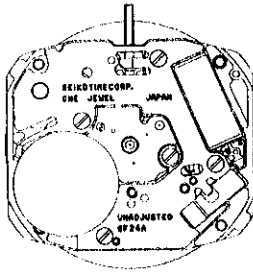
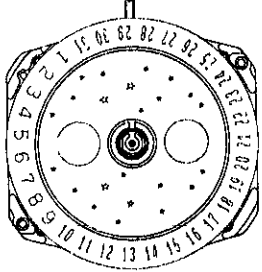


# PARTS CATALOGUE/ TECHNICAL GUIDE

## Cal. 6F24A

Cal. No.		6F24A
Item		
Movement		  <p style="text-align: right;">(x 1.5)</p>
Movement size	Outside diameter	19.0mm between 3 o'clock and 9 o'clock sides 22.0mm between 6 o'clock and 12 o'clock sides
	Casing diameter	φ24.0mm
	Height	3.2mm
Time indication		3 hands
Driving system		Stop motor (Load compensated driving pulse type)
Additional mechanism		<ul style="list-style-type: none"> <li>• Numerical date calendar</li> <li>• Moon phase display</li> <li>• Instant moon phase setting device</li> <li>• Instant calendar (date) setting device</li> <li>• Train wheel setting device</li> <li>• Electronic circuit reset switch</li> </ul>
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 SR920SW, Maxell SR920SW, SONY SR920SW, Matsushita SR920SW, EVEREADY 371 Battery life is approximately 3 years. Voltage: 1.55V
Jewels		1 jewel

**HATTORI SEIKO CO., LTD.**

# PARTS CATALOGUE

Cal. 6F24A

Disassembling procedures Figs.: ① → ④⑩

Reassembling procedures Figs.: ④⑩ → ①

Lubricating: Types of oil

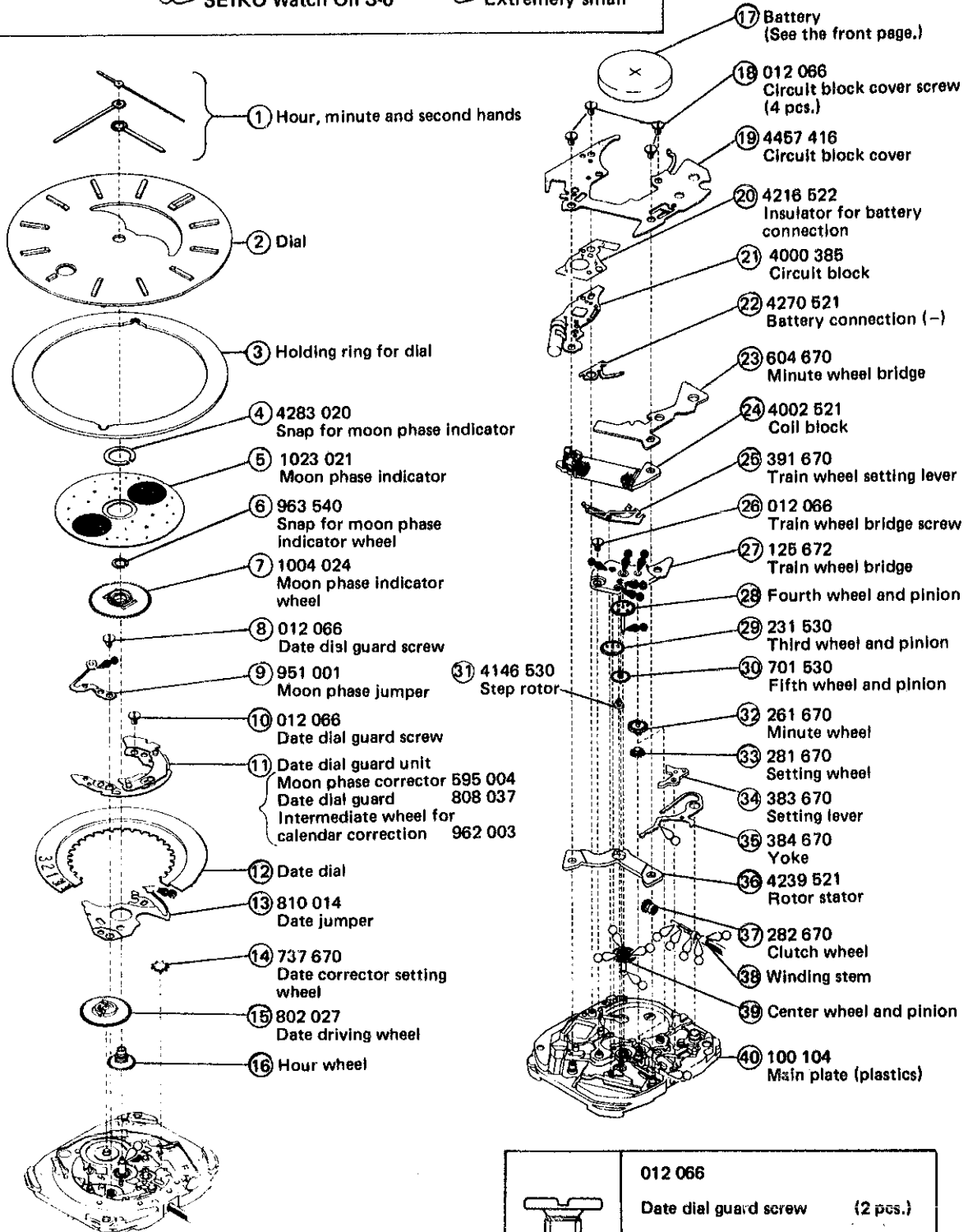
● Moebius A

○ SEIKO Watch Oil S-6


Oil quantity

∞ Normal quantity

○ Extremely small



○ → Please see the remarks on the following pages.

	012 066	
	Date dial guard screw	(2 pcs.)
	Circuit block cover screw	(4 pcs.)
	Train wheel bridge screw	(1 pc.)

# PARTS CATALOGUE

Cal. 6F24A

**Remarks:**

③ Holding ring for dial 884 308

The type of holding ring for dial is determined based on the design of cases.

Check the case number and refer to "SEIKO Casing Parts Catalogue" to choose a corresponding holding ring for dial.

⑫ Date dial


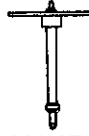
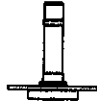
Part code	Crown position	Calendar frame position	Figure color	Ground color
801 460	3 o'clock	6 o'clock	Black	White
801 462	3 o'clock	6 o'clock	Black	Gold
801 463	3 o'clock	6 o'clock	Gold	Black

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

⑩ Hour wheel

⑳ Fourth wheel and pinion

㉑ Center wheel and pinion

Part name	Hour wheel	Fourth wheel and pinion	Center wheel and pinion
Movement type			
M (Standard type)	 271 179	 241 670	 221 670

The types of hour wheel, fourth wheel and pinion, and center wheel and pinion are determined based on the design of cases.

Check the case number and refer to "SEIKO Casing Parts Catalogue" to choose corresponding types.

⑳ Winding stem 351 670

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.

- The explanation here is only for the particular points of Cal. 6F24A.
- For repairing, checking and measuring procedures, refer to the "TECHNICAL GUIDE, GENERAL INSTRUCTIONS".

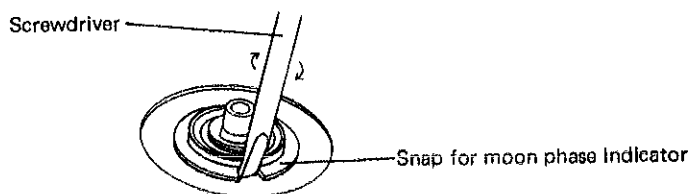
## I. REMARKS ON DISASSEMBLING AND REASSEMBLING

Use the universal movement holder for disassembling and reassembling.

### ④ Snap for moon phase indicator

#### • How to remove

Insert the tip of a screwdriver, which is about 0.8mm thick, into the opening of the snap for moon phase indicator and turn it until it is caught by the snap. Then, remove the snap from the moon phase indicator wheel. In doing so, be careful not to let off the snap for moon phase indicator.



For remarks on disassembling and reassembling other than above, refer to pages 4 and 5 of the "PARTS CATALOGUE/TECHNICAL GUIDE Cal. 6F22A/6F29A".

## II. VALUE CHECKING

#### • Coil block resistance

2.7K $\Omega$  ~ 3.5K $\Omega$

#### • Current consumption

For the whole of the movement: less than 1.2 $\mu$ A

For the circuit block alone : less than 0.4 $\mu$ 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.