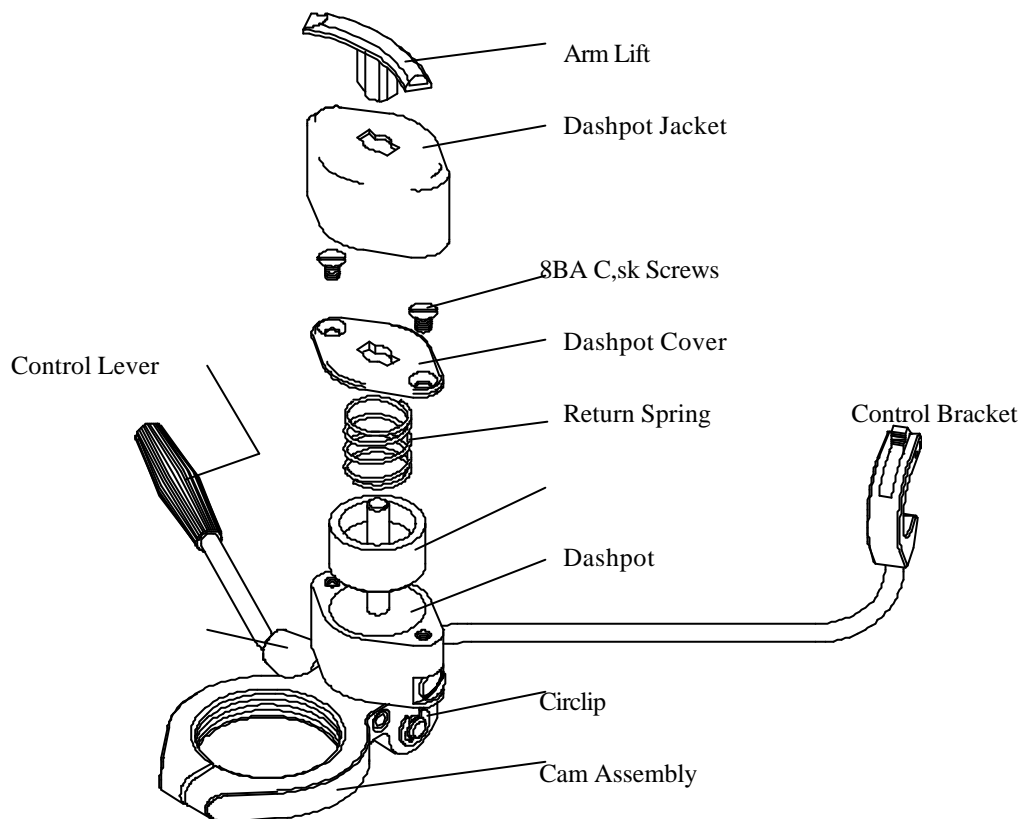


## SERVICING THE RAISING AND LOWERING CONTROL SERIES III/IIIS - MODELS 3009 & S2 IMPROVED - 3009/10/12-R

Only those control brackets identified by an elongated aperture in the dashpot jacket and cover can be field serviced as detailed below. ***ALL OTHERS CAN ONLY BE SERVICED AT THE FACTORY.***

The control bracket is shown detached from the pick-up arm only for the purpose of clarity. IT IS NOT NECESSARY TO DO THIS.

1. Fit the stylus guard to the cartridge. If one is not available remove the cartridge from the head shell for safety.
2. Remove the FD200 damper system, taking care not to spill the fluid. Refer to the FD200 instruction book if this accessory has been fitted.
3. With the control lever in the raised position, hold the arm lift centrally between thumb and finger and pull it upward out of the dashpot. Remove the jacket by pulling it upward off the dashpot.



4. Remove the two 8BA countersunk screws and the dashpot cover. Lift out the piston return spring.
5. Lift the piston out of the dashpot cylinder. Thoroughly clean the piston and dashpot cylinder bore. Use a cotton bud and cleaning spirit such as Trichlorethylene, carbon tetrachloride, or lighter fuel.
6. If the piston cannot readily be removed at 5. Remove the circlip securing the cam assembly and with the control lever in the raised position withdraw the cam assembly. Push out the piston from underneath with a small rod or knitting needle.
7. After cleaning, inspect the surfaces of the piston and cylinder bore for damage and check that the piston drops freely in the cylinder.
8. Re-fit the cam assembly and replace the circlip.



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9. Using a cherry stick or something similar, apply a thin film of fluid to the walls of the cylinder and the periphery of the piston. The object is merely to coat these parts and not to fill the cylinder, therefore excess fluid must be avoided.
10. Remove any surplus fluid from the top face of the cylinder. Replace the piston return spring and re-fit the dashpot cover, engaging the register on its underside with the top of the cylinder bore. Replace the 8BA countersunk screws.
11. Replace the dashpot jacket. Clean the rubber insert in the arm lift with a tissue moistened with spirit. Replace the arm lift, pressing it down with a tissue and firm finger pressure.
12. Operate the lever several times, assisting the action by finger pressure on the arm lift if necessary. This will distribute the fluid. For the correct descent time the lever should only be moved until it is just past top dead centre, at which point the spring will take over further movement. The speed of descent will be increased considerably if the lever is pushed down instead of being allowed to move of its own accord