

TNT REPAIR

600E

First Release

Bobbin Winder Adjustment



This guide will briefly explain the adjustment procedure of the early model 600E Bobbin Winder. Special thanks to Maureen Benson for the photos of her 600E machine, without them, this guide would have taken much longer to assemble.

Basic Tools:

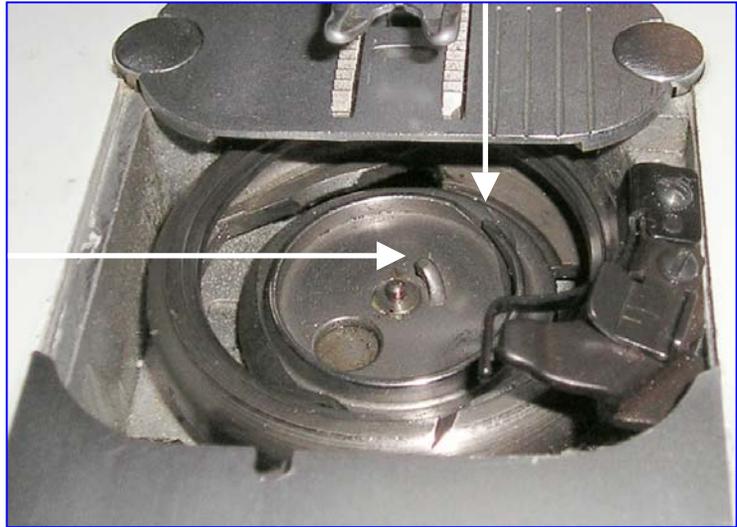
- Assorted wrenches: 3/8 to 5/16
- Assorted screwdrivers – small to medium blades
- Needle nose pliers



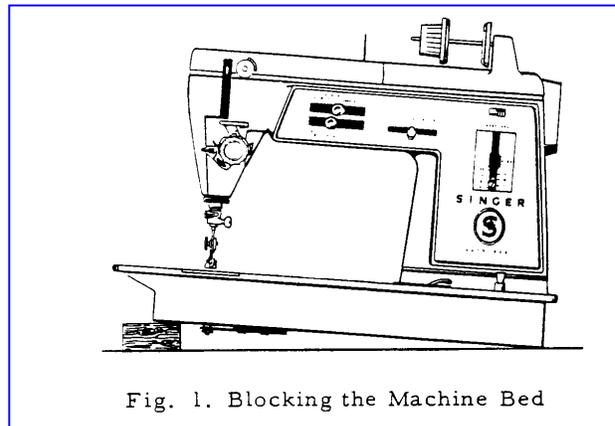
The best wrenches for this adjustment are actually automotive ignition wrenches, they are usually much thinner, and easier to work with.

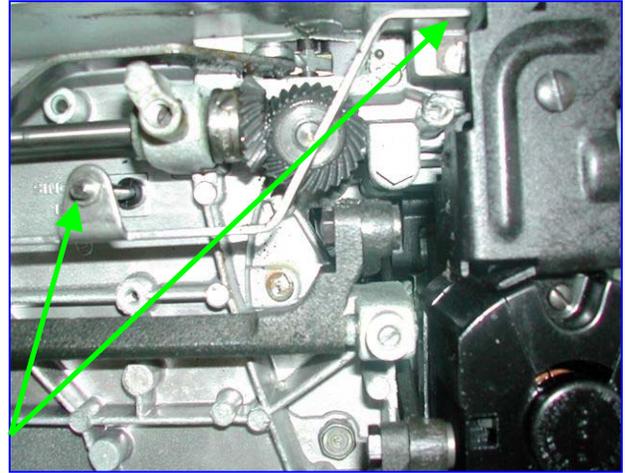
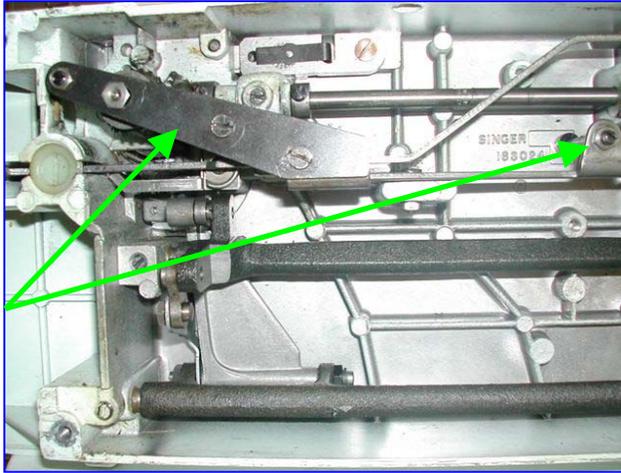
Hook Driver: (auto reel - per some early model terms)

- Inspect the hook driver to ensure it is in good condition, and no broken parts.
 - Top white arrow – points to the drivers thread cut off knife – ensure it is intact
 - Lower white arrow – points to the drivers bobbin winder engagement tab
 - Picture – lower left – hook driver threads located in the bottom section



Remove the bottom pan cover to access the adjustments points. Have a little block of wood ready, about 1/2 thick should do, the purpose is to hold the bobbin winder components off the work surface while testing the adjustments. Instead as shown, where the block of wood is on the left, I normally position about in the middle of the front of the machine, tilting it backwards some





- Two different shots of the bottom end, both showing the majority of the working parts of the bobbin winder mechanism
- Left picture, left arrow – actuating carrier – not sure what its really called, as I don't have a parts break down for these machines
 - Left picture, right arrow – stop release adjustment, same as right picture, left arrow
 - When the winder is released, in the sew position – the driver should set flush on top of the hook, meaning all the way down
 - Right top picture, right arrow – hidden under the motor housing bracket, the actual push button unit and locking latch
 - Pictured just below left, yellow circled item, is the winder height adjustment
 - When the winder is activated – in the wind/up position, the driver will rise approximately 5/64 to 3/16 of an inch. This is measured from the top of the hook – to the base of the winder unit – see bottom right picture
 - It is best to utilize a depth gauge to make this adjustment, bottom right picture

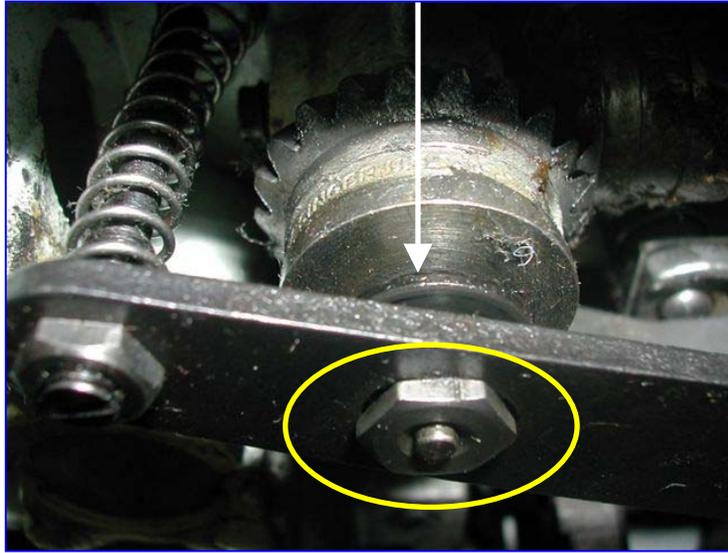


One can improvise a depth gauge, as long as you measure from the top of the hook to the base of the hook driver (winder), shown below, white arrow

The depth gauge is usually available at any well-equipped auto parts supply, or full line hardware store that has a great tool selection



Other fine-tuning is available on the 600E, and this can be achieved by utilizing the two lock screws
The top lock nut is very thin, and is located on top of the washer, indicated below by the white arrow
The bottom lock nut is circled in yellow



Both of these nuts are a left hand thread, meaning you turn the bottom nut clockwise to loosen it
Counter clockwise to tighten

It has to be noted that the early model 600E has a winder (hook driver) that has longer threads than any other T&S
Now, with that said, the 2nd release 600E11, and so on, may utilize the same winder part.
At the same time, these units also are equipped with a longer lower locking nut

All 620 – 630 – 640 & 700 series utilize a different winder (hook driver) and nut, and not equipped with the extra top nut
NO – you cannot utilize a winder unit out of a later Touch & Sew, I've tried before, and continually run into adjustment
problems – feel free to try, but doubt any real success. If you do – let me know...its been a while since I fiddled with one,
and am calling from memory on this ☺

I can just about assure this winder is no longer available, I could be wrong, but if it is – surely it is a dealer item only
They are not listed in any parts books I have.
EXTREME CARE must be taken when tightening the nuts, should you break it, it pretty much has now become what all call:
A Touch & Toss ☹