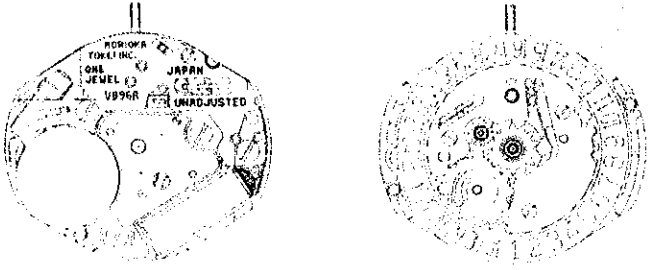


PARTS CATALOGUE/TECHNICAL GUIDE

Cal. V896A

[SPECIFICATIONS]

Cal. No.		V896A
Item		
Movement		
Movement size	Outside diameter	15.3mm between 3 o'clock and 9 o'clock sides 17.6mm between 6 o'clock and 12 o'clock sides
	Casing diameter	φ17.1mm
	Height	2.8mm
Time indication		4 hands (with day hand)
Driving system		Step motor (Load compensated driving pulse type)
Additional mechanism		Numerical date calendar
		Day calendar by day hand
		Instant calendar (day and date) setting device
		Train wheel setting device
		Electronic circuit reset switch
Loss/gain		Monthly rate at normal temperature range: less than 20 seconds
Regulation system		Nil
Measuring gate by quartz tester		Use 10-second gate
Battery		SEIKO SR621SW, Maxell SR621SW, SONY SR621SW, EVEREADY 364 Battery life is approximately 2 years. Voltage: 1.55V
Jewels		1 jewel

HATTORI SEIKO CO., LTD.

PARTS CATALOGUE

Cal. V896A

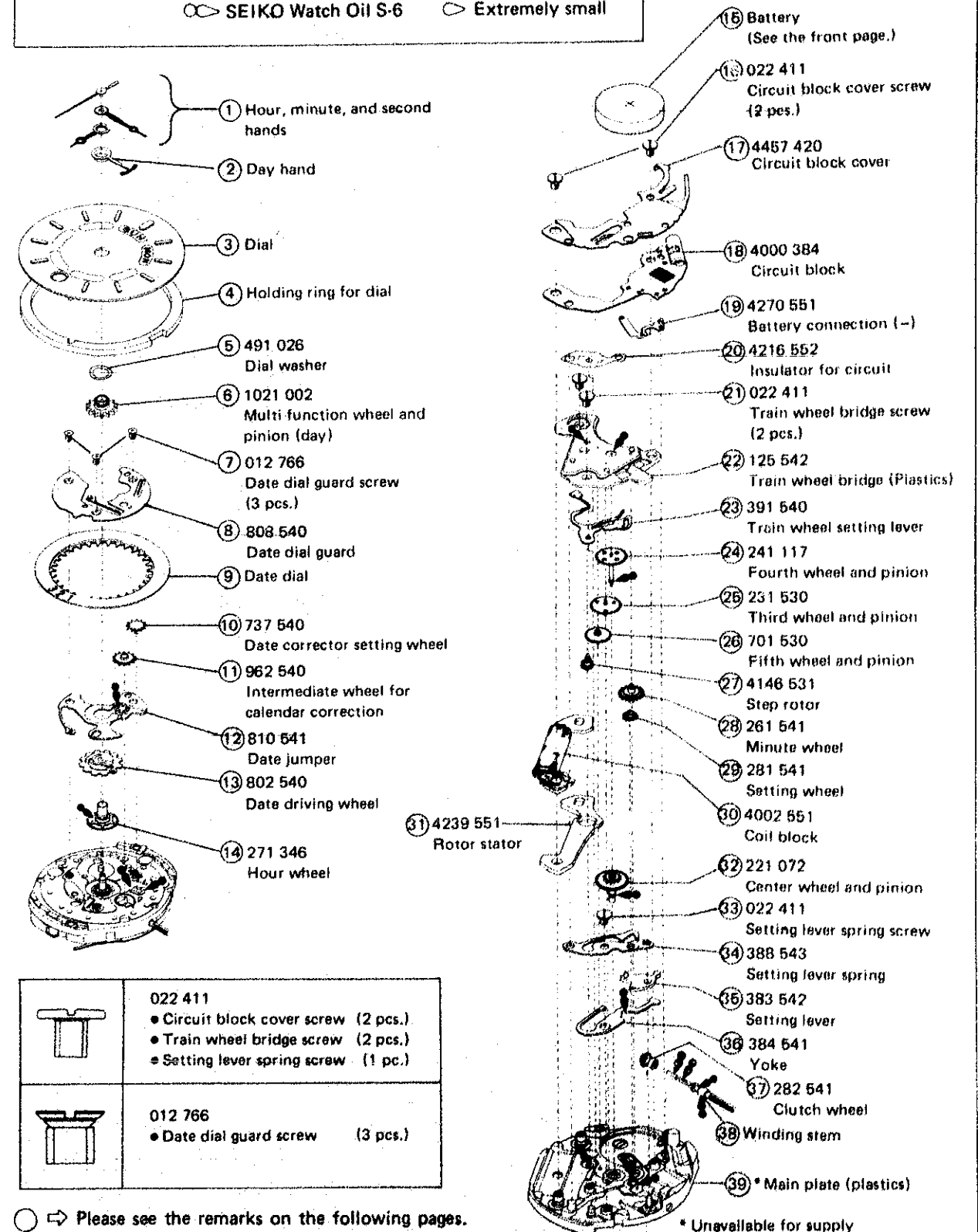
Disassembling procedures Figs.: ① → ③⑨

Reassembling procedures Figs.: ③⑨ → ①

Lubricating: Types of oil Oil quantity

● Moebius A ○ Normal quantity

○ SEIKO Watch Oil S-6 ○ Extremely small



PARTS CATALOGUE

Cal. V896A

Remarks:

- ④ Holding ring for dial 884 155
- ③⑧ Winding stem 351 546

The types of these parts are determined based on the design of case and dial. Refer to "Casing Parts Catalogue" to choose corresponding parts.

⑨ Date dial

Parts No.	Crown position	Calendar frame position	Figure color	Background color
801 939	3 o'clock	6 o'clock	Black	White

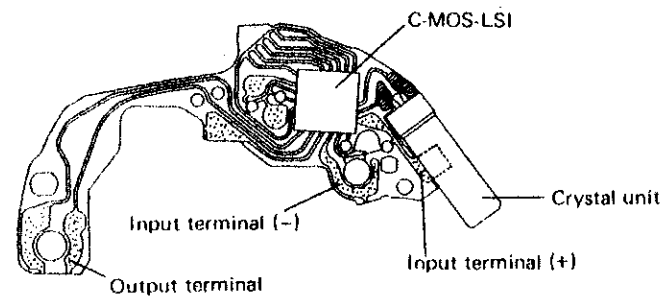
The type of date dial is determined based on the design of cases. If any other type of date dial is required, refer to "Casing Parts Catalogue" and "List of Date Dial".

TECHNICAL GUIDE

Cal. V896A

- The explanation here is only for the particular points of Cal. V896A.
- For the repairing, checking and measuring procedures, refer to the "TECHNICAL GUIDE, GENERAL INSTRUCTIONS".

I. STRUCTURE OF THE CIRCUIT BLOCK



II. REMARKS ON DISASSEMBLING AND REASSEMBLING

Use the universal movement holder for disassembling and reassembling.

② Day hand

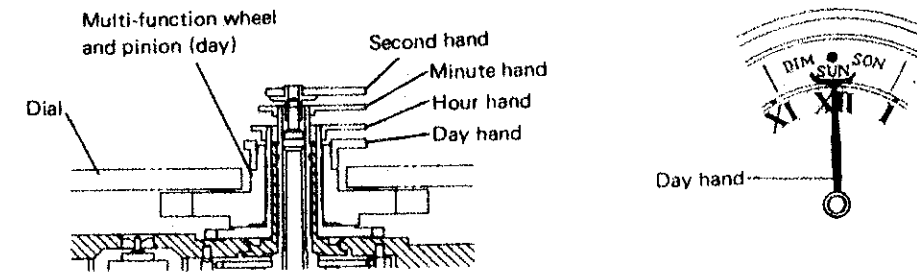
- How to install

Place the day hand directly on a flat metal plate or the like to install the day hand.

- 1) Pull out the crown to the second click (time setting position).
- 2) Turn the crown clockwise until the multi-function wheel and pinion (day) turns two steps, and then push in the crown to the normal position. (Each two steps represent one day.)
- 3) Press in the day hand with its tip on a desired day index on the dial.
 - * Be careful not to press in the day hand excessively, since overpressure may damage the main plate.
 - * The day hand is designed to advance one day in two steps until about 4:00 A.M. Install the day hand so that it points to the center of the day index when having moved two steps.

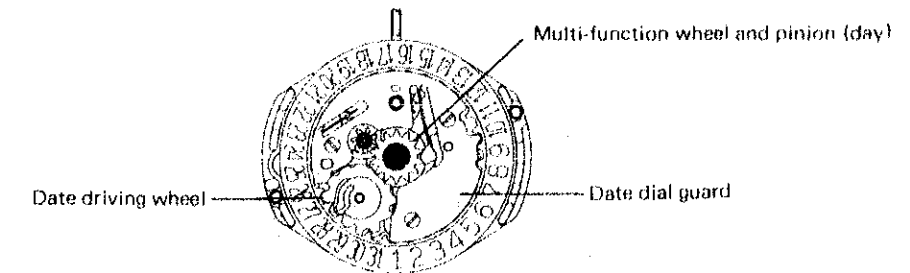
TECHNICAL GUIDE

Cal. V896A



⑥ Multi-function wheel and pinion (day)

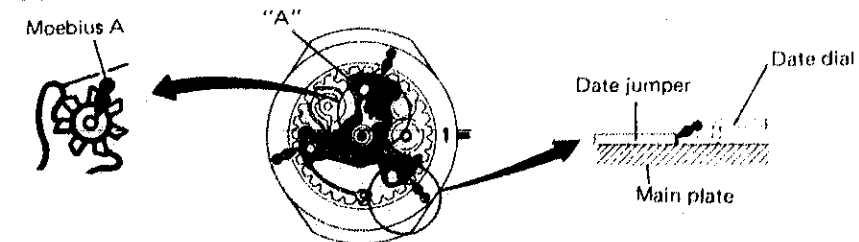
- Setting position



⑫ Date jumper

In installing the date jumper on the main plate at the part "A", you may find that the guide hole of the date jumper is tight for the guide pin of the main plate. In that case, push the part "A" with tweezers to set the date jumper in position.

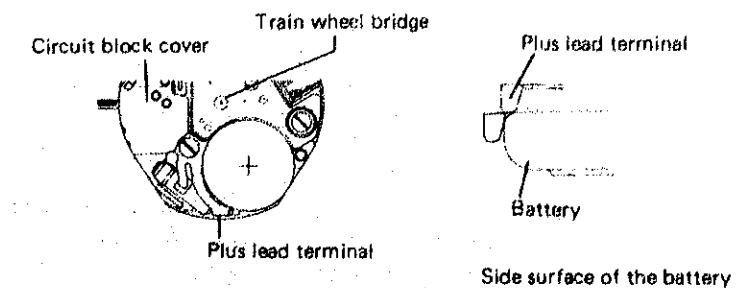
- Lubrication



⑮ Battery

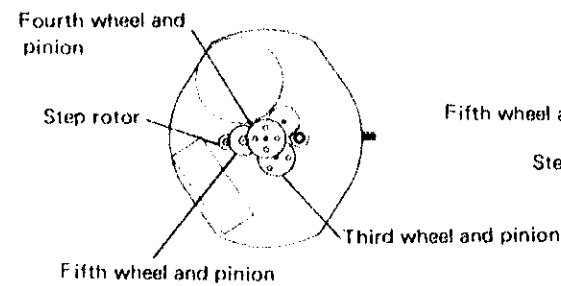
- How to install

Make sure that the plus lead terminal portion of the circuit block cover touches the side surface of the battery.



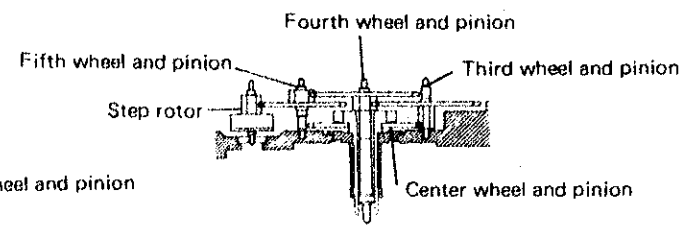
22 Train wheel bridge

• Setting position



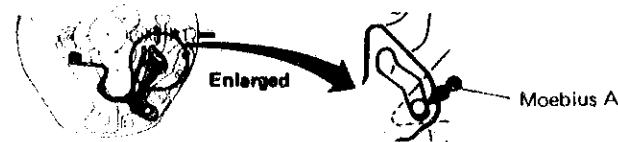
• Cleaning

Use Daiflon S-3 for cleaning.



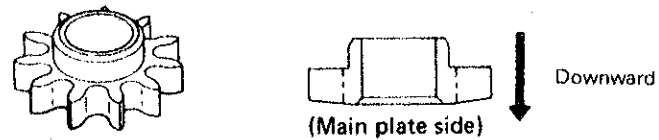
23 Train wheel setting lever

• Setting position and Lubricating



29 Setting wheel

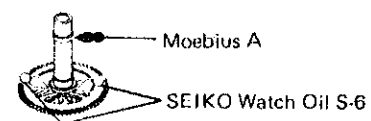
• Installing



32 Center wheel and pinion

• Lubricating

See the illustration on the right.



III. VALUE CHECKING

• Coil block resistance

2.7KΩ ~ 4.1KΩ

• Current consumption

For the whole of the movement : less than 1.4μA

For the circuit block alone : less than 0.4μA

Remarks:

- When the current consumption exceeds the standard value for the whole of the movement but less than the standard value for the circuit block alone, overhaul and clean the movement parts and then measure current consumption for the whole of the movement again. The driving pulse generated to compensate a heavy load that may apply on the gear train, etc. is considered to cause excessive current consumption for the whole of the movement.