illustrates the parts used in that type of mounting. On page 5 of the "Accessories Bulletin" are shown a rear leg vertical mounting, and a motor mounted on top of the headstock. A rear leg horizontal mounting is shown on page 6, of the same bulletin. The mountings are all very similar except for their location on the lathe.

ADJUSTMENTS

Motor drive

The motor V belts are adjusted by shifting the position of the motor. This is done by removing the plate on the front of the housing under the headstock, and shifting the position of the nuts, No. 20, on the eye-bolt, No. 18, which is attached to the front of the motor base, No. 16. Do not keep the belts too tight. After making the adjustment, securely tighten the nuts on the eye-bolt.

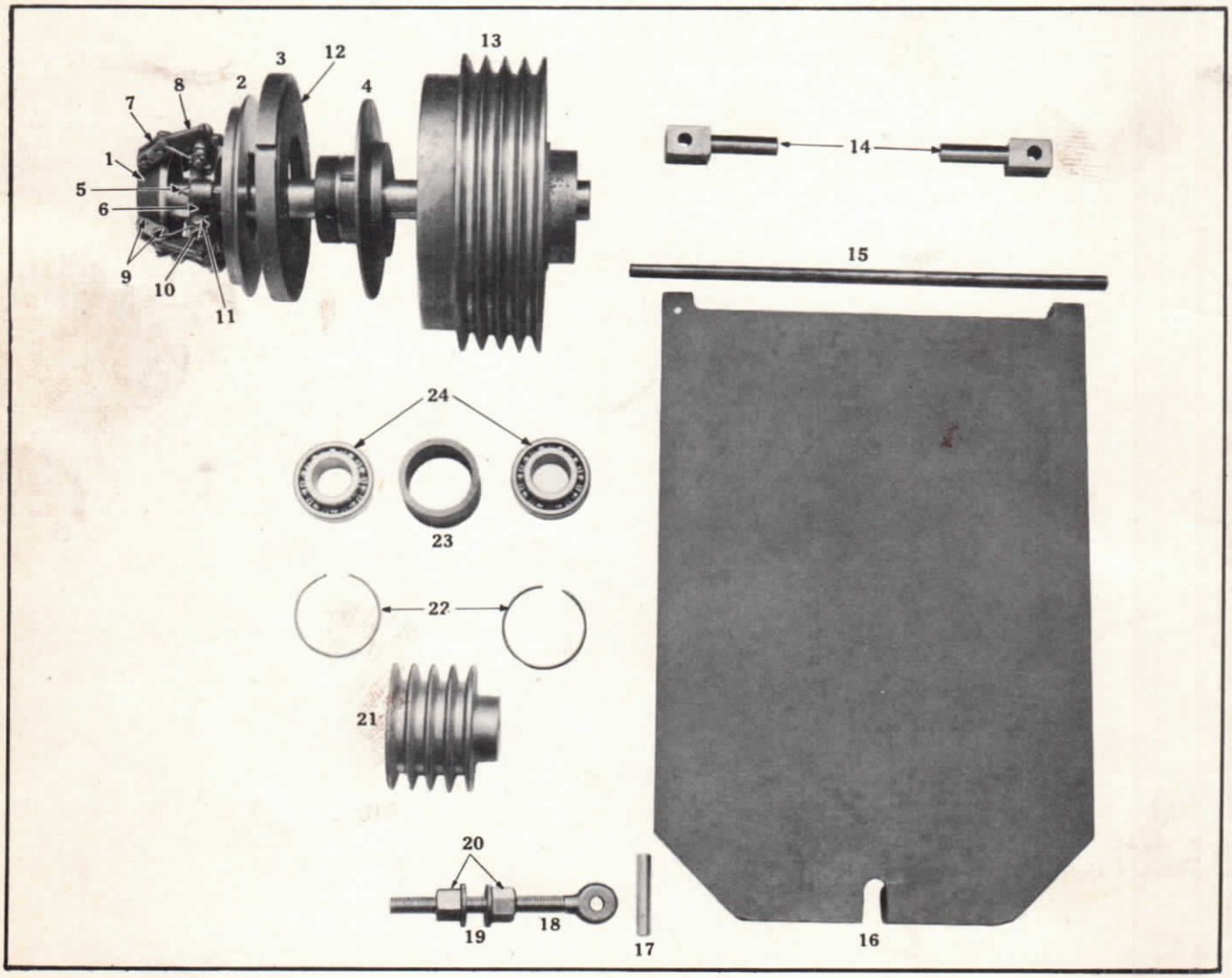
Driving clutch

The driving clutch is adjusted by withdrawing the adjustment lock pin, No. 5, and turning the adjusting yoke, No. 6, "in", to tighten, "out," to loosen. One notch is usually all the adjustment requires. After making the adjustment, be sure the locknut on the end is securely tightened.

Sticking clutch

Excessive lubrication causes grease to be thrown on the composition discs No. 12, of the driving clutch, causing it to stick or drag. To eliminate this trouble remove the disc and clean the faces.

WHEN ORDERING PARTS SEND NAME, PART NUMBER, PARTS SHEET NUMBER, AND LATHE SERIAL



MOTOR MOUNTING and DRIVING CLUTCH PARTS LIST

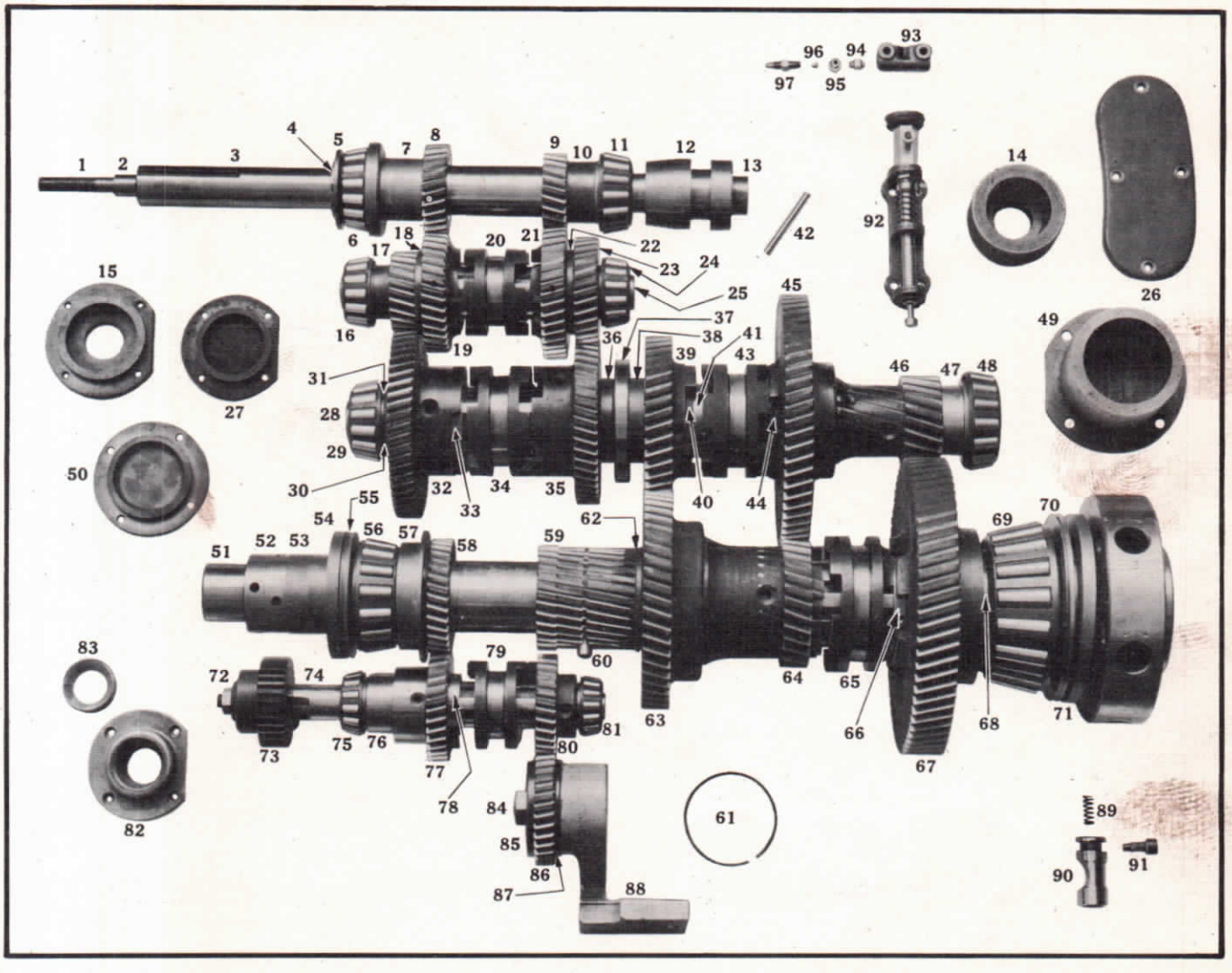
1. Sliding sleeve.
2. Floating plate.
3. Driving plate.
4. Hub and back plate.
5. Adjustment lock pin.
6. Adjusting yoke.
7. Lever link.
8. Lever.
9. Lever link pin.
10. Lever spring.
11. Lever pin.
12. Friction disc.
13. Disc clutch sheave.
14. Motor base hinge.
15. Motor base shaft.
16. Motor base.
17. Motor base adjustment stud.
18. Motor base adjustment screw.
19. Washer.
20. Nut.
21. Motor sheave.
22. Spring collar.
23. Sheave bearing spacer.
24. Sheave bearing.

This photograph shows the shafts in the headstock and the parts mounted on them. The headstock levers assembly is shown on the other side of this page. On page 11, of the, "Features Bulletin" is a picture of an assembled headstock, showing clearly the construction.

SPINDLE ADJUSTMENT

To take up on the spindle bearings tighten the spindle nuts, No. 52. Adjust tight enough to remove all play and yet not tight enough to heat at ordinary spindle speeds.

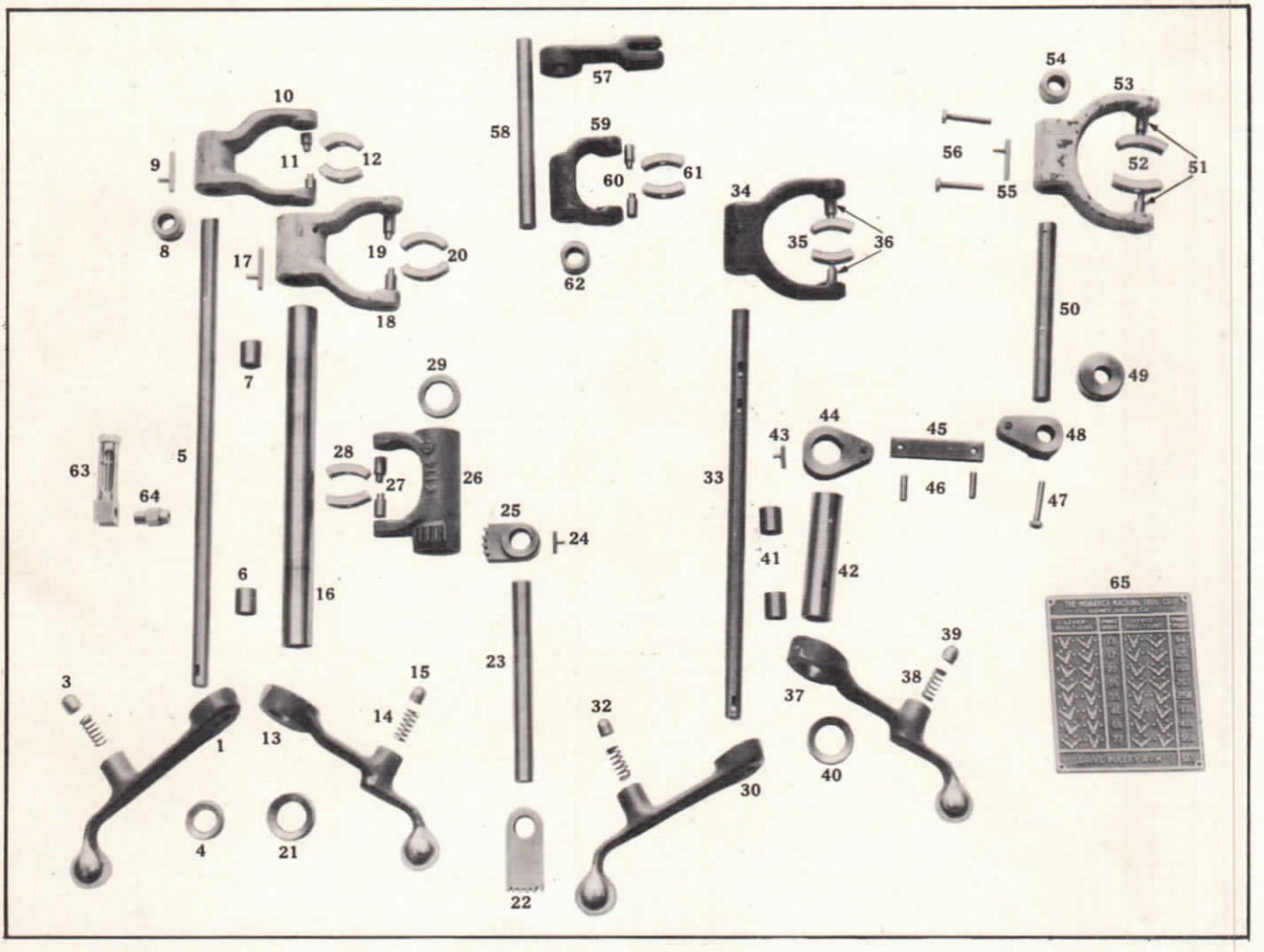
WHEN ORDERING PARTS SEND NAME, PART NUMBER, PARTS SHEET NUMBER, AND LATHE SERIAL



HEADSTOCK PARTS LIST

1. Brake rod.
2. Pulley shaft bushing.
3. Pulley shaft.
4. Pulley shaft lock collar.
5. Pulley shaft oil deflector.
6. Timken bearing.
7. Pulley shaft spacer.
8. Pulley shaft gear, L. H.
9. Pulley shaft gear, R. H.
10. Pulley shaft gear spacer.
11. Timken bearing.
12. Brake cone.
13. Brake cone plug.
14. Brake.
15. Pulley shaft cap, L. H.
16. Timken bearing.
17. Short intermediate shaft drive gear, L. H.
18. Gear spacer.
19. Short intermediate shaft clutch gear, L. H.
20. Short intermediate shaft clutch.
21. Short intermediate shaft clutch gear. R. H.
22. Gear spacer.
23. Short intermediate shaft drive gear, R. H.
24. Timken bearing.
25. Short intermediate shaft.
26. Short intermediate and pulley shaft plate.
27. Short intermediate shaft bearing cap.
28. Long intermediate shaft.
29. Timken bearing.
30. Thrust collar.
31. Gear spacer.
32. Long intermediate shaft gear, No. 1.
33. Clutch gear ring.
34. Long intermediate shaft clutch, L. H.
35. Long intermediate shaft gear, No. 2.
36. Bearing spacer.
37. Radial thrust bearing.
38. Center bearing sleeve.
39. Long intermediate shaft gear, No. 3.
40. Clutch gear spacer.
41. Thrust collar.
42. Thrust Collar pin.
43. Long intermediate shaft clutch, R. H.
44. Gear spacer.
45. Large back gear.
46. Small back gear.
47. Bearing spacer.
48. Timken bearing.
49. Front intermediate shaft cap.
50. Long intermediate shaft cap, L. H.
51. Spindle.
52. Spindle nut.
53. Spindle spacing collar.
54. Rear oil ring.
55. Rear oil deflector ring.
56. Timken bearing.
57. Inside oil deflector.
58. Large reverse gear.
59. Small reverse gear.
60. Reverse gear pin.
61. Collar ring.
62. Spindle drive gear spacer.
63. Large spindle drive gear.
64. Small spindle drive gear.
65. Spindle clutch.
66. Bull gear ring.
67. Bull gear.
68. Bull gear spacer.
69. Timken bearing.
70. Front oil throw plate.
71. Front oil deflector.
72. Washer.
73. Reverse shaft gear.
74. Reverse shaft.
75. Timken bearing.
76. Reverse shaft spacer.
77. Large reverse clutch gear.
78. Clutch gear ring.
79. Reverse clutch.
80. Small reverse clutch gear.
81. Timken bearing.
82. Reverse shaft cap.
83. Reverse shaft packing gland.
84. Reverse idler gear stud.
85 Reverse idler gear washer.
86. Reverse idler gear.
87. Spacer.
88. Reverse shaft support.
89. Cam spring.
90. Cam.
91. Cam screw.
92. Bijur pump.
93. Oil header.
94. Oil nut.
95. Oil bushing.
96. Oil sleeve.
97. Metering pin.

WHEN ORDERING PARTS SEND NAME, PART NUMBER, PARTS SHEET NUMBER, AND LATHE SERIAL



HEADSTOCK LEVERS PARTS LIST

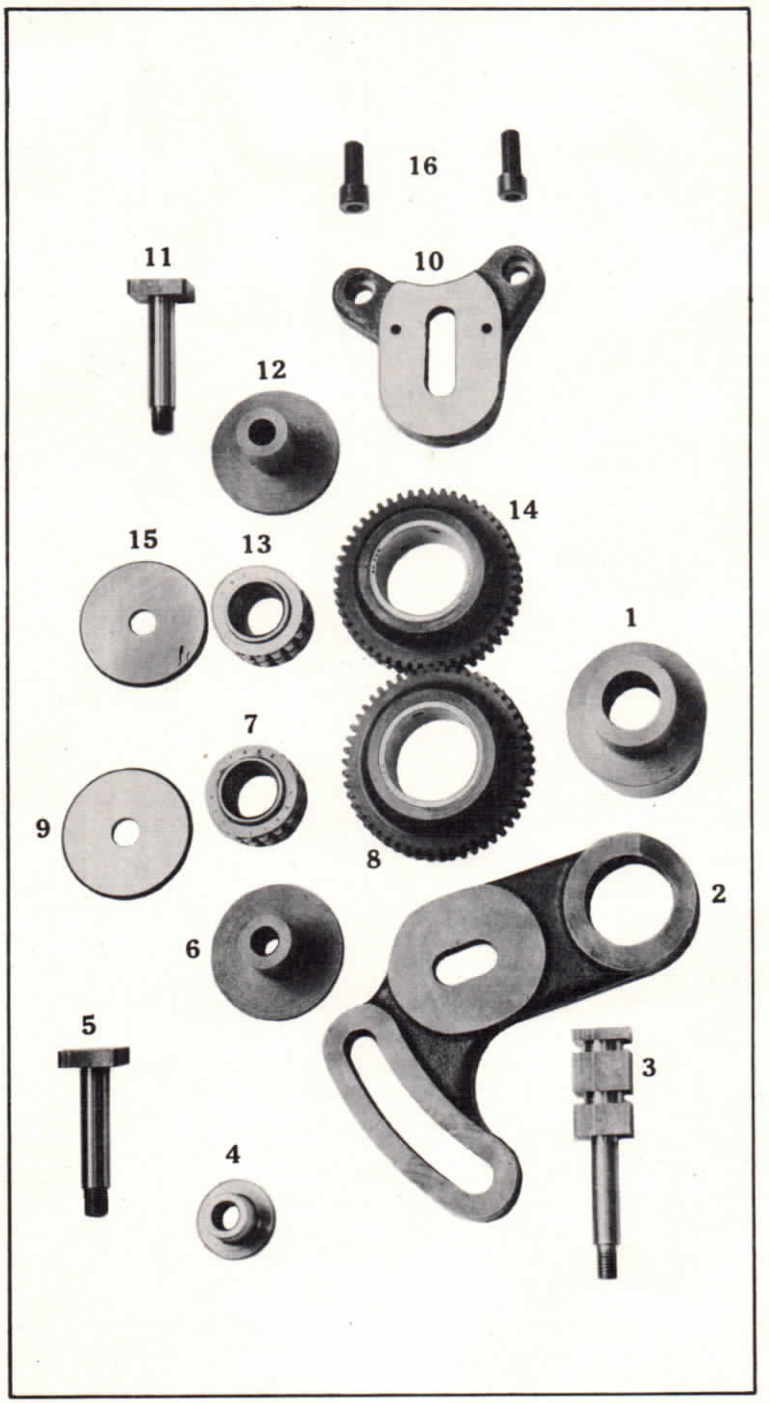
1. Clutch shifter shaft lever.
2. Plunger spring.
3. Plunger plug.
4. Clutch tube packing nut.
5. Clutch shifter shaft.
6. Clutch shifter tube bushing.
7. Clutch shifter tube bushing.
8. Fork collar.
9. Tit key.
10. Short intermediate shaft fork.
11. Clutch shoe pin.
12. Clutch shifter shoe.
13. Clutch shifter tube lever.
14. Plunger spring.
15. Plunger plug.
16. Clutch tube.
17. Tit key.
18. Long intermediate shaft fork, L. H.
19. Clutch shoe pin.
20. Clutch shifter shoe.
21. Packing nut.
22. Outside reverse segment.
23. Reverse clutch shifter shaft.
24. Tit key.
25. Inside reverse segment.
26. Reverse shifter fork.
27. Clutch shoe pin.
28. Clutch shifter shoe.
29. Fork collar.
30. Clutch shifter shaft lever.
31. Plunger spring.
32. Plunger plug.
33. Clutch shifter shaft.
34. Long intermediate shaft fork, R. H.
35. Clutch shifter shoe.
36. Clutch shoe pin.
37. Clutch shifter tube lever.
38. Plunger spring.
39. Plunger plug.
40. Packing nut.
41. Clutch shifter tube bushing.
42. Clutch shifter tube.
43. Tit key.
44. Clutch shifter link.
45. Link connecting bar.
46. Shifter link pin.
47. Segment pin.
48. Clutch shifter link.
49. Collar.
50. Clutch shifter shaft.
51. Clutch shoe pin.
52. Clutch shifter shoe.
53. Spindle fork.
54. Collar.
55. Tit key.
56. Segment pin.
57. Upper control link.
58. Clutch shifter shaft.
59. Brake cone shifter fork.
60. Clutch shoe pin.
61. Clutch shifter shoe.
62. Collar.
63. Oil gauge.
64. Oil gauge nipple.
65. Spindle speed index plate.

This photograph shows each part of the end gear train. On page 22, figure 40, of the "Features Bulletin" is a photograph showing exactly the manner in which the end gearing is mounted on the lathe.

ADJUSTMENT

The end gearing is adjusted by loosening the nut on the babbitt stud, No. 3, and the nuts on the quadrant gear bolts, Nos. 5 and 11. After correctly positioning the gears, so there is about .003″ space between the teeth, securely tighten the nuts.

WHEN ORDERING PARTS SEND NAME, PART NUMBER, PARTS SHEET NUMBER, AND LATHE SERIAL

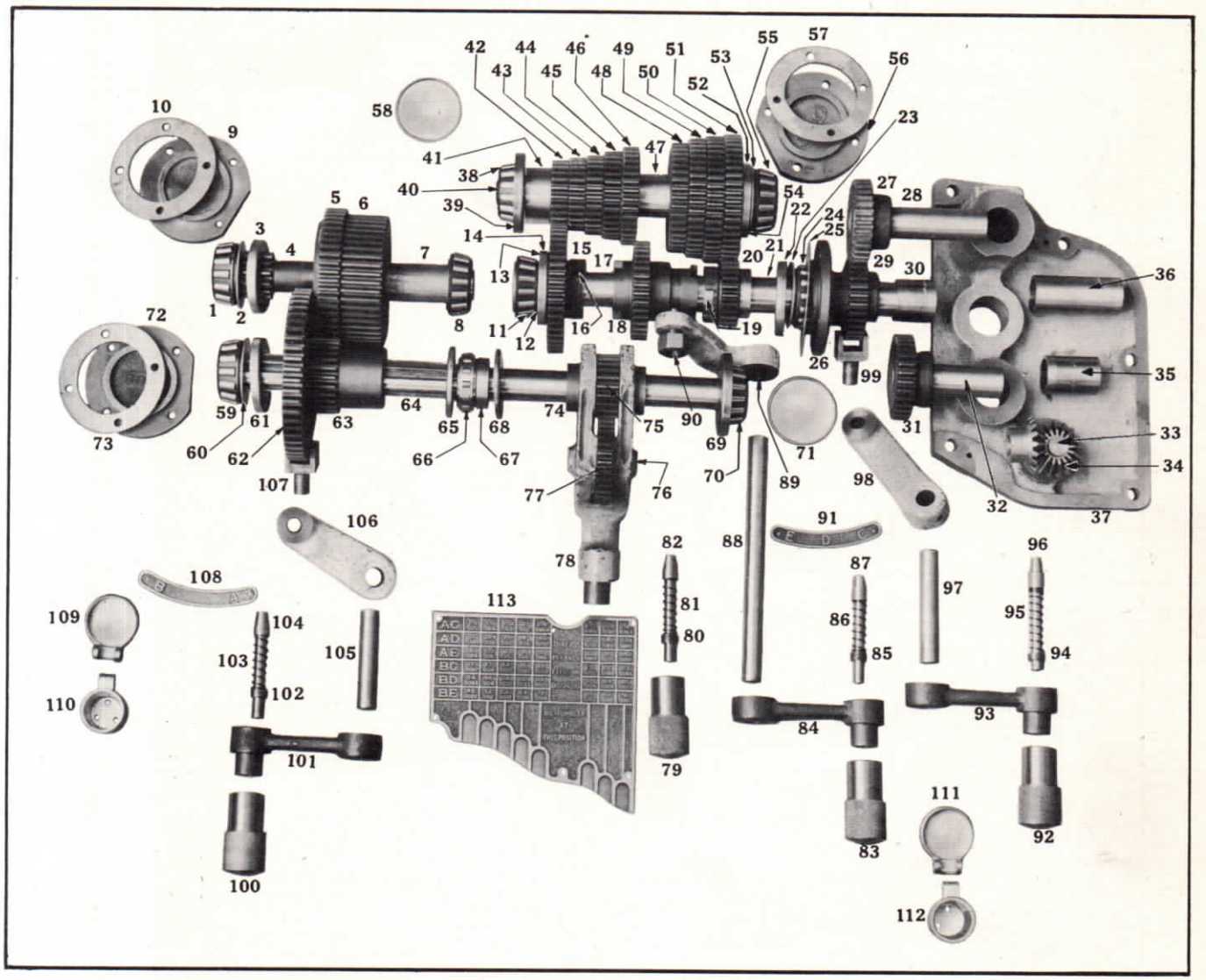


END GEAR TRAIN PARTS LIST

1. Quadrant bushing.
2. Quadrant.
3. Babbitt stud.
4. Babbitt stud washer.
5. Quadrant gear bolt.
6. Quadrant gear bushing.
7. Roller bearing.
8. Quadrant gear.
9. Washer.
10. Quadrant gear bracket.
11. Quadrant gear bolt.
12. Quadrant gear bushing.
13. Roller bearing.
14. Quadrant gear.
15. Washer.
16. Gear bracket bolts.

The gearbox is located on the front of the lathe under the headstock. Its purpose is to provide changes in the speed of rotation of the leadscrew and feedrod, which is accomplished by sliding gears and clutches. The photograph on page 25 of the "Features Bulletin" clearly shows the construction of the gearbox, as well as the headstock and apron.

WHEN ORDERING PARTS SEND NAME, PART NUMBER, PARTS SHEET NUMBER, AND LATHE SERIAL



GEARBOX PARTS LIST

1. Timken bearing.
2. Straight deflector.
3. Cup deflector.
4. Compound shaft and pinion.
5. Compound gear.
6. Compound gear.
7. Spacer.
8. Timken bearing.
9. Bearing cap.
10. Shim.
11. Timken bearing.
12. Bearing spacer.
13. Straight deflector.
14. Cup deflector.
15. Large clutch gear.
16. Clutch gear ring.
17. Clutch shaft.
18. Sliding clutch gear.
19. Clutch gear ring.
20. Small clutch gear.
21. Bearing spacer.
22. Cup deflector.
23. Straight deflector.
24. Timken bearing.
25. Shim.
26. Bearing cap.
27. Leadscrew gear.
28. Leadscrew.
29. Slip gear.
30. Clutch shaft bushing.
31. Feedrod gear.
32. Feedrod.
33. Gearbox control lever stem.
34. Miter gear.
35. Feedrod bushing.
36. Leadscrew bushing.
37. Leadscrew and feedrod support.
38. Timken bearing.
39. Cup deflector.
40. Cone shaft.
41. Spacer.
42. First cone gear.
43. Second cone gear.
44. Third cone gear.
45. Fourth cone gear.
46. Fifth cone gear.
47. Cone gear spacer.
48. Sixth cone gear.
49. Seventh cone gear.
50. Eighth cone gear.
51. Ninth cone gear.
52. Cup deflector.
53. Straight deflector.
54. Bearing spacer.
55. Timken bearing.
56. Bearing cap.
57. Shim.
58. Cup deflector.
59. Timken bearing.
60. Straight deflector.
61. Cup deflector.
62. Large compound gear.
63. Small compound gear.
64. Tumbler shaft.
65. Cup deflector.
66. Radial thrust bearing.
67. Bearing spacer.
68. Cup deflector.
69. Cup deflector.
70. Timken bearing.
71. Cup deflector.
72. Bearing cap.
73. Shim.
74. Tumbler lever bushing.
75. Tumbler gear.
76. Tumbler idler gear stud.
77. Tumbler idler gear.
78. Tumbler lever.
79. Plunger knob.
80. Plunger pin bushing.
81. Plunger pin spring.
82. Plunger pin.
83. Plunger knob.
84. Shifter lever.
85. Plunger pin bushing.
86. Plunger pin spring.
87. Plunger pin.
88. Clutch lever stem.
89. Clutch lever.
90. Clutch lever pin.
91. Sliding clutch plate.
92. Plunger knob.
93. Shifter lever.
94. Plunger pin bushing.
95. Plunger pin spring.
96. Plunger pin.
97. Slip gear stem.
98. Slip gear lever.
99. Slip gear shoe.
100. Plunger knob.
101. Shifter lever.
102. Plunger pin bushing.
103. Plunger pin spring.
104. Plunger pin.
105. Compound lever stem.
106. Compound lever.
107. Compound gear shoe.
108. Compound plate.
109. Oil plug cap.
110. Oil plug.
111. Oil plug cap.
112. Oil plug.
113. Index plate.

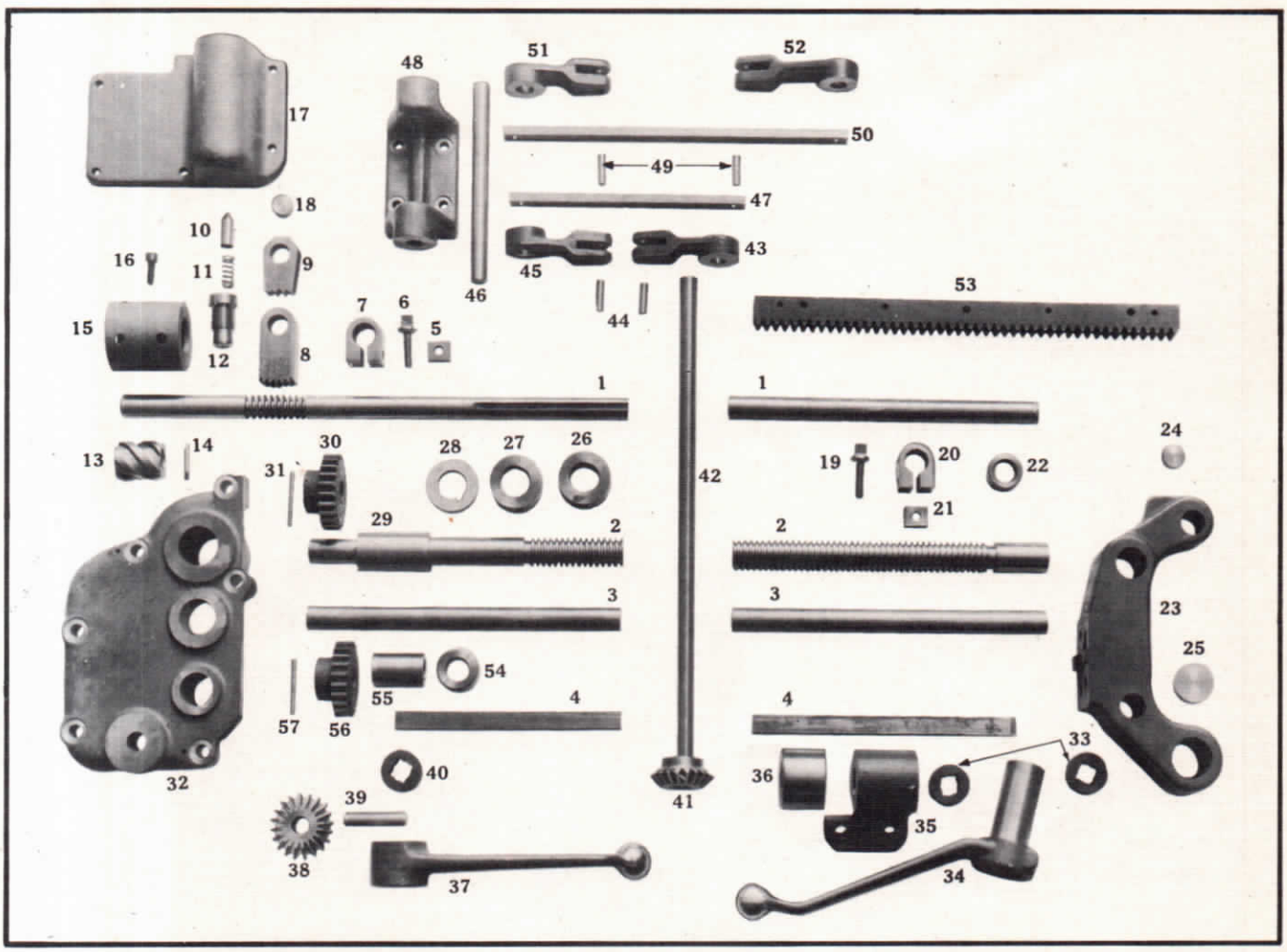
This photograph shows the reverse rod, No. 1, the leadscrew, No. 2, the feedrod, No. 3, the control rod, No. 4, and the parts by which they are mounted on the bed. The complete starting and stopping control mechanism is also shown including the upper control link, which operates the brake cone in the headstock.

ADJUSTMENTS

Leadscrew thrust

The leadscrew thrust is adjusted by tightening the thrustnut, No. 27. After making the adjustment be sure to tighten the locknut, No. 26. The adjustment should be made just tight enough to take up all lost motion.

WHEN ORDERING PARTS SEND THE NAME, PART NUMBER, PARTS SHEET NUMBER, AND THE LATHE SERIAL



BED PARTS LIST

1. Reverse rod.
2. Leadscrew.
3. Feedrod.
4. Control rod.
5. Reverse stop key.
6. Reverse stop bolt.
7. Reverse stop collar.
8. Outside reverse segment.
9. Index sector.
10. Detent plunger.
11. Detent spring.
12. Detent case.
13. Reverse rod worm.
14. Reverse worm pin.
15. Reverse rod worm nut.
16. Set screw.
17. Gearbox cover.
18. Gearbox cover plug.
19. Reverse stop bolt.
20. Reverse stop collar.
21. Reverse stop key.
22. Reverse rod collar.
23. Rear leadscrew box.
24. Oil plug.
25. Oil plug.
26. Leadscrew locknut.
27. Leadscrew thrust nut.
28. Thrust collar.
29. Leadscrew bushing.
30. Leadscrew gear.
31. Leadscrew gear pin.
32. Leadscrew and feedrod support.
33. Control rod collar.
34. Apron control lever.
35. Apron control bracket.
36. Lever bushing.
37. Control lever.
38. Miter gear.
39. Miter gear stem.
40. Control rod collar.
41. Miter gear.
42. Cross rod.
43. Control link.
44. Connecting pin.
45. Control link.
46. Head bracket rod.
47. Lower connecting rod.
48. Head bracket.
49. Connecting pin.
50. Upper connecting rod.
51. Control link.
52. Upper control link.
53. Feed rack.
54. Feedrod collar.
55. Feedrod bushing.
56. Feedrod gear.
57. Feedrod gear pin.

A picture of the apron, assembled, is shown on page 23, figure 42, of the "Features Bulletin." This view will enable one to better understand the parts photograph.

ADJUSTMENTS

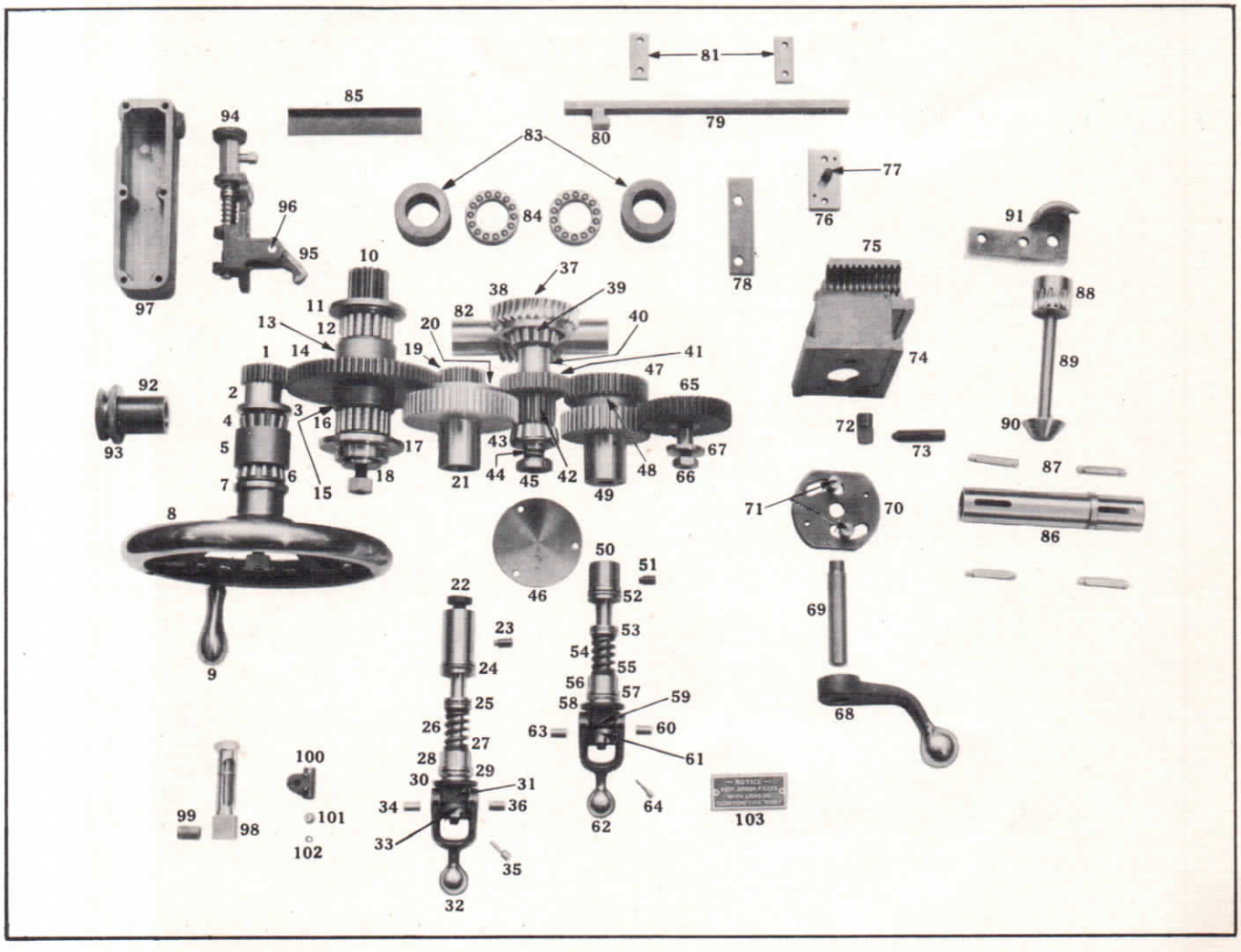
Apron frictions

To adjust the apron frictions remove the locknut pin, Nos. 35 or 64. Turn the friction locknut, Nos. 33 or 61, "In", to tighten, "Out", to loosen. Keep the adjustment tight enough to prevent the discs from slipping. After making the adjustment replace the locknut pin.

Halfnut closure

The halfnut closure is adjusted by the set screw, No. 73. Turning the screw, "Out", permits more closure of the halfnut, turning the screw, "IN", has the opposite effect.

WHEN ORDERING PARTS SEND NAME, PART NUMBER, PARTS SHEET NUMBER, AND LATHE SERIAL



APRON PARTS LIST

1. Handwheel shaft and pinion.
2. Pump cam.
3. Spacer.
4. Timken bearing.
5. Handwheel bearing spacer.
6. Timken bearing.
7. Spacer.
8. Apron handwheel.
9. Handwheel handle.
10. Rack pinion shaft.
11. Rear rack pinion collar.
12. Roller bearing.
13. Rack gear spacer.
14. Rack gear.
15. Rack gear spacer.
16. Roller bearing.
17. Rack pinion collar.
18. Washer.
19. Longitudinal friction pinion.
20. Longitudinal friction disc.
21. Longitudinal friction gear.
22. Longitudinal friction stem.
23. Friction stem key.
24. Thrust bearing.
25. Spring thrust bearing.
26. Friction spring.
27. Spring washer.
28. Friction stem bushing.
29. Thrust bearing.
30. Cam ring.
31. Friction sleeve.
32. Longitudinal friction knob.
33. Friction locknut.
34. Cam fulcrum pin.
35. Locknut pin.
36. Cam fulcrum pin.
37. Collar.
38. Wormwheel.
39. Timken bearing.
40. Wormwheel bearing spacer.
41. Wormshaft gear.
42. Wormwheel shaft and pinion.
43. Timken bearing.
44. SKF washer.
45. SKF nut.
46. Wormwheel shaft cap.
47. Crossfeed friction pinion.
48. Crossfeed friction disc.
49. Crossfeed friction gear.
50. Crossfeed friction stem.
51. Friction stem key.
52. Thrust bearing.
53. Spring thrust bearing.
54. Friction spring.
55. Spring washer.
56. Friction stem bushing.
57. Thrust bearing.
58. Cam ring.
59. Friction sleeve.
60. Cam fulcrum pin.
61. Friction locknut.
62. Crossfeed friction knob.
63. Cam fulcrum pin.
64. Locknut pin.
65. Crossfeed intermediate gear.
66. Crossfeed intermediate gear stem.
67. Washer.
68. Halfnut lever.
69. Halfnut cam stem.
70. Cam plate.
71. Cam guide pin.
72. Halfnut adjustment stop pin.
73. Halfnut adjustment stop screw.
74. Upper halfnut.
75. Lower halfnut.
76. Interlock guide.
77. Interlock guide pin.
78. Halfnut clamp. L. H.
79. Interlock bar.
80. Interlock key.
81. Interlock cap.
82. Worm.
83. Worm bushing.
84. Thrust bearing.
85. Worm splash shield.
86. Reverse control sleeve.
87. Reverse control sleeve key.
88. Chasing dial worm.
89. Chasing dial stem.
90. Chasing dial head.
91. Halfnut clamp. R. H.
92. Reverse control adjustment bushing.
93. Reverse control adjustment nut.
94. Bijur pump.
95. Pump cam follower.
96. Pump cam follower pin.
97. Pump case.
98. Oil gauge.
99. Oil gauge sleeve.
100. Oil header.
101. Oil sleeve.
102. Oil bushing.
103. Instruction plate.

ADJUSTMENTS

Carriage hold down clamps.

There are five carriage hold down clamps bearing on the bed underneath the ways. Two are in front and two are in the rear, on each end of the carriage. The other clamp bears underneath the rear of the front ways of the bed. The front clamps do not need adjustment. The other clamps are adjusted by the adjusting screws which change the tension of the gibs on the bed. These should be adjusted just tight enough to remove excessive play.

Top block gib

The top block gib, No. 9, is adjusted by the adjustment screws, No. 10. To adjust, loosen one screw and tighten the other.

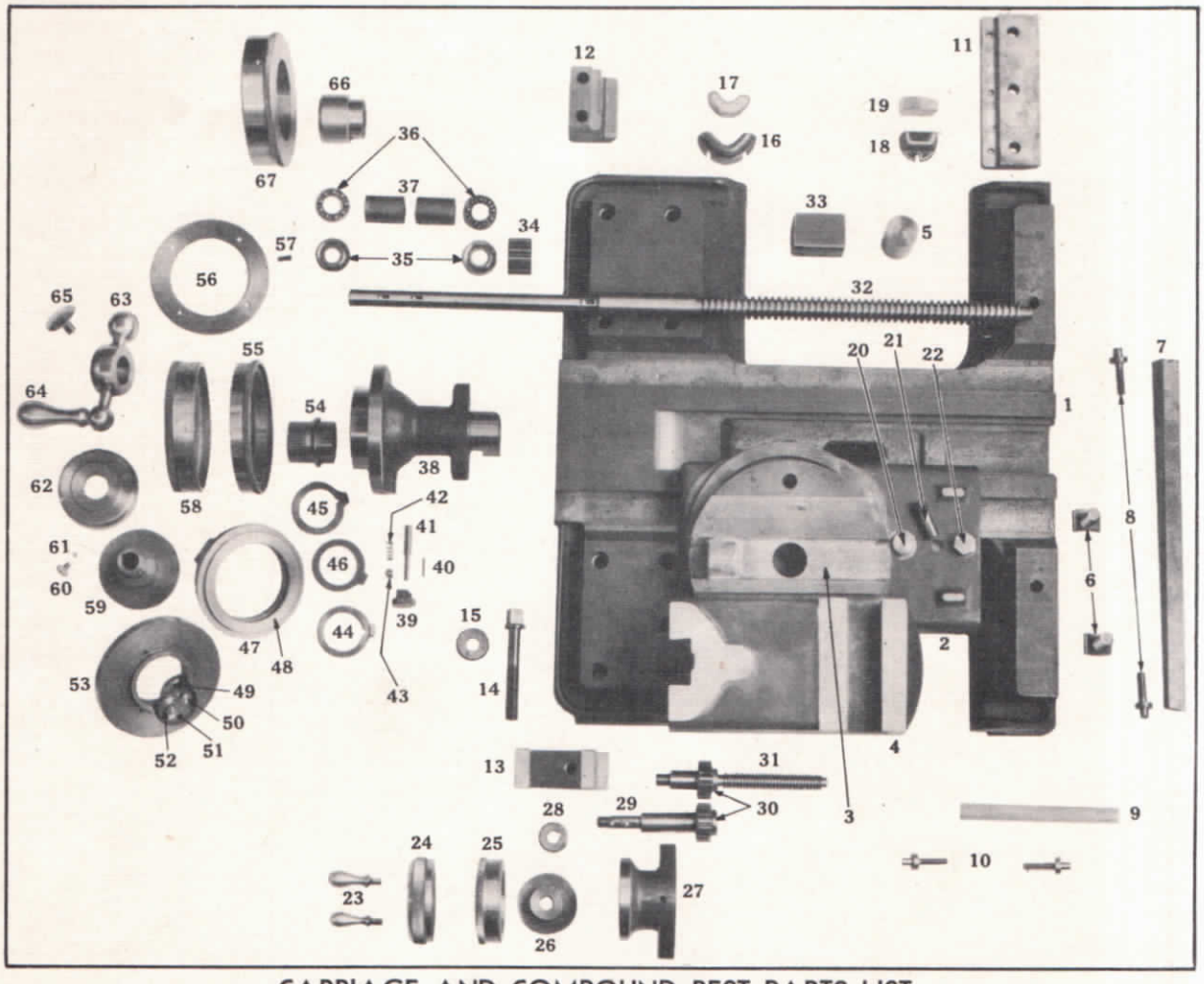
Bottom slide gib

The bottom slide gib, No. 7, is adjusted by the adjustment screws, No. 8, one on each end of the gib. To adjust, loosen one screw and tighten the other. Adjust just tight enough to take up all lost motion.

Crossfeed nut

Backlash between the crossfeed screw, No. 32, and the crossfeed nut, No. 33, may be taken up by tightening the screws in the top of the crossfeed nut.

WHEN ORDERING PARTS SEND NAME, PART NUMBER, PARTS SHEET NUMBER, AND LATHE SERIAL



CARRIAGE AND COMPOUND REST PARTS LIST

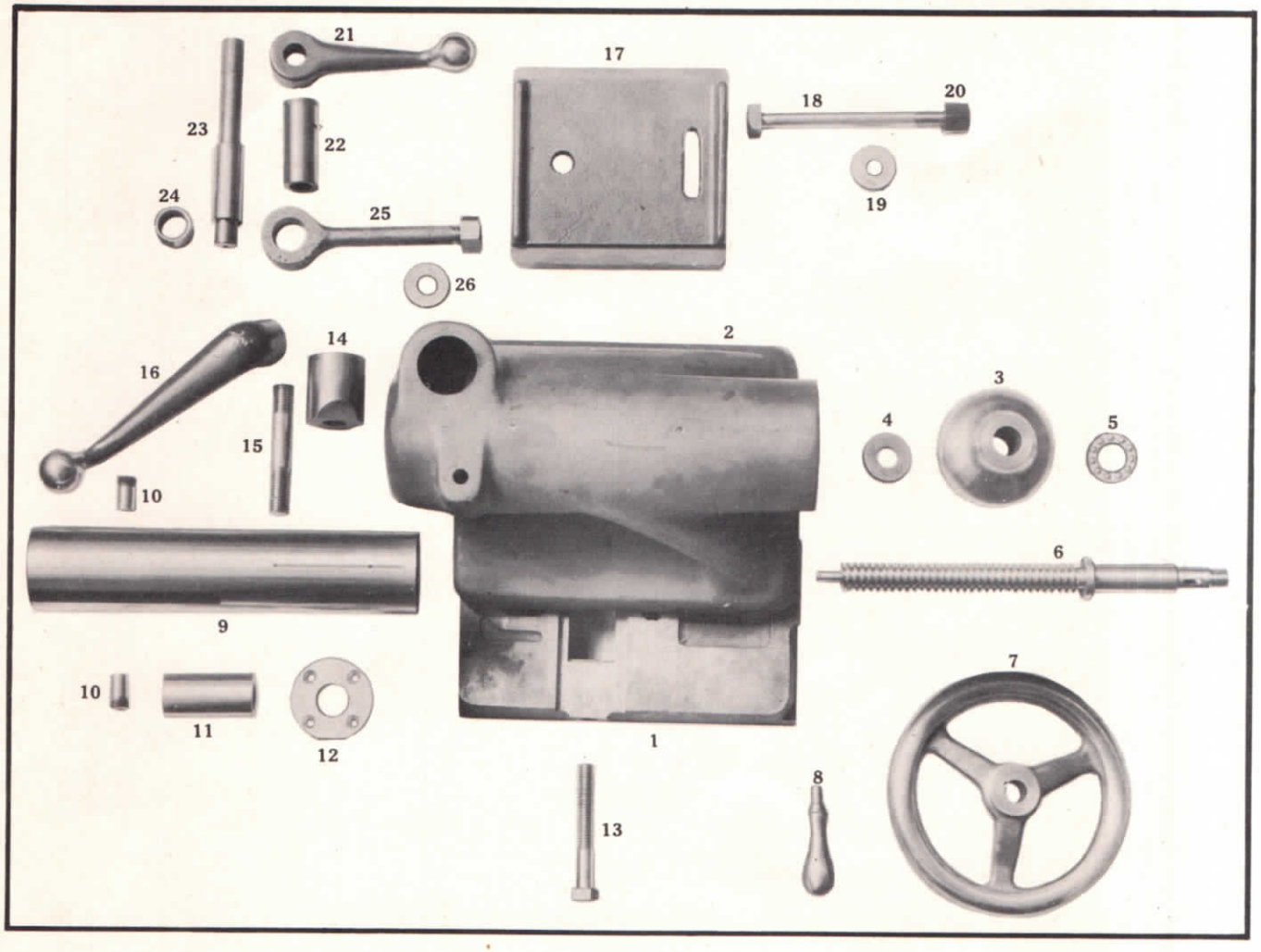
1. Carriage.
2. Bottom slide.
3. Swivel.
4. Top Block.
5. Swivel stud.
6. Swivel bolts.
7. Bottom slide gib.
8. Bottom slide gib adjustment screw.
9. Top block gib.
10. Top block gib adjustment screw.
11. Rear carriage hold down clamp
12. Front carriage hold down clamp.
13. Carriage binder clamp.
14. Carriage binder clamp screw.
15. Washer.
16. V carriage wiper holder.
17. V carriage wiper. (Clean these often).
18. Flat carriage wiper holder.
19. Flat carriage wiper. (Clean often).
20. Clamp hole plug.
21. Crossfeed nut lock screw.
22. Clamp screw.
23. Compound screw handle.
24. Compound knob.
25. Compound dial.
26. Compound dial bushing.
27. Compound bushing.
28. Compound screw washer.
29. Compound gear stud.
30. Compound gear.
31. Compound screw.
32. Crossfeed screw.
33. Crossfeed nut.
34. Crossfeed pinion.
35. Thrust bearing race.
36. Thrust bearing.
37. Bushing.
38. Crossfeed bushing.
39. Plunger knob.
40. Stop pin.
41. Plunger pin.
42. Spring.
43. Plunger bushing.
44. Lock collar.
45. Lock collar.
46. Loose collar.
47. Diameter dial bushing.
48. Dial bushing internal gear.
49. 46 teeth spacer gear.
50. 12 teeth spacer pinion.
51. 12 teeth pinion.
52. 30 teeth gear.
53. Dial spacer.
54. Screw drive gear.
55. Diameter dial.
56. Dial retaining plate.
57. Spring.
58. Micrometer dial.
59. Screw micrometer dial bushing.
60. Dial lock screw.
61. Binder plug.
62. Micrometer dial lock collar.
63. Ball crank.
64. Ball crank handle.
65. Dial screw.
66. Screw spacer.
67. Bushing spacer.

Note: Crossfeed screws with micro-gauging dials do not include parts numbered, 66 and 67.

Crossfeed screws without micro-gauging dials do not include parts numbered from 47 to 57, inclusive, parts numbered 66 and 67 being used instead.

This photograph shows the parts of a quick clamp tailstock, having an auxiliary bolt that is used, in addition to the quick clamp lever when doing extremely heavy work. The smaller tailstocks have only the quick clamp lever, No. 21, so parts Nos. 18, 19, and 20 will not be found on this type.

WHEN ORDERING PARTS SEND THE NAME, PART NUMBER, PARTS SHEET NUMBER, AND THE LATHE SERIAL



TAILSTOCK PARTS LIST

1. Tailstock base.
2. Tailstock top.
3. Handwheel bell.
4. Washer.
5. Thrust bearing.
6. Tailstock Screw.
7. Handwheel.
8. Handwheel handle.
9. Tailstock spindle.
10. Tang screw.
11. Spindle Nut.
12. Spindle retaining plate.
13. Set over screw.
14. Binder plug.
15. Binder stud.
16. Binder lever.
17. Tailstock clamp.
18. Tailstock clamp bolt.
19. Washer.
20. Tailstock clamp nut.
21. Eccentric shaft lever.
22. Eccentric shaft bushing.
23. Eccentric shaft.
24. Eye-bolt bushing.
25. Eye-bolt.
26. Washer.

Note: Keep oil reservoir in tailstock base filled. Clean Bed-way wipers often.

LUBRICATION MANUAL

Monarch Engine and Toolmaker's Lathes

including

Model EE, Series 60 and Heavy Duty Models M, N and NN

Monarch
TURNING MACHINES

THE MONARCH MACHINE TOOL CO.
Sidney, Ohio, U. S. A.

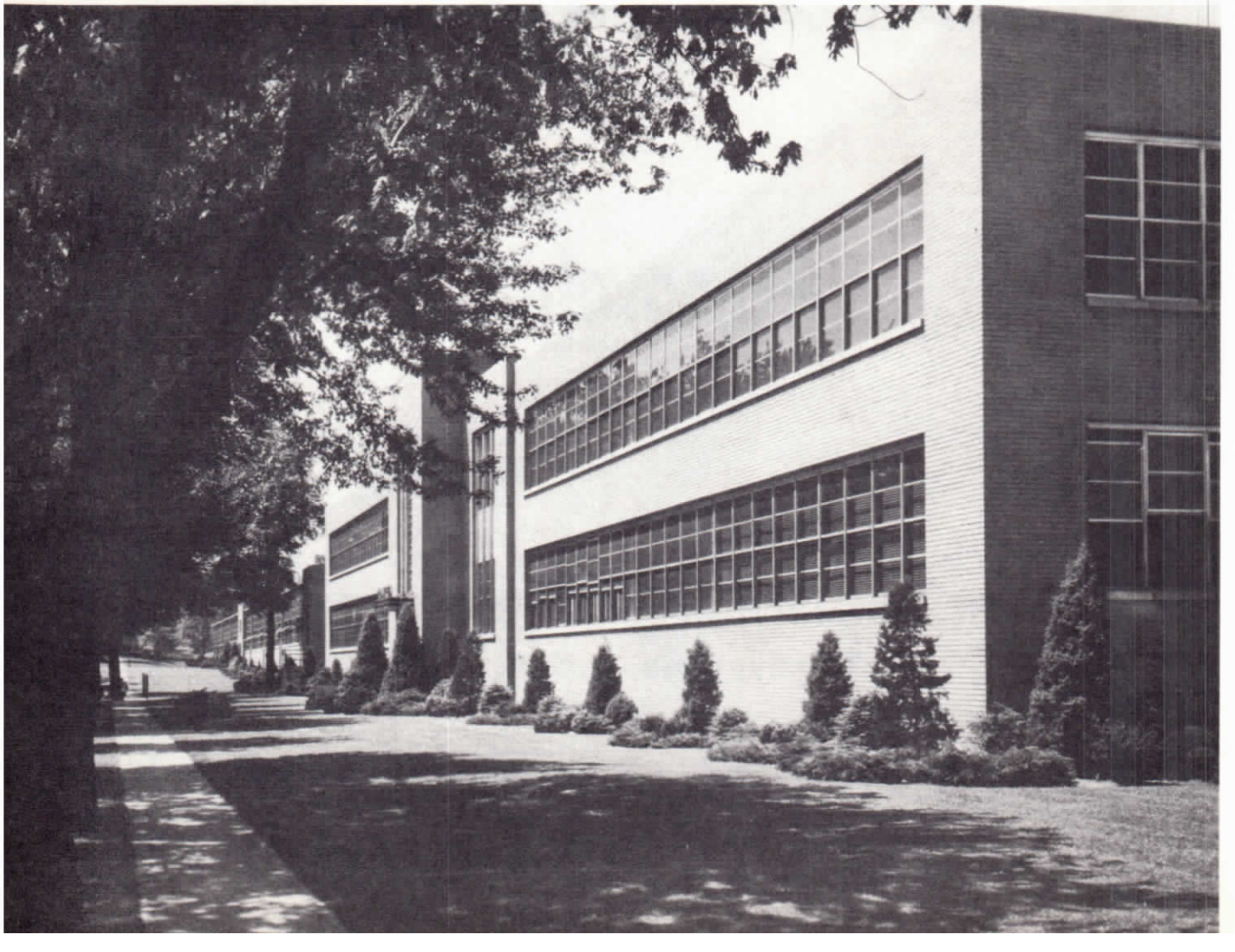
Introduction

The importance of proper and systematic lubrication cannot be overemphasized. Your Monarch lathe will produce more accurately and work faster by following the suggestions and instructions outlined in this handbook.

There are two major factors which govern the proper lubrication of your lathes. First, the method of application; second, the quality of lubricant used.

Specifications of lubricants do not satisfactorily determine their quality, thus as a guide and indication of first quality lubricants with world-wide distribution, we have listed brands of Socony-Vacuum products which are manufactured by The Socony-Vacuum Oil Company, Inc. Other brands of similar high quality may be used.

Proper maintenance of this lathe is a simple matter. With the proper use of the lubrication charts on Pages 6 to 11, inclusive, and the text describing the attachments, a regular schedule should be arranged and maintained at all times. Looking "down the road" a lubrication schedule which is closely adhered to will help to insure years of trouble-free operation and low repair costs.



PREPARATION FOR OPERATION AND RUN-IN

Before the lathe was shipped, all oil was drained from the headstock and apron. An anti-rust slushing compound has been applied to all outside machined surfaces. For correct method of removing this compound, please refer to the Operator's Manual.

After removal of this anti-rust compound and before operation, a thin film of oil such as Gargoyle Vactra Oil Heavy Medium should be applied to the bedway surfaces. The headstock and apron must be filled to proper levels with the recommended types of oil as indicated by the oil level gauges. The lathe should then be thoroughly oiled and greased throughout according to the lubrication charts shown on Pages 6 to 11, inclusive.

The extra precautions taken during the first few weeks of operation of the lathe will pay dividends in the life of the machine. Complete removal of all anti-rust slushing compound, already mentioned, cannot be stressed too strongly. Although over-lubrication is never recommended, special care should be exercised to assure full lubrication, wherever specified, from the very first moment of operation. It is desirable to avoid maximum speed, feed and depth of cut during the first few days of continuous operation.

Following the operation of the lathe for the first ninety days or approximately 750 hours, it is always a good practice to drain all reservoirs, flush (preferably with a light, clean flushing oil) and then refill to the proper level with the correct recommended product as shown in the lubrication charts on Pages 6 to 11, inclusive. To adhere to this procedure is to remove the contaminated oil which might contain small metal particles and anti-rust coating compounds, thus destroying the lubrication value of the initial charge.

PERIODIC OIL LEVEL CHECK

Oil reservoir levels should be checked at least twice a week.

CAUTION:—STOP THE LATHE AND ATTACHMENTS WHEN CHECKING OIL RESERVOIR LEVELS.

On the oil gauge for each unit will be found a line approximately midway in the gauge. The oil level should be maintained very close to this line at all times; never permit the level to fall too far below this line, as damage can result in a short period of operation due to lack of lubricant. Overfilling, however, can be detrimental and should be avoided at all times. This practice results in overheating due to excessive churning and unnecessary waste of oil.

REQUIRED OIL CHANGES

Following the initial run-in period, all oil reservoirs should be completely drained, flushed and refilled with a fresh charge of the recommended type of oil, as designated in the lubrication charts for each type of lathe in the following pages.

We recommend that twice a year the oil should be drained from the headstock and the headstock be flushed out with kerosene, and at the same time the pump should be cleaned, then refill the reservoir with a fresh charge of the recommended lubricating oil. This same procedure should be followed on the Series 60 end gearing and gear box pump.

The Bijur circulating pump on the apron should be removed at least once a year, and the apron reservoir as well as the pump reservoir, should be thoroughly cleansed of all dirt and sediment.

The constant re-circulation of the oil in the lathe and the contamination with impurities tend to gradually lessen the lubrication qualities of an oil. Such tendencies are most pronounced with inferior oils. The change period has, therefore, been based on the use of a high quality oil as designated.

CORRECT HAND OILING

Before the lathe is started each working day, all oil cups and hand oiling points should have a few drops of a good grade of machine oil applied therein, such as Gargoyle Vactra Oil Heavy Medium.

The use of the pneumatic type of can with plunger operation is recommended in preference to the ordinary spring bottom type of can. This pneumatic type has a greater control on the amount of oil applied and is superior in awkward positions of application. As always, the most important factor is regularity and the recommended quantity as shown in the charts following this section, in comparison to larger quantities at irregular intervals.

USE OF GREASE GUN

The operation of a grease gun is extremely simple but a few precautions are necessary to guarantee proper application. Air pockets forming in the grease chamber, particularly after refilling, should be eliminated by working the gun a few times prior to usage to make certain all entrapped air is removed. This will then allow the gun to eject the grease in a positive manner, thus controlling the amount applied.

The pressures possible with the ordinary grease gun are quite high, so extreme care must be taken, particularly when lubricating a bearing where grease has no provision for escape, as this will cause over-filling of the bearing so that when operated excessive heat is likely to result.

Then, too, seals may be damaged by the application of too much pressure which would allow the entrance of foreign matter, resulting in the contamination of the lubricant.

THE BIJUR SYSTEM

The Bijur Lubricating System consists of a pump unit which forces oil through branched lines to Meter-Units located at or near each point of application. This pump supplies a measured quantity of oil to the system, then the Meter-Units proportion this quantity according to the orifice size.

The lubricator is a small self-contained, non-adjustable piston pump installed in individual reservoirs at different points on the lathe. It is operated from the lathe through an eccentric or cam mounted on a rotating shaft. When the machine is in operation a lubricator pump forces a measured quantity of oil into the distributing system and assures a constant volume of oil being fed to the parts. The pump stroke is set at the factory to satisfy normal operating conditions. *No change* should be attempted unless running of the machine indicates a definite necessity.

It is extremely important that the lubricator never be starved of oil. An adequate level should be maintained in the oil reservoir, checked only when the machine is not in operation. Level is indicated by a glass sight gauge in the side of the reservoir. A regular schedule should be maintained to check and fill the reservoirs *to the proper level.* This will guard against insufficient oil in the system and avoid the possibility of extensive wear or operating difficulty.

A filter disc at the pump inlet protects the lubricating system from chips, dirt and other foreign substances. It is recommended that the filter disc be inspected every six months. If not clean, replace with a new one. When adding fresh oil, take every precaution that no dirt or chips are permitted to contaminate the new charge, as foreign matter of this nature can quickly clog the filter disc and impair its proper operation. Moreover, never use lubricants that contain compounds which might be absorbed to an extensive degree by the filter discs, thus clogging and reducing the delivery of oil through the system. For a like reason, never use so-called "dripless" oil or grades containing graphite, soap or other foreign substances.

CARE OF THE HYDRAULIC SYSTEM

The various pumps, valves and operating pistons of hydraulic systems are sensitive to the characteristics and condition of the oil used as the hydraulic fluid medium. With correct oil, these elements function smoothly, perform faithfully, respond quickly and require little attention. Efficient operation depends largely upon: (1) use of the correct oil and (2) scheduled maintenance of the system.

On the following pages, lubrication charts specify the recommended periods for checking oil level and for oil changes.

It is extremely important that these schedules be followed, thus insuring trouble-free operation. At all times, exercise extreme precaution that no water, dirt or grit be allowed to contaminate the system. A minute particle can cause expensive and time-consuming repairs.

Along with the regular scheduled inspection as shown in the lubrication charts, the filter on the pump intake should be cleaned at least every 250 hours of operation.

IMPORTANT LUBRICATION TIPS

The apron is anti-friction bearing throughout and is automatically lubricated by means of a cam which operates as the carriage traverses along the bed. CAUTION:— If the 20 M, 25 N and 32 NN lathes are to be used for a considerable period of time on facing work with the carriage clamped to the bed, the automatic force feed lubrication in the apron and to the compound rest will not function properly. In this case it is well to unclamp the carriage and occasionally move the carriage along the bed five or six turns of the apron handwheel to again force oil to all apron parts, as well as to the compound rest in its bearing on the carriage, so that proper lubrication will be given these parts.

As shown by the bronze caution plate, the main driving clutch pulley should not be greased more often than once per year and then only a small quantity of grease should be applied, for the reason that the anti-friction bearings on which the clutch pulley is mounted require only a slight amount of lubrication and an excess of lubricant would result in heating and leakage to the outside.

IMPORTANCE OF CLEANLINESS

The careless handling of lubricants, containers, etc. can quickly defeat the best lubrication procedure. Cleanliness is primarily a matter of systematic handling and proper storage facilities, which include well marked containers used for the same lubricant AT ALL TIMES.

The following are some suggested procedures which should be followed to avoid possible contamination of the fresh oil.

1: Wipe clean all filler openings BEFORE adding oil.

2: The use of a fine screen or mesh is recommended when refilling the hydraulic system.

3: Replace all covers, filler plugs, etc. immediately after oiling.

4: Clean all pressure fittings before application of grease.

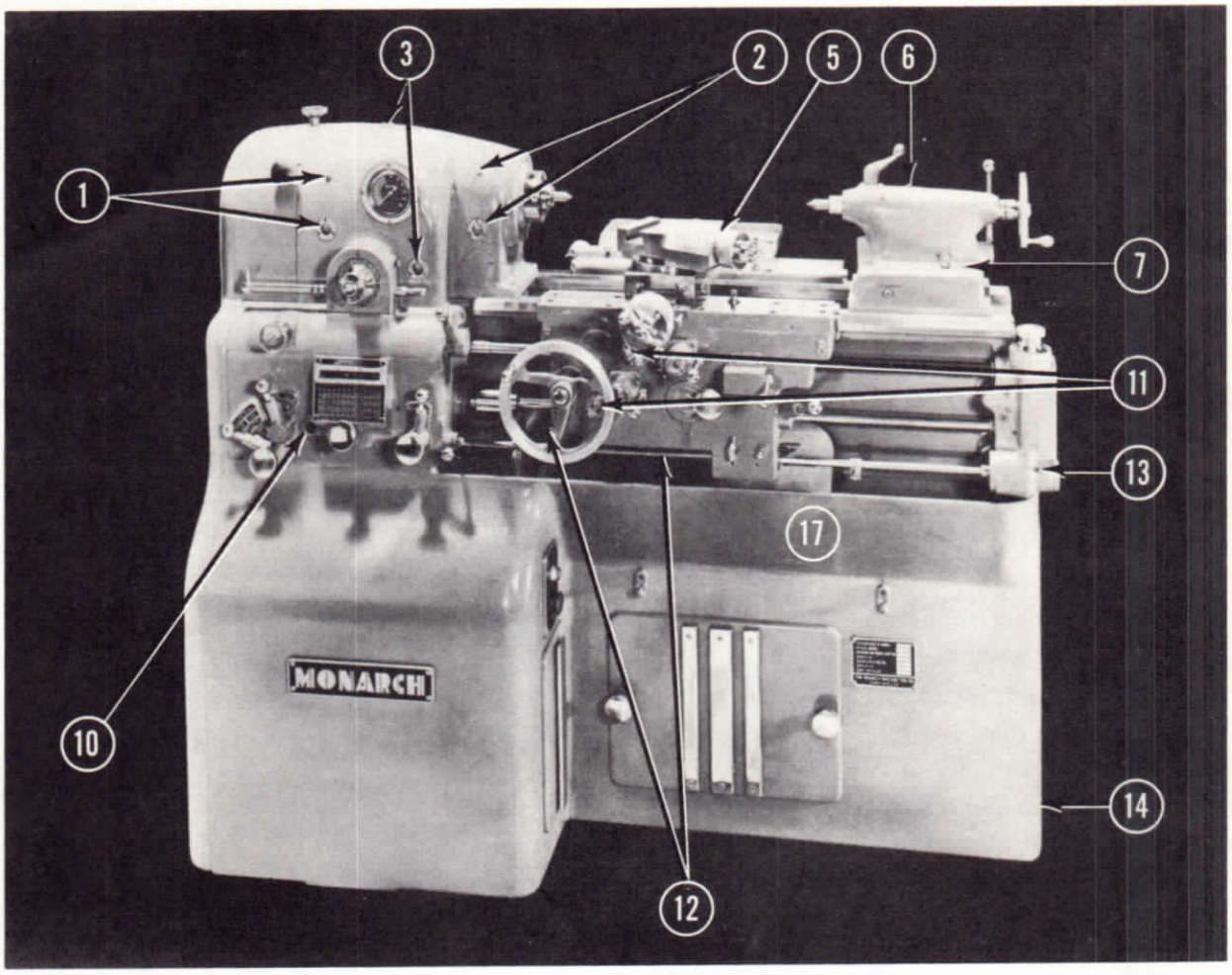


Figure 1. Model EE Toolmaker's Lathe

Reference Number	*Part*	*Capacity*	*Lubricant*	*Schedule*
1	Rear Spindle Bearing Reservoir Filling Point and Oil Level Gauge	1 Pt.	*Gg. Vactra Oil Light	Check level each shift.
2	Front Spindle Bearing Reservoir Filling Point and Oil Level Gauge	1 Pt.	*Gg. Vactra Oil Light	Check level each shift.
3	Headstock Reservoir Filling Point and Oil Level Gauge	3 Qts.	Gg. Vactra Oil Heavy Medium	Check level weekly. Drain every 6 months at point (4) and refill with fresh oil.
5	Compound Rest		Gg. Vactra Oil Heavy Medium	Each Shift.
6	Tailstock Spindle		Gg. Vactra Oil Heavy Medium	Check level each shift.
7	Tailstock Ways		Gg. Vactra Oil Heavy Medium	As required.
8	Gearbox—Reservoir Filling Point	1 Qt.	Gg. Vactra Oil Heavy Medium	Check level each shift. Drain every 6 months at point (9) and refill with fresh oil.

*Gg. D.T.E. Oil Light also approved if user desires to minimize brands.

Gg=Gargoyle

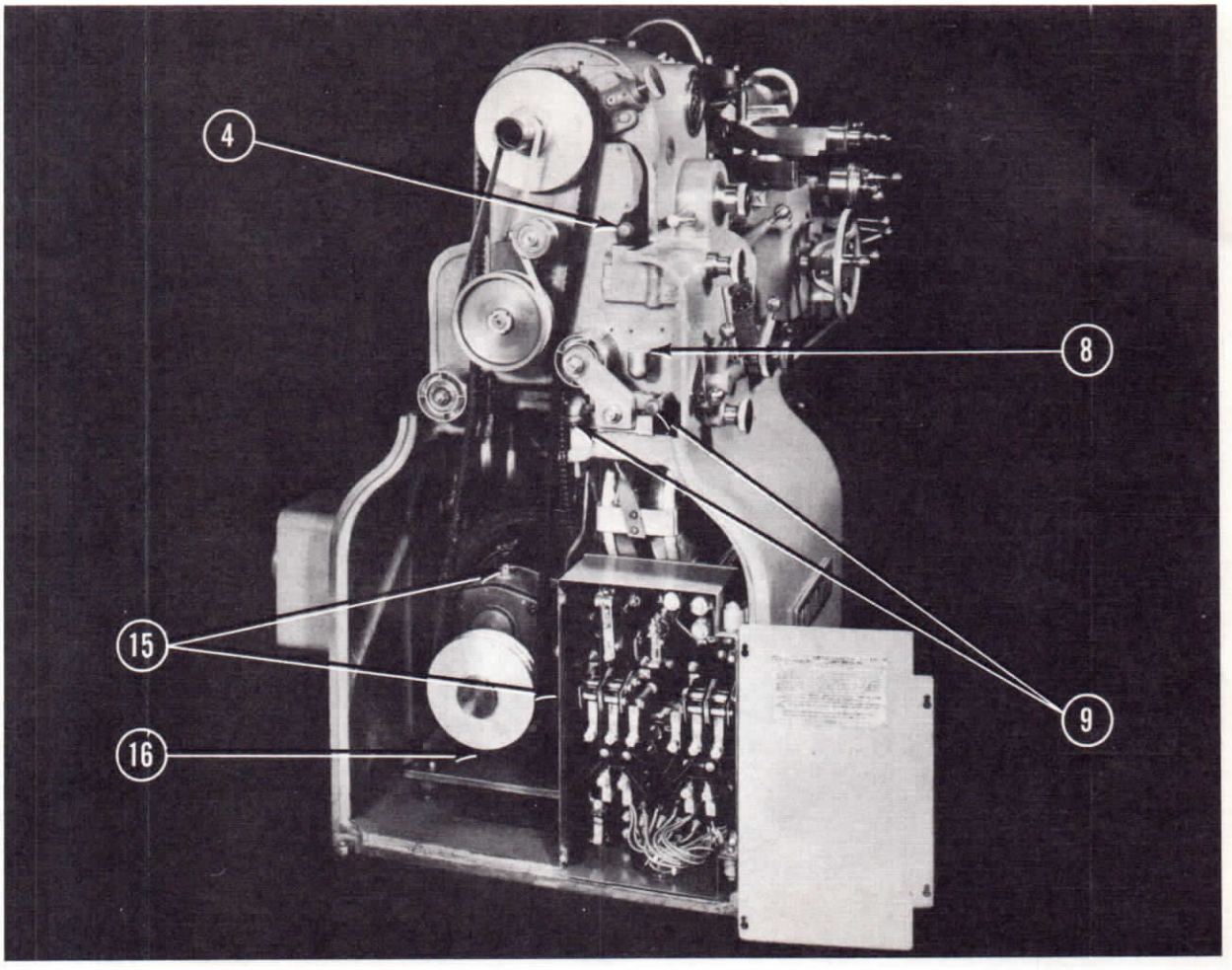


Figure 2. Model EE Toolmaker's Lathe

Reference Number	*Part*	*Capacity*	*Lubricant*	*Schedule*
10	Gearbox—Oil Level Gauge			Check level each shift. See point (8).
11	Apron—Reservoir Filling Point and Oil Level Gauge	1 Pt.	Gg. Vactra Oil Heavy Medium	Check level each shift. Drain every 6 months at point (12) and refill with fresh oil.
13	Stop Rod End Bearing		Gg. Vactra Oil Heavy Medium	Each Shift.
14	V.S. Drive (Back of Cover—Five Grease Fittings)		Gg. Grease BRB No. 1	Every 6 months.
15	Speed Reducing Unit. Reservoir Filling Point and Oil Level Gauge	3 Pts.	Gg. Vactra Oil Heavy Medium	Check oil level once weekly or every 50 hours of operation. Every 6 months drain at point (16) and refill with fresh charge.
17	Coolant Sump	3 Gals.		
	Miscellaneous Hand-Oiled Points		Gg. Vactra Oil Heavy Medium	Each Shift.

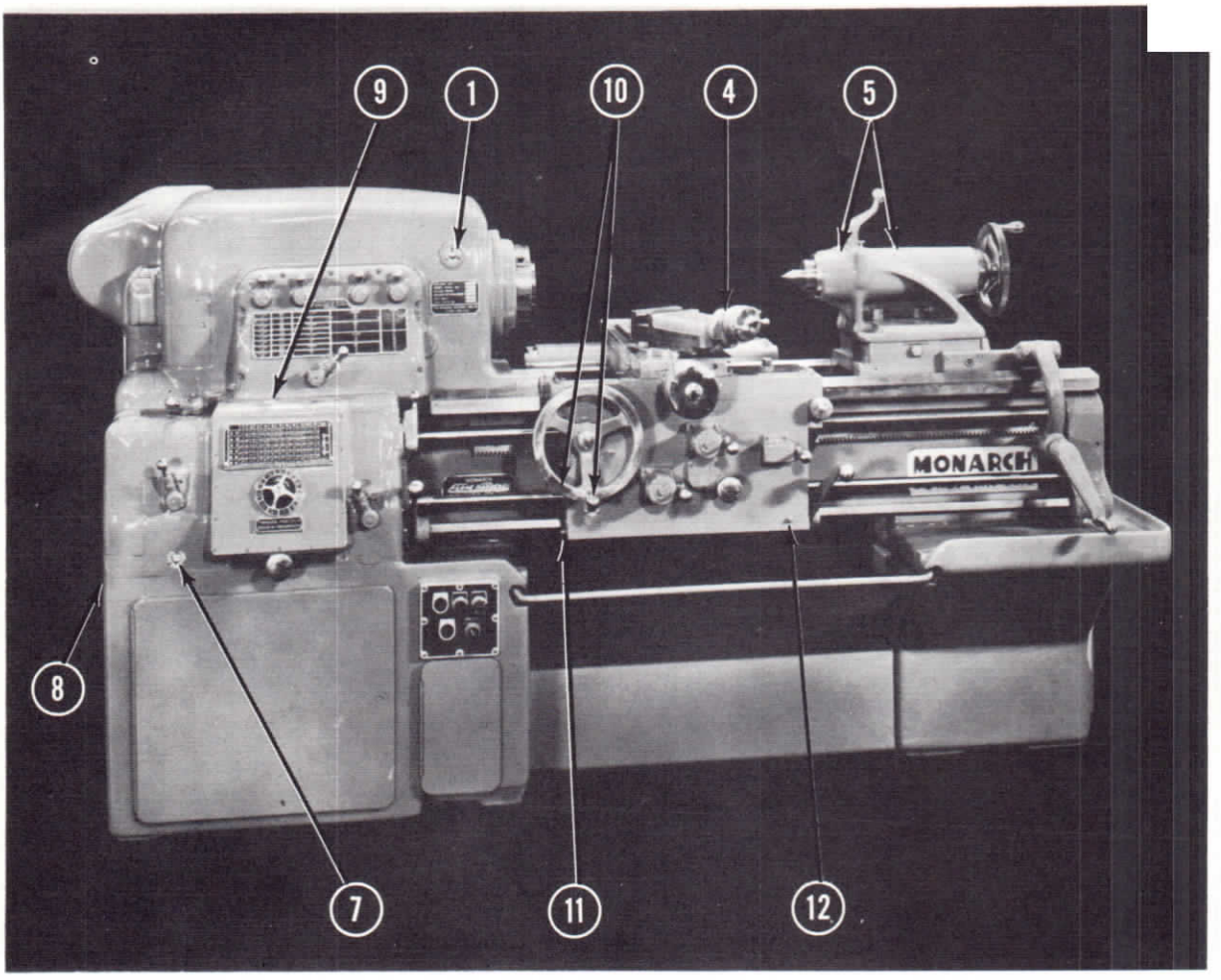


Figure 3. Series 60 Engine Lathe

Reference Number	*Part*	*Capacity*	*Lubricant*	*Schedule*
1	Headstock Pump Operating Gauge			Check operation during each shift.
2	Headstock Reservoir Filling Point and Oil Level Gauge	5 Gals.	Gg. Vactra Oil Heavy Medium	Check oil level each shift. Drain every 6 months at point (3) (back of cover)and refill with fresh oil.
4	Compound Rest		Gg. Vactra Oil Heavy Medium	Each Shift.
5	Tailstock Spindle		Gg. Vactra Oil Heavy Medium	Each Shift.
6	Tailstock Ways		Gg. Vactra Oil Heavy Medium	Each Shift.
7	End Gearing and Gearbox Reservoir Oil Level Gauge		Gg. Vactra Oil Heavy Medium	Check oil level each shift.

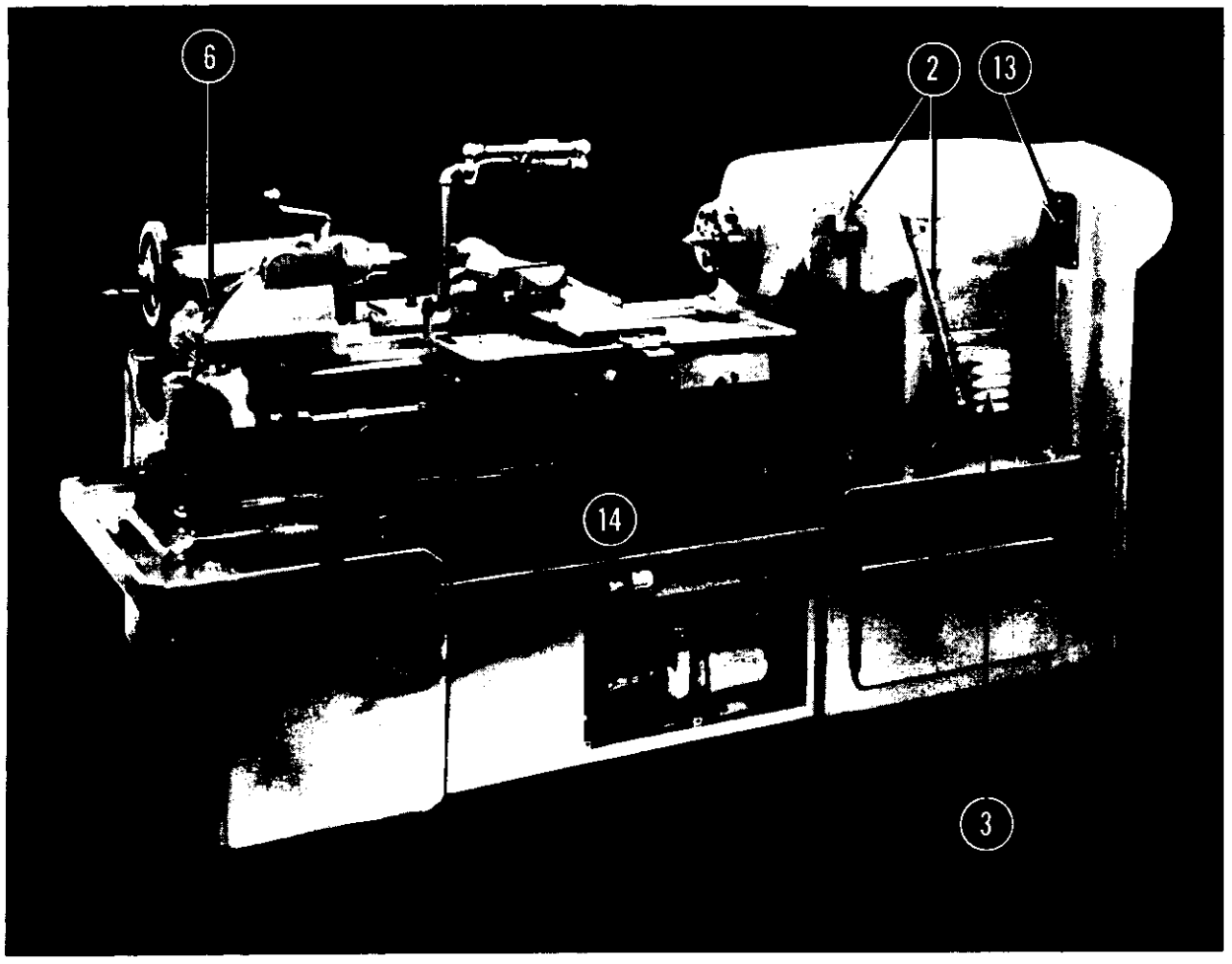


Figure 4. Series 60 Engine Lathe

Reference Number	*Part*	*Capacity*	*Lubricant*	*Schedule*
9	End Gearing and Gearbox Reservoir Filling Point	1 Gal.	Gg. Vactra Oil Heavy Medium	Drain every 6 months at point (8) (back of door) and refill with fresh oil.
10	Apron Reservoir Filling Point and Oil Level Gauge	1 Pt.	Gg. Vactra Oil No. 2	Check oil level each shift. Drain every 6 months at point (11) and refill with fresh oil.
12	Apron Guide Support Bearing		Gg. Grease BRB No. 1	Once weekly or every 50 hours of operation.
13	Sheave Bearings		Gg. Grease BRB Lifetime	Every 12 months.
14	Coolant Sump	60 Gals.		
	Miscellaneous Hand-Oiled Points		Gg. Vactra Oil Heavy Medium	Each Shift.

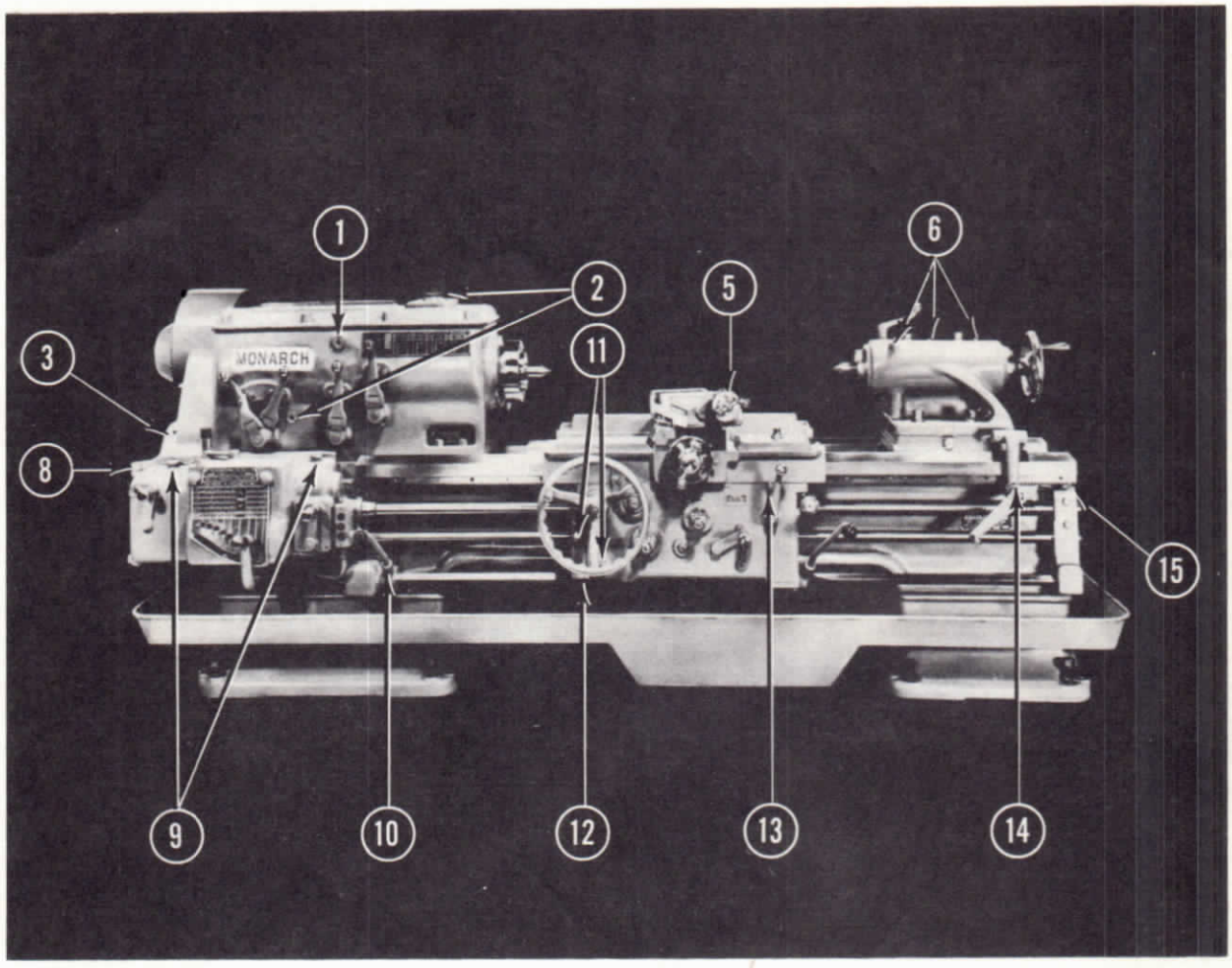


Figure 5. Models M, N and NN Heavy Duty Lathes

Reference Number	*Part*	*Capacity*	*Lubricant*	*Schedule*
1	Headstock Pump Operating Gauge			Check during each operation.
2	Headstock Reservoir Filling Point and Oil Level Gauge	M-7.5 Gals. N-12 Gals. NN-15 Gals.	Gg. Vactra Oil Heavy Medium	Check oil level each shift. Drain every 6 months at point (3) (between end gearing cover and belt guard) and refill with fresh oil.
4	Headstock Lubricant Filter			Rotate Handle once each week. Remove and clean element every 6 months.
5	Compound Rest		Gg. Vactra Oil Heavy Medium	Each shift.
6	Tailstock Spindle		Gg. Vactra Oil Heavy Medium	Each shift.
7	Tailstock Ways		Gg. Vactra Oil Heavy Medium	Each shift.
8	End Gearing (Open Cover to Expose All Oilers)		Gg. Vactra Oil Heavy Medium	Each shift.
9	Gearbox		Gg. Vactra Oil Heavy Medium	Each shift.

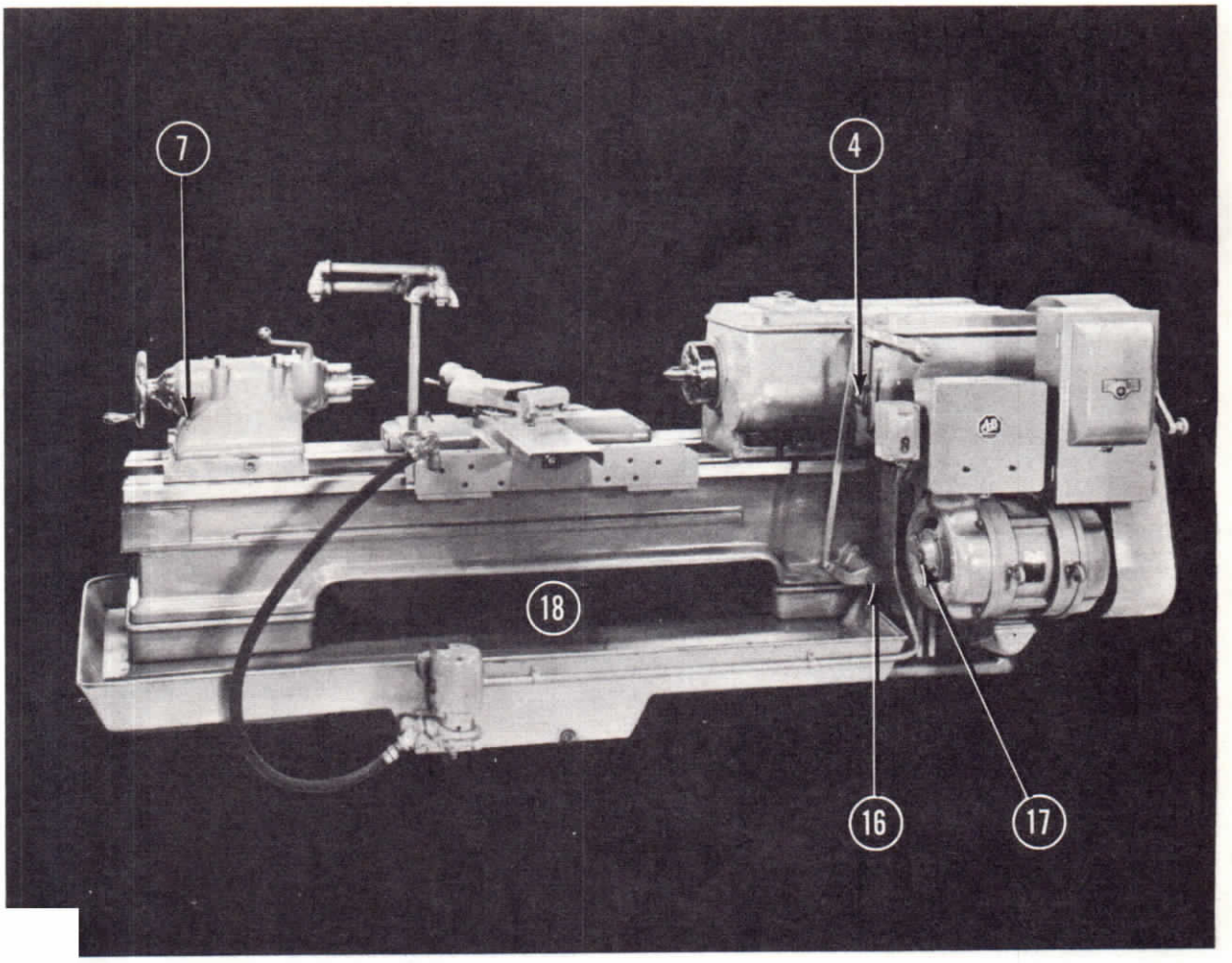


Figure 6. Models M, N and NN Heavy Duty Lathes

Reference Number	*Part*	*Capacity*	*Lubricant*	*Schedule*
10	Linkage		Gg. Vactra Oil Heavy Medium	Each shift.
11	Apron Reservoir Filling Point and Oil Level Gauge	M, N-1 Qt. NN-2 Qts.	Gg. Vactra Oil No. 4	Check oil level each shift. Drain every 6 months at point (12) and refill with fresh oil.
13	Apron Feed Screw		Gg. Vactra Oil Heavy Medium	Lubricate well when using half nuts.
14	Tailstock Adjustment Lever		Gg. Vactra Oil Heavy Medium	Apply a few drops daily.
15	Leadscrew and Feed Rod End Bearings		Gg. Vactra Oil Heavy Medium	Each shift.
16	Linkage		Gg. Vactra Oil Heavy Medium	Each shift.
17	Electric Motor		Gg. Grease BRB No. 1	Twice monthly or every 100 hours of operation.
18	Coolant Sump	30 Gals.		
	Miscellaneous Hand-Oiled Points		Gg. Vactra Oil Heavy Medium	Each shift.

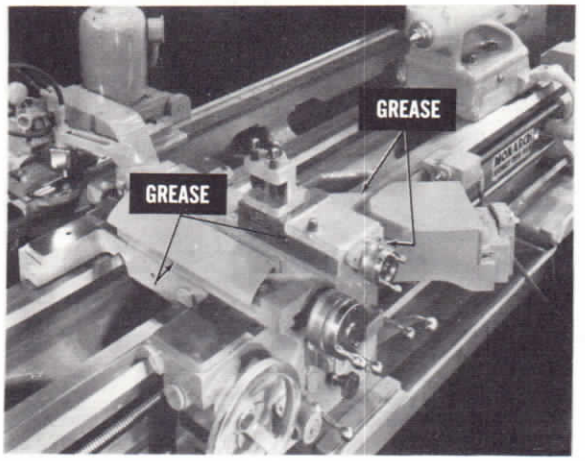


Figure 7. The Monarch Type C Rigid "Air-Gage Tracer", available on both Series 60 and the various sizes of Heavy Duty Lathes.
Recommendations: Gg. Grease BRB No. 1

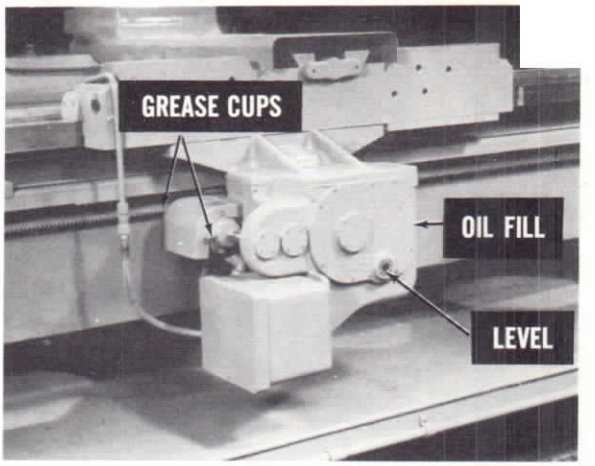


Figure 9. Carriage power rapid traverse used in connection with the various sizes of Monarch Heavy Duty Lathes. The reservoir capacity is one gallon.
Recommendations: Gg. Vactra Oil Heavy Medium
Gg. Grease BRB No. 1

Figure 8 (Below). Power unit used in connection with Type C Rigid "Air-Gage Tracer". The reservoir capacity is five gallons.
Recommendation: Gg. D. T. E. Oil Light

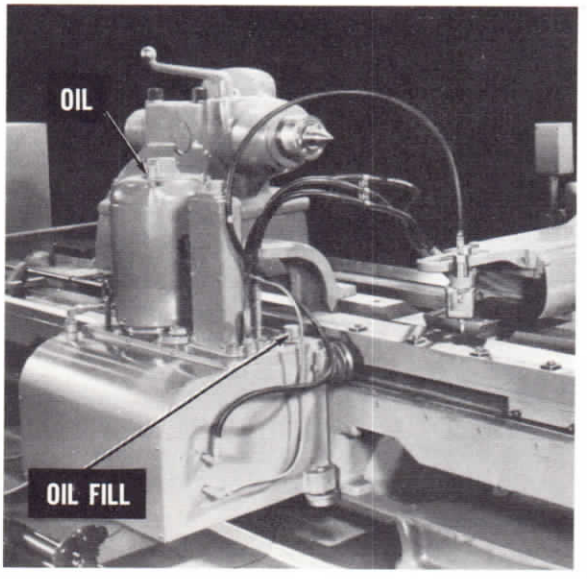
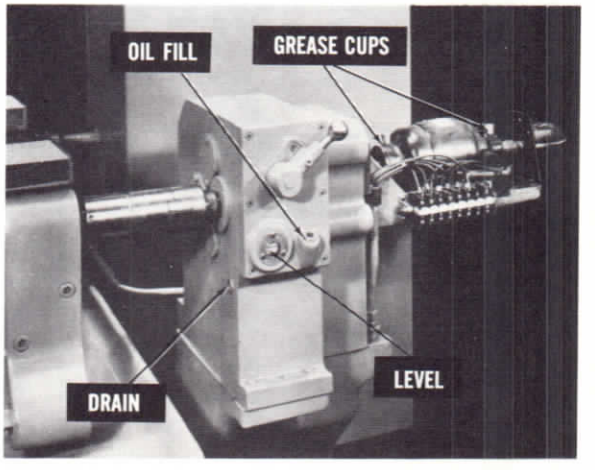


Figure 10 (Below). Individual motor drive feed and rapid traverse unit used in connection with "Air-Gage Tracer" equipped machines. Reservoir capacity is three pints.
Recommendations: Gg. Vactra Oil Heavy Medium
Gg. Grease BRB No. 1



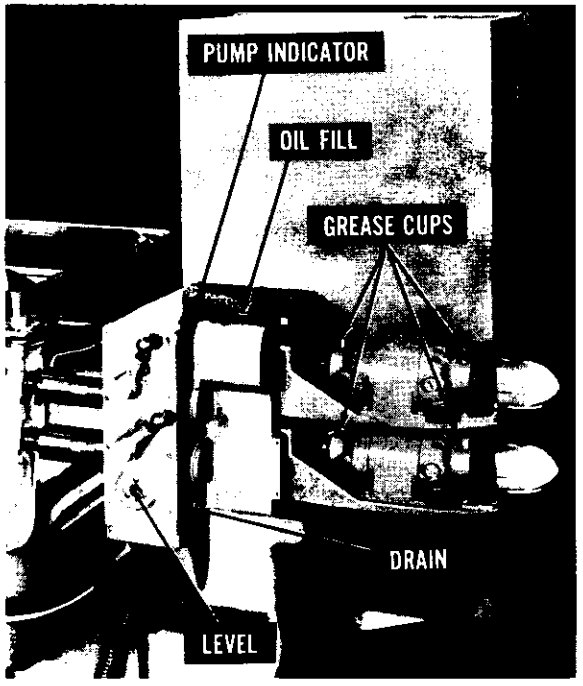


Figure 11. "Motor-Trace" unit. Reservoir capacity is two quarts.
Recommendations: Gg. Vactra Oil Heavy Medium
Gg. Grease BRB No. 1

Figure 13. Speed reducing unit used in connection with Series 60 relieving attachment. Reservoir capacity one and one-half quarts.
Recommendation: Gg. Vactra Oil Heavy Medium

Figure 12 (Below). Anti-friction tailstock unit.
Recommendation: Gg. Grease BRB Lifetime

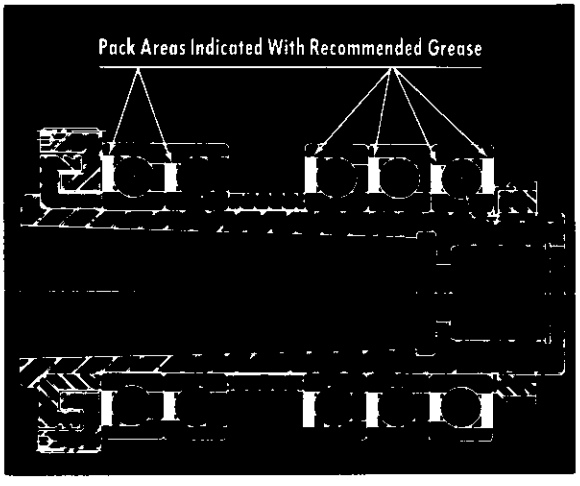
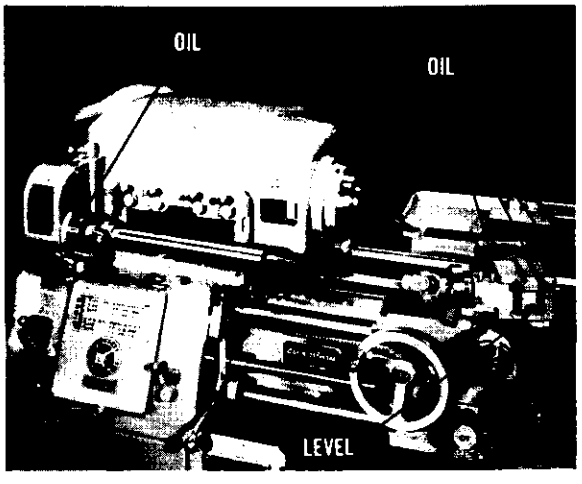


Figure 14 (Below). Relieving attachment as applied to Series 60 Toolmaker's Lathes.
Recommendation: Gg. Vactra Oil Heavy Medium



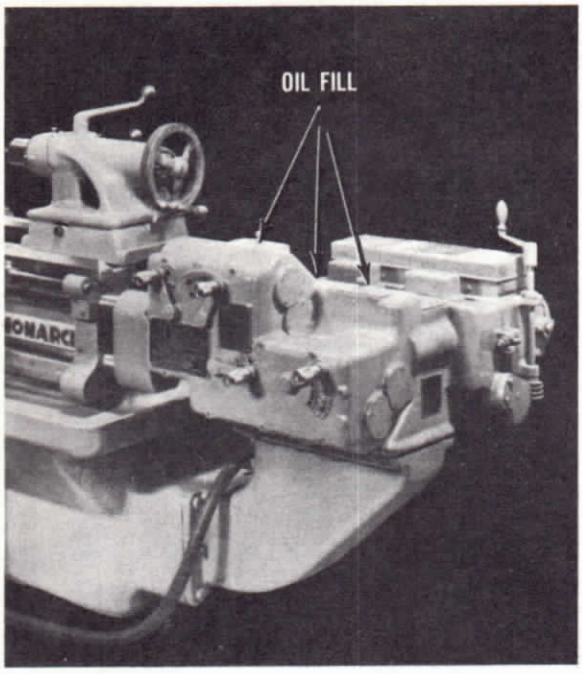


Figure 15. Front view of small Keller attachment. The capacity of each reservoir is one gallon. Recommendation: Gg. Vactra Oil Heavy Medium

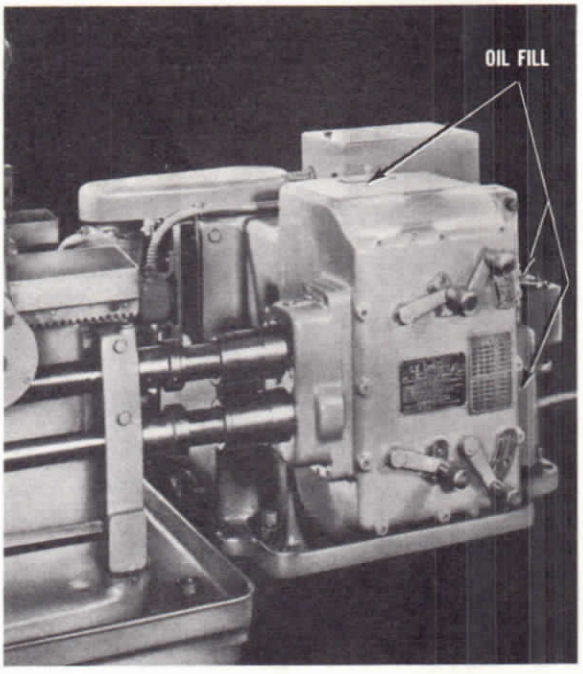


Figure 17. Front view of large Keller attachment. Reservoir capacity one gallon. Recommendation: Gg. Vactra Oil Heavy Medium

Figure 16 (Below). Rear view of small Keller attachment. Reservoir capacity one-half gallon. Recommendation: Gg. Vactra Oil Heavy Medium

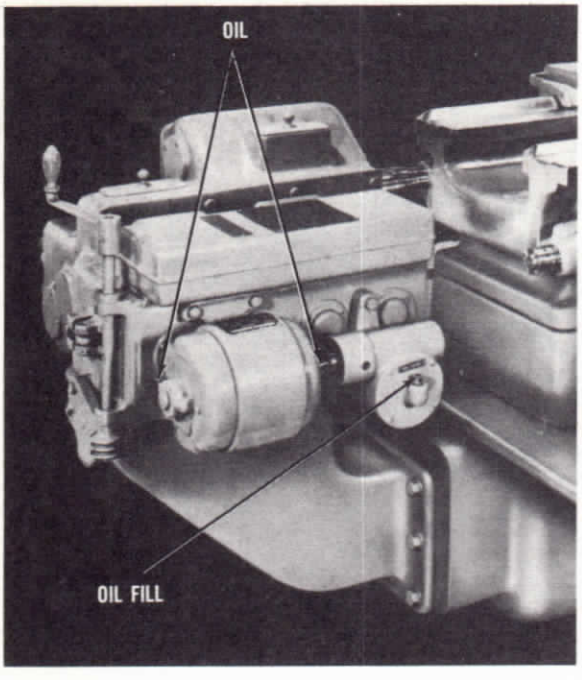
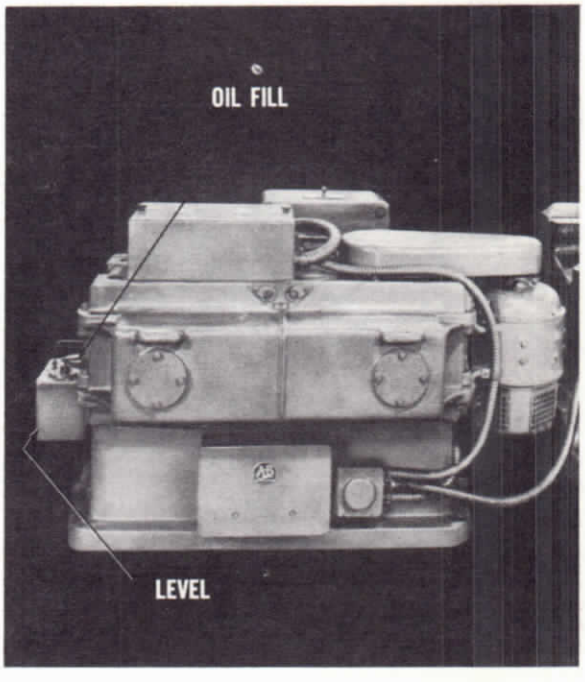


Figure 18 (Below). Rear view of large Keller attachment. Reservoir capacity two gallons. Recommendation: Gg. Vactra Oil Heavy Medium



THE PROPER LUBRICANT

Quality

False economy is the result of purchasing lubricants on price alone. When you purchase an oil for lubrication purposes, the job is not finished with the purchase; it has just begun. The oil purchased, when applied to the machine must maintain its inherent qualities and properly lubricate all moving parts. Excessive wear, failure of bearings, the formation of sludge, etc. can quickly offset any saving that might have been realized.

Because the specifications or a physical description of the oil does not necessarily determine the quality of the oil, we have specified a particular brand in each case which is manufactured by Socony-Vacuum Oil Company, Inc. These products have world-wide distribution, are of dependable quality and have been found to contain the lubricating qualities desirable for maximum performance of our lathes.

Type

For the headstock and speed reducer a high grade medium bodied machine oil having high resistance to oxidation, or tendencies to form deposits while in service for the specified period, is recommended.

High film strength and freedom from any tendency to corrode are primary requirements of an oil to lubricate the rapid traverse box, apron and ways. The oil should also be able to withstand continued service in a closed system without chemical break-down or formation of a deposit in any quantity for the recommended period between oil changes. To afford ready circulation, the body or viscosity should be of the medium class.

A general purpose grease of high quality suitable for service in ball, roller or plain bearings is suggested for all grease fittings. This grease should have non-caking properties, be stable and non-corrosive under all operating conditions, and have a soft or medium consistency to permit easy handling and application by the grease gun.

The hydraulic oil filling for the accessories should be of high quality, suitably refined to operate efficiently for long periods without excessive wear. Such an oil should have inherent properties as follows:—

1: High chemical stability.
2: Should not vaporize when subjected to sudden changes in pressure.
3: Ability to quickly release entrapped air without tendency to foam.
4: Complete resistance to formation of deposit or sludge due to chemical break-down.
5: Remain sufficiently fluid at lower temperatures to assure good operation and not lose body at higher temperatures to assure proper lubrication and sealing.
6: Possess the ability to separate from water readily.

Monarch TURNING MACHINES

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