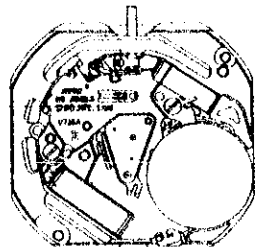
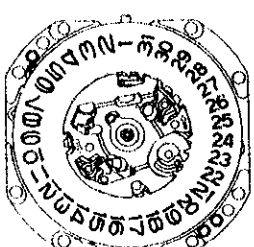


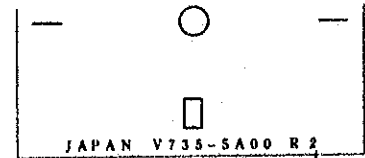
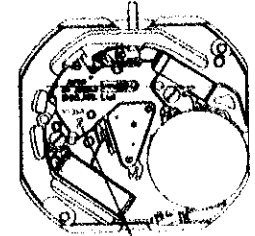
# SERVICE GUIDE CAL. V735A / V736A

## 1. SPECIFICATIONS

| Cal. No.                        |  | V735A   | V736A   |
|---------------------------------|--|---|---|
| Item                            |  |   |   |
| Movement                        |  |    |  |
|                                 |  | The illustrations refer to Cal. V735A. (x 1.5)  |   |
| Movement size                   | Outside diameter                         | $\phi 24.0\text{mm}$<br>21.5mm between 6 o'clock and 12 o'clock sides<br>21.3mm between 3 o'clock and 9 o'clock sides                             |   |
|                                 | Casing diameter                          | $\phi 23.3\text{mm}$<br>21.5mm between 6 o'clock and 12 o'clock sides<br>21.3mm between 3 o'clock and 9 o'clock sides                             |   |
|                                 | Height                                   | 2.7mm   | 2.8mm   |
| Time indication                 |  | 3 hands   |   |
| Driving system                  |  | Step motor (Load compensated driving pulse type)  |   |
| Additional mechanism            | Date calendar                            |   | Day and date calendar   |
|                                 | Instant setting device for date calendar |   | Instant setting device for day and date calendar                                    |
|                                 | Train wheel setting device               |   |   |
|                                 | Electronic circuit reset switch          |   |   |
|                                 |  | Battery life indicator  |   |
| 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 SR920SW<br>MAXELL SR920SW<br>SONY SR920SW<br>MATSUSHITA SR920SW<br>EVEREADY 371<br>Voltage: 1.55V<br>Battery life is approximately 3 years. |   |
| Jewels                          |  | 0 jewel   |   |
| After-sales servicing system    |  | Whole movement will be replaced with a new one. (Only the circuit block is available for supply.)   |   |

## 2. DISCRIMINATION OF THE INSTALLING HEIGHT OF THE HANDS

Cal. V7 series watches have numerals printed on the dial and the movement to indicate the installing heights of hands. When repairing, refer to the table below.

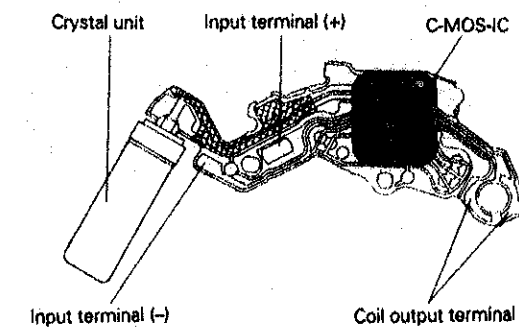
| Discrimination   | Height                     | Short type  | Standard type | Extra long type   |
|------------------|----------------------------|---|---------------|---|
|                  | Numeral for discrimination | 1   | 2             | 4   |
| Printed on       |                            | Dial  |               | Movement  |
| Printed position |                            | Ex.) Standard type<br><br>The numeral is printed at the right end. |               | Ex.) Standard type<br><br>The numeral is printed below the calibre number. |

## 3. REMARKS ON THE MARK ON THE BATTERY CONNECTION (+)

The battery connection (+) is marked either "SHIOJIRI LTD" or "MORIOKA TOKEI INC". Both movements are otherwise identical and can be used interchangeably.

## 4. STRUCTURE OF THE CIRCUIT BLOCK

[Cal. V735A, V736A] Part No.: 4000 813



## 5. VALUE CHECKING

| Cal. No.              |                               | V735A                         | V736A |
|-----------------------|-------------------------------|-------------------------------|-------|
| Coil block resistance |                               | 2.4K $\Omega$ ~ 2.8K $\Omega$ |       |
| Current consumption   | For the whole of the movement | less than 1.3 $\mu\text{A}$   |       |
|                       | For the circuit block alone   | less than 0.4 $\mu\text{A}$   |       |

### Remarks:

When the current consumption exceeds the standard value for the whole of the movement but within the standard value range for the circuit block alone, overhaul and clean the movement parts and then measure current consumption for the whole of the movement again. The reason for this is that the driving pulse generated to compensate for a heavy load that may be applied to the gear train, etc., is considered to cause excessive current consumption by the whole of the movement.