

DATE: November 21, 1984
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 BULLETIN NO.: 2000:27
 PRODUCT: 26-5103 Model 2000
 SUBASSEMBLY: AXX-5050 Mitsubishi 5 1/4" drive

JUMPER	DESCRIPTION
DSX	Drive select
2S	Hold ready
HC	Head load always
MM	Motor on from drive select
Resistor pack RMI installed only on last drive.	

PURPOSE: To outline test point and alignment differences in new Mitsubishi 5 1/4" drives

TEST POINT	DESCRIPTION
TP1	Track 00
TP3	Raw Data
TP9 & TP10	Analog Data
TP14	Index
TPG	Ground

DISCUSSION/PROCEDURE: We will be changing over to a new style Mitsubishi M4853-1 drive in the Model 2000. You may receive this drive as a replacement part or you may see it in newer machines. There are a few minor hardware differences between this and the older M4853 and it is these differences I will clarify with this bulletin.

To distinguish between the two drives, the new drive has a socket for a terminating resistor pack instead of the row of jumper plugs found on the other version. Also there is a small 4 pin connector J6 next to connector P4 on the newer version that is not present on the older version. The logic boards are not interchangeable between the two drives.

One of the major differences is the resistor pack mentioned above. This termination pack should be present only on drive #1 in a two drive system. If the system contains only one drive, then it must be terminated. This is done by installing a resistor pack in the newer drives or by installing the jumper plugs on the older drives. The test points are the same on both drives although they are located in different places. The alignment specifications are the same.

Two of the alignments are different from the M4853. They are the index assembly adjustment and the head radial adjustment. The index assembly adjustment is different only in that the assembly is mounted to the PCB on its own board and may be adjusted separately. In the case of head radial, there is a set screw located through a hole on the side of the carriage assembly. If, when positioned on track 32, the cat's eyes are not within specifications, loosen this set screw and adjust the carriage assembly slightly until the signal comes within specifications, then tighten the screw. All other adjustments are the same as before. Test points and jumpers for the newer drive are listed below.