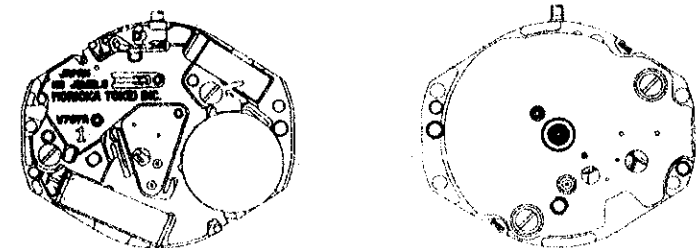


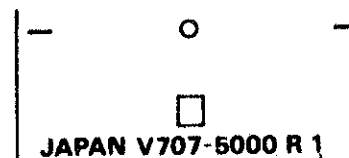
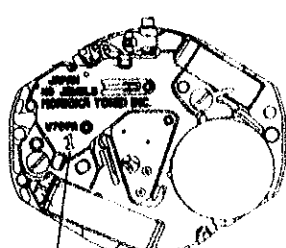
SERVICE GUIDE CAL. V707A

1. SPECIFICATIONS

Item	Cal. No.	V707A
Movement		 <p style="text-align: right;">(x 2.0)</p>
Movement size	Outside diameter	18.2 mm between 6 o'clock and 12 o'clock sides 15.3 mm between 3 o'clock and 9 o'clock sides
	Casing diameter	17.8 mm between 6 o'clock and 12 o'clock sides 15.3 mm between 3 o'clock and 9 o'clock sides
	Height	2.9 mm
Time indication		Hour, minute and small second hands
Driving system		Step motor (Load compensated driving pulse type)
Additional mechanism		<ul style="list-style-type: none"> • Train wheel setting device • Electronic circuit reset switch
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 SR621SW, Maxell SR621SW, SONY SR621SW, EVEREADY 364 and Matsushita SR621SW Voltage: 1.55V Battery life is approximately 2 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.)

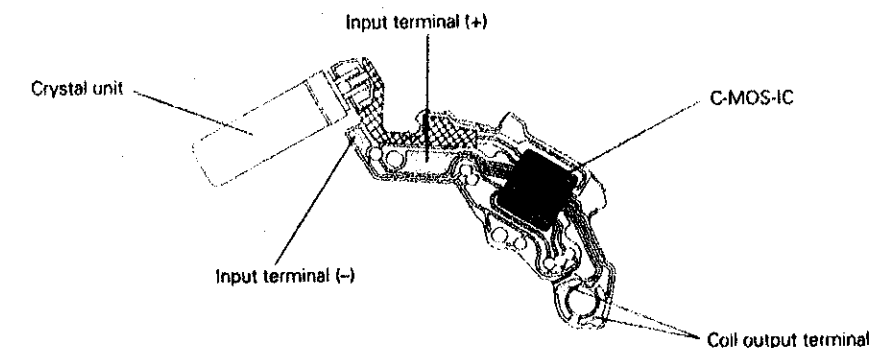
2. DISCRIMINATION OF THE INSTALLING HEIGHT OF THE HANDS

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.) Short type  JAPAN V707-5000 R 1 The numeral is printed at the right end.		Ex.) Short type  The numeral is printed below the calibre number.

3. STRUCTURE OF THE CIRCUIT BLOCK

Part No.: 4000 811



4. VALUE CHECKING

- **Coil block resistance**
2.4 K Ω ~ 2.8 K Ω
- **Current consumption**
For the whole of the movement : less than 1.3 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 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 one possible cause of excessive current consumption by the whole of the movement.