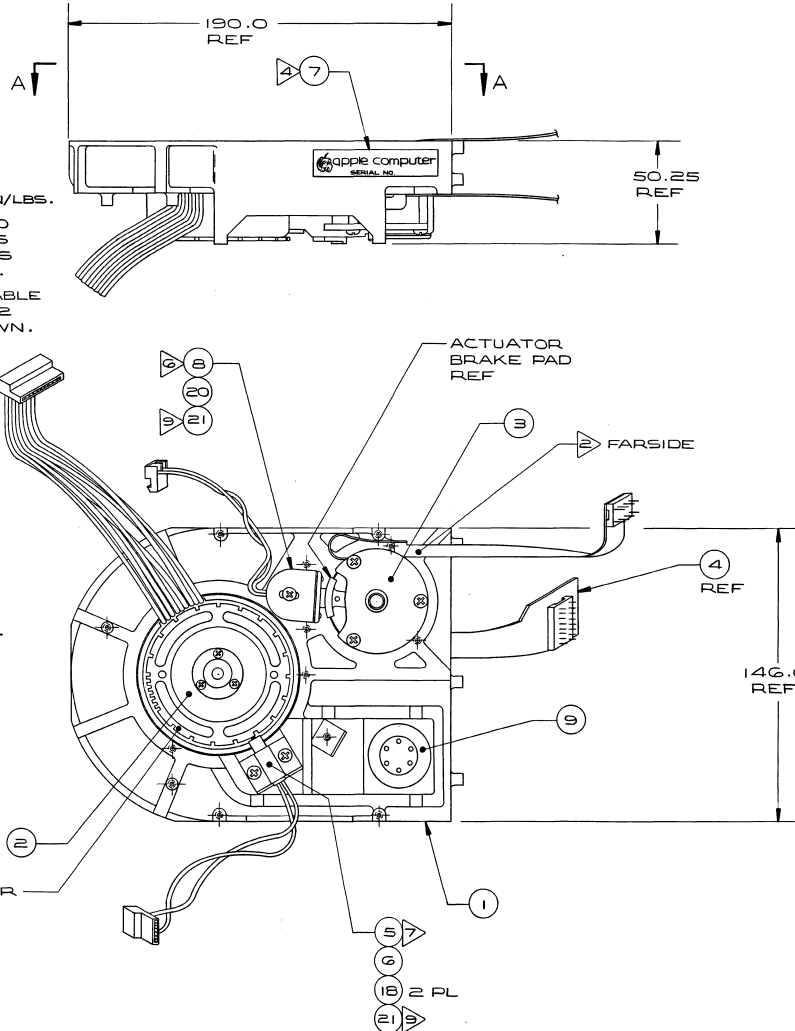


NOTE: UNLESS OTHERWISE SPECIFIED

1. ALIGN ARM ASSY (ITEM 4) TO ACTUATOR MOTOR ASSY (ITEM 3) BY FOLLOWING THE PROCEDURES LISTED BELOW:
 - A. ROTATE ARM ASSY CLOCKWISE (LOOKING AT VIEW A-A) UNTIL LOWER ARM CONTACTS 7.0 DIA BOSS ON CHASSIS.
 - B. ROTATE ACTUATOR SHAFT CLOCKWISE (LOOKING AT VIEW A-A) AS FAR AS POSSIBLE.
 - C. TIGHTEN G-32 SCREW ON ARM TO 15.0 ± 1.0 IN/LBS.
2. PRIOR TO ASSEMBLY, REMOVE COVERING TO EXPOSE ADHESIVE ON FLEXCABLES (SEE ITEMS 3 AND 4) IN LOCATIONS SHOWN. FLEXCABLES TO BE ROUTED APPROXIMATELY AS SHOWN.
3. AFTER ASSEMBLY, 3.81 DIA HOLE IN FLEXCABLE (SEE ITEM 4) TO BE CONCENTRIC WITH G-32 TAPPED HOLE IN CHASSIS (ITEM 1) AS SHOWN.
4. POSITION LABEL (ITEM 7) APPROXIMATELY AS SHOWN.
5. PRESS FIT ALIGNMENT PINS (ITEM 13) INTO 1.580 DIA HOLES IN CHASSIS (ITEM 1) TO INDICATED DIMENSION.
6. POSITION BRAKE ASSY (ITEM 8) SO THAT BRAKE HOUSING CENTER LINE IS RADIAL TO ACTUATOR SHAFT. AIR GAP BETWEEN NEOPRENE PAD ON BRAKE AND ACTUATOR BRAKE PAD TO BE .330 (.013 IN.) WHEN BRAKE IS ENERGIZED.
7. POSITION INDEX SENSOR ASSY (ITEM 5) SO THAT SENSOR HOUSING CENTER LINE IS RADIAL TO SPINDLE MOTOR SHAFT. AIR GAP BETWEEN SENSOR TIP AND SECTOR DISK TO BE .381 (.015 IN.).
8. UNLESS OTHERWISE SPECIFIED, TORQUE ALL SCREWS TO 10.0 IN/LBS.
9. AFTER BRAKE AND INDEX SENSOR ARE PROPERLY POSITIONED ON CHASSIS PER NOTES 6 & 7 AND SCREWS (ITEMS 18 & 20) ARE TORQUED IN PLACE, APPLY TORQUE SEAL (ITEM 21) TO SCREW HEADS TO PREVENT TAMPERING.



REV	ZONE	ECO#	REVISION	APP'D
A		PG19	INITIAL RELEASE (SK-W174-05)	RC1

SEE SEPARATE BILL OF MATL: 677-5016

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<p>TITLE SUBASSY HEAD / DISK WIDGET</p>		<p>REVISED NUMBER 1</p>	
<p>DATE FULL</p>		<p>REVISED NUMBER 677-5016-A</p>	

677-5016-A 1/2