



MODEL CC 12Y

1. NOTES ON DISASSEMBLY AND REASSEMBLY

The circled numbers in the descriptions below correspond to the part numbers in the Parts List and exploded diagram.

At all times, exercise adequate care in handling to avoid damaging the cutting wheel.

1-1. Removing the Armature Assembly ④⑦

Loosen the two M8 x 20 Hexagon Socket Hd. Bolts ③, and remove the Wheel Guard Ass'y ⑥. Remove the Brush Cap ⑥⑥, and take out the Carbon Brush ⑥⑦. Loosen the four M5 x 25 ⊕-Hd. Tapping Screws ①⑤, and the Armature Ass'y ④⑦ can be removed together with the Gear Cover Ass'y ③⑩ and Packing Gland ②⑧. Loosen the Four M5 x 16 ⊕-Hd. Machine Screw ②⑨, and the Packing Gland ②⑧ can be removed together with the Spindle ②⑥ and the Gear ①⑥.

Wrap the Armature Ass'y ④⑦ with a thick cloth to protect it from damage, and secure it in a vise. Then, remove the M8 Lock Nut ③⑨, and pull out the Pinion ④① and the Feather Key ④⑥.

Finally, as illustrated in Fig. 2, support the Gear Cover ③⑩ and use a U-shaped jig to push out the Armature Ass'y ④⑦.

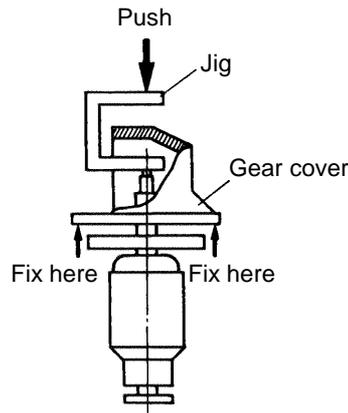


Fig. 2

1-2. Removing the Stator Assembly (62)

After removing the Armature Ass'y (47), loosen the four M5 x 25 (+)-Hd. Tapping Screws (57), and detach Handle (59). Then, disconnect the stator lead wire from the Switch (74), and the brush terminal from the Brush Holder (69). Finally, loosen the two M5 x 80 Bolts (60), and the Stator Ass'y (62) can be removed from the Housing Ass'y (68). If the Stator Ass'y cannot be easily removed, heating the Housing Ass'y (68) to approximately 60°C (140°F) will facilitate disassembly.

1-3. Removing the Gear (16)

After removing the Packing Gland (28) together with the Spindle (26) and other parts, support the Gear (16) using jigs as illustrated in Fig. 3, and press downward on the end of the Spindle (26) to take off the Gear (16).

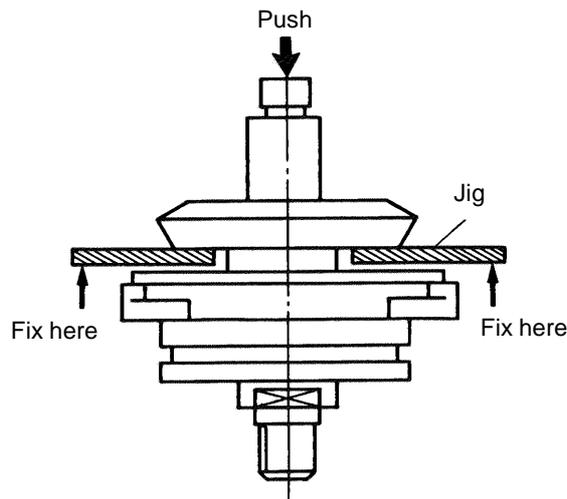


Fig. 3

1-4. Disassembly of the Spindle Lock Section

Remove the C-Type Retaining Ring (38) with stop-ring pliers. (See Fig. 4) Then, remove the Lock Pin (36), Ring (35), Spring (34), Bush (33), and Felt Packing (C) (32) from the Gear Cover (30).

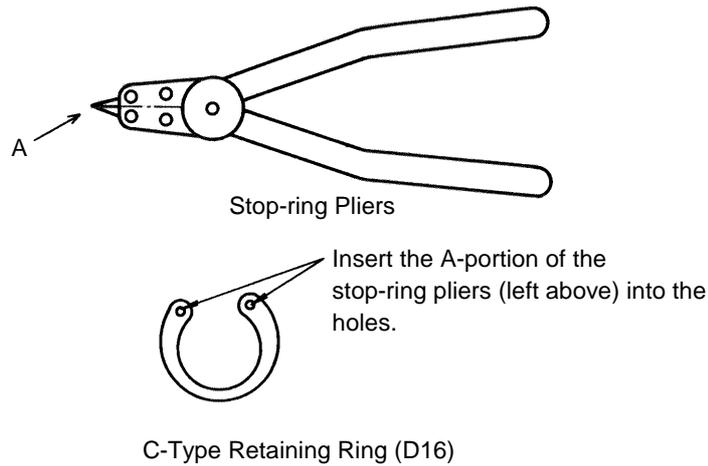


Fig. 4

1-5. Re-Fitting the Armature Ass'y (47)

As illustrated in Fig. 5, support the inner race of the Ball Bearing (42) with a jig, and press the Armature Ass'y (47) down into the Ball Bearing.

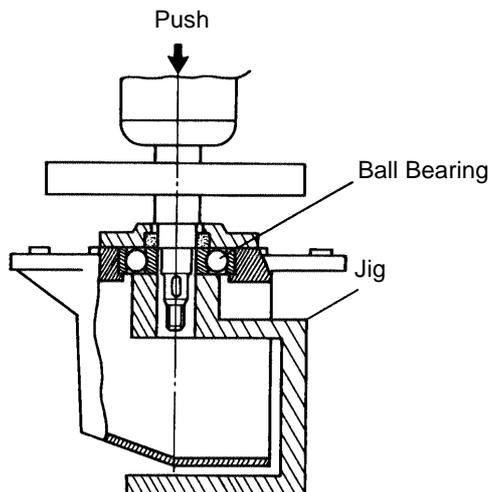


Fig. 5

1-6. Grease Lubrication in Gear Cover

After disassembly, thoroughly remove all of the old grease from the Gear Cover (30), and insert approximately 60g (± 3 g) of new grease (NIPPECO JF-375, a lithium base grease, is recommended) at the time of reassembly.

1-7. Adhesive Agents

Prior to reassembly, apply a screw locking agent (Three Bond TB1406, a synthetic resin adhesive) to the threaded portions of the following:

- The M5 x 10 (+)-Hd. Machine Screws (20) which fasten Bearing Cover (A) (45).
- The M5 x 10 (+)-Hd. Machine Screws (20) which fasten Bearing Cover (B) (22).
- The M5 x 10 (+)-Hd. Machine Screws (29) which fasten the Packing Gland (28).

1-8. Tightening Torques

- M5 x 16 (+)-Hd. Tapping Screws (53) 15~25 kg-cm (13~22 in-lb)
- M4 x 25 (+)-Hd. Tapping Screws (75) 15~25 kg-cm (13~22 in-lb)
- M4 x 25 (+)-Hd. Tapping Screws (15) (57) 25~35 kg-cm (22~30 in-lb)
- M8 Lock Nut (39) 80~120 kg-cm (70~105 in-lb)

1-9. Schematic Diagram

Ensure that connections are made as illustrated below.

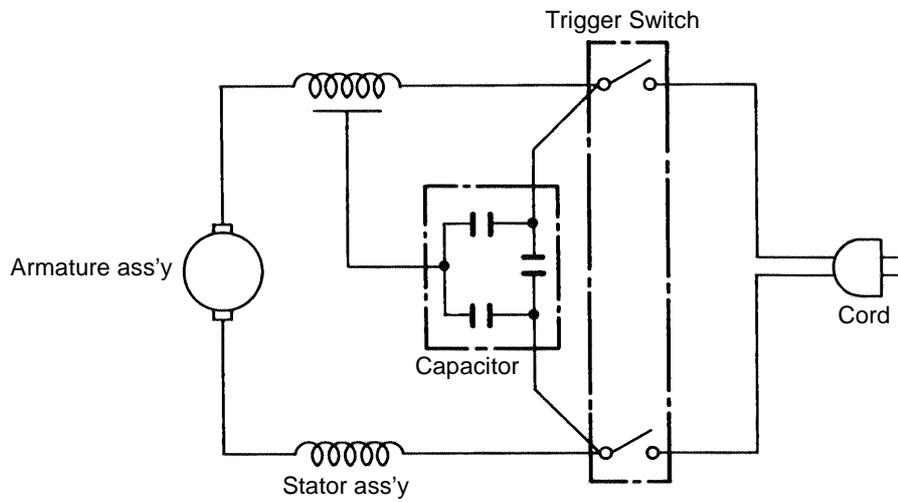


Fig. 6

1-10. Remaining Reassembly can be Accomplished by Following the Disassembly Procedures in Reverse.

1-11. After Overhaul, the Insulation Resistance must be Measured and the Insulation Tested.

Insulation resistance: 7 M Ω or greater when measured with an insulation resistance meter of 500V DC.

Dielectric strength test: 4000V 1 minute