



MODEL H 45SA

1. ASSEMBLY/DISASSEMBLY GUIDE:

The circled figures in the descriptions below correspond to the part numbers listed in the Parts Price List.

1-1. Disassembly:

A. Tool Holder Disassembly:

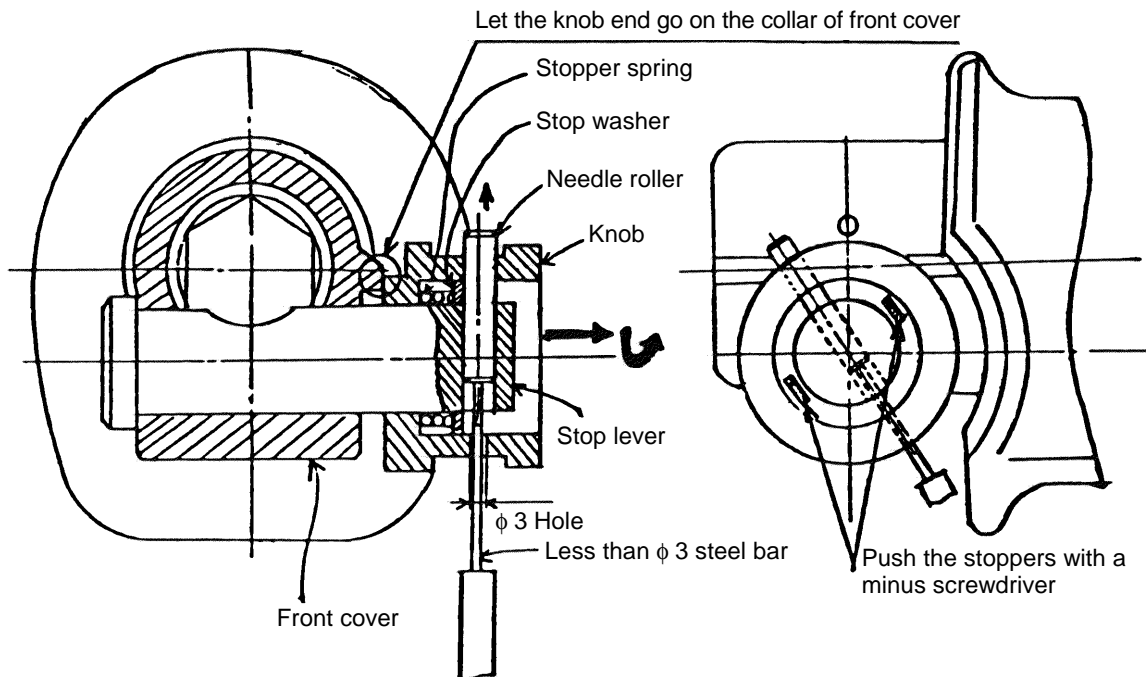


Fig. 7

Disassembly procedures are illustrated in Fig. 7 above. Pull Knob (A) ③ in the direction indicated by the arrow, turn it slightly, and release it against the collar end of the Front Cover ③⑤. Then, push in the Stop Washer ① with a minus-head screwdriver or the like to compress the Stopper Spring ②, and insert a less than $\phi 3$ steel bar into the knob hole to push out the Needle Roller ④. The Stop Lever ⑤, Stop Washer ①, and Stopper Spring ② can then be removed.

B. Rubber Cover Disassembly:

Loosen the M4 x 6 (+)-Hd. Machine Screw ⑨, take off the Band ⑦, and remove the Rubber Cover ⑥ from the main body.

C. Piston and Striker O-Rings:

Loosen the four M6 x 25 Hexagon Socket Hd. Bolts ⑩ on the Cylinder Case Ass'y ④⑥, and remove the Cylinder Case Ass'y from the Crank Case ②⑤. As the Piston ⑤⑩ remains in the Crank Case side, only the Connecting Rod Ass'y ⑤③ need be removed from the Crank Shaft ①⑨. The Striker ④⑧ can be removed by tapping the Cylinder Case Ass'y lightly with a plastic hammer. If it cannot be easily removed, push the reassembled Connecting Rod and Piston back into the Cylinder and pull them apart again quickly. The Striker should come out at the same time.

D. First Gear Disassembly:

Remove the Crank Cover (15) and the Bearing Cover (21), support the upper end of the Crank Case (25), and push on the end of the Crank Shaft (19) with an arbor press to loosen the pressure fitting.

E. Handle Disassembly:

Loosen the four M5 x 12 Hexagon Socket Hd. Bolts (87), and remove Handle (A) (80) and Handle (B) (104) from the main body.

1-2. Assembly:

Assembly can be accomplished by following the disassembly procedures in reverse. However, special attention should be given to the following items.

A. Lubrication:

Apply special grease (electric impact drill grease) to the O-Rings (49) on the Needle Bearing (52) of the Connecting Rod Ass'y (53), the Striker (48), and the Piston (50), and to the O-Ring (A) (41) on the Hammer Holder (42). Also seal 37 g (0.081 lbs.) of this special grease in the Crank Case (Connecting Rod side).

Apply No. 29 Power Tool Grease to the Needle Bearing (31), the pinion section of the armature, and Oil Seal (A) (28). Also insert 20 g of No. 29 Power Tool Grease into the inside of the Gear Cover (32).

B. Tool Holder Assembly:

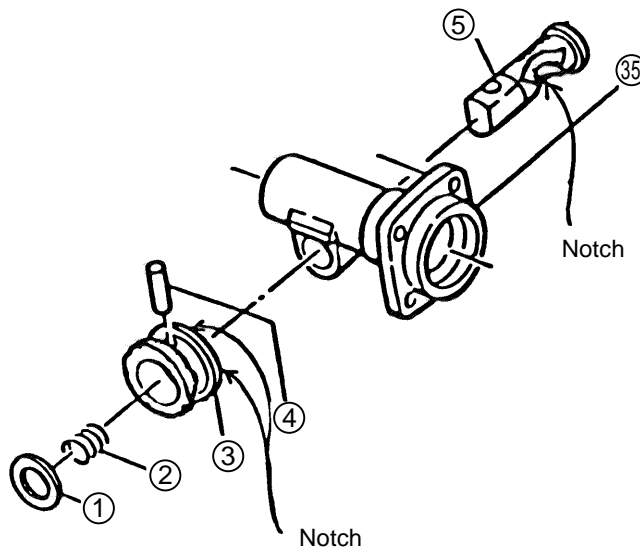


Fig. 8

Carefully ensure that the notched portions of the Stop Lever ⑤ and Knob (A) ③ are properly aligned and assembled as shown in Fig. 8 above. If they are not properly assembled, the bull point cannot be inserted properly. Apply No. 29 Power Tool Grease to the Stop Lever prior to assembly.

As illustrated in Fig. 7 above, place Knob (A) on the collar of the Front Cover, push in the Stop Washer ① with a minus-head screwdriver or the like to compress the Stopper Spring ②, align the matching holes of Knob (A) ③ and the Stop Lever ⑤, and insert the Needle Roller ④.

C. Oil Seals:

During assembly, be particularly careful not to damage O-Ring ①⑦ on the Crank Cover, the O-Rings ④⑨ on the Piston and Striker, Oil Seal (A) ②⑧ on the Crank Case, the O-Ring ④⑦ on the Cylinder Case Ass'y, the O-Ring ④③ on the Hammer Holder, the Rubber Ring ④④, and O-Ring (A) ④①.

1-3. Use of Screw Lock TB1401:

Apply Screw Lock to all M5 and M6 Hexagon Socket Hd. Bolts (the only exception is that Cemedine 1500 (or epoxy bonding) should be applied to the Front Cover fixing bolt prior to assembly).

CAUTION: Never fail to apply screw lock to the threaded portions before the bolts are inserted to ensure that they will not become loosened by vibration and cause possible damage and hazard.

1-4. Tightening Torque for Fastening Screws and Bolts:

M5 hexagonal socket bolt	$80 \begin{smallmatrix} +20 \\ 0 \end{smallmatrix}$ kg-cm	$(69.6 \begin{smallmatrix} +17.4 \\ 0 \end{smallmatrix}$ lbs. -in.)
M6	$100 \begin{smallmatrix} +20 \\ 0 \end{smallmatrix}$ kg-cm	$(87.0 \begin{smallmatrix} +17.4 \\ 0 \end{smallmatrix}$ lbs. -in.)
	(exceptionally, housing screw M6 x 50 - $50 \begin{smallmatrix} +20 \\ 0 \end{smallmatrix}$ kg-cm)	
	(($43.3 \begin{smallmatrix} +17.4 \\ 0 \end{smallmatrix}$ lbs. -in.))	
M5 + pan-head screw	30 ± 5 kg-cm	$(26.0 \pm 4.3$ lbs. -in.)
M4 + pan-head screw	20 ± 5 kg-cm	$(17.4 \pm 4.3$ lbs. -in.)
M4 + Tapping screw	15 - 25 kg-cm	(13.0 - 21.7 lbs. -in.)

1-5. Insulation Tests:

On completion of repair (in disassembled state), measure the insulation resistance and conduct insulation test (dielectric strength test).