



MODEL

DS 9DVA

1. REPAIR GUIDE

Be sure to remove the batteries from the main body before servicing. Inadvertent triggering of the switch with the battery connected will result in a danger of accidental turning of the motor.

1-1. Precautions in Disassembly and Reassembly

The **[Bold]** numbers in the description below correspond to the item numbers in the parts list and exploded assembly diagram for the Model DS 9DVA.

1-1-1. Disassembly

(1) Remove the Housing (B) **[33]**.

Remove the seven Tapping Screws (W/Flange) D3 x 16 **[28]** secured to the driver unit. Gently open the Housings (A) and (B) **[33]** while holding their battery loading sections.

(2) With the Housing (B) **[33]** removed, all the internal parts, assembled or separate, can be taken out as they are.

Lift the entire contents from the Housing (A) **[33]** while holding the Motor **[27]** and Cap **[6]**.

(3) Remove the Drill Chuck **[2]**. (See Fig. 4.)

(a) Turn the Motor **[27]** counterclockwise (when viewed from the rear) and remove it from the Rear Case **[17]**. Remove the Shift Knob **[39]** from the Shift Arm **[18]**. Take care not to remove the Shift Arm **[18]** from the Rear Case **[17]** in this operation.

(b) Mount the motor spacer (an accessory of the Special Repair Tool J-292) to the assembly of the Drill Chuck **[2]**, Cap **[6]**, Front Case **[11]** and Rear Case **[17]** and then mount it to the Special Repair Tool J-292 clamped in the vise as illustrated in Fig.4. In this operation, check that the pinion press-fitted in the Special Repair Tool J-292 and the Planet Gear (A) **[23]** are engaged properly.

(c) Turn the Cap **[6]** clockwise (when viewed from the front) until it can turn no further. In this position the drill mark “” on the Cap **[6]** is positioned to the Shift Arm **[18]** side. Secure the Slide Ring Gear **[19]** to the Front Case **[11]** side with the Shift Arm **[18]**.

(d) Turn the sleeve of the Drill Chuck **[2]** counterclockwise (when viewed from the front) to fully open the jaws of the Drill Chuck **[2]**. Turn the Special Screw M6 x 23 **[1]** clockwise and remove it. (Note that the Special Screw is left-hand threaded.)

(e) Fit the hexagonal bar wrench for M10 into the Drill Chuck **[2]** as illustrated in Fig. 4 and remove the Chuck by turning the bar wrench counterclockwise.

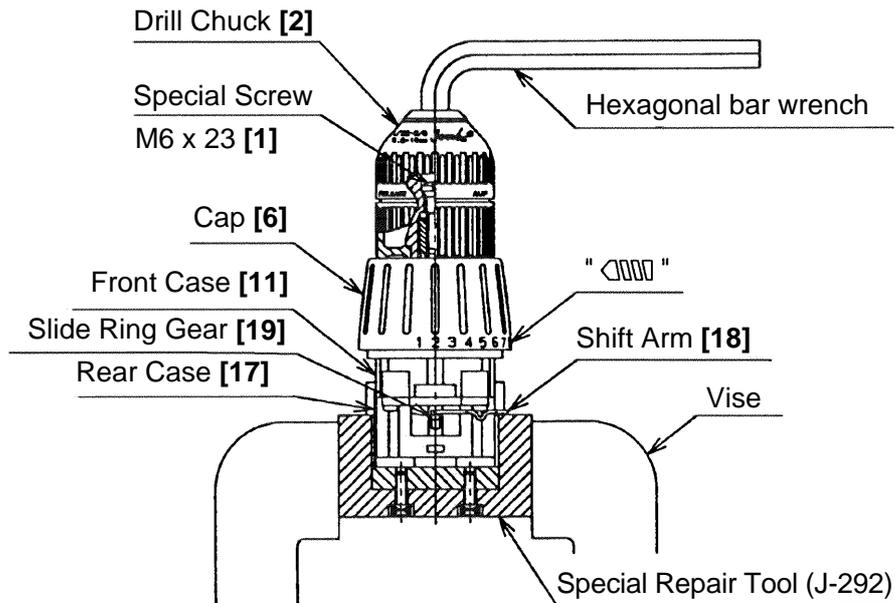


Fig. 4

(4) Disassembly of the gear unit.

Remove the Shift Arm [18] from the Rear Case [17], then remove the four Screw Sets D3 x 12 [4] connecting the Front Case [11] and the Rear Case [17]. Remove the Washer (A) [16], the Planet Gear (C) Set [15], Carrier [14], Ring Gear [13] and Steel Ball [12] from the Front Case [11] in order. Take care not to lose the six Steel Balls [12] in this operation.

(5) Disassembly of the clutch unit.

Remove the two Screw Sets D3 x 12 [4], then remove the Plate [5], Cap [6], Clutch Plate [7], Spring [8], Spring Holder [9] and Thrust Plate [10].

(Note) Do not remove the Front Case [11].

(6) Disassembly of the power supply unit.

(Note) Do not disconnect the three FET internal wires soldered to the DC-Speed Control Switch [36]. Disassembly of the Motor [27], DC-Speed Control Switch [36], Motor Spacer [26] and Fin [43] removed in step (3) can be carried out in the following procedure.

Disconnect the Internal Wires [35] and [38] of the Motor [27] with a soldering iron.

With one Bind Screw M3 x 7 [42] removed, the FET (Field Effect Transistor) of DC-Speed Control Switch [36] and the Fin [43] can be taken apart.

Remove the two Machine Screws M4 x 6 [30] and take the Motor [27] and the Motor Spacer [26] apart.

When removing the Internal Wires [35] and [38] of the Motor [27] from the DC-Speed Control Switch [36], be sure to remove the two Machine Screws M3 x 5 [34] securing the flag-shaped terminal. (See Fig.5.)

1-1-2. Reassembly

Reassembly can generally be carried out as the reverse of the disassembly procedure, with some items to be noted as follows.

(1) Reassembly of the power supply unit

(a) Be sure to perform wiring connections as indicated in the wiring diagram (Fig.5).

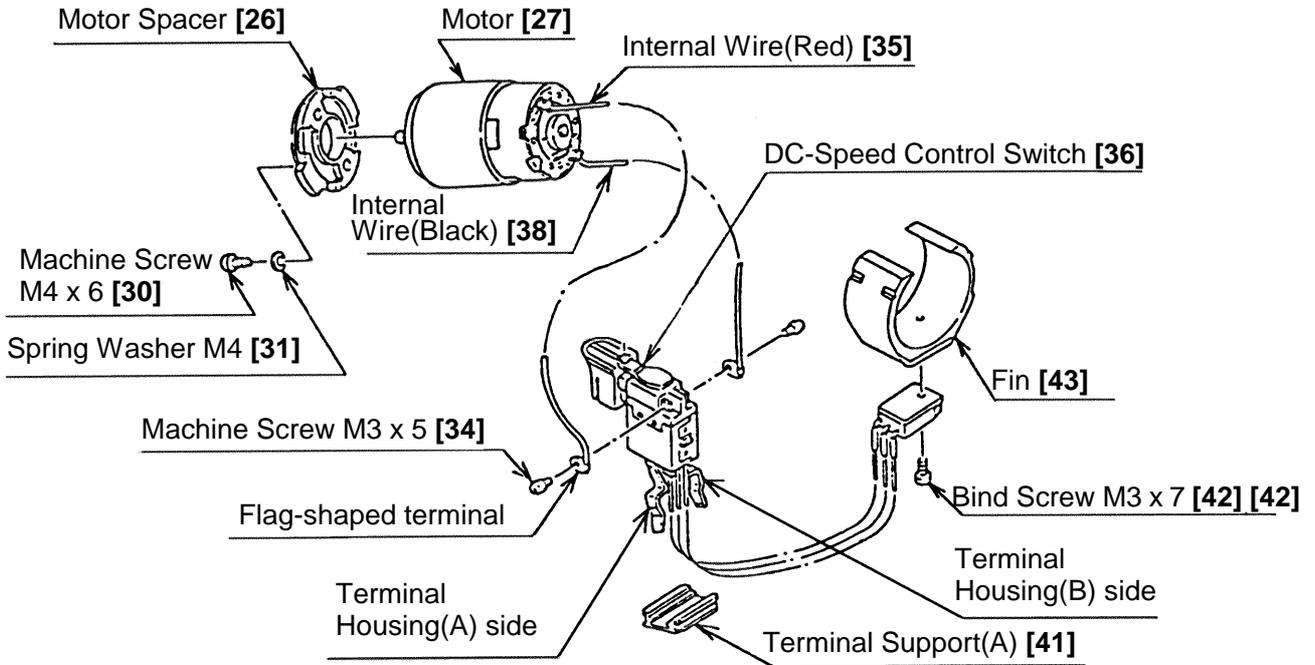


Fig. 5

(Note) Do not deform the bendable legs of the FET attached to the DC-Speed Control Switch [36].

(b) Pay attention to the polarity of the Motor [27] when soldering the Internal Wires [35] and [38] to the Motor [27]. The red marking side of the Motor [27] is positive. (See Fig.6.)

(Note) When installing the Motor Spacer [26] to the Motor [27], align the negative terminal of the Motor [27] with the marking on the Motor Spacer [26] and tighten with the Machine Screw M4 x 6 [30] and the Spring Washer M4 [31].

(c) Apply grease (Hitachi Motor Grease No.29) to the pinion pressed into the Motor [27].

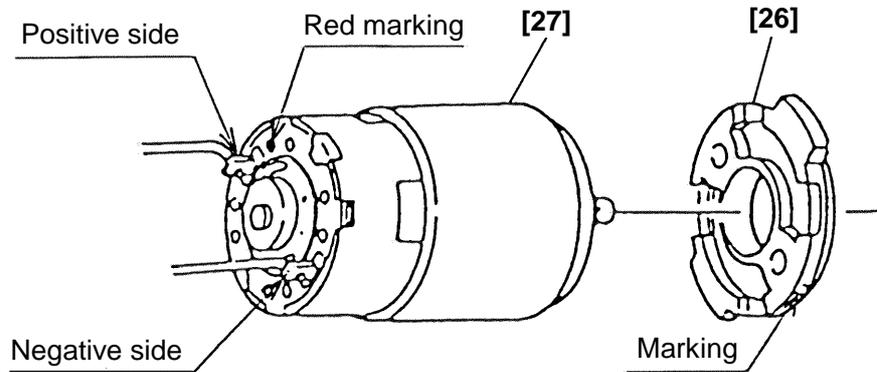


Fig. 6

(2) Reassembly of the clutch unit

(a) Apply grease (Hitachi Motor Grease No.29) to the sliding portion of the Front Case [11] and Clutch Plate [7] and the stepped portion of the Cap [6].

(b) Reassemble the Screw [4] through the Front Case [11] as follows.

(i) When installing the Clutch Plate [7] into the Front Case [11], align the projection on the Front Case [11] with the notch of the Clutch Plate [7]. (See Fig.8.)

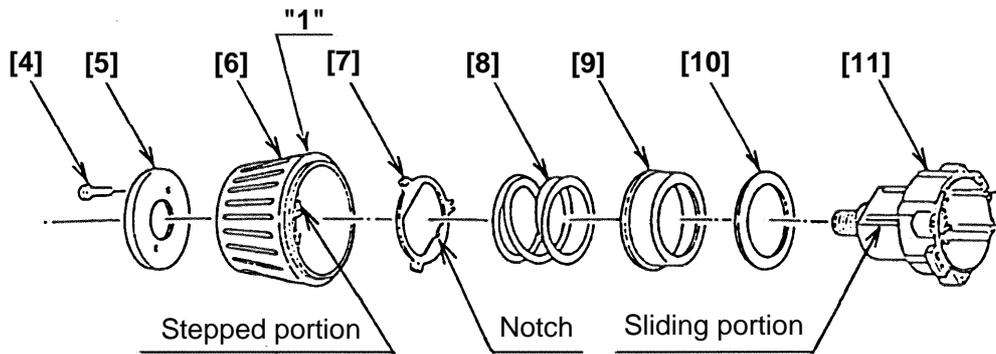


Fig. 7

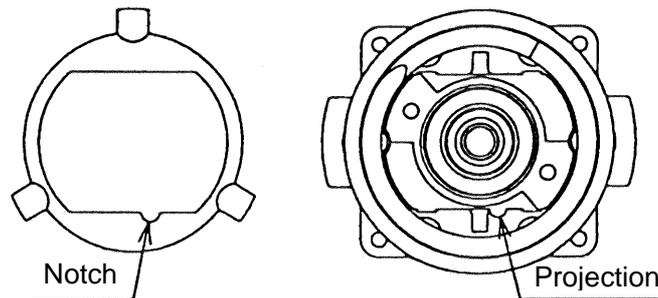


Fig. 8

(ii) When installing the Cap [6] to the assembly reassembled in step (i), be careful of the position of the numbers on the Cap [6] and the notch of the Clutch Plate [7]. The indication "1" of the Cap [6] must be on the opposite side of the notch of the Clutch Plate [7]. (See Fig.7.)

(3) Reassembly of the gear unit

(a) Apply grease (Hitachi Motor Grease No.29) to the meshing parts of the gear.

(b) Install the parts series from the Steel Ball [12] to the Washer (B) [25] into the assembly reassembled in step (2). (See Fig.9.)

(i) Note the direction of the groove when installing the Slide Ring Gear [19] so that the groove is on the Motor [27] side.

(ii) Install the Front Case [11] and the Rear Case [17] together with the marking on the Front Case [11] aligned with the marking on the Rear Case [17]. (See Fig.11.)

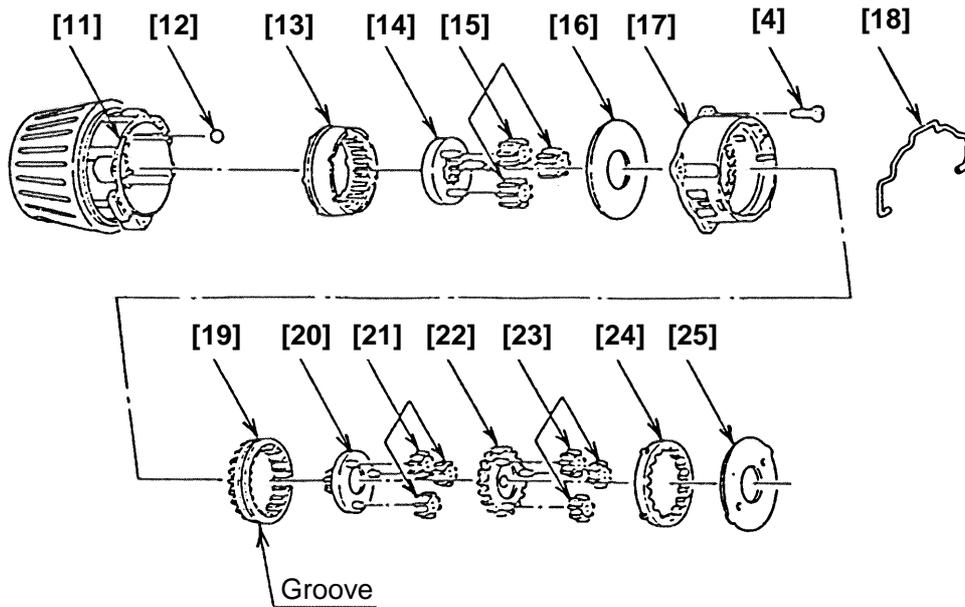


Fig. 9

- (iii) Install the Washer (B) [25] in the Rear Case [17] with the projection of the Washer (B) [25] engaged with the recess in the Rear Case [17], and turn the Washer (B) [25] clockwise until it can turn no further. (See Fig. 10.)

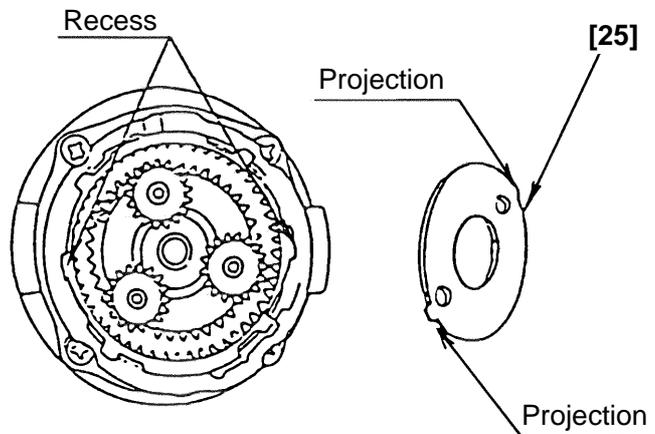


Fig.10

- (c) Install the Shift Arm [18] into the assembly reassembled in step (b).
- (i) With the ridge at the Shift Arm [18] set on the Motor [27] side, first install them on the unmarked side of the assembly reassembled in step (b). Then insert the projection on the Shift Arm [18] into the hole in the Rear Case [17] and make sure that the projection is fitted into the recess in the Slide Ring Gear [19] mounted within the Rear Case [17]. (See Fig. 11.)

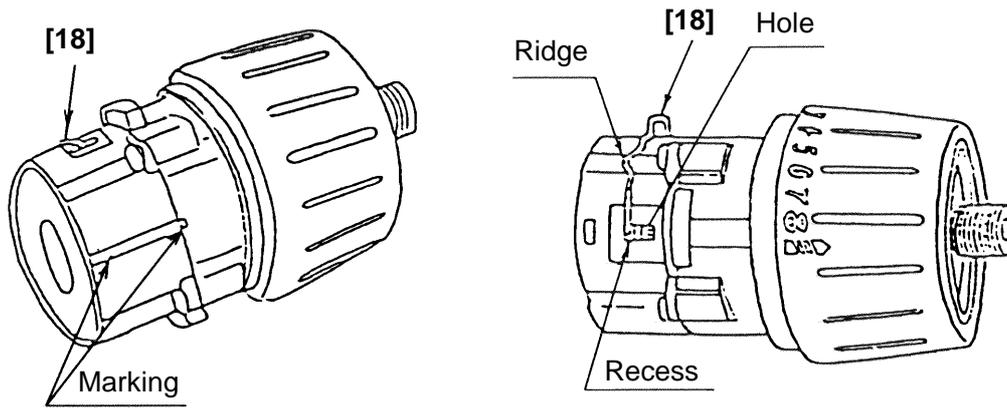


Fig. 11

(d) Install the Drill Chuck [2] .

Install the Drill Chuck [2] with the Special Repair Toll (J-292) and secure it with the Special Screw M6 x 23 [1].

(e) Install the Shift Knob [39] into the assembly reassembled in step (d).

When installing the Shift Knob [39] into the Shift Arm [18], note that the "LOW" mark on the Shift Knob [39] is on the Motor [27] side with the Shift Arm [18] engaged with the recess in the Shift Knob [39].

(f) Install the assembly reassembled in step (1) and the assembly reassembled in step (e) together. (See Fig.12.)

Fit the projection on the Motor Spacer [26] into the recess in the Rear Case [17] while making sure that the marking on the assembly from step (e) is aligned with the marking on the Motor Spacer [26], and turn the Motor Spacer [26] clockwise when viewed from the rear of the Motor [27] until it can turn no further. During installation, make sure that the pinion pressed into the Motor [27] and the Planet Gear (A) [23] mesh properly.

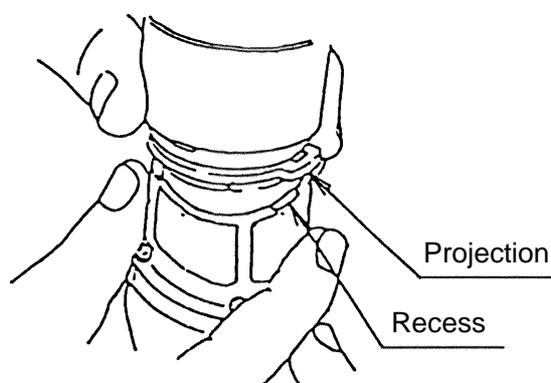


Fig. 12

- (4) Installation of the assembly reassembled in step (3) into the Housing (A) and (B) [33].
- (a) Install the Pushing Button [37] into the Housing (B) [33]. (See Fig.13.)
 - (b) Install the assembly reassembled in step (3) into the Housing (A) [33]. Note that the projections on the Front Case [11] and the Motor Spacer [26] are engaged in the recess in the Housing (A) [33]. (See Fig.14.)
 - (c) Set the assembly reassembled in step (b) to the Housing (B) [33] and secure it with the seven Tapping Screws (W/Flange) D3 x 16 [28].
 - (d) Verify proper operation of the Cap [6].
- When the assembly procedure up to step (c) is completed, make sure that the number “1” on the Cap [6] and the drill mark “

Fig. 13

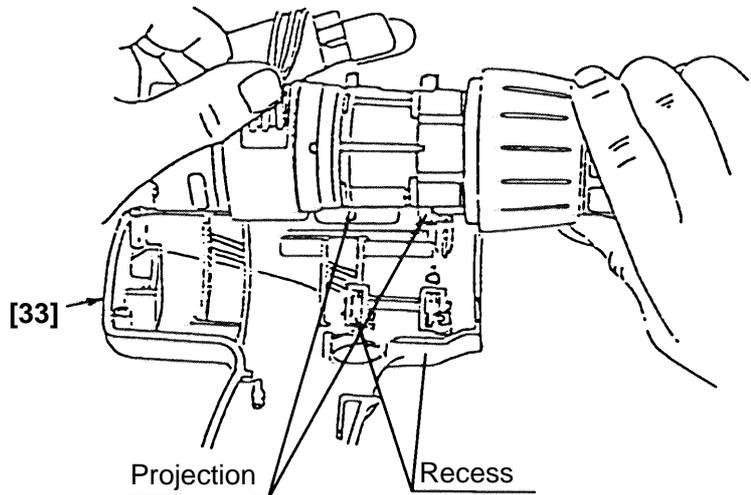


Fig. 14

(5) Other precautions in reassembly

- (a) When the assembly procedure is completed, make sure that the turning direction of the Drill Chuck [2] corresponds to the position of the Pushing Button [37]. When the Pushing Button [37] is pressed from the (R)-marked side, the Drill Chuck [2] should turn clockwise when viewed from the rear (opposite side of the Chuck [2]). Also make sure that the turning speed of the Drill Chuck [2] switches between "HIGH" and "LOW" by switching the Shift Knob [39].

Make sure that the run-out of the Drill Chuck [2] holding a 9 mm dia. test bar is below 0.8 mm at a distance of 80 mm from the chuck end.

- (b) Tightening torque of each screw is given below.

Machine Screw M3 x 5 [34]	: 3 - 4 kgf-cm
Bind Screw M3 x 7 [42]	: 5 - 8 kgf-cm
Machine Screw M4 x 6 [30]	: 11 - 19 kgf-cm
Screw Set D3 x 12 [4]	: 6 - 10 kgf-cm
Drill Chuck [2]	: 180 - 220 kgf-cm
Special Screw M6 x 23 [1]	: 40 - 50 kgf-cm
Tapping Screw D3 x 16 [28]	: 11 - 19 kgf-cm

1-2. Precautions in Disassembly and Reassembly of Battery Charger

Please refer to the Technical Data and Service Manual for precautions in disassembly and reassembly of the Battery Charger UC 14YF.

2. STANDARD REPAIR TIME (UNIT) SCHEDULES

MODEL	Variable		10	20	30	40	50	60 min.
	Fixed							
		Work Flow						
DS 9DVA	General Assembly		Spring Keyless Chuck	Housing (A),(B) Set Motor Cap DC-Speed Control Switch Shift Arm Fin (Gear Box Ass'y) Front Case Ring Gear Carrier First Ring Gear Planet Gear (A) Set Pinion (B) Pinion (C) Slide Ring Gear Planet Gear (C)Set Rear Case				