Replacing the V-Eight Transport

1 Contents of the Kit
(Order no. 1.864.030.XX-V)

1.864.030.XX-V	VHS transport, complete with connecting cables
10.27.4840	This Installation Instructions sheet

2 Replacement

The replacement may be performed by qualified personnel only. Please consider the safety and EMC section in the Service and Operating Instruction Manuals. Use appropriate tools to remove or solder the components listed below.

3 Procedure

Preparation: *The V-Eight unit must be switched OFF and disconnected from the AC power outlet before any housing parts are removed.*

☞ Please retain all screws for later use!

Disassembly:

- Remove the top and bottom covers.
- Unplug two flat ribbon cables at the bottom side (Monitor/Mixer PCB) first, and three connectors at the top (one ribbon cable to the Parallel Remote Connector Board on the back panel, one multiwire cable [J17] to the Main Board, and one single wire [orange colored, ERR] to the Main Board). The front panel is unwired now.
- Unscrew the front panel by removing four Allen key screws from the front side. In case the rack handles should be mounted, remove another four screws from the handles.
- Take care to the one flat ribbon cable fixed to the front panel when removing the front panel towards you. The POWER switch cap will come off with the front panel.
- Unplug the following cables from the Main Board to the tape transport (top side, see fig. 1):
  - READ and WRITE connectors. *Important: The READ and WRITE connectors must not be confused when reconnecting!*
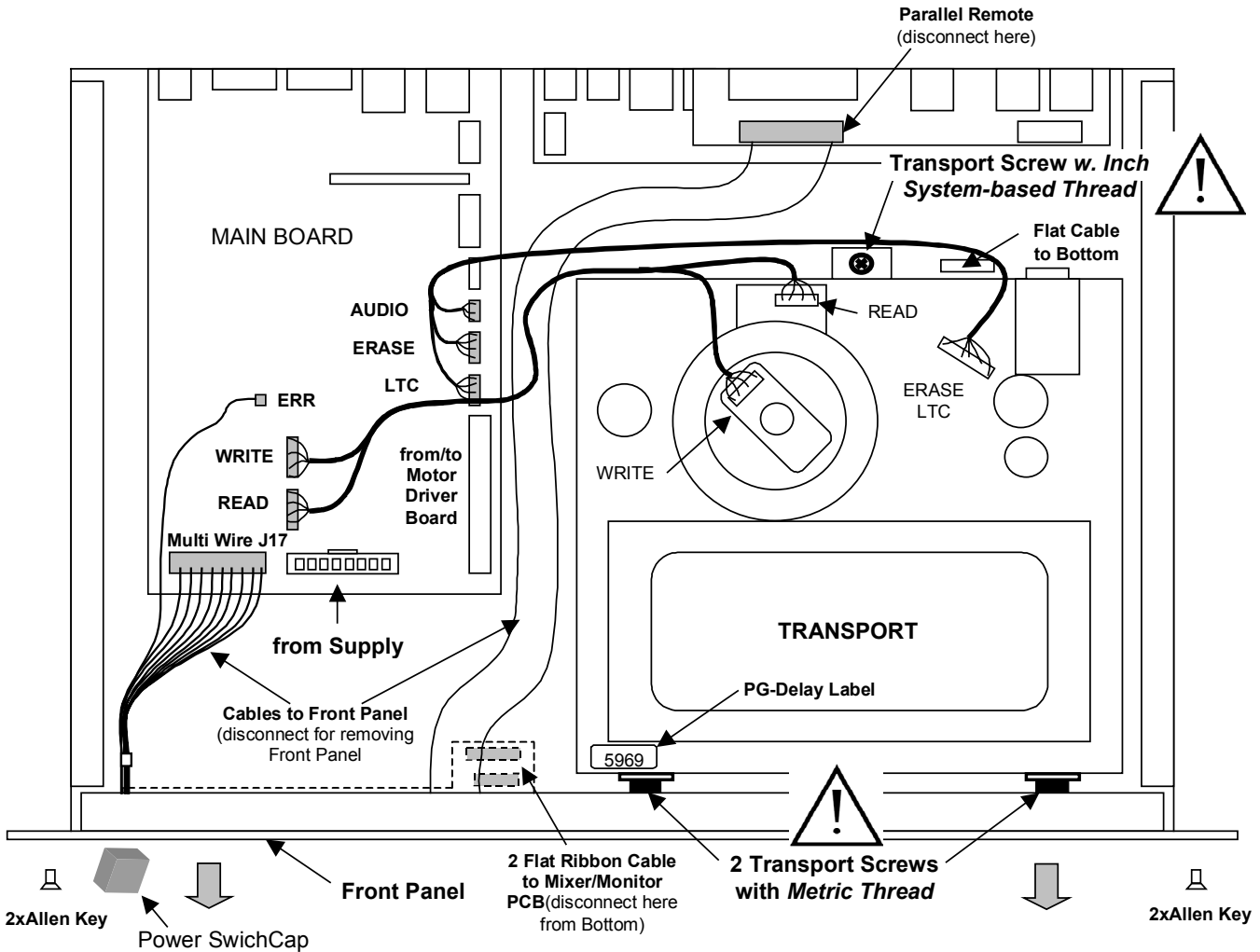 - The LTC, ERASE, and AUDIO (red) connectors.

Fig.1 – Cable and connector locations, top view

- Unplug the following cables from the Motor Driver Board to the tape transport (bottom side, see fig. 2):
  - Capstan Motor connector J2, and Cap Solenoid connector J6.
  - Linear Track connector J3, and Drum Motor connector J5.
  - End Sensor connector J4, and Flat Cable of Load Motor connector J1.
  - Flat Cable of Take Up Motor connector J9, and Flat Cable of Reel Sensor connector J10.
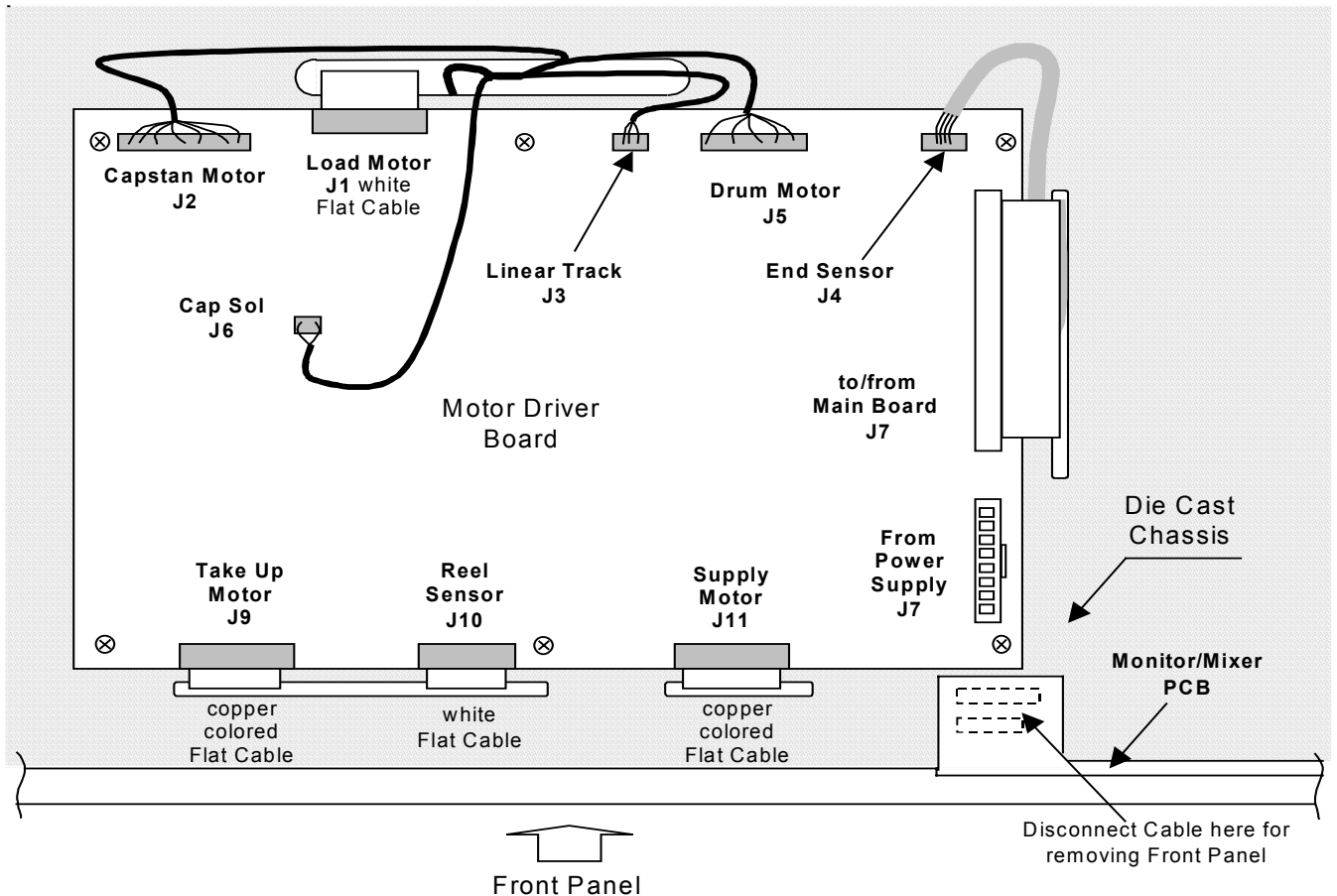 - Flat Cable of Supply Motor connector J11.

Fig. 2 – Cable and connector locations, bottom view

- All necessary connectors are unplugged now. Unscrew the transport (two Allen-key screws accessible from the front panel side, and one Phillips screw from the top), see fig. 1.

Caution: *Never touch the drum heads!*

- Remove the transport carefully; take care to the cables guided through the openings in the die-cast chassis.

Assembly	• Install the new transport carefully. *Please note that the two front screws have a metric thread, the one at the rear side, however, has a thread based on the Inch System (refer to fig. 1).* Apply a drop of Loctite® 243 (blue) to each of the three transport screws before tightening them.
	• Reconnect all cables; refer to figs. 1 and 2. *Important: The READ and WRITE connectors must not be confused when connecting!*
	• Re-install the front panel and reconnect the front panel cables; re-install the power switch cap, the bottom cover, and the front panel handles (if removed before).

Initialization		• Switch the V-Eight ON while holding down both the ALL SAFE and the EDIT keys until the display reads "Locate 00". Now you can access the UTILITY page 37 as described in the next step.
	Note:	If you cannot access the UTILITY page 37, repeat the step above until the pages above no. 26 can be accessed. The "Active/Inactive" mode is toggled each time this procedure is repeated.
		• Press UTILITY repeatedly, or hold down UTILITY while pressing 3, then 7 on the numerical keypad, until the display reads "37 PG Delay nnnn". Every transport has its own, specific PG Delay value which can be found on a label in the front left corner on the top of the transport.
		• Enter this value with the numerical keypad.
		• Record the new PG Delay value on the Repair Sheet (Appendix C of the V-Eight Service Manual).
		• Follow the instructions given in Appendix B2 of the V-Eight Service Manual to reset the drum hours counter.
		If no M20 Service Key should be available for SW versions higher than 2.03, you can as a workaround check the drum hours and note the counter reading on the Repair Sheet (Appendix C of the V-Eight Service Manual). For checking the drum hours count later, you should not forget to subtract the noted drum hours value from the counter reading in order to get the correct drum hours count.
		• Switch the V-Eight OFF.
		• Switch the V-Eight ON again while pressing both the ALL SAFE and the EDIT keys until the display briefly reads "Safe Mode Active".
		Now the user can access the UTILITY pages above no. 26 no more. If Safe Mode should still be inactive, repeat the procedure above.
		• Switch the V-Eight OFF and re-install the top cover.