

Equipment

- 3 Centering bits for ovalized holes.
 - 7 Undersize reamers for bushings with outside diameters in the following sizes:
1.98 – 2.48 – 2.98 – 3.48 – 3.97 – 4.47 – 4.97 mm.
 - 45 Decimal cylindrical reamers for 0.6 to 5.0 mm holes. Normally supplied in the following packets: a first assortment with 0.6 to 2.5 mm sizes and a second one with 2.6 to 5.0 mm. They can be also supplied separately according to your needs.
- Short training courses on how to use the machine are available at our premises.

Optional Fittings

- If you have your own reamers by Seitz, Boley or other companies, we can supply the reamer holder with the right cone suitable for your reamer.
- Lens holder to magnify the area of operation.

Weight: approx. 4 kg
Dimensions (LxWxH): 20x24x28 cm

UNITOR
fabbrica torni per orologeria

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REAMING MACHINE

**FOR
WATCHMAKERS AND REPAIRERS**

Lince Model



Reaming Machine

Lince Model

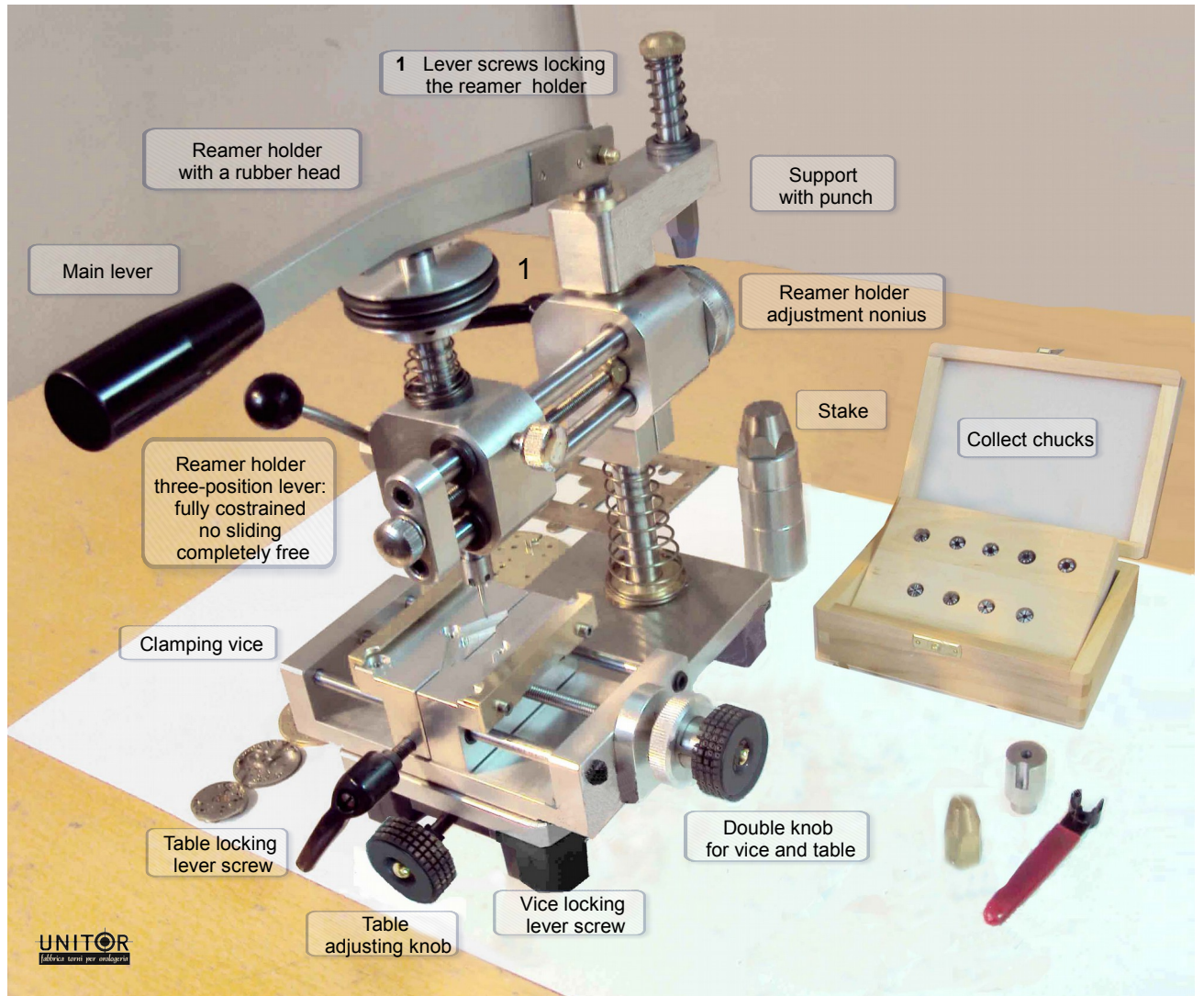
Reaming Machine for Ovalized Holes on Plates and Wheel-Train Bridges: Complete with a Special Device to Place Bushings

In mechanical horology, moving parts and particularly the continuous rotation of wheel-trains, cause over time the ovalization of their sliding seat, especially where there is poor and deteriorated lubrication. An example of this can be found within large horology in pendulums presenting worn pinion holes as a result of continuous operation for many years. This can also be found in wrist watches with ovalized seats of the barrel shaft on the barrel bridge and of the centre wheel on the plate.

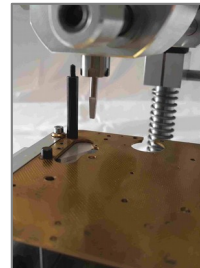
In order to make a watch work well again, it is necessary to repair the damaged holes. This is a quite difficult operation to carry out with standard equipment and often achieves mediocre results. In fact, the pinion seat must be reconstructed with its own diameter, coaxially with the plate and exactly in the original position, so that the wheels can run smoothly again, as well as be perfectly aligned. This is what we bore in mind when designing our innovative reaming machine, allowing you to carry out repairs simply, quickly and above all with more reliable results than ever.

Getting down to details, first of all the plate or the wheel-train bridge must be clamped into the vice at the base of the reaming machine. The vice is not fixed; it is set on a cross-sliding table which can be adjusted very accurately, within hundredths of millimeters, allowing – thanks to the centering bits - to centre the original seat of the ovalized hole. Once centering has been carried out, the vice will be clamped and the ovalized hole will be enlarged with the reamer up to the diameter of the bushing, which will then be inserted with the lever and punch already available. If necessary, by using the reamers again, it will be possible to grind the internal hole of the bushing where the wheel pin slides. Everything will be carried out with the reaming machine, without any other equipment and working easily, obtaining aligned wheel-trains and the plate or the bridge as if they were new.

The exclusive design, together with reduced dimensions and the possibility of full adjustment, will allow repair of plates of different sizes, from those of pendulums to those of wrist watches, as well as to carry out many other operations, such as to restore branded crowns with a broken winding stem, which are sometimes difficult to find in spare parts stores.



Centering bits



Reamer

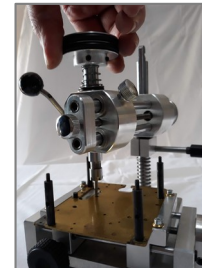
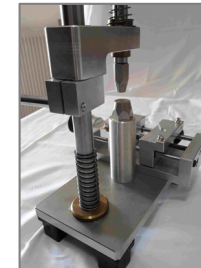
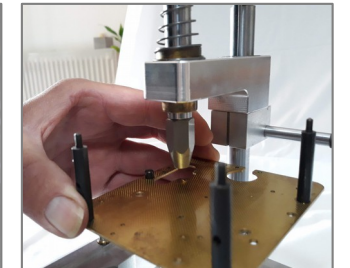


Plate reaming



Punch



Bushing insertion