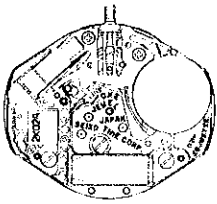


PARTS CATALOGUE/ TECHNICAL GUIDE

Cal. 2K02A

Cal. 2K03A

[SPECIFICATIONS]

Item		Cal. No.	2K02A	2K03A
		Movement		
			The illustrations refer to Cal. 2K02A. (x 1.5)	
Movement size	Outside diameter		18.4 mm between 6 o'clock and 12 o'clock sides 15.3 mm between 3 o'clock and 9 o'clock sides	
	Casing diameter		φ18.1 mm 17.8 mm between 6 o'clock and 12 o'clock sides	
	Height		2.5 mm	
Time indication			3 hands	
Driving system			Step motor (Load compensated driving pulse type)	
Additional mechanism			<ul style="list-style-type: none"> • Electronic circuit reset switch • Train wheel setting device 	
Loss/gain			Monthly rate at normal temperature range: less than 15 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	

PARTS CATALOGUE

Cal. 2K02A

Disassembling procedures Figs.: ① → ②⑨

Reassembling procedures Figs.: ②⑨ → ①

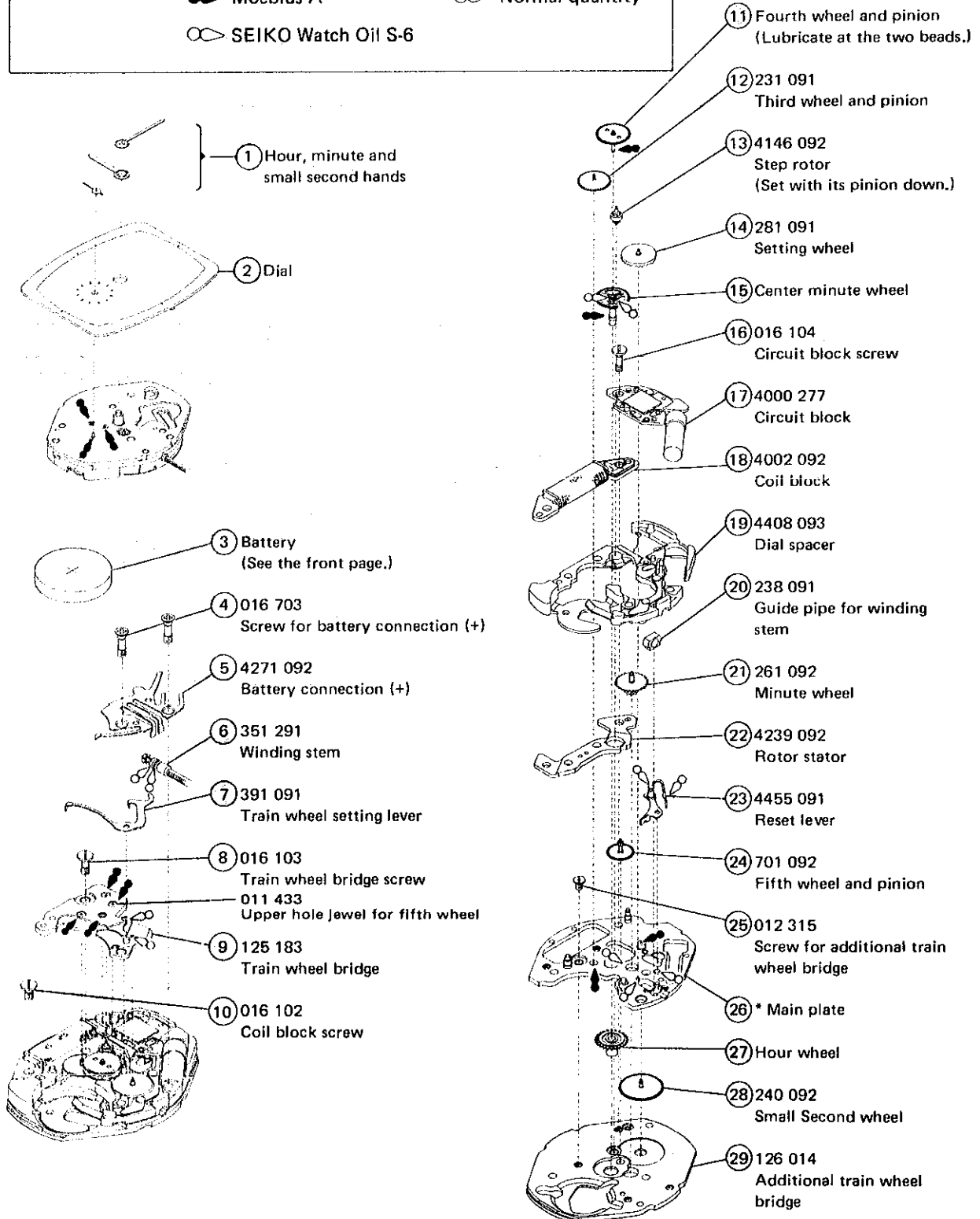
Lubricating: Types of oil

● Moebius A

○ SEIKO Watch Oil S-6

Oil quantity

○ Normal quantity



○ ⇨ Please see the remarks on the following pages.

* Unavailable for supply

PARTS CATALOGUE

Cal. 2K03A

Disassembling procedures Figs.: ① → ③①

Reassembling procedures Figs.: ③① → ①

Lubricating: Types of oil

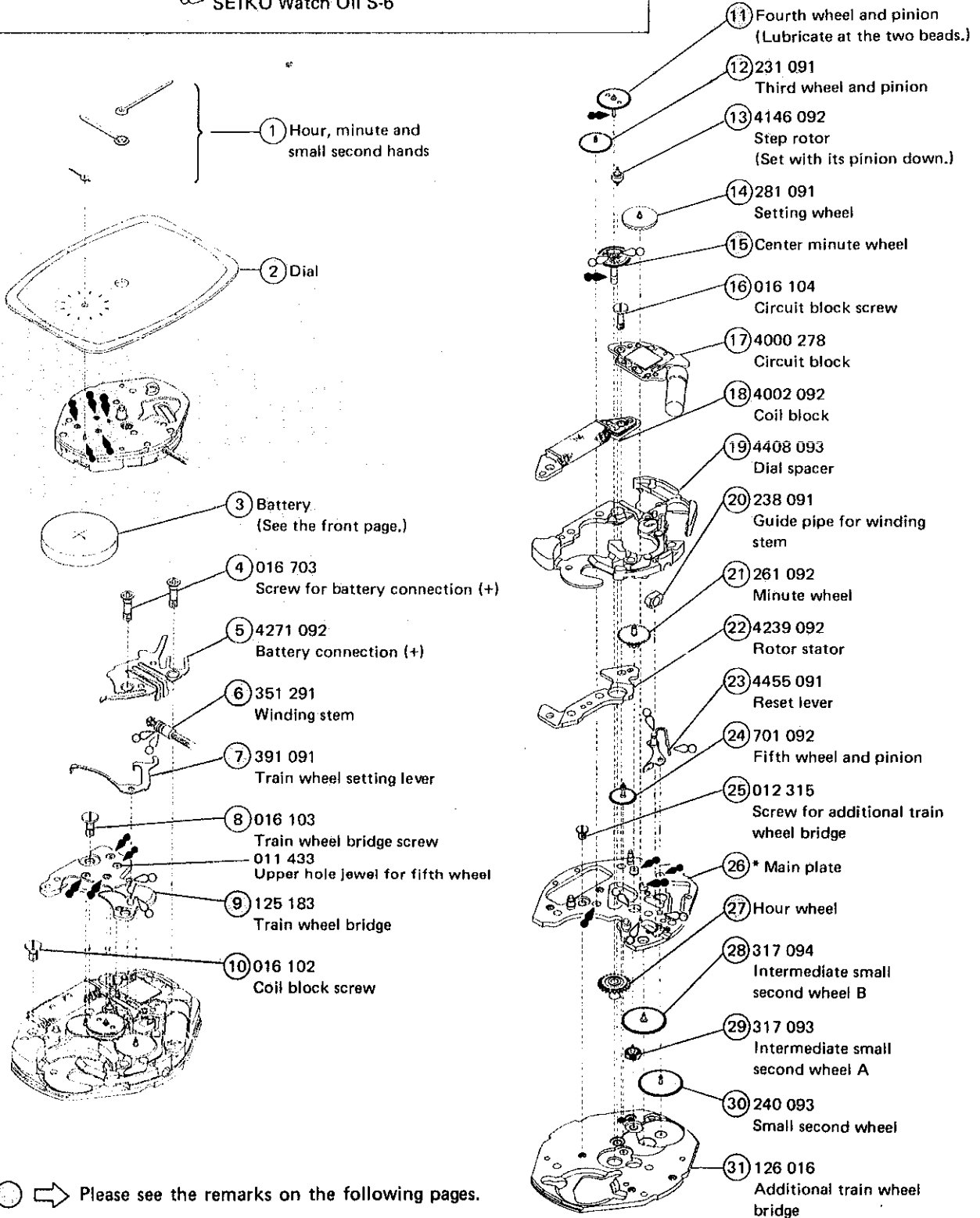
Oil quantity

● Moebius A

∞ Normal quantity

◊ SEIKO Watch Oil S-6

* Unavailable for supply



PARTS CATALOGUE

Cal. 2K02A, 2K03A

Remarks:

⑥ Winding stem 351 291

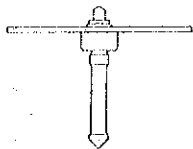
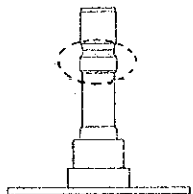
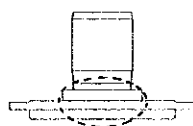
The type of winding stem is determined based on the design of cases.
Check the case number and refer to "SEIKO Casing Parts Catalogue" to choose a corresponding winding stem.

⑪ Fourth wheel and pinion

⑮ Center minute wheel

⑳ Hour wheel


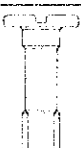

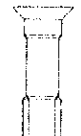

Combination:

Type*	Parts name	Fourth wheel and pinion	Center minute wheel	Hour wheel
L		 241 295	 270 472	 271 292

* Abbreviation L Long type
(Movement type)

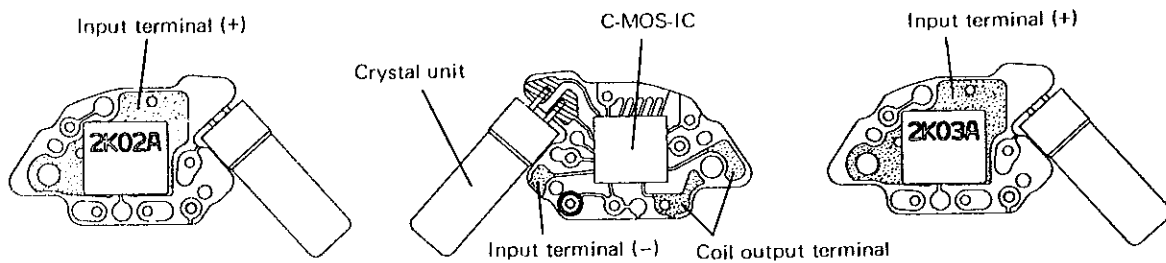
Note: Some of the long type wheels (270 472 and 271 292) are not constricted at the portion indicated by the dotted circle.

LIST OF SCREWS USED

Shape	Part No.	Name	Shape	Part No.	Name
	012 315	Screw for additional train wheel bridge (1 pc.)		016 104	Circuit block screw (1 pc.)
	016 102	Coil block screw (1 pc.)		016 703	Screw for battery connection (+) (2 pcs.)
	016 103	Train wheel bridge screw (1 pc.)			

- The explanation here is only for the particular points of Cal. 2K02A and 2K03A.
- For repairing, checking and measuring procedures, refer to the "TECHNICAL GUIDE, GENERAL INSTRUCTIONS".

I. STRUCTURE OF THE CIRCUIT BLOCK



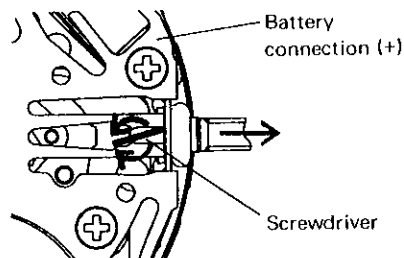
II. REMARKS ON DISASSEMBLING AND REASSEMBLING

Use the universal movement holder for disassembling and reassembling.

⑥ Winding stem

- **How to remove**

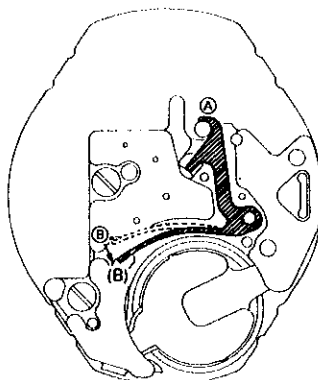
Using a slotted screwdriver with a little wider tip, twist it alternately right and left as shown by the arrows in the illustration below, and pull out the winding stem.



⑦ Train wheel setting lever

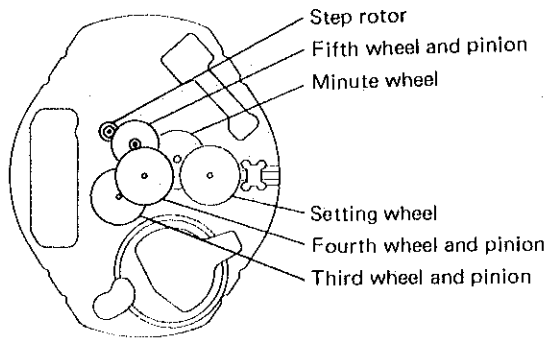
- **Setting position**

Set (A) portion first, and then insert (B) portion into the long slot (B) in the train wheel bridge. When setting (A) portion, check that it does not touch the fourth wheel and pinion.



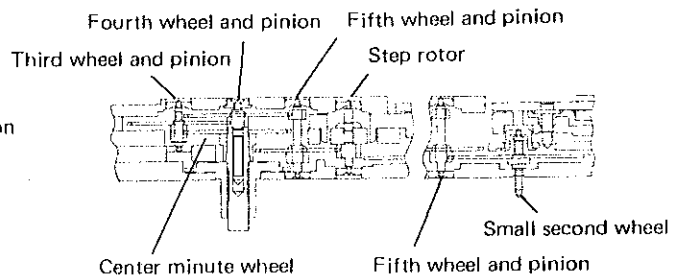
⑨ Train wheel bridge

• Setting position

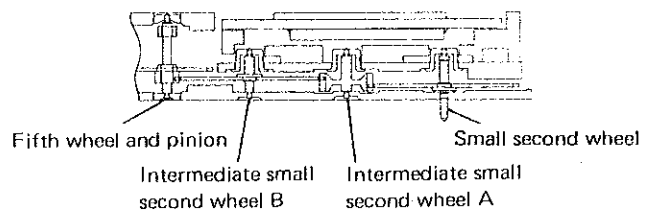


Note: Set the step rotor with its pinion facing toward the main plate side.

• Cal. 2K02A



• Cal. 2K03A



III. VALUE CHECKING

• Coil block resistance

2.3K Ω ~ 2.7K Ω

• Current consumption

For the whole of the movement: less than 1.2 μ A
 For the circuit block alone : less than 0.4 μ A

Remarks:

When the current consumption exceeds the standard value for the whole of the movement but is 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.