



Typical set-ups using two or three pairs of gears and with the drivers fitted in the reverse order to that shown in the lists, that is largest first.

As the lists are not intended to indicate the order for fitting the gears this is always a good starting point. In some cases though this order may have to be rearranged to ensure the essential clearances at X, Y and Z are achieved.

An idler may be required between gears A and B or C and D, to make up the distance. One may also be required to reverse the direction of rotation at gear D to ensure the required hand of thread is produced. The idler can be any size as it does not effect the overall gear ratio.