

Industar 61 L/D Service

These are perhaps one of the easiest of the FSU lenses to service and re-lube. The procedure for the Industar 26M and the Industar 61 are almost the same. I will note any differences at the end

Begin by removing the light baffle (if fitted) from the back of the lens. This should just pop out



Remove the 3 screws around the focus ring and remove the ring.



Either slacken off or remove this screw. It is the one directly opposite the depth of field scale.



Using a pair of ground pliers or a lens spanner, remove the rear-retaining ring and unscrew the ring. As you start to unscrew it, the lens unit will become loose so you will need to support it from the front. Once it is slack, you should be able to unscrew the lens unit from the front. Put it safe to one side.

Now go back and remove the long screw you loosened in the step above and the other 2 short screws around this ring and remove it.



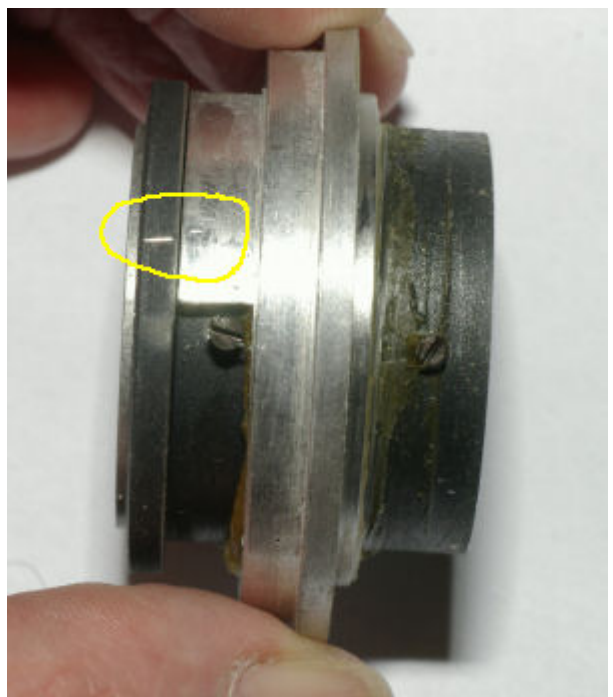
Remove the 3 screws shown here locked by red paint (It was a “new” lens after all!). Lift off the rear retainer ring.



Now lift off the lens mount ring.



Have a good look at the focus helix. It has one of four start positions and it is important to get the right one or the lens will not focus correctly. You may want to mark the position as shown here by the yellow circle. If not, note how the alloy body ring almost touches the focus helix as it touches the limit pin. Having done that, remove both the limit pin and the guide pin shown in the photo. Note that the guide pin is slightly shorter than the limit pin.



Unscrew the two rings. Note the old decayed grease. Carefully de-grease all the 4 components. (Focus helix, main body ring, lens mount and locking ring).





Your lens should now look something like this! If the lens unit needs attention see the instructions for the I61, if not you are ready to put it all back together. Reassembly is basically the reverse process. Grease the focus helix and screw on the body ring. Once you have found the right start position, replace the limit pin. I now put a small amount of grease in the channel where the mount ring goes and put this in place and turn it several times to spread the grease. It is then removed and the guide pin replaced. The lens mount is then replaced and the lock ring screwed back on. I then replace the front body ring and hold it in place using the long screw that goes through the ring into the slot in the alloy spacer. This goes through the hole opposite the focus scale. The lens unit is set to the widest aperture and then replaced and the rear lock ring put on. The lens unit is rotated until the F2.8 mark lines up with the index mark. The screw is then tightened to hold the lens in the correct place until the rear lock ring is tightened. The 2 remaining short screws are then replaced. The lens is set to infinity before the focus ring is replaced lining up the infinity mark with the index mark. Finally, the rear light baffle is replaced. The lens should now be ready for use but is always worth checking the collimation first.