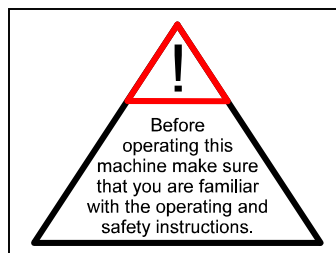


MODEL 2 1801 SERIES AIR CORNER DRILL

OPERATING MANUAL



OPERATING INSTRUCTIONS for Pneumatic Corner Drill Type 2 1801

The determinant factors for service life and performance of the machine are the following:

- a) cleanliness of the air
 - b) lubrication and maintenance
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- a) Blow out the hose before connecting the machine.
To avoid effects from rusting and water formation in the pipe system use a dirt and water separator.
 - b) Optimal lubrication can increase the service life many times over.
It is recommend to check always contents of the built-in oiler which is located between machine and valve.
Clean the strainer at the air connection regularly.

Thick flowing oils will gum the vanes and affect the start-up and performance of the motor. Therefore use only lubricating oil of viscosity class SAE 5 W - SAE 10.
In winter and at very high levels of condensation in air supply an anti-freeze lubricant, e.g. "BP Energol AX 10", "Kilfrost" or "Kompranol N 74" should be used.

Observe the comments in the information sheet

"Maintenance of Pneumatic Tools"

Lubricated and sealed ball bearings may not be flushed.

Wearing parts - especially the vanes - have to be exchanged in time.
They are worn when the width is less than 18 mm.

After using the machine and especially when not in use for a longer period flush the machine with a thin fluid oil or provide a comparable corrosion protection.

Technical Data at an Operating Pressure of 6 bar

Tool holder	MT 3
Drilling capacity in steel	32 mm
Reaming capacity in steel	26 mm
Speed under load	260 rpm
Air requirement	1.8 m ³ /min.
Air connection	R 3/4" male
ID of hose	15 mm
Output	1.92 kW
Weight, approx.	11.5 kg

OPERATING INSTRUCTIONS for Pneumatic Corner Drill Type 2 1801

Disassembly and Reassembly

Disassembly and reassembly should be done only according the sectional drawing!

Motor

Remove gearbox neck (item 2) from motor housing (item 1) while watching out for the planetary gears (item 15), the shims (item 14) and the bearing needles (item 16). Then knock out the inner motor parts by slightly tapping the motor housing (item 1) on a wooden block.
Disassemble motor. Check vanes (item 50) for wear.

Governor

Remove segment bridge (item 27) from rotor shaft (left-hand thread). Watch out for the governor adjustment shims. Check governor parts for wear.

Angular Drive

Remove output housing (item 3) from gear box neck (item 2) (watching out for the sealing). Unscrew fillister-head screw (item 66) and pull carefully the crossbar (item 12) (by means of a M 12 screw) from taper pinion (item 17). Then remove feather key (item 53) and pull out taper pinion of the gearbox neck (item 2). Unscrew feed sleeve (item 19) and cover (item 24) and remove bevel gear (item 22) from drill sleeve (item 21). After removing feather key (item 54) pull out drill sleeve (item 21) of output housing (item 3).

Oiler

The oiler adjustment screw (item 61) should be readjusted only if the oil throughput rate no longer meets the requirements. For adding oil just unscrew the plug (item 59). To adjust the oiler under operating pressure turn regulating screw (item 61) counter-clockwise to open it until air bubbles slightly drift upwards through the oil.

Reassembly

Reassembly is done essentially in the reverse order.
Ensure correct spacing. The axial play between rotor (item 6) and sealing plates (items 8 and 9) should be 0.04 mm per side.
The chamfered edges of spacer rings (items 43 and 44) should point towards the centre of the rotor.
Insert the cylinder bushing (item 5) into the right sides.
For the angular drive ensure the correct setting of the tooth engagement. Note the location of the spacers. Use low viscosity grease (e.g. Calypsol D 6024) for the gearbox.

USE ONLY ORIGINAL SPARE PARTS !