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INSTRUMENT DISASSEMBLY (Continued)

Perform all disassembly procedures in the order described in the "Disassembly Flow Chart" shown below. When reassembling, use the reverse procedure.

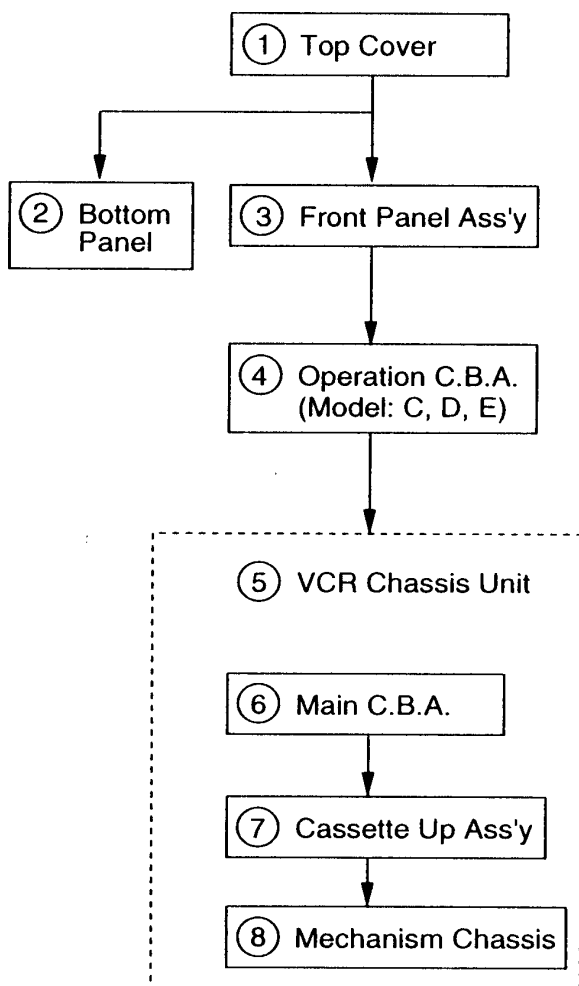


Fig. 1 - Instrument Disassembly Flow Chart

Top Cover Removal (Figs. 2, 3)

1. Remove two (2) screws (A) and two (2) screws (B).
2. Carefully lift the rear section of the top cover to remove it.

Note: When reinstalling the top cover, position the front section at a downward angle so that the tabs on the front panel assembly fit into the holes in the top cover.

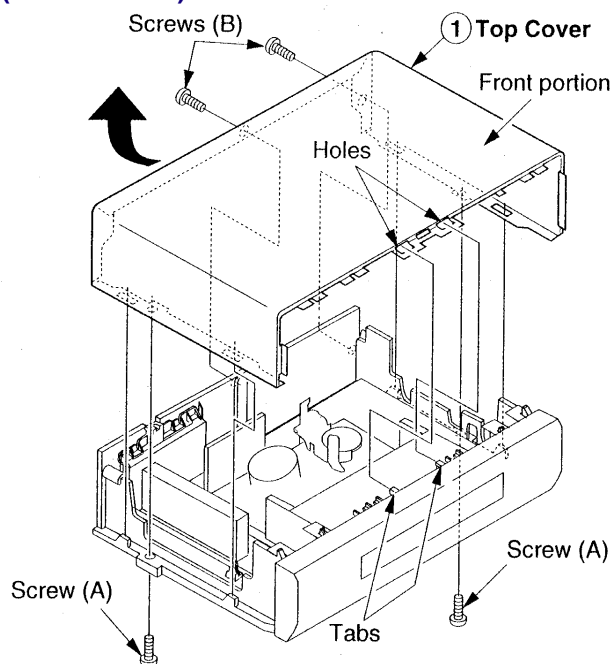
(Model: VR346)

Fig. 2 - Top Cover Removal

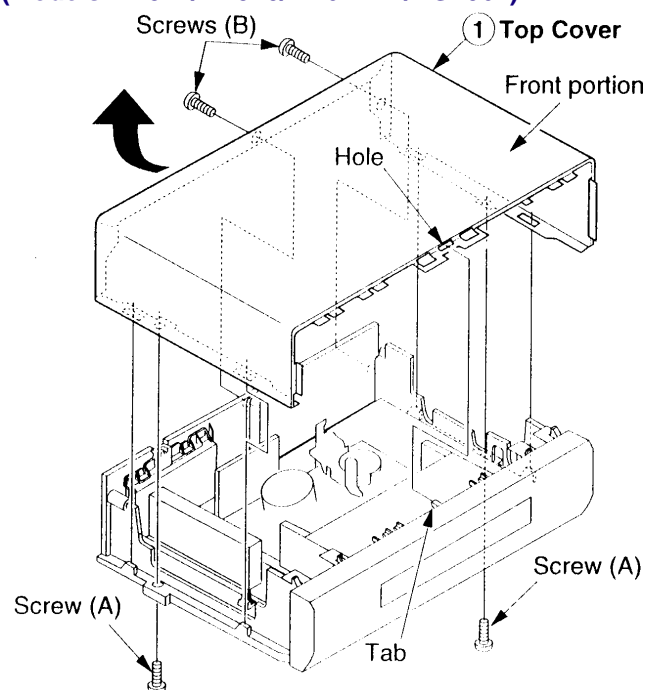
(Models: VR527/VR540/VR624HF/VG4062)

Fig. 3 - Top Cover Removal

INSTRUMENT DISASSEMBLY (Continued)**Bottom Panel Removal (Fig. 4)**

1. Remove the top cover.
2. Remove two (2) screws with washers (A) and (B).
3. Remove one (1) screw (C).
4. While releasing two (2) locking tabs (A), slide the bottom panel in the direction of the arrow to remove it.

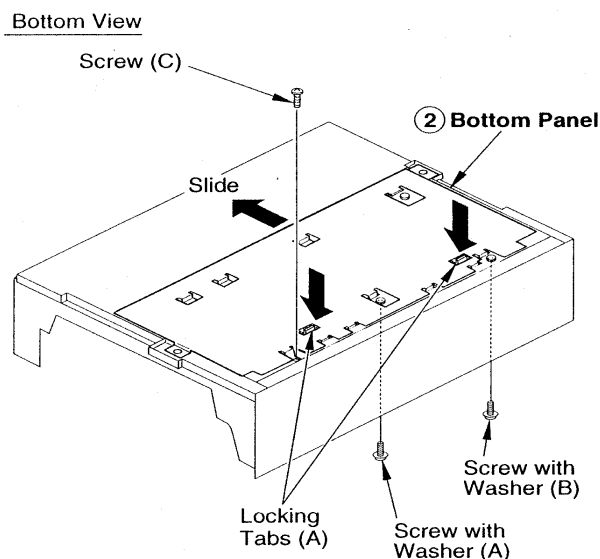


Fig. 4 - Bottom Panel Removal

Front Panel Assembly Removal (Figs. 5, 6)

1. Remove the top cover and the bottom panel.
2. Release two (2) locking tabs (B) on the top left (Fig. 5).
3. Release two (2) locking tabs (C) on the top right.
4. Release three (3) locking tabs (D) on the bottom side of the front panel.
5. Remove the front panel.

Note: When removing the front panel, take care not to break the tabs. When reassembling, refer to Fig. 6.

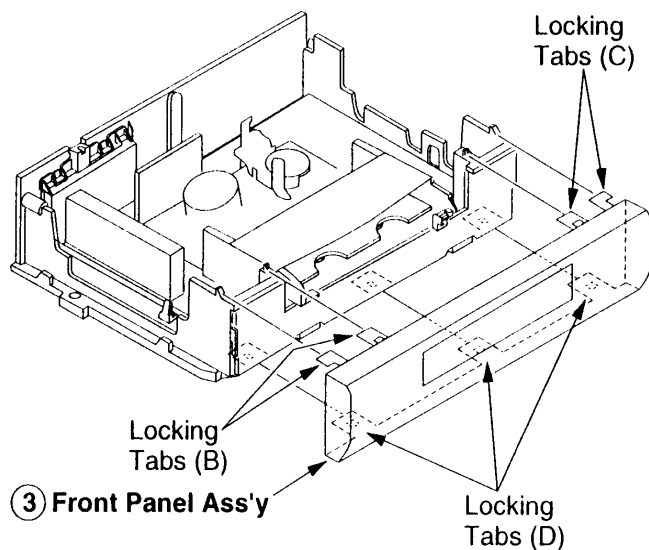


Fig. 5 - Front Panel Assembly Removal

CAUTION

- 1) When installing the Front Panel Ass'y, swing the Cassette Door-Lid all the way open until the Cassette Door tab clears the Opener Lever.
- 2) Make sure that all locking tabs are aligned properly. Then, press the Front Panel straight in.

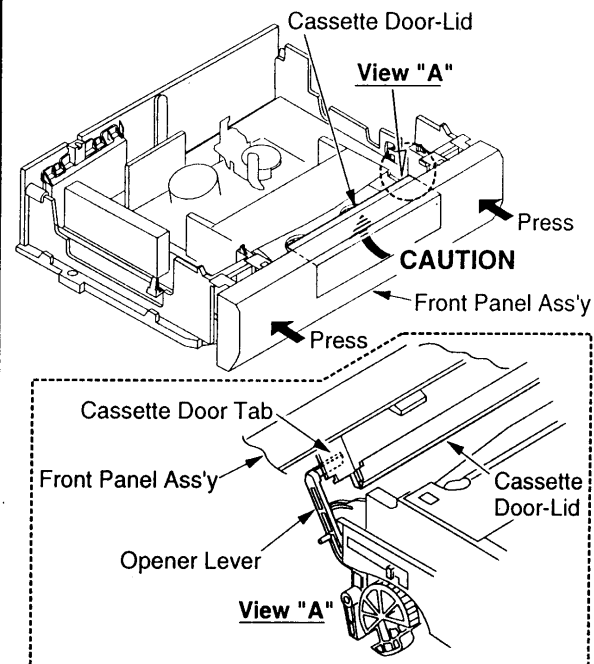


Fig. 6 - Front Panel Assembly Removal

Operation Circuit Board Removal (Models VR527/VR540/VR624HF) (Fig. 7)

1. Release two (2) locking tabs (H).
2. Disconnect one (1) connector (P6301) on the Operation circuit board.
3. Remove the Operation circuit board.

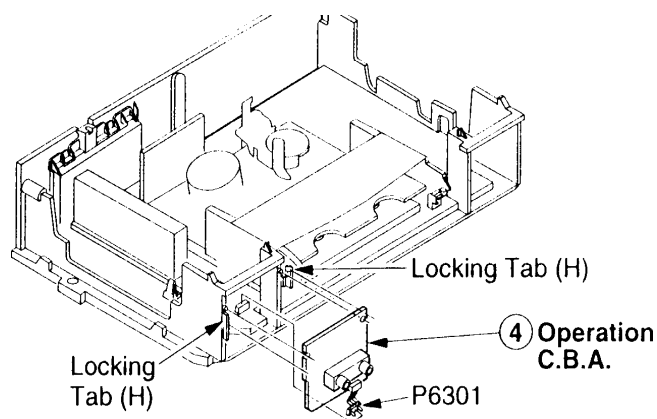


Fig. 7 - Operation Circuit Board Removal

INSTRUMENT DISASSEMBLY (Continued)**VCR Chassis (Mechanism) Removal (Figs. 8, 9)**

1. Slide the holder unit slightly to access the two (2) screws (D) and remove the two (2) screws (Fig 8). Refer to the procedure "**Manually Loading/Unloading of the Mechanism**" in the "Service Notes" section of this service manual.
2. Remove five (5) screws (E, F, G, H, I) and one (1) screw with washer (C).
3. Remove the chassis angle.
4. Release two (2) locking tabs (E) (push in) and gently lift the rear panel (Fig. 9).
5. Release locking tab (F) (push outward) while gently lifting the left side of the Main circuit board (section "A").
6. Lift the right side of the cassette-up assembly (section "B") until it is even with section "A". Then, lift the VCR chassis out of the frame.

Note: • To avoid cracking the Main circuit board, **DO NOT** pull upward on the UHF/VHF tuner/TV demodulator unit.

- When reassembling, make sure that the mechanism and the cassette-up assembly are in the eject position.

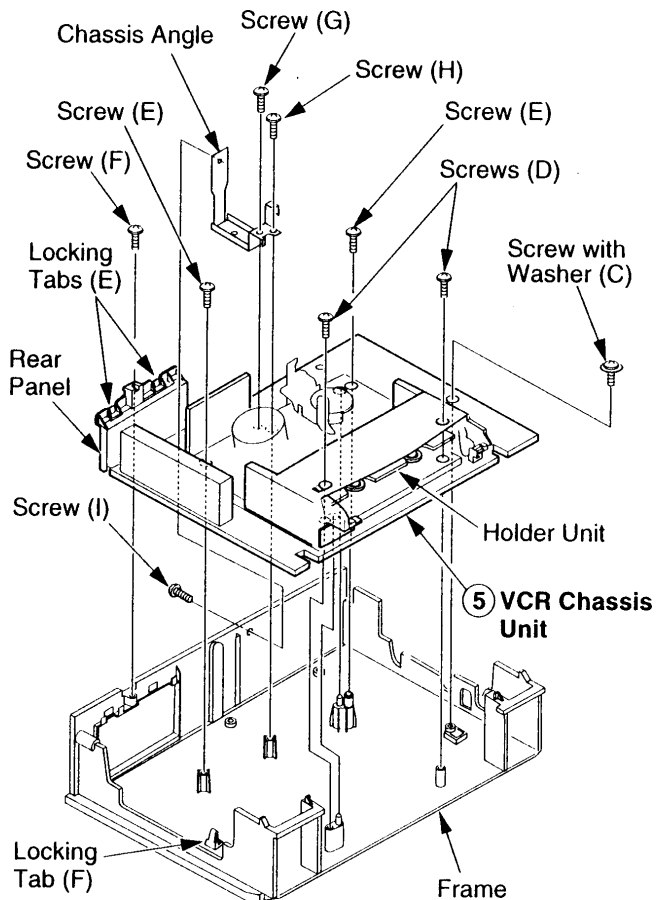


Fig. 8 - VCR Chassis (Mechanism) Removal

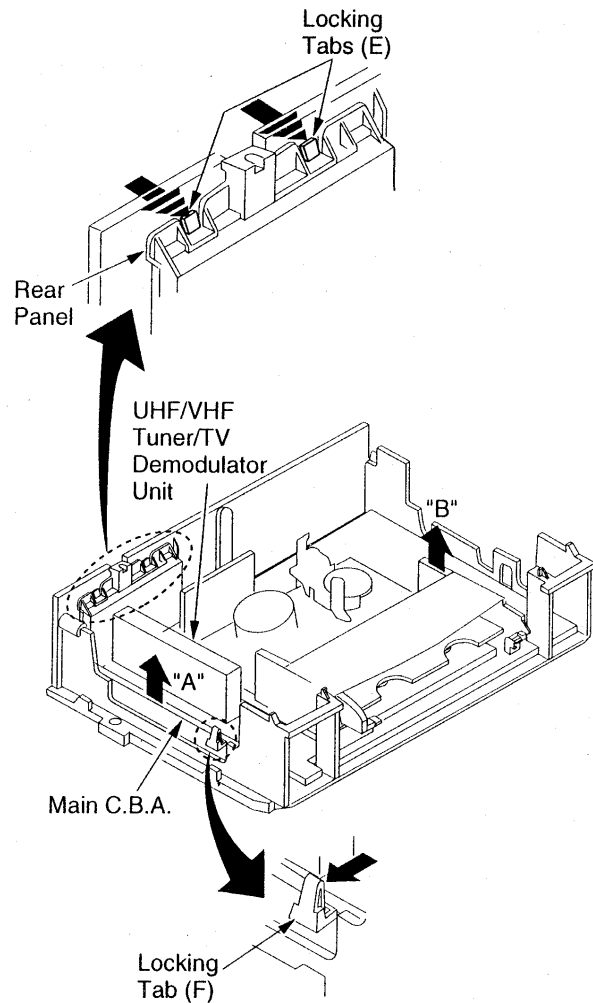


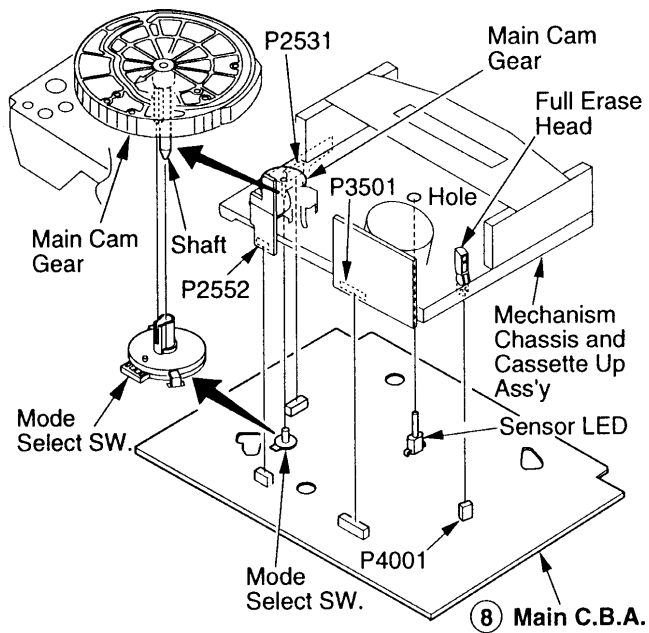
Fig. 9 - VCR Chassis (Mechanism) Removal

Main Circuit Board Removal (Fig. 10)

1. Disconnect four (4) connectors (P2531, P2552, P3501, P4001) on the VCR Main circuit board (Fig 10).
2. Carefully lift the VCR chassis (mechanism) straight out from the VCR Main circuit board.

Note: When reinstalling the chassis (mechanism) onto the VCR Main circuit board, confirm that the mode select switch on the Main circuit board is in the eject position as shown in Fig. 10. Install the Main circuit board straight onto the VCR mechanism making sure that the sensor LED clears the hole in the mechanism chassis. Confirm that all four (4) connectors (P2531, P2552, P3501, P4001) are seated properly.

INSTRUMENT DISASSEMBLY (Continued)

**CAUTION****Installation of Mechanism Chassis and Cassette Up Ass'y onto Main C.B.A.**

- 1) Make sure the Mode Select SW. on the Main C.B.A. is in **EJECT** position. If not, rotate the Mode Select SW. until the alignment projection is in the **EJECT** Position as shown below.

Make sure the Mechanism and Cassette Up Ass'y are in the **EJECT** Position. (Refer to "**EJECT** Position confirmation" in Disassembly/Assembly Procedures of Mechanism.)

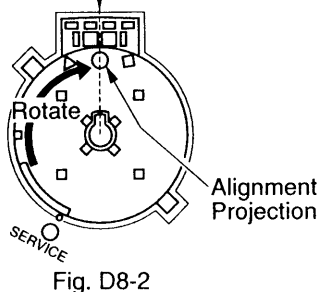
Mode Select SW.**EJECT Position**

Fig. D8-2

- 2) Install the Mechanism Chassis and Cassette Up Ass'y straight onto the Main C.B.A. so that the Sensor LED clears the hole in the Mechanism Chassis and that 4 Connectors (P2531, P2552, P3501, and P4001) are aligned and seated securely.

Fig. 10 - Main Circuit Board Removal

Cassette-Up Assembly Removal (Fig. 11)

1. Slide the cassette holder slightly to access screws (H) and remove the two (2) screws (H) (Fig. 11).
2. Remove one (1) screw (I).
3. Unhook spring (A).
4. Slide the cassette-up assembly toward the front to release tab (D) and then lift the cassette-up assembly to remove it.

Note: • When reinstalling, confirm that the three (3) pins and tab (D) under the cassette-up assembly are in each of the four (4) guide holes on the mechanism chassis. Then, slide the cassette-up assembly toward the back assembly plate so that there is no movement of the cassette-up assembly when reinstalling.

- Carefully tighten two (2) screws (H) and one (1) screw (I). **DO NOT OVERTIGHTEN** the screws. If the screws are tightened too much, the cassette-up assembly will bend.

- Reconnect spring (A) to the drive rack arm on the mechanism chassis.

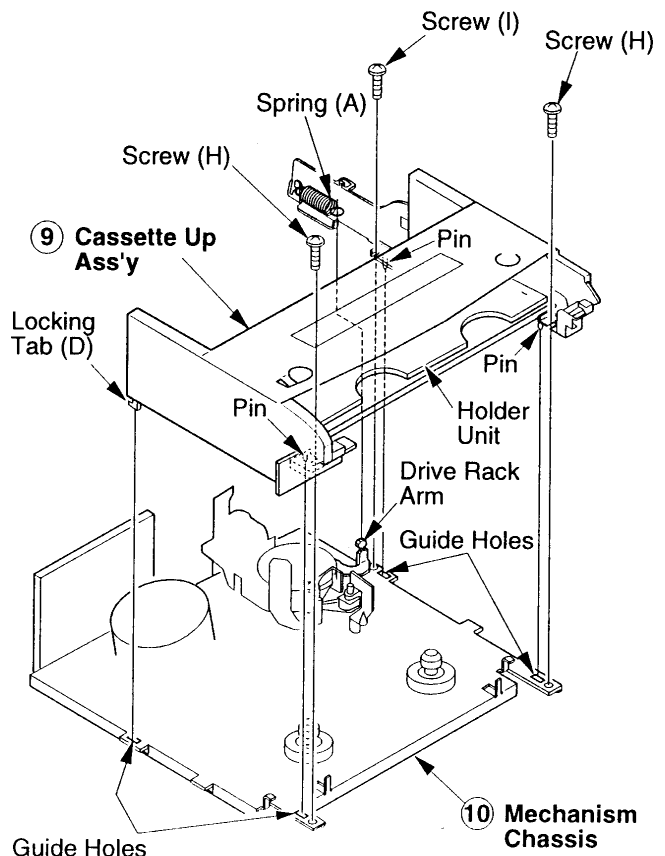


Fig. 11 - Cassette-Up Assembly Removal

MECHANISM DISASSEMBLY

Note: The following chart indicates the order that the Mechanism Disassembly is presented and prior steps required before removing a part. Refer to the "[Mechanical Adjustment Section](#)" of this service manual for alignment instructions.

Step / Loc. No.	Part	Prior Step(s)
①	Cylinder Unit	-----
②	Upper Cylinder Unit	-----
③	Opener Piece	-----
④	Pinch Arm Unit	3
⑤	Motor Block Ass'y	-----
⑥	Audio Control Head Unit	5
⑦	Main Cam Gear	3, 4, 5
⑧	Drive Rack Arm	3, 4, 5, 7
⑨	Main Lever	-----
⑩	P5 Arm Unit	9
⑪	Main Lever Drive Arm	3, 4, 5, 7, 8, 9
⑫	T Brake Unit	9
⑬	Changing Lever A	9
⑭	T Reel Table	9, 12, 13
⑮	Full Erase Head	-----
⑯	Tension Arm Unit	-----
⑰	S Spring Arm	-----
⑱	S Reel Table	16, 17
⑲	S Brake Arm Unit	9, 16, 17, 18
⑳	Main Lever Guide	9

Step / Loc. No.	Part	Prior Step(s)
㉑	Loading Post Base-S Unit	16
㉒	Loading Post Base-T Unit	9, 20
㉓	Capstan Rotor Unit	-----
㉔	Capstan Holder Unit	23
㉕	SS Brake Arm Unit	-----
㉖	Junction C.B.A.	-----
㉗	Capstan Stator Unit	23, 25, 26
㉘	Sub Rotor	23, 25, 26, 27
㉙	PCB Holder	23, 25, 26, 27
㉚	T Loading Arm Unit	-----
㉛	S Loading Arm Unit	30
㉜	Center Clutch Unit	-----
㉝	Changing Gear Spring	32
㉞	Changing Gear	32, 33
㉟	Changing Lever-B	32, 33, 34
㊱	Idler Arm Unit	32, 33, 34
㊲	Loading Rack Unit	9, 30
㊳	Grounding Plate Unit	-----
㊴	FG Head	-----

How to read chart shown above:

Step/Loc. No. :Order of steps in Procedure

Part :Part to be removed or installed

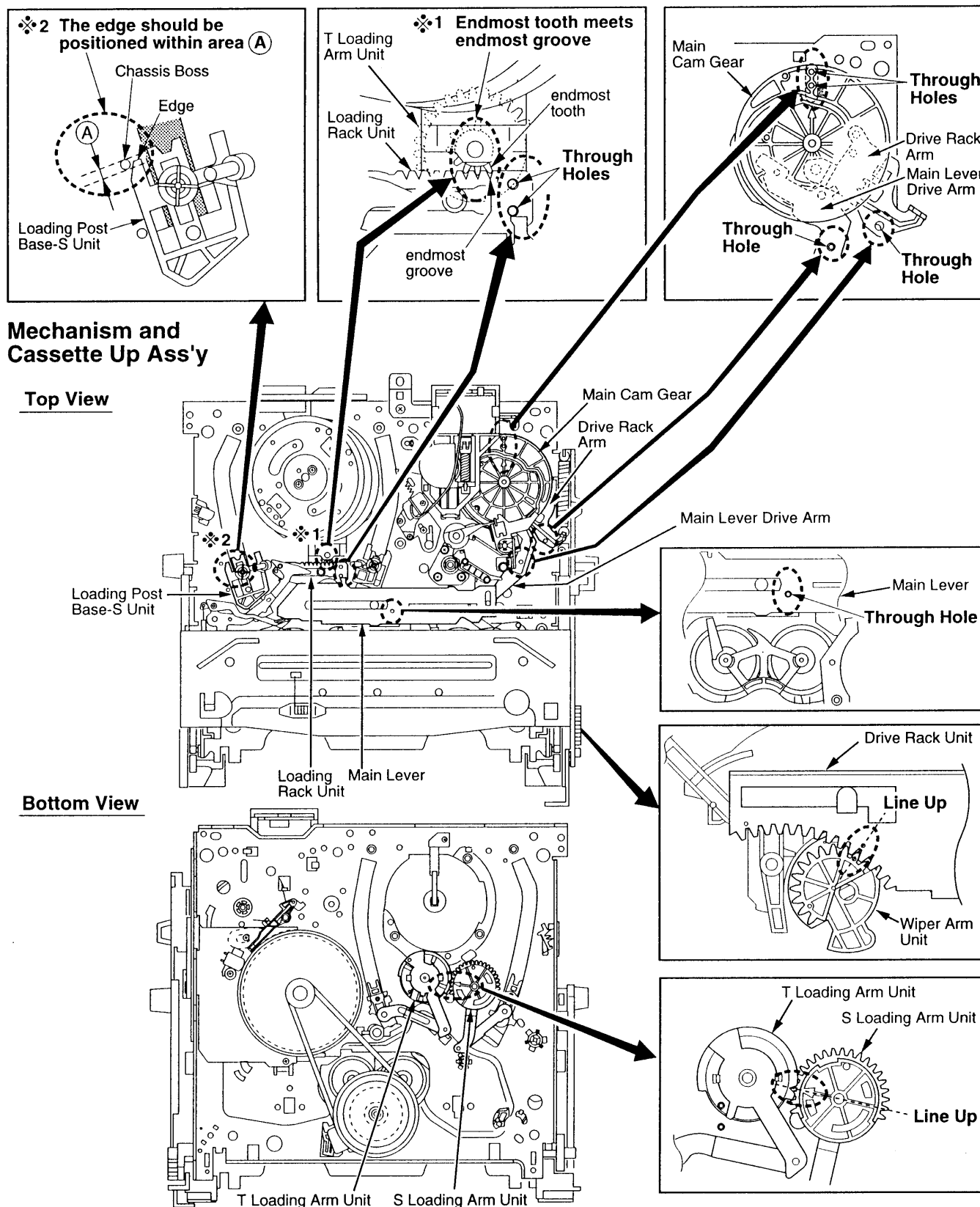
Prior Step(s) :Steps to be completed prior to the current step

MECHANISM DISASSEMBLY

Eject Position Confirmation

Check the following alignment points to confirm that the Mechanism and Cassette Up Ass'y are in the **EJECT** Position from the top side.

(By using alignment points ❖ 1 & ❖ 2, it is possible to roughly confirm the S & T Loading Arm Units from the top side, even though they are located on the bottom side of the mechanism chassis.)



MECHANISM DISASSEMBLY (Continued)**Cylinder Assembly Removal (Fig. 1)**

1. Remove three (3) screws (A) and two (2) screws with washers (A).
2. Lift the Cylinder assembly and the head amp assembly out from the mechanism.
3. Unsolder P3502 and P3503 and remove the head amp assembly from the cylinder assembly.

Note: • **DO NOT** touch the video heads when removing or reinstalling the cylinder assembly.

- When reinstalling, make sure that the holes on the cylinder assembly fit onto the two (2) guide pins on the cylinder base (Fig. 1). After the cylinder assembly is positioned on the two (2) pins, lightly secure it with three (3) screws (A).
- Install the head amp assembly so that the hole on the head amp assembly lines up with the hole on the chassis and secure it with two (2) screws with washers (A).
- Position the cylinder unit so that the foil patterns of connectors (P3502, P3503) and the head amp assembly are aligned and tighten three (3) screws (A).
- After reinstalling, perform the "**Grounding Plate Alignment Procedure**" and the "**Tape Interchangeability Adjustments/Confirmation**". Refer to the "Mechanical Adjustment Section" of this service manual.

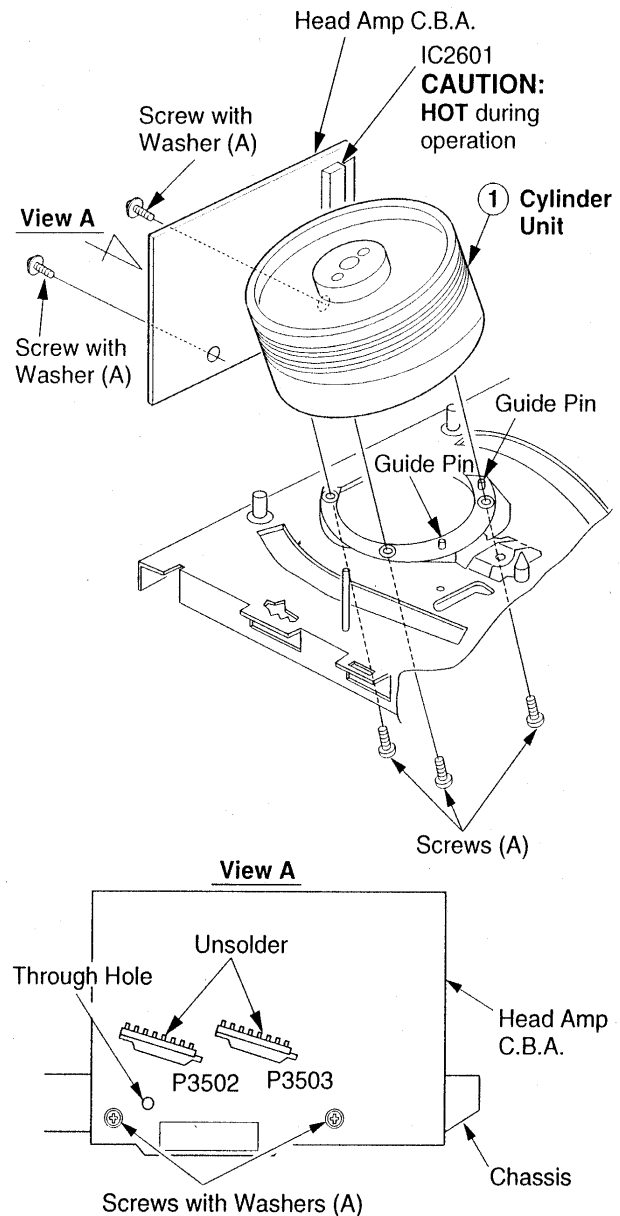


Fig. 1 -Cylinder Assembly Removal

Upper Cylinder Removal (Fig. 2)

1. Remove two (2) screws with washers (B).
2. Carefully lift the upper cylinder unit from the shaft of the lower cylinder.

Note: When reinstalling, clean the lower cylinder shaft and then position the upper cylinder on the lower cylinder, aligning the hole in the upper cylinder with the indentation in the lower cylinder. After installation is complete, clean the upper cylinder with an approved head cleaning kit (refer to the "Replacement Parts List") and perform all "**Tape Interchangeability Confirmations**" in the "Mechanical Adjustment Section" of this service manual.

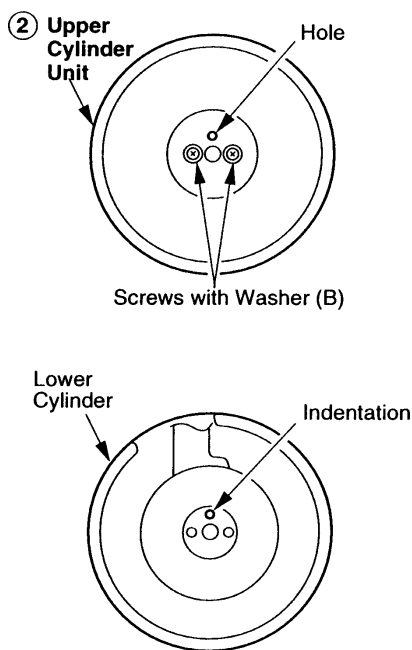
MECHANISM DISASSEMBLY (Continued)

Fig. 2 - Upper Cylinder Removal

Opener Piece/Pinch Arm Unit/Motor Block/Audio Control Head Removal (Fig. 3)

1. Release two (2) tabs (A) and lift the opener piece to remove it.
2. Pull up on the pinch arm unit to remove it.
3. Release three (3) tabs (B) and remove one (1) screw with washer (C). Then, remove the motor block assembly and the audio control head.

Note: •When reassembling, install the audio control head before installing the motor block.

•Install the pinch arm unit so that the shaft of the pinch arm fits in the groove of the main cam gear.

•After reassembling all parts, perform the **"Tape Interchangeability Adjustment"** in the **"Mechanical Adjustment"** section of this service manual.

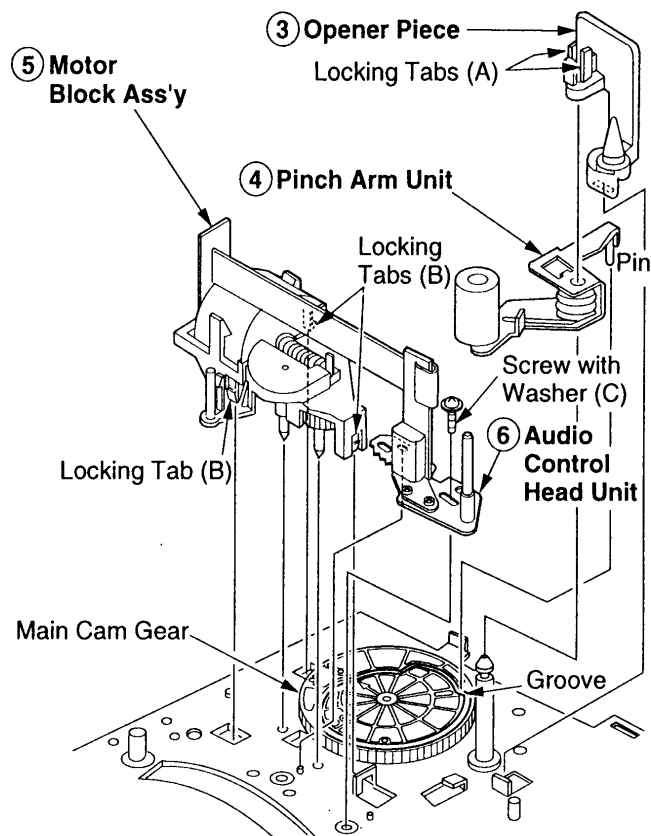


Fig. 3 - Opener Piece/Pinch Arm Unit/Motor Block/Audio Control Head Removal

Main Cam Gear/Drive Rack Arm Removal (Figs. 4, 5, 6)

1. Using a flat blade screwdriver, remove the main cam push nut as shown in Fig. 5.
2. Pull up on the main cam gear to remove it.
3. Turn the drive rack arm fully counterclockwise as shown in Fig. 4.
4. Pull up on the drive rack arm to remove it.

Note: •When reinstalling the main cam gear and the main cam push nut, position the chassis upside down placing a support under the main cam gear. Install a new main cam push nut using needle-nose pliers (Fig. 6) so that it is flush with the chassis. The main push cam nut cannot be reused. Install a new part when reinstalling.

•After reinstalling, perform the **"Main Cam Gear/Drive Rack Arm Alignment"** procedures on the following page.

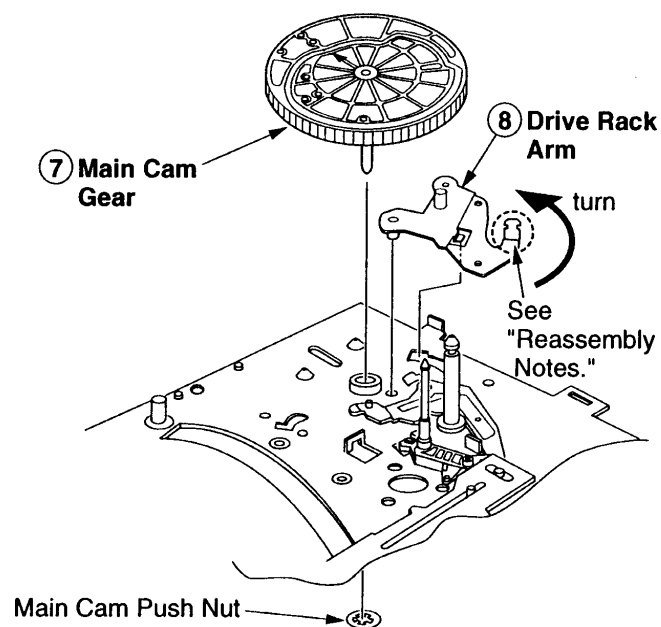
MECHANISM DISASSEMBLY (Continued)

Fig. 4 - Main Cam Gear/Drive Rack Arm Removal

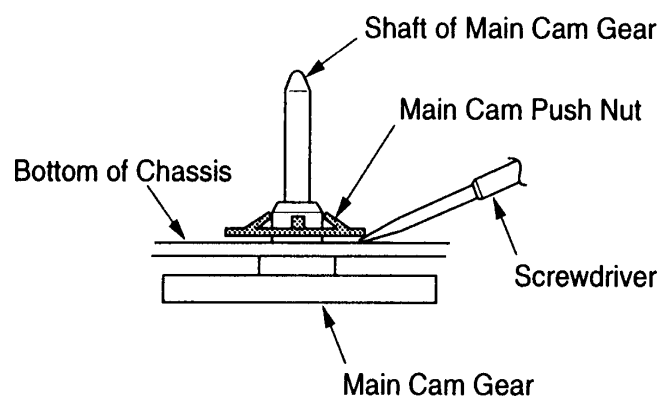


Fig. 5 - Main Cam Gear/Drive Rack Arm Removal

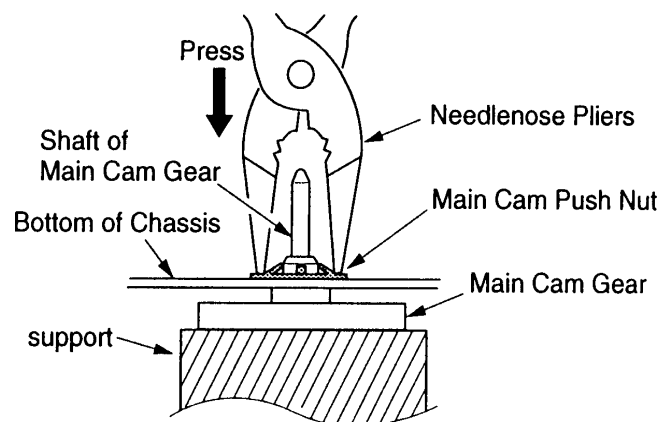


Fig. 6 - Main Cam Gear/Drive Rack Arm Removal

Main Cam Gear/Drive Rack Arm Alignment Procedure (Fig. 7)

1. Confirm that hole (C) on the main lever drive arm is aligned with the through hole (C) on the chassis as shown in Fig. 7.
2. Install the drive rack arm so that hole (A) is aligned with the through hole (A) on the chassis.
3. Install the main cam gear so that the two (2) holes (B) with the "E" mark beside them are aligned with the through hole (B) on the chassis. The "E" mark indicates eject position.

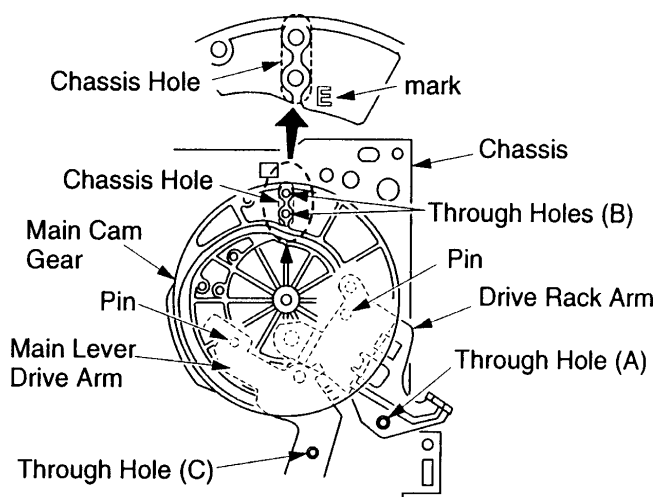


Fig. 7 - Main Cam Gear/Drive Rack Arm Alignment Procedure

Main Lever Removal (Fig. 8)

While releasing two (2) locking tabs (C) and one (1) locking tab (D), lift out the main lever. After reinstalling, perform the **"Main Lever Alignment Procedure"** on the next page.

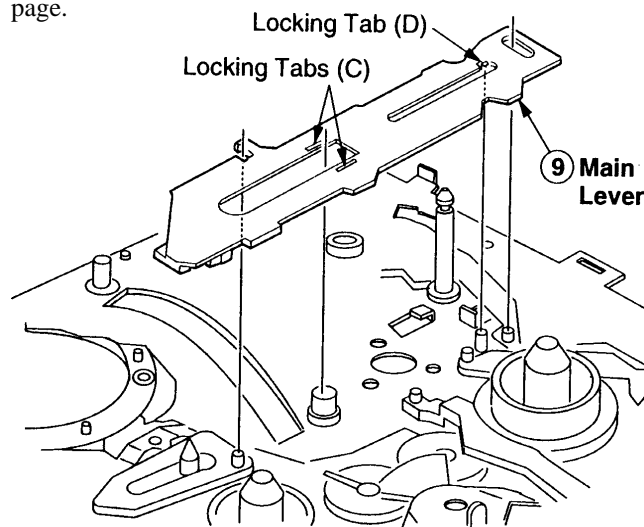


Fig. 8 - Main Lever Removal

MECHANISM DISASSEMBLY (Continued)**Main Lever Alignment (Fig. 9)**

1. Confirm that the two (2) holes of the loading rack unit are aligned with the holes on the chassis (through holes).
2. Turn the P5 arm unit to the capstan rotor unit shaft side.
3. Turn the T-brake to the T-reel table side.
4. Position the main lever so that the loading rack unit pin fits in the notch of the main lever. Confirm that pins and bosses are in the position shown in Fig. 9 and then install the main lever.
5. Push down the locking tabs (C) to lock them into place.

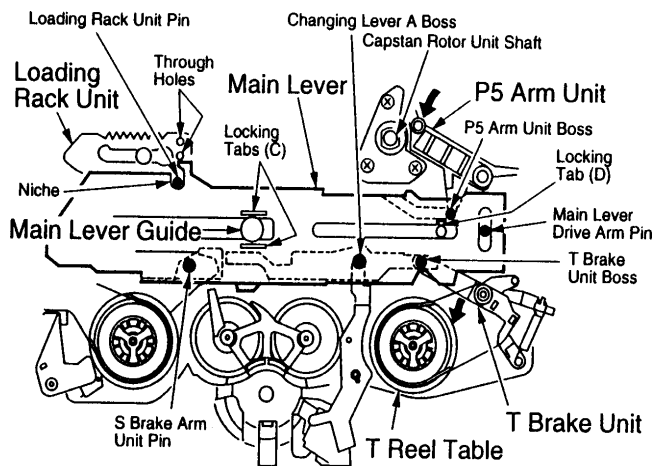


Fig. 9 - Main Lever Alignment

P5 Arm Unit/Main Lever Drive Arm Removal (Figs. 10, 11)

1. Pull up on the P5 arm unit to remove it.
2. Turn the main lever drive arm fully counterclockwise as shown in Fig. 10.
3. Pull up on the main lever drive arm to remove it.

Note: When reinstalling, install the main lever drive arm so that hole (C) is aligned with the through hole (C) as shown in Fig. 11.

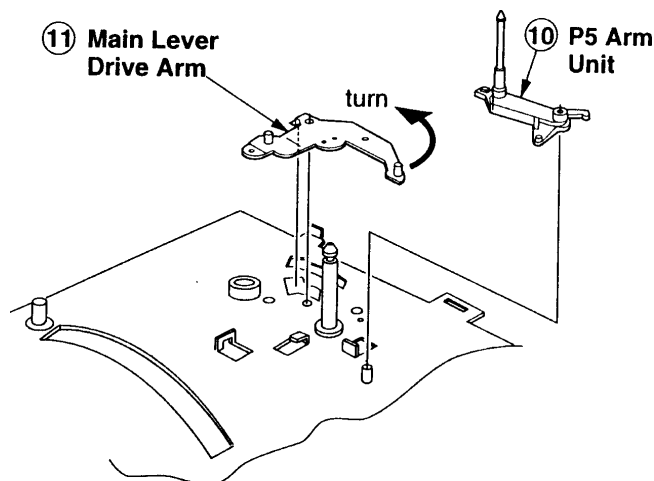


Fig. 10 - P5 Arm Unit/Main Lever Drive Arm Removal

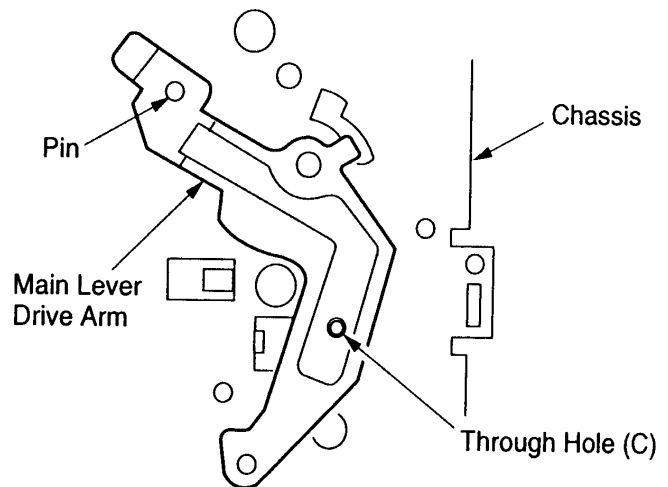


Fig. 11 - P5 Arm Unit/Main Lever Drive Arm Removal

T-Brake/Change Lever (A)/T-Reel Table Removal (Figs. 12, 13)

1. Release one (1) tab (E) located under the chassis and remove the T-brake.
2. Remove one (1) cut washer (A) and then pull up on the change lever (A) to remove it.
3. Pull up on the T-reel table.

Note: Cut washer (A) is not reusable. If removed, install a new washer when reassembling.

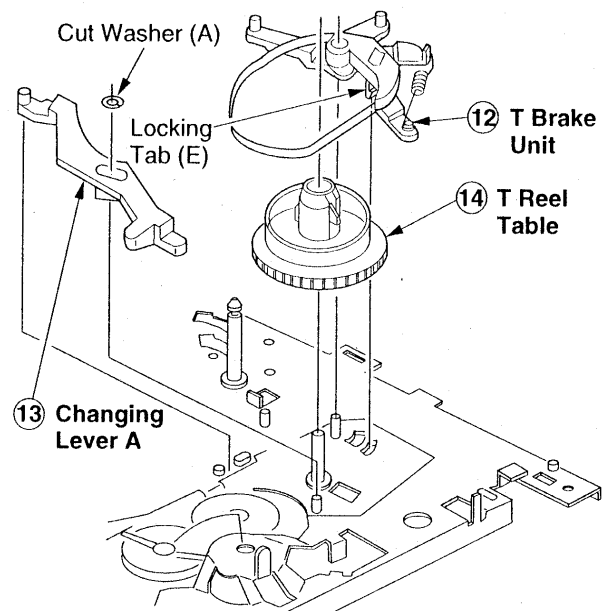


Fig. 12 - T-Brake/Change Lever (A)/T-Reel Table Removal

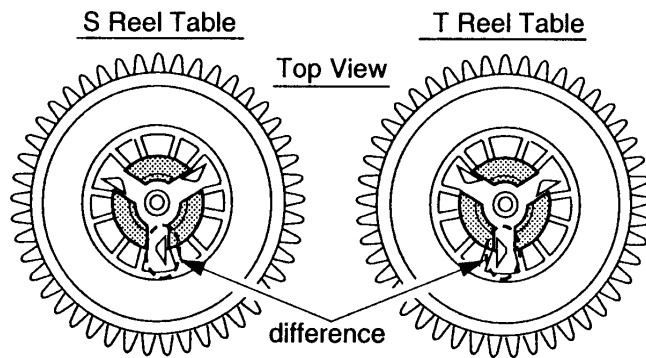
MECHANISM DISASSEMBLY (Continued)

Fig. 13 - T-Brake/Change Lever (A)/T-Reel Table Removal

Full Erase Head/Tension Arm Unit/S-Spring Arm/S-Reel Table Removal (Figs. 14, 15)

1. Turn the full erase head fully counterclockwise as shown in Fig. 14 and then remove it.
2. Unhook spring (A).
3. Release two (2) locking tabs (F) and remove the tension arm unit by pulling it up.
4. Release locking tab (G) and remove the S-spring arm.
5. Pull up on the S-reel table to remove it.

Note: When installing the tension arm unit and the S-spring arm, confirm that points (a, b, c, and d) are positioned as shown in Fig. 15.

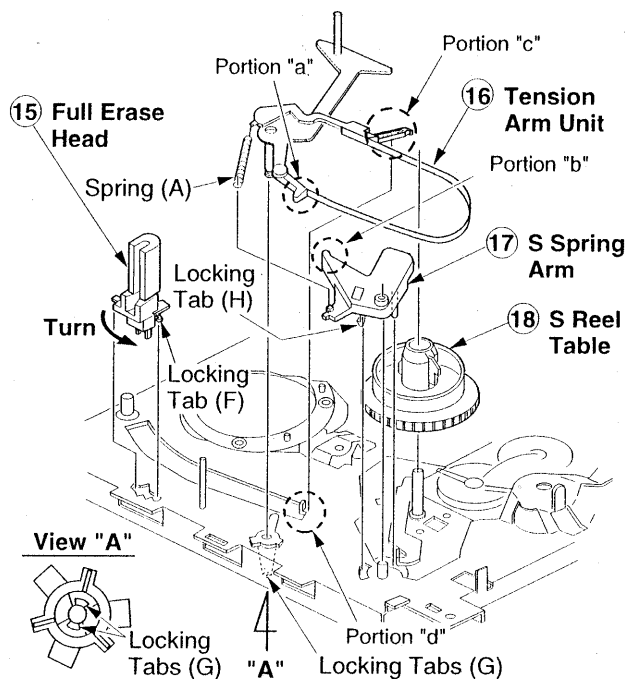


Fig. 14 - Full Erase Head/Tension Arm Unit/S-Spring Arm/S-Reel Table Removal

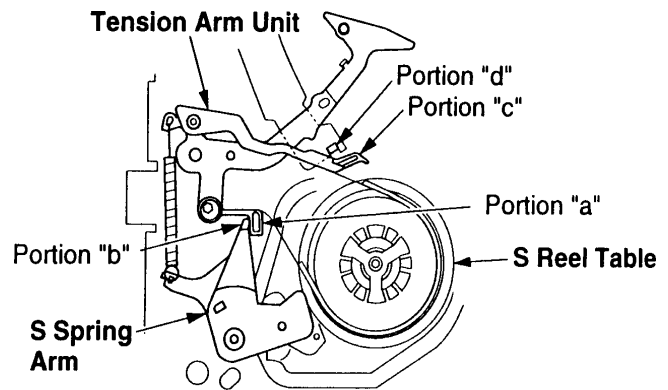


Fig. 15 - Full Erase Head/Tension Arm Unit/S-Spring Arm/S-Reel Table Removal

S-Brake Arm Unit/Main Lever Guide/Loading Post Base-S/Loading Post Base T-Unit Removal (Fig. 16)

1. Release two (2) locking tabs (H) and release the S-brake arm.
2. Release one (1) locking tab (I) and remove the main lever guide.
3. Slide the loading post base-S/T units to the end of the guide slots and remove them.

Note: When reinstalling, perform the "P2/P3 Post Height Adjustment" and the "Tape Interchangeability Adjustment" in the "Mechanical Adjustment Section" of this service manual.

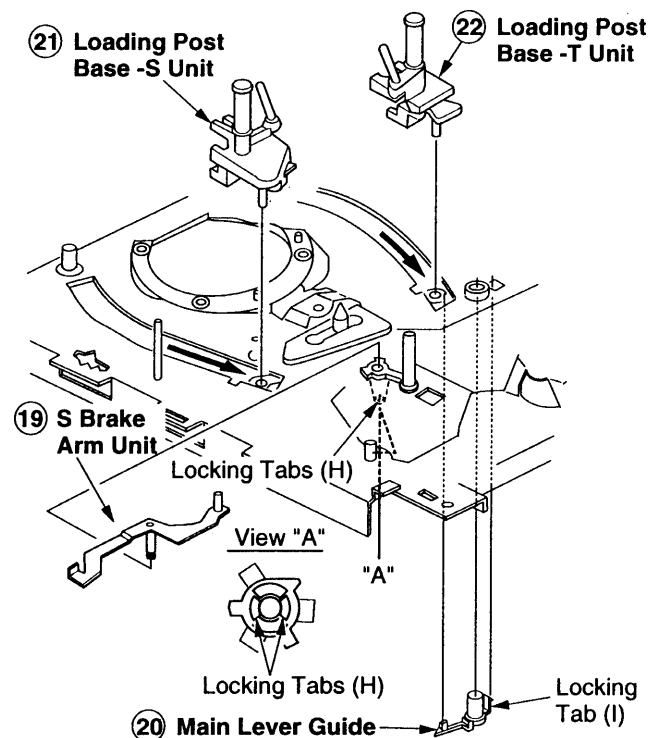


Fig. 16 - S-Brake Arm Unit/Main Lever Guide/Loading Post Base-S/Loading Post Base T-Unit Removal

MECHANISM DISASSEMBLY (Continued)**Capstan Rotor Unit/Capstan Holder Unit/SS Brake Arm Unit Removal (Figs. 17, 18)**

1. Remove the capstan belt.
2. Cut the stopper with wire cutters to remove the stopper.

Note: The capstan rotor unit, capstan holder unit, and the stopper are supplied as a capstan rotor kit only. The parts are not reusable after removal. Because even the smallest scratches on the capstan shaft, caused by cutting the stopper, can cause unstable tape travel, replace all parts. Refer to the "Replacement Parts List" for stock numbers.

3. Pull up on the capstan rotor unit to remove it (Fig. 17).
4. Remove three (3) screws (B) and then remove the capstan holder unit.
5. Unhook spring (B).
6. Turn the SS brake arm unit so that tab (A) lines up with the notch and then remove the SS brake arm unit.

Note: When reinstalling, insert the capstan rotor unit shaft into the hole in the capstan holder unit. Place a support under the capstan rotor unit shaft and install the stopper. Take care not to scratch the shaft or the capstan holder unit. Remove the support and press the top end of the shaft down so that the stopper is properly positioned (Fig. 18).

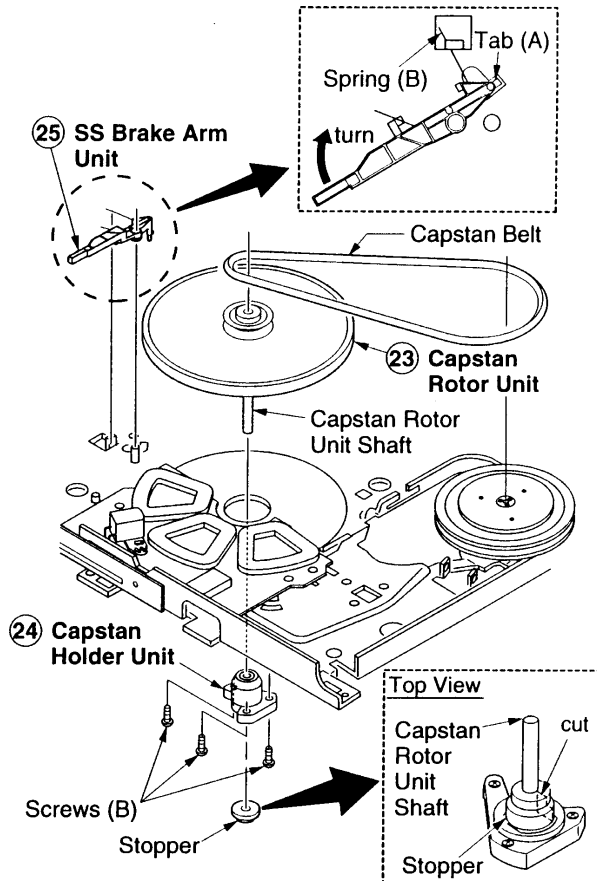


Fig. 17 - Capstan Rotor Unit/Capstan Holder Unit/SS Brake Arm Unit Removal

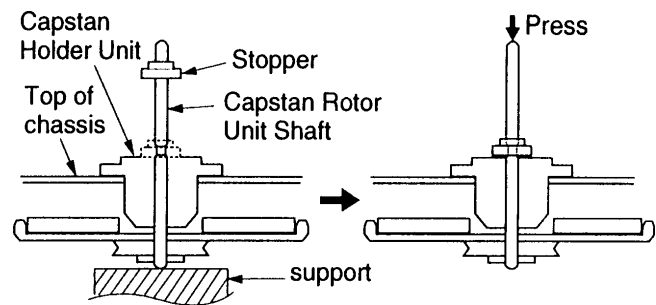


Fig. 18 - Capstan Rotor Unit/Capstan Holder Unit/SS Brake Arm Unit Removal

Junction Circuit Board/Capstan Stator Unit/Sub Rotor/PCB Holder Removal (Figs 19, 20)

1. Remove two (2) screws (C) (Fig. 19).
2. Unsolder P2532 on the Junction circuit board and remove the Junction circuit board.
3. Remove one (1) screw (D) and two (2) screws with washers (D) and (E).
4. Remove the capstan stator unit, the sub rotor and the PCB holder.

Caution: When removing the capstan stator unit, avoid touching IC2501 on the capstan stator unit. This part is very **HOT** when operating.

Note: • The capstan rotor unit, capstan holder unit, and the stopper are supplied as a capstan rotor kit only. The parts are not reusable after removal. Because even the smallest scratches on the capstan shaft, caused by cutting the stopper, can cause unstable tape travel, replace all parts. Refer to the "Replacement Parts List" for stock numbers.

- Perform the "FG Head Gap Adjustment" in the "Mechanical Adjustment Section" of this service manual after reinstalling all parts.
- Refer to Fig. 20 when reinstalling making sure that grease is applied in the appropriate areas.

MECHANISM DISASSEMBLY (Continued)

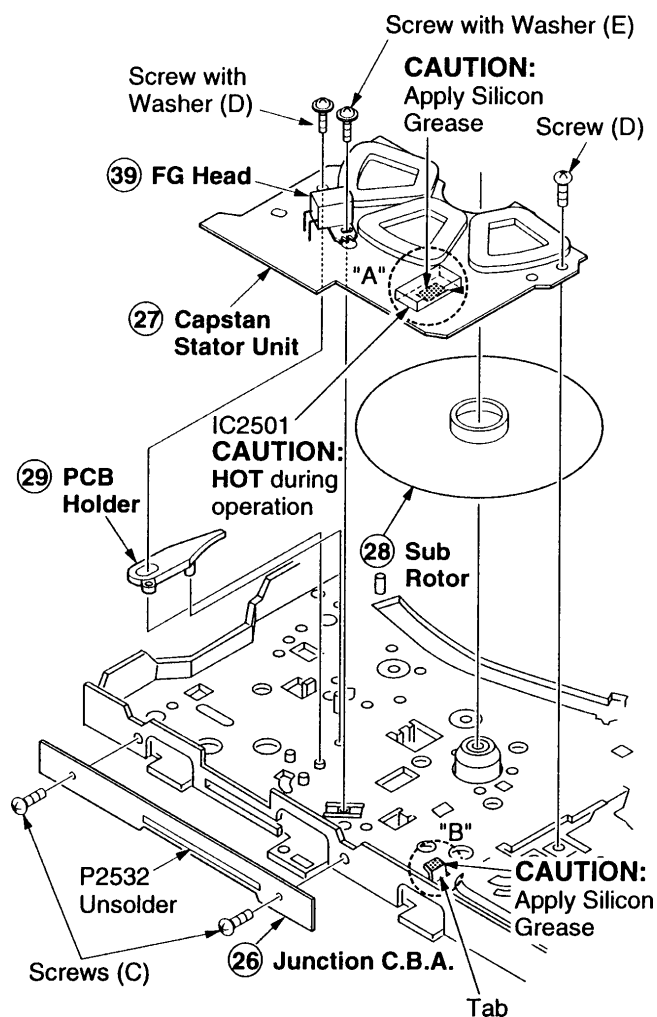


Fig. 19 - Junction Circuit Board/Capstan Stator Unit/Sub Rotor/PCB Holder Removal

CAUTION

When installing the IC2501 or Capstan Stator Unit, be sure to apply Silicon Grease (VFK1301) as shown. Be careful not to touch other parts with greased portion to prevent grease depletion.

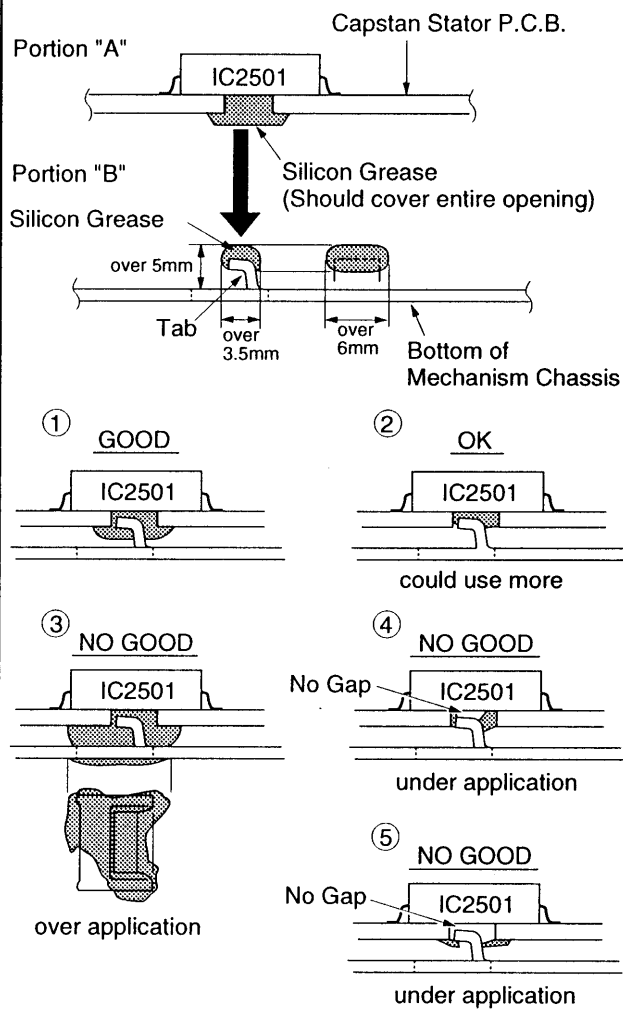
Silicon Grease Application

Fig. 20 - Junction Circuit Board/Capstan Stator Unit/Sub Rotor/PCB Holder Removal

MECHANISM DISASSEMBLY (Continued)**T-Loading Arm Unit/S-Loading Arm Unit Removal**
(Figs. 21, 22)

1. Release one (1) locking tab (J) and pull up the T-loading arm unit to remove it.
2. Pull up on the S-loading arm unit to remove it.

Note: When reinstalling, slide the loading rack unit so that the holes on the chassis align properly. Install the S-loading arm unit onto the chassis. Install the T-loading arm unit so that the triangle shaped indent is aligned with the arrow on the S-loading arm unit as shown in Fig. 22. Confirm that each of the holes in the T-loading arm unit, the chassis and the loading rack unit are aligned (through holes).

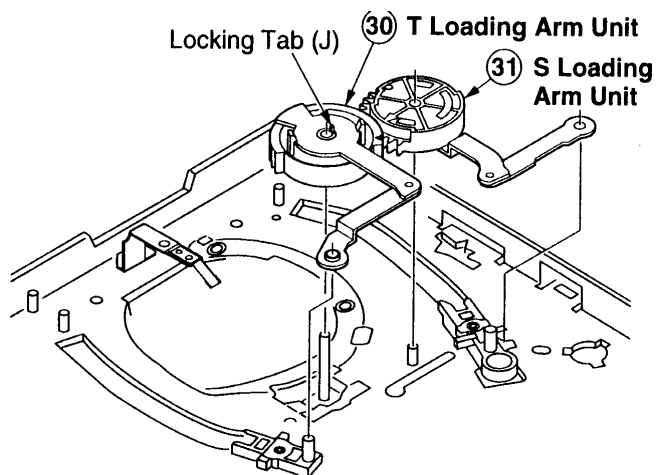


Fig. 21 - T-Loading Arm Unit/S-Loading Arm Unit Removal

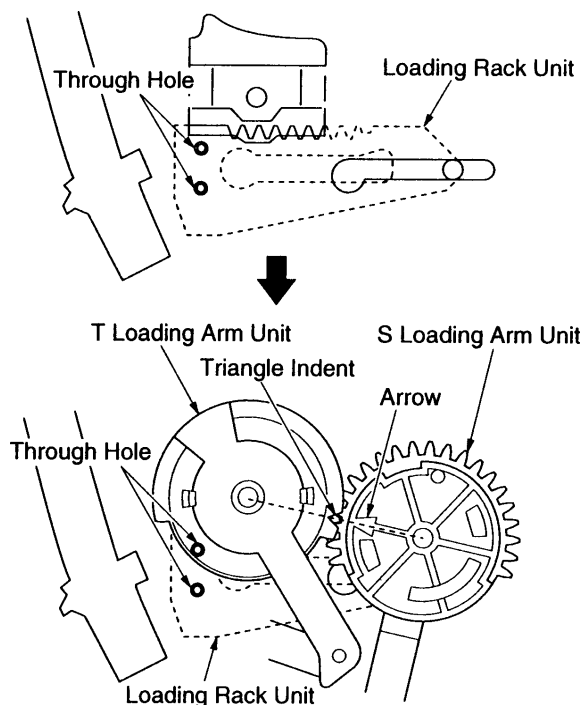


Fig. 22 - T-Loading Arm Unit/S-Loading Arm Unit Removal

Center Clutch Unit/Changing Gear Spring/Changing Gear/Changing Lever-B/Idler Arm Unit Removal
(Figs. 23, 24)

1. Remove one (1) cut washer (B) and then remove the center clutch unit, changing gear spring and the changing gear (Fig. 23).
2. Lift the changing lever-B from the two (2) pins.
3. Pull up on the idler arm unit to remove it.

Note: When reinstalling, fit the center clutch unit into the changing gear as shown in Fig. 24.

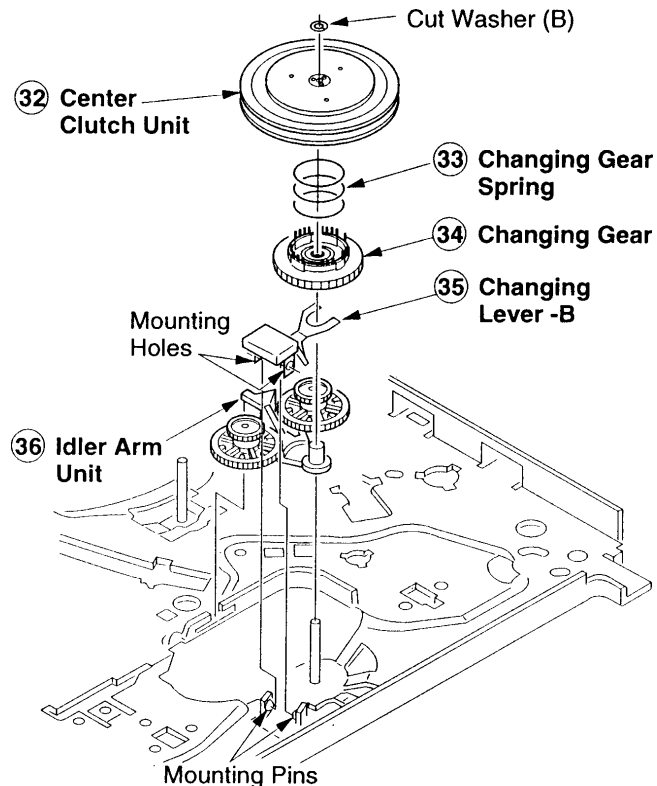


Fig. 23 - Center Clutch Unit/Changing Gear Spring/Changing Gear/Changing Lever-B/Idler Arm Unit Removal

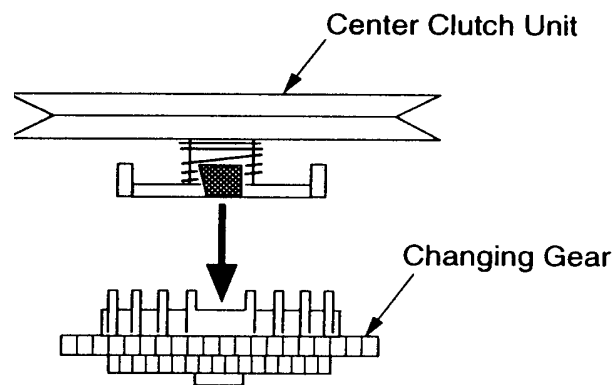


Fig. 24 - Center Clutch Unit/Changing Gear Spring/Changing Gear/Changing Lever-B/Idler Arm Unit Removal

MECHANISM DISASSEMBLY (Continued)

Loading Rack Unit Removal (Fig. 25)

Slide the loading rack unit as indicated by the arrow and then pull up on the loading rack to remove

Note: When reinstalling the loading rack unit, refer to the reassembly notes in the procedure "T-Loading Arm Unit/S-Loading Arm Unit Removal".

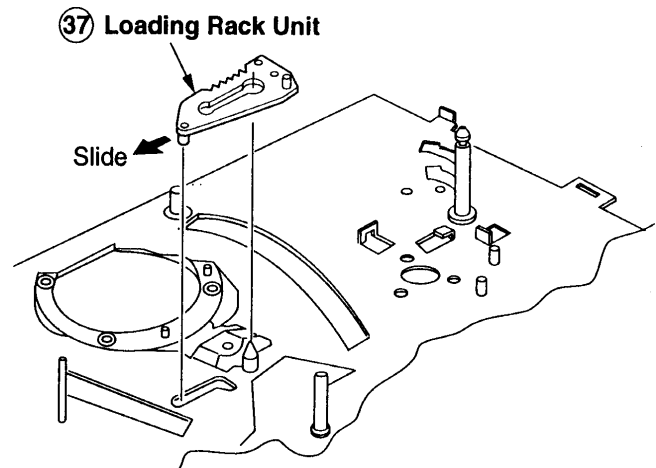


Fig. 25 - Loading Rack Unit Removal

CASSETTE-UP ASSEMBLY DISASSEMBLY

Top Plate/Wiper Arm Unit/Holder Unit Disassembly (Fig. 26, 27, 28)

1. Release two (2) locking tabs (A) on the top left side and two (2) locking tabs (B) on the top right side of the top plate (Fig. 26).
2. Release two (2) locking tabs (C) and then remove the holder unit.
3. Remove the wiper arm unit.

Note: When reinstalling the wiper arm unit and the drive rack unit, slide the drive rack unit to the far right as indicated by the arrow in Fig. 27. Then, install the wiper arm unit so that the hole in the wiper arm unit is aligned with the hole in the drive rack unit.

When reinstalling the holder unit, turn the wiper arm unit so that the grooves on each end are aligned with the grooves on the side plate (L) and (R) (Fig. 26). Insert the holder unit boss (A) and (B) into the grooves. With the unit in the eject position, confirm that the protruding section of the wiper arm unit is aligned with the indentation on the drive rack unit (Fig. 28). As an **ESD PRECAUTION**, make sure that the spring is in contact with the top cover when reassembling the unit.

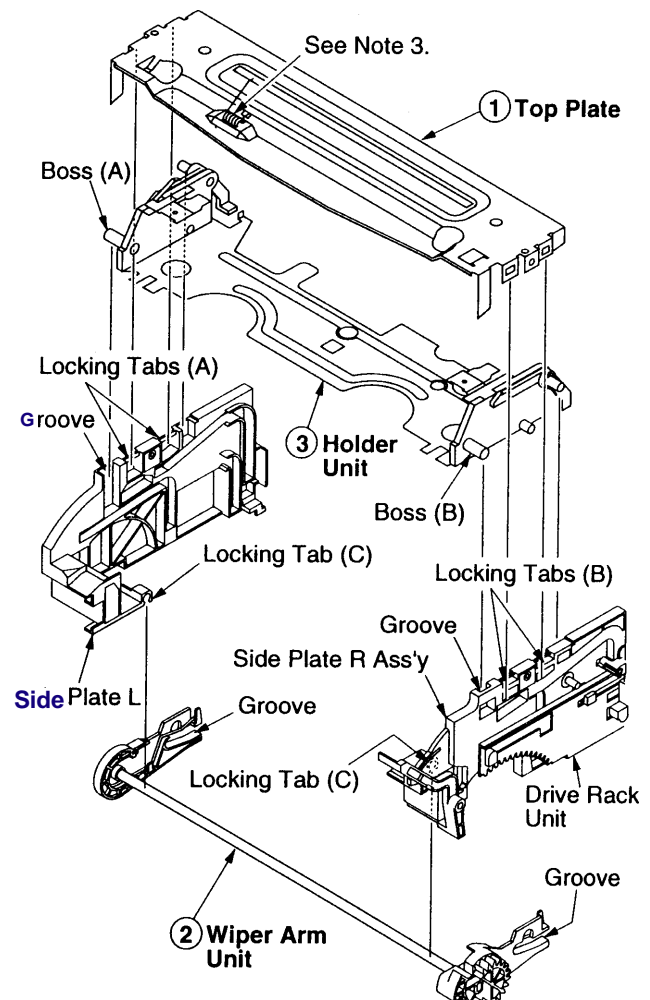


Fig. 26 - Top Plate/Wiper Arm Unit/Holder Unit Disassembly

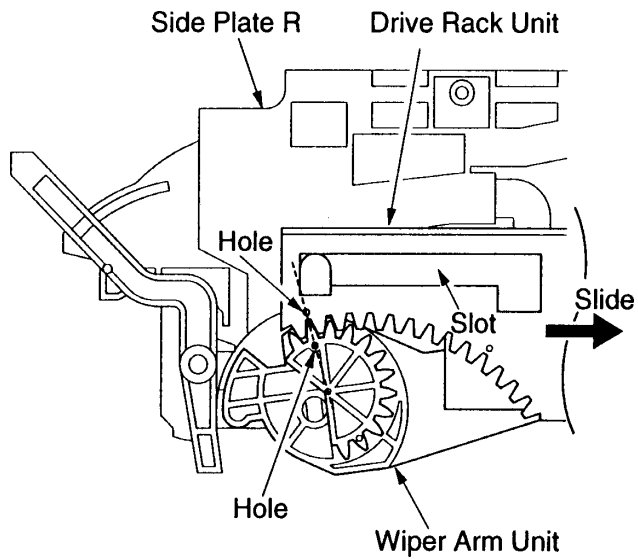
MECHANISM DISASSEMBLY (Continued)

Fig. 27 - Top Plate/Wiper Arm Unit/Holder Unit Disassembly

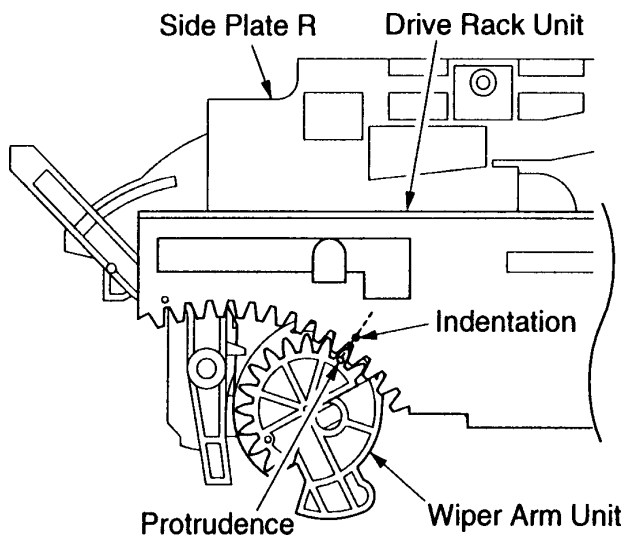


Fig. 28 - Top Plate/Wiper Arm Unit/Holder Unit Disassembly

Sensor Cover/Opener Lever/Drive Rack Unit Removal (Fig. 29)

1. Remove the sensor cover by releasing one (1) locking tab (D).
2. Remove the opener lever by releasing two (2) locking tabs (E) and then remove the drive rack unit. ■

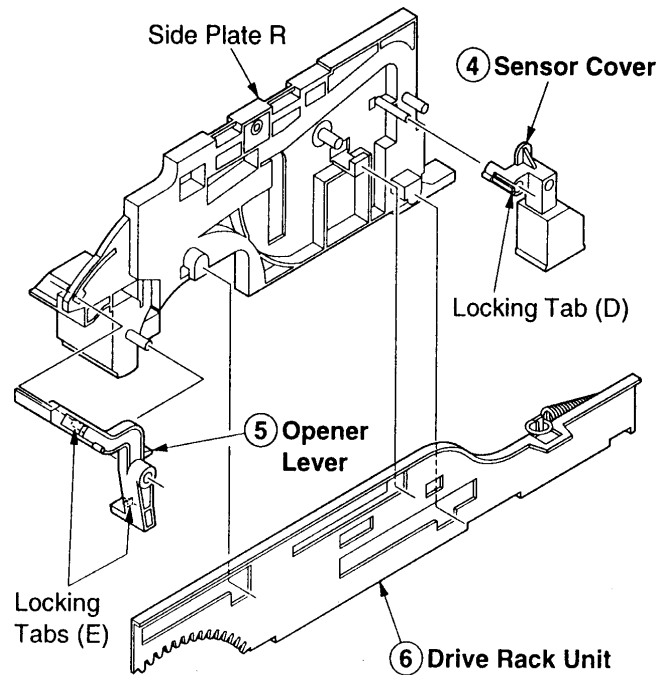


Fig. 29 - Sensor Cover/Opener Lever/Drive Rack Unit Removal