

## SUPPLEMENT TO THE

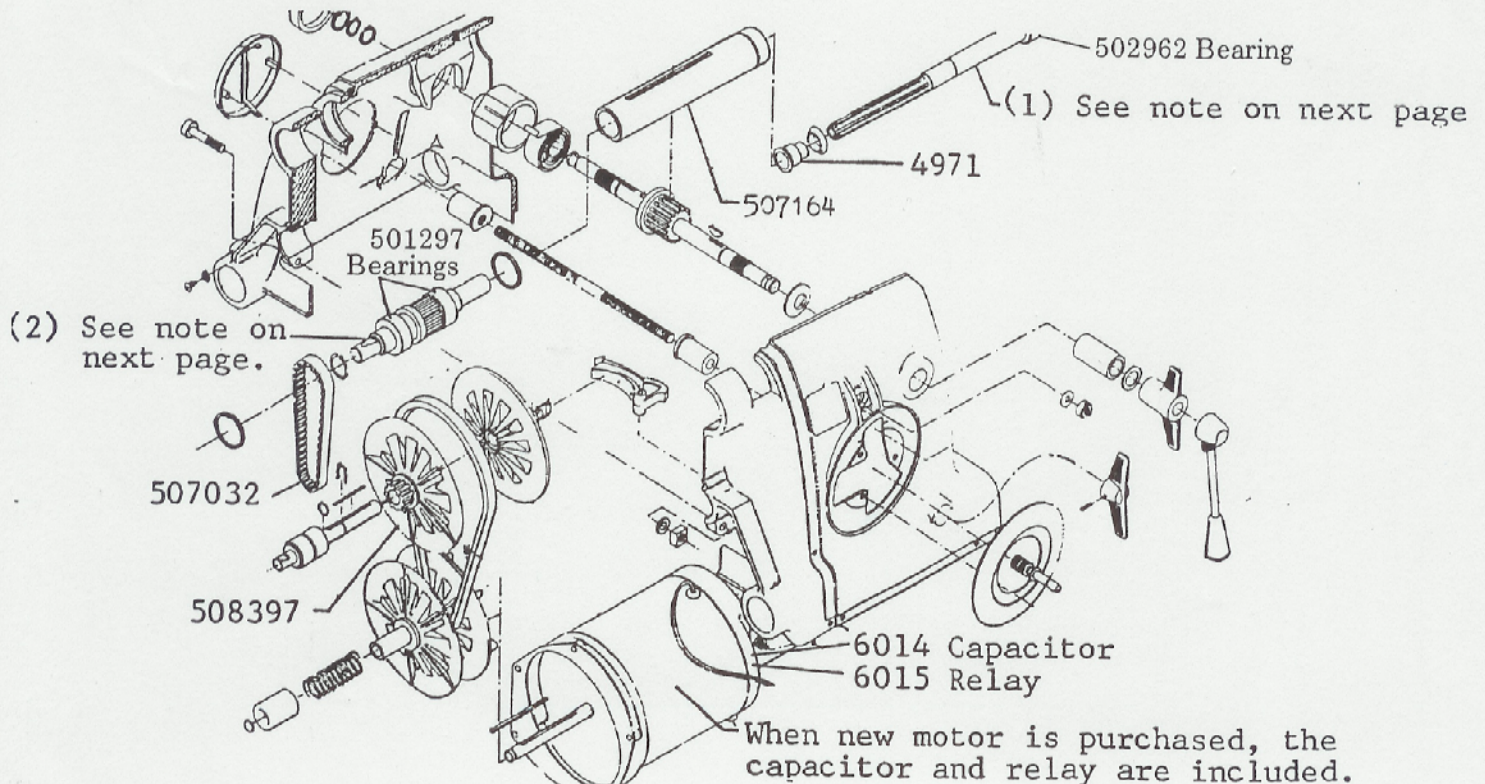
### MARK V SPARE PARTS LIST

The Mark V Spare Parts List (PL-685 - 4/79) shows all the parts for our current production model and, in general, can be used by all Mark V owners to determine part numbers. However, there have been several changes over the years and, if you note differences between our parts list and your model, please review this supplement carefully. Each change is listed along with an illustration showing the parts before the change.

The most important modification was in 1961 when they changed the motor size and type of drive belt. This is Item #1 and should be studied closely as many of the older models are of this type.

Parts can be ordered directly from the factory only if there is not a local dealer or service center.

1. The major change in the whole model Mark V line came in 1961 when they changed from a 3/4 hp to a 1-1/8 hp motor and they changed the belt drive from a gilmer (cogged) belt to a multiple "V" belt drive. All models with serial numbers above 371347 are the new type and correspond to the new parts list. The owners of Mark V with serial numbers 371347 or below must order the parts as shown and numbered here.

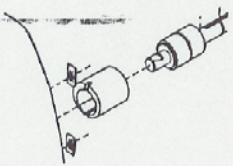


(See next page for important note.)



Please Note:

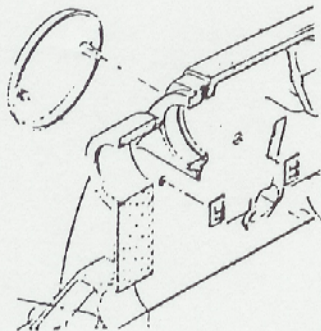
If either the spindle assembly (1) or the drive sleeve assembly (2) needs replacement, it will be necessary to convert the drive system to our current poly "V" type. However, this is not normally necessary. Any repair of these assemblies usually involves only bearing replacement. This or the complete conversion can be done at any Shopsmith Service Center. If there are none convenient, send the assemblies for repair or the complete headstock for conversion to the factory.



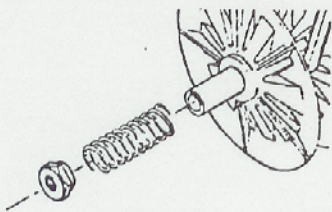
2. For a short time the 504190 (Ref. 70) eccentric bushing did not include the tapped hole. When purchasing the new bushing, the 139367 socket set screw should also be purchased.



3. On Mark V's under serial number 298476, the eccentric bearing was held in place by two "rocker-shaped" (3274) bearing retainers. These are available.

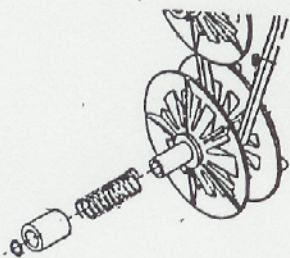


4. In 1955, a 3" hole was put in the back of the headstock behind the name plate. If the old name plate is lost, the new one (504241) will have a spring assembled to it which will have to be removed for your use.

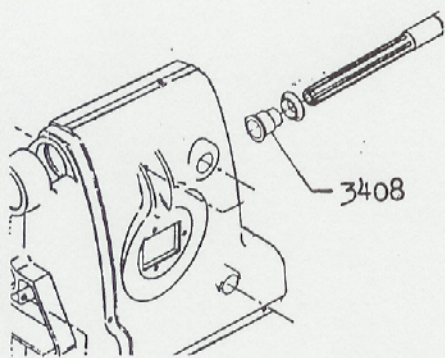


5. Also in 1955, the nut (2802) to retain the sheaves and spring was replaced by a retaining cap and snap ring. The (2895) sheave was replaced with one having a longer bearing/insert. If you have this model, the proper part numbers (above) must be ordered. If owners having this model require a replacement motor, it will be necessary to also purchase a snap ring (501645), a spring retaining washer (504553), a spring (509226) and a floating sheave (504208).

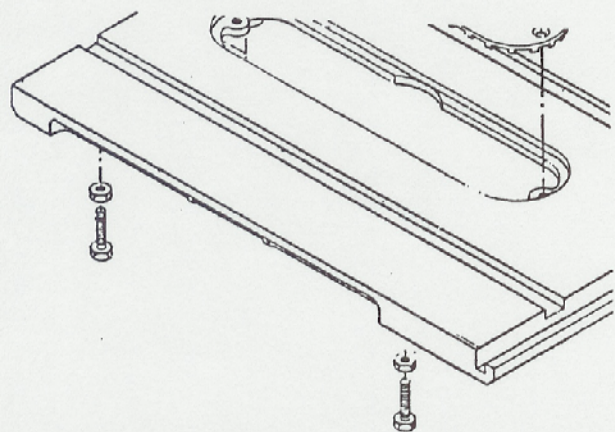




6. In late 1973, starting with Mark V serial #SS3191, the spring case (501657) was replaced with a heavy flat washer and a new, better spring was substituted. The method of holding them on the shaft (retaining ring 501645) is the same. Therefore, if either the old spring cap or the old style spring is ordered, both the new spring (509226) and washer (504553) will be substituted as a pair.



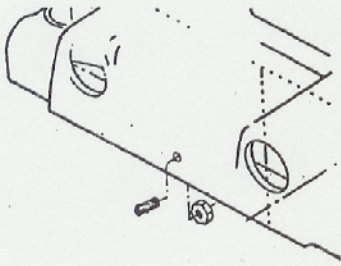
7. In 1959, a nylon cap (3408) was added to the end of the 202100 drive sleeve assembly. This was primarily a noise suppressor and did not materially change the mechanical operations. This looks like the nylon drive (501295) on the new parts list but it is not the same part. At this time, they also enlarge the hole in the headstock behind the speed control dial.



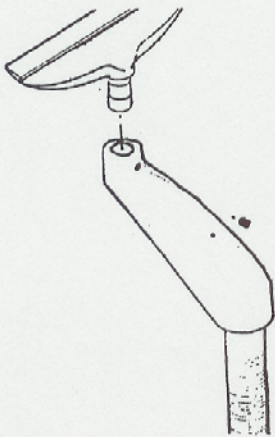
8. In 1960, several minor changes were made in the saw table. When replacing the old table, order assembly (504245) which includes the new table (504246) and front guide bar (501378). They replaced the regular cap screws with nylok cap screws (504252) which eliminates the need for the jam nuts illustrated here.

Starting with Mark V serial #SS1001, another small modification was made. The front underside of the table is being machined to provide positive setting of the guide bar. This requires the use of three spacing washers (504267). They are not required for models previous to #SS1001 having separate tables and guide bars.





9. At this time they also dropped the 5/16-18 x 1/2" hex head bolt (6327) and the 5/16-18 jam nut (1409) from the carriage and replaced them with a stop ring which rides on the tubeway. The nut and bolt are standard items and can be purchased locally if replacements are necessary.



10. Also in 1960, they separated the tool rest arm (503751 - Ref. 167) and the tool rest tube (501354 - Ref. 168) and added a set screw. If replacements are necessary, the (501354) tool rest tube, the (503751) tool rest arm and the (102585 and 102582) set screws should be ordered.

11. During the changeover from the gilmer drive to the poly "V" drive (see Item #1), they provided a special quill. These units are identified with the letter "C" after the serial number. If a replacement quill is required and your serial number has this designation, please contact us direct for instructions.