

1. The tools you will need in order to perform this repair are: A T15 Torx wrench, an adjustable crescent wrench or an 11/32" and 5/16" nut driver, a Phillips head screwdriver, a flathead screwdriver, and a 3/32", 5/32", 3/16" Allen wrench.
2. (IF I HAVE TIME, GET AN ACCOMPANYING SHOT WITH EDITED TEXT TO MATCH THIS LINE, OTW DON'T BOTHER) Please note the following pieces of terminology: Operator-side refers to the side of the alignment section facing the operator of the machine. The non-operator side refers to the side of the alignment section opposite of that. The entry-side refers to the side of the alignment section from which paper enters from the feeder. And the exit side refers to the side of the alignment section from which paper exits in order to go under the head. Refer to the diagram onscreen when needed. If you are viewing this on the iJetColor Wizard, the diagram can also be found right below the video.
3. To begin, remove the back wall of the alignment section by removing the fine-adjustment thumb-screw, being careful not to lose the attached spring and washer. Then, remove the four Phillips head screws holding the back wall to the table.
4. Now, flip the section over and remove the coupling belt from the non-operator side of the alignment section, using the 5/32" Allen wrench to remove the pulleys. Note that there is sometimes an extra pulley on the entry-side of the table, which can be seen being pointed at onscreen. (INSERT SHOT)
5. Using a 3/32" Allen wrench, loosen the head of the setscrews on all of the black couplers at the ends of the shafts. Remove the outermost couplers.
6. Next, using the flathead screwdriver, remove the E-clips from the ends of the shafts. Once finished, remove the screws from the aluminum brackets using the 3/16" Allen wrench. When complete, finish removing the black couplers from earlier.
7. Remove the top two Torx screws on the non-operator side of the shaft bracket using the T15 Torx wrench. Note that on newer models of the alignment section, there may be spacers on the other end of the black plate, as shown on-screen.
8. Next, remove the exit-side screws from the top face of the aluminum shaft bracket. These will also require the T15 wrench. Once they are gone, carefully remove the aluminum shaft bracket and the exit-side fastening block.
9. Next, remove the four metal L brackets using the T15 Torx Wrench, 3/32" Allen wrench and adjustable crescent wrench. Remove the six Torx screws from each L bracket, then use the Allen wrench and adjustable wrench to remove the long countersunk screw on each one.

10. Remove the black crossbraces by removing the screws which attach them to the baseplate. Then, remove the non-operator-side base plate, and slide the two crossbraces out, followed by the green belt assembly.
11. From here, slide off the black bracket from one end and, if needed, remove the E-clip from either shaft using a flatbladed screwdriver in order to slide off the pulleys. If you are only replacing green belts, you won't need to worry about removing the pulleys. Walk the green belts off as needed.
12. Replace the green belts by walking them onto the shaft, then reattach the E-clips, if needed, and then slide the black bracket back on.
13. Reattach the green belt assembly by threading it through the base plate.
14. Reinsert the black crossbraces. Note that there are 3 holes on one side, and 4 on the other. The 3-hole side is the operator side, which is on the left in this shot.
15. Re-attach the non-operator side base plate. Note that the countersunk holes come in two sizes. The smaller hole sits closest to the belt bracket.
16. Now, flip the section over and reinsert the 10 screws which hold the crossbraces on. Note that one side has 4 screws, and the other has 6. Do not tighten them all the way until all 10 are started.
17. Reattach the L brackets and the nuts which affix the long screws. Again, do not tighten them all until every screw is started.
18. Reattach the L brackets to both sides of the green belt section.
19. Next, reattach the shaft bracket. Make sure that the entry-side bracket, the one which still has its screws, entraps the two non-operator side pulleys.
20. Perform the same routine on the exit side, then reattach the screws on the side which anchor the black portion of the shaft bracket to the gray portion. If your shaft bracket contains spacers, as seen in the image on screen (LINE 7 INSERT AGAIN) make sure to include those as you attach the screws. The end result should look like this (Freezeframe at first project note). Only tighten them enough such that the holes on the top if the gray portion line up.
21. Reinsert the screws at the top of the gray portion of the shaft bracket, then once done, finish tightening the screws on the side.
22. Reattach the aluminum bracket at the non-operator exit corner of the section.

23. Slide the black couplers back onto the shafts, one to each side of each shaft. Do not tighten them yet. Then reattach the smaller aluminum brackets. The longer ones go on both sides of the middle shaft, and the others go on both sides of the entry-side shaft. Once all brackets are in place, screw them to the frame.
24. Move the knurled shafts such that the non-operator side ends of the shafts are roughly aligned with each other. The operator-side end of the middle shaft should be much longer than the other one.
25. Reattach the E-clips to the end of the shafts.
26. Thread the remaining black couplers onto the end of the shafts. Tighten the setscrew on the interior couplers first, taking care not to press the side of the coupler into the aluminum bracket.
27. Flip the alignment section over, taking care to sit the section on the aluminum brackets.
28. Reattach the back wall to the alignment section by reattaching the 4 countersunk screws. Then, re-affix the spring-loaded thumbscrew and tighten it down about halfway.
29. Next, we will realign the alignment section. The steps to perform this are as follows: First, measure the distance to the seam between the plates at the exit and entry side. If the difference between these two distances is greater than $1/32''$, you will need to adjust. This can be done by attaching a drill to the entry-side knurled shaft, and slowly running the drill. Do this, re-measure the distances, and then do it again if necessary, until the difference between the two measured distances is less than $1/32''$. You may perform a finer adjustment with the spring-loaded thumbscrew if needed later, once the alignment section is reattached.
30. Now, flip the section over. We are going to reattach the two pulleys and transmission belt to the non-operator side of the alignment section. In order to do this, first put the belt on the two pulleys. Now, line them up with their respective shafts. It is crucial that you ensure that one of the setscrews on each pulley is aligned with the flat portion on the shaft. Once those are lined up, carefully slide the two pulleys and the belt onto the shafts at the same time and then tighten the setscrews to hold them in place.
31. Ensure that the transmission belt transfers motion fluidly between the two pulleys by attaching a drill to the operator-side shaft, where the steering wheel will eventually go, and slowly turning it. The belt should move smoothly and not jump and teeth.