

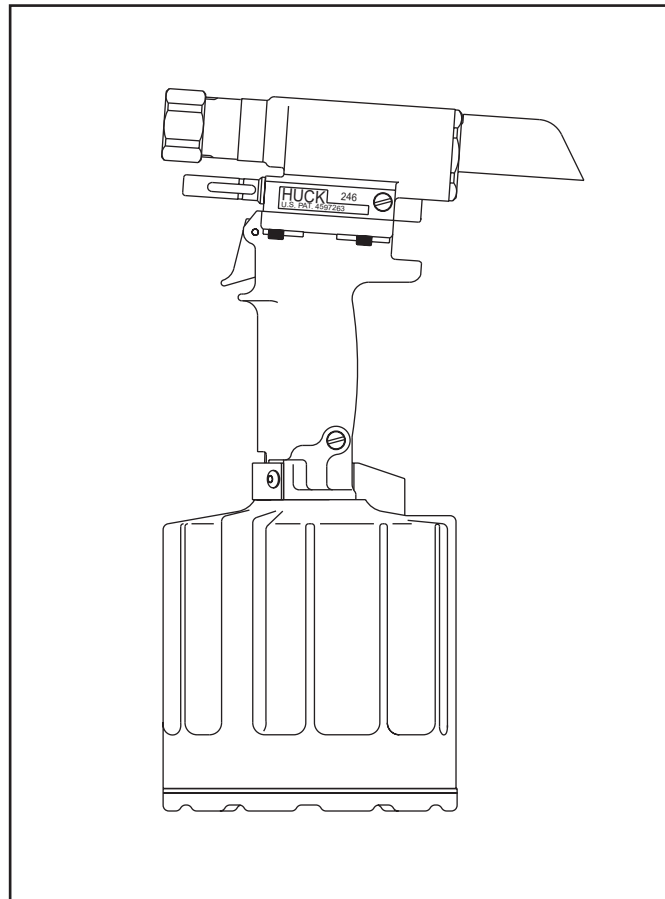
Alcoa
Fastening
Systems



INSTRUCTION MANUAL

246

PNEUDRAULIC INSTALLATION TOOL



Makers of Huck®, Marson®, Recoil®
Brand Fasteners, Tools & Accessories

03-13-2006
HK825



EU Declaration of Conformity

Manufacturer:

Alcoa Fastening Systems, Commercial Products Division, 1 Corporate Drive, Kingston, NY, 12401, USA

Description of Machinery:

Model numbers **246 and 256** fastener installation tools

Relevant provisions complied with:

Council Directive related to Machinery, (89/392/EEC), (91/368/EEC), (93/44/EEC), (93/68/EEC)

Council Directive related to EMC/EMI, (89/336/EEC)

European Representative:

Rob Pattenden, Huck International, Ltd. Unit C Stafford Park 7, Telford Shropshire TF3 3BQ, England, United Kingdom

Authorized Signature/date:

I, the undersigned, do hereby declare that the equipment specified above conforms to the above Directive(s) and Standard(s).

Signature: _____



Full Name: Henk Rosier

Position: Engineering Manager
Installation Systems Division

Place: Kingston, New York, USA

Date: August, 2005

Sound Levels

Models: 246 and 256

SEL dB (A)	Peak Value dB (C)	Leq dB (A)
90.6	117.5	77.9

Leq reflects the equivalent noise level result of installing 1,500 typical Huck fasteners for an eight hour work day.

To calculate equivalent noise level for other quantities of fasteners in an eight hour period, use the formula:

$$\text{Leq} = \text{SEL} + 10 \log (n/28,800)$$

where **n** = number of fasteners in eight hours.

Vibration Levels

Models: 246 and 256

For an eight hour work day, installing 1,500 typical Huck fasteners will result in an equivalent weighted RMS vibration level A(8) of:

$$2.5 \text{ m/s}^2$$

To calculate equivalent vibration level for other quantities of fasteners in an eight hour period, use the formula:

$$\text{Equivalent Vibration Level, A8 (m/s}^2\text{)} = (n/480) \times 0.8$$

where **n** = number of fasteners in eight hours,
and **0.8(m/s²)** = Aeq for 60 seconds.

Test data to support the above information is on file at Alcoa Fastening Systems, Commercial Products Division, Kingston Operations, Kingston, NY, USA. Vibration measurements are frequency weighted in accordance with ISO 8041 (1990).

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SAFETY

This instruction manual must be read with particular attention to the following safety guide lines, by any person servicing or operating this tool.

1. Safety Glossary



— Product complies with requirements set forth by the relevant European directives.



— Read manual prior to using equipment.



— Eye protection required while using this equipment.



— Hearing protection required while using this equipment.



WARNINGS - Must be understood to avoid severe personal injury.

CAUTIONS - show conditions that will damage equipment and or structure.

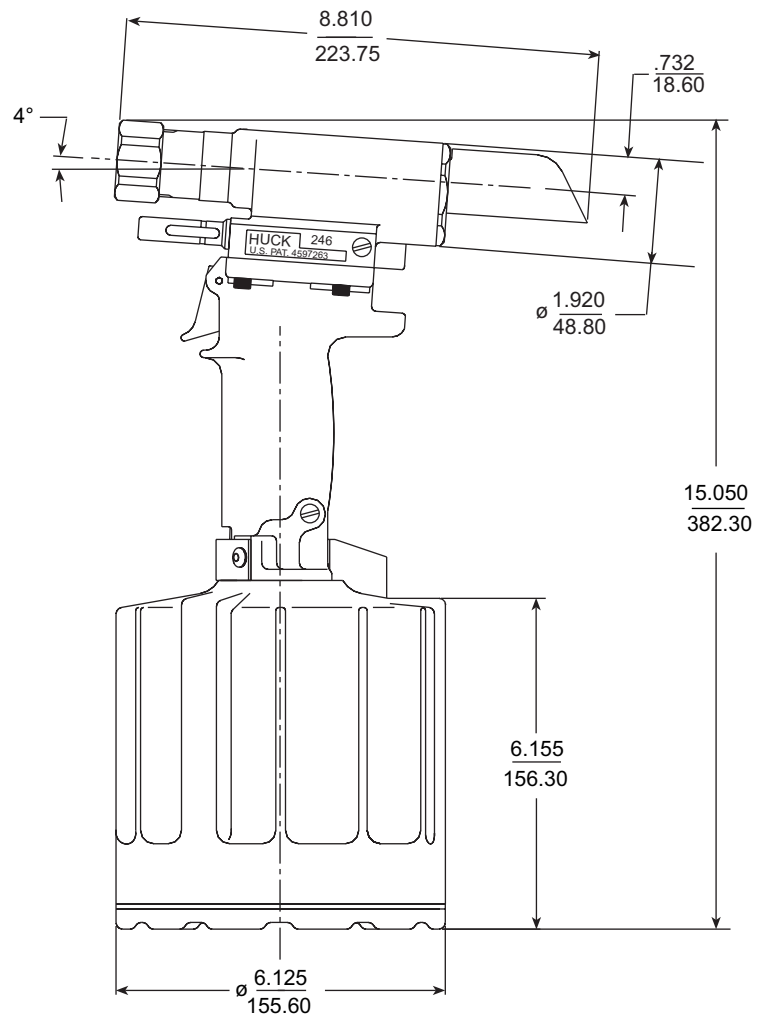
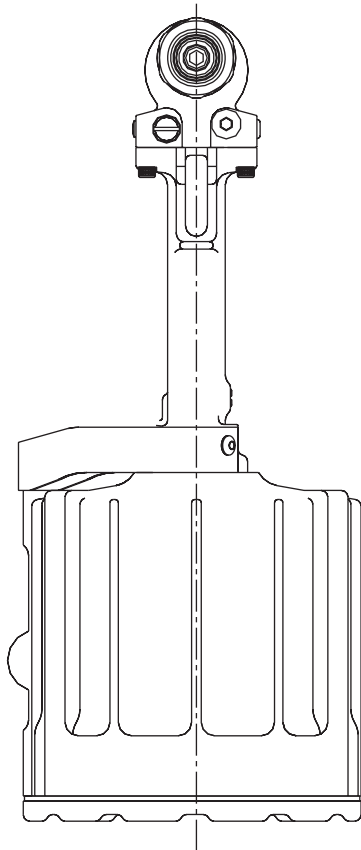
Notes - are reminders of required procedures.

Bold, Italic type and underlining - emphasizes a specific instruction.

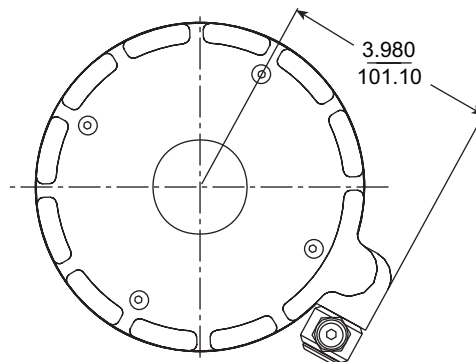
2. Huck equipment must be maintained in a safe working condition at all times and inspected on a regular basis for damage or wear. Any repair should be done by a qualified repairman trained on Huck procedures.
3. Repairman and Operator must read manual prior to using equipment and understand any Warning and Caution stickers/labels supplied with equipment before connecting equipment to any primary power supply. As applicable, each of the sections in this manual have specific safety and other information.
4. See MSDS Specifications before servicing the tool. MSDS Specifications are available from you Huck representative or on-line at www.huck.com. Click on Installation Systems Division.
5. When repairing or operating Huck installation equipment, always wear approved eye protection. Where applicable, refer to ANSI Z87.1 - 1989
6. Disconnect primary power source before doing maintenance on Huck equipment.
7. If any equipment shows signs of damage, wear, or leakage, do not connect it to the primary power supply.
8. Make sure proper power source is used at all times.
9. Never remove any safety guards or pintail deflector.
10. Never install a fastener in free air. Personal injury from fastener ejecting may occur.
11. When using an offset nose always clear spent pintail out of nose assembly before installing the next fastener.
12. If there is a pinch point between trigger and work piece use remote trigger. (Remote triggers are available for all tooling).
13. Do not abuse tool by dropping or using it as a hammer. Never use hydraulic or air lines as a handle. Reasonable care of installation tools by operators is an important factor in maintaining tool efficiency, eliminating downtime, and in preventing an accident which may cause severe personal injury.
14. Never place hands between nose assembly and work piece.
15. Tools with ejector rods should never be cycled with out nose assembly installed.
16. When two piece lock bolts are being used always make sure the collar orientation is correct. See fastener data sheet of correct positioning.

TOOL SPECIFICATIONS

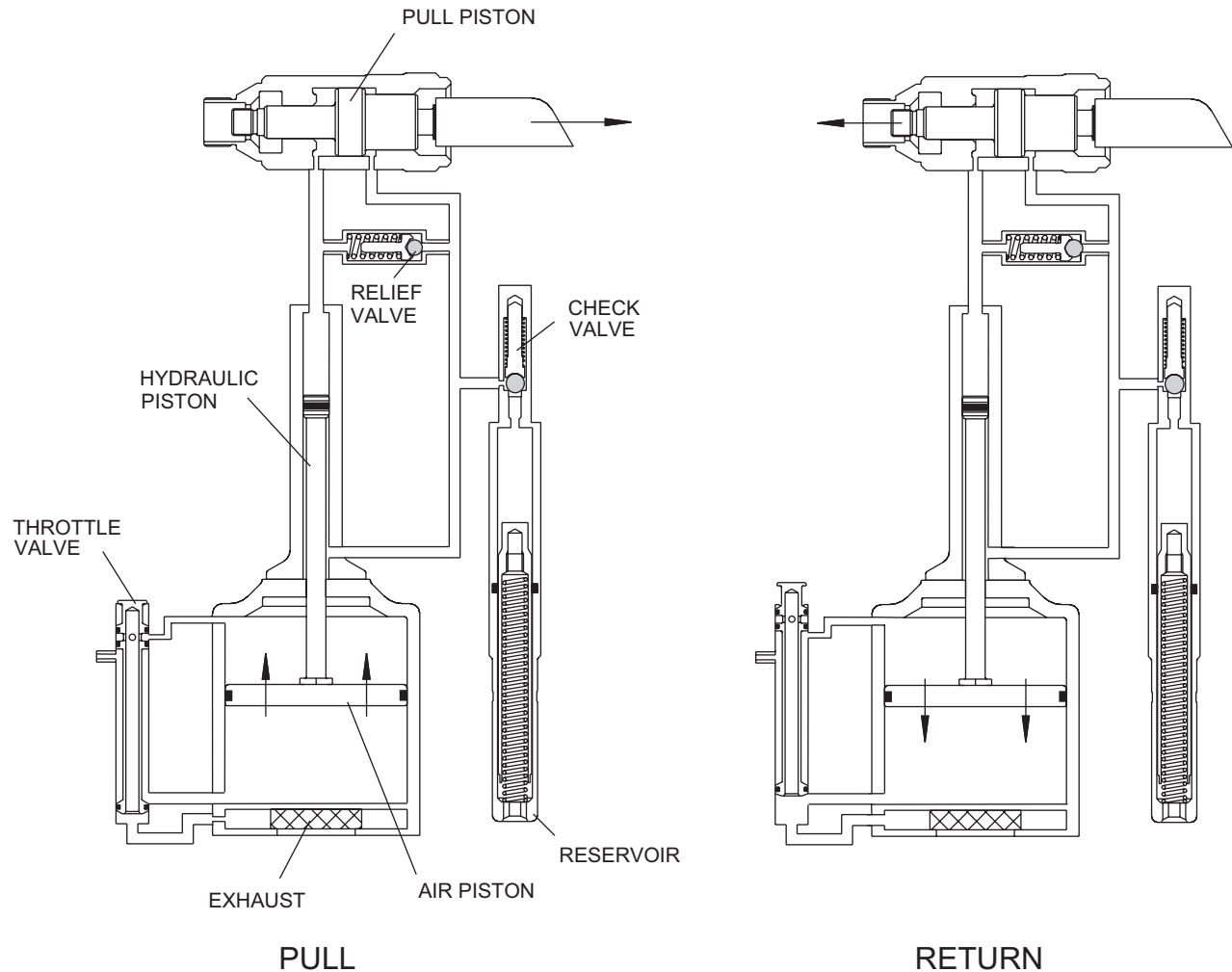
INCHES
MM



- **Stroke:** .875
- **Weight:** 11.1 lbs
- **Air Pressure:** 90-100 psi
- **Capacity:** 9986 lbs @ 90 psi
- **Speed/Cycles:** 30 per minute
- **Noise Level:** 85 dBA @ 90 psi



PRINCIPLE OF OPERATION



When the trigger is depressed the throttle valve moves to down position, pressurized air is directed to the bottom of the air piston, causing the piston to move upward. The air above the piston is exhausted and directed through the center of the throttle valve and out the bottom of the tool. The air piston has a rod and a hydraulic piston attached. When the air piston rod moves upward, a column of pressurized fluid is forced into head, which moves the pull piston back. The attached nose assembly moves with the pull piston to start fastener installation.

When fastener installation is completed, the trigger is released. Air pressure with the assistance of a spring causes the throttle valve to return to its up position. Pressurized air is re-directed to the top of the air piston, causing the piston to move downward. The air from below the piston is exhausted through bottom of tool. The rod and hydraulic piston move downward; hydraulic pressure is reversed and the pull piston is returned forward. Return pressure relief valve protects tool against pressure spikes. The reservoir replenishes hydraulic system as needed.

PREPARATION FOR USE



The Model 246 Installation Tool is shipped with a plastic plug in the air inlet connector. The connector has 1/4-18 female pipe threads to accept the air hose fitting. Quick disconnect fittings and 1/4" inside diameter air hose are - recommended. An air supply of 90 - 100 psi capable of 20 CFM must be available. Air supply should be equipped with a filter-regulator-lubricator unit.

1. Remove plastic shipping plug from Air Inlet Connector and put in a few drops of Automatic Transmission Fluid, DEXRON III, or equivalent.
2. Screw quick disconnect fitting into Air Inlet Connector.
CAUTION: Do not use TEFLON tape on threads - - use TEFLON in stick form only. (Huck P/N 503273)
3. Set air pressure on regulator to 90-100 psi.
4. Attach optional Air Hose (38), supplied with tool, to air inlet connector.
5. Connect air hose to tool.
6. Cycle tool a few times by depressing and releasing trigger.
7. Disconnect air hose from tool.

8. Remove Retaining Nut and Stop.
9. Select proper Nose Assembly from **SELECTION CHART** for fastener to be installed.
10. Screw Collet Assembly (including lock collar and shim if applicable) onto Spindle.
(Wrench Tight)
11. Slide Anvil over Collet Assembly and into counterbore.
12. Slide Stop and Retaining Nut over Anvil and screw Nut onto Head.
13. Connect air hose to tool and install fastener(s) in test plate of proper thickness with proper size holes. Inspect fastener(s).

NOTES:

- 1 Air quick disconnect fittings and air hoses are not available from Huck International, Inc.
- 2 **VIBRA-TITE** should be used on collect threads for nose assemblies without lock collars. All other noses should be stake (*please refer to nose assembly data sheets*).

SERVICING THE TOOL

GENERAL

1. The efficiency and life of any tool depends upon proper maintenance. Regular inspection and correction of minor problems will keep tool operating efficiently and prevent downtime. The tool should be serviced by personnel who are thoroughly familiar with how it operates.
2. A clean, well-lighted area should be available for servicing the tool. Special care must be taken to prevent contamination of pneumatic and hydraulic systems.
3. Proper hand tools, both standard and special, must be available.
4. All parts must be handled carefully and examined for damage or wear. Always replace Seals, when tool is disassembled for any reason. Components should be disassembled and assembled in a straight line without bending, cocking, or undue force. Disassembly and assembly procedures outlined in this manual should be followed.
5. **Service Parts Kit 246KIT** includes consumable parts and should be available at all times. Other components, as experience dictates, should also be available.

DAILY

1. If a Filter-Regulator-Lubricator unit is not being used, uncouple air disconnects and put a few drops of Automatic Transmission Fluid or light oil into the air inlet of the tool. If the tool is in continuous use, put a few drops of oil in every two to three hours.
2. Bleed the air line to clear it of accumulated dirt or water before connecting air hose to the tool.
3. Check all hoses and couplings for damage or air leaks, tighten or replace if necessary.
4. Check the tool for damage or air/hydraulic leaks, tighten or replace if necessary.
5. Check the nose assembly for tightness or damage, tighten or replace if necessary.
6. Check oil level in tool reservoir, replenish if necessary.

WEEKLY

1. Disassemble and clean nose assemblies and reassemble per applicable NOSE ASSEMBLY DATA SHEET.
2. Check the tool and all connecting parts for damage or oil/air leaks, tighten or replace if necessary.



WARNING: Inspect tool for damage or wear before each use. Do not operate if damaged or worn, as severe personal injury may occur

MODEL 246 DISASSEMBLY INSTRUCTIONS



WARNING: Be sure air hose is disconnected from tool before cleaning, or performing maintenance. Severe personal injury may occur if air hose is not disconnected.

For component identification and Parts list refer to Figure (9).

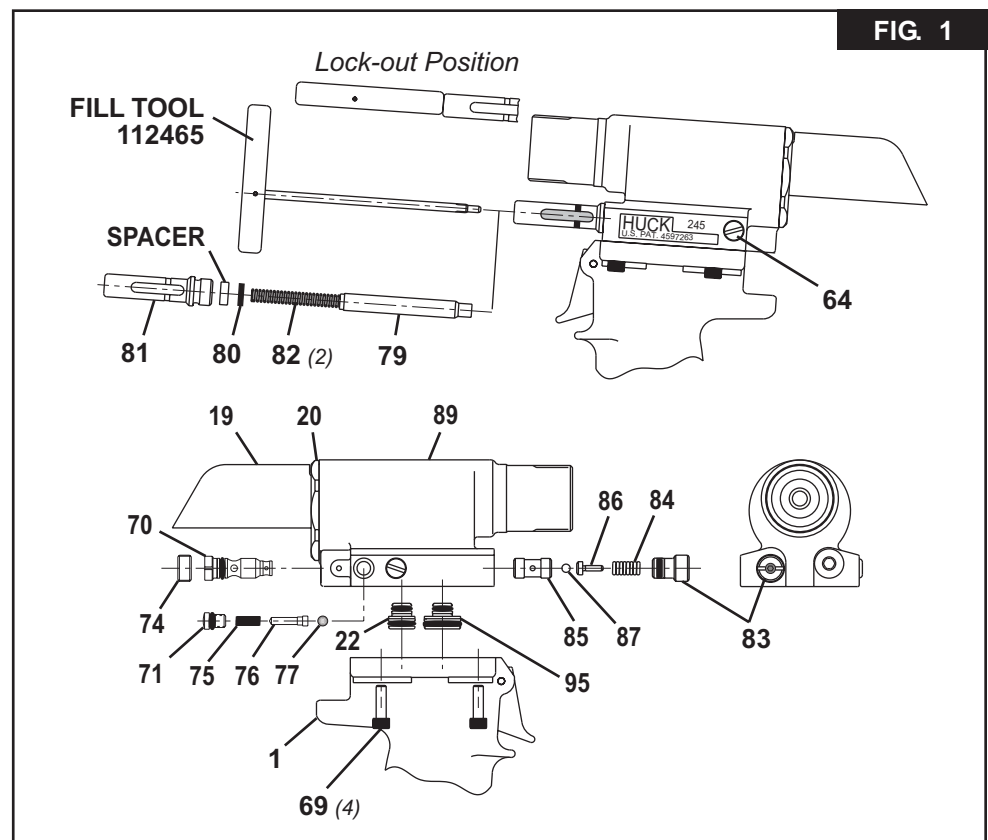
Disassembly (Refer to Figures 1-3 and 9)

NOTE:

The following procedure is for complete disassembly of tool. Disassemble **only** components necessary to replace damaged O-rings, Quad rings, Back-up rings, and worn or damaged components. Always use soft jaw vice to avoid damage to tool.

1. Disconnect air hose from tool.
2. Remove air hose (38) from cylinder.
4. Remove nose assembly. Follow instructions on Nose Assembly Data sheet.
3. Remove Screws (63) and Guard (68) (Fig. 9).
5. Insert Fill Tool, P/N 112465 through reservoir housing and screw into reservoir plunger (79) locking it in the out position (Fig.1).
6. Unscrew cap screws (69) with 5/32 hex key. Carefully lift Head straight up from Handle (1), remove Pull Gland (95) and Return Gland (22) from separated assemblies.(Remove seals from glands) (Fig.1).
7. Unscrew Plug (83) of return Pressure Relief Valve from front of head. Remove Spring (84), Valve Guide (86), sleeve (85) and Steel Ball (87). A small magnet is helpful (Fig.1).
8. Unscrew Bleed Plug (64). Hold over waste oil container and release fill tool slowly.

9. Unscrew Reservoir Housing (81) from head. Remove two Springs (82). Slide Reservoir Plunger (79) from head. Remove spacer and quad ring (80). A pick may be used to remove the quad ring (Fig.1).
10. Unscrew Plug (71) of reservoir check Valve from side of head. Remove Spring (75), check Valve Plunger (76) and Stainless Steel Ball (77) (Fig.1).
11. If check valve seat (78) is damaged contact your Huck representative. If seat (88) is damaged it can be removed by using the following procedure.
NOTE: If seat is taken out it can not be reused, it must be replaced (Fig.9).
12. **(Seat 88 removal)** Note: all parts in the reservoir check valve must be removed before plug 70 can be removed. Unscrew plug 74, insert a #10 screw in the thread of plug (70), pull to remove. Using a small drift and hammer, from the rear side of the head drive seat (88) out towards the front of the head (Fig.9).
13. Pintail Deflector (19) can be pulled off deflector tube at rear of Piston.



14. Unscrew End Cap (20) from Head (89) with 1 9/16 open end wrench (Fig.9).
15. Thread assembly/disassembly bullet (120792) onto piston. Tap or press piston assembly out of head. Remove wiper (9) and polyseal (10).
NOTE: Piston will push out rear gland assembly. (Fig. 2)
16. Remove Screw (67) from Throttle Arm (66). Remove throttle arm. Pull Throttle Valve (36) out of cylinder. Remove Spring (40). (Fig. 9).
17. With a small punch and hammer, drive Roll Pin (5) from handle (1). Remove trigger and cable from handle and disassemble by removing pin (4) (Fig. 9).
18. Remove Bleed Screw (64) from handle (Fig. 3).
19. Hold tool inverted in vice. Unscrew three Button Head Screws (45) with 1/8 hex key. (Fig 3).
20. Remove bottom Plate (42), Bottom Exhaust Gasket (46), Muffler (43) and O-ring (44) (Fig 3).
21. Remove Retaining Ring (47) from Cylinder (53) (Fig 3).
22. Screw button head screws (45) into Cylinder Head (49). Carefully pry under screws to remove cylinder head.
23. Push air piston all the way down in cylinder, lay tool on its side. Hold nut (41) with a 9/16 socket and extension and with 7/64 hex key, remove piston screw (32) (Fig 4 & 9).
24. Turn cylinder and handle upside down and secure in a vise.
25. Grip lock nut (41) under Air Piston with pliers and pull piston and rod assembly from handle and cylinder assembly (Fig 3).
CAUTION: Care must be taken not to scratch piston rod or cylinder during removal.

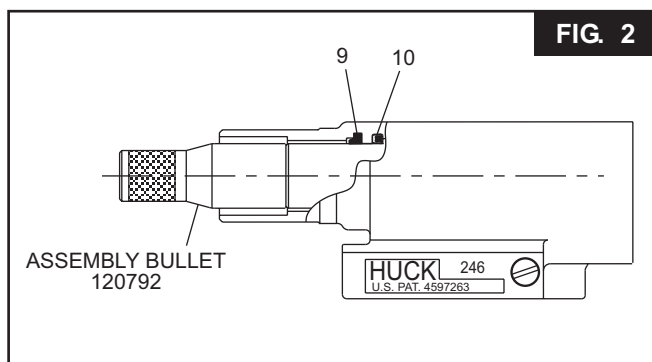


FIG. 2

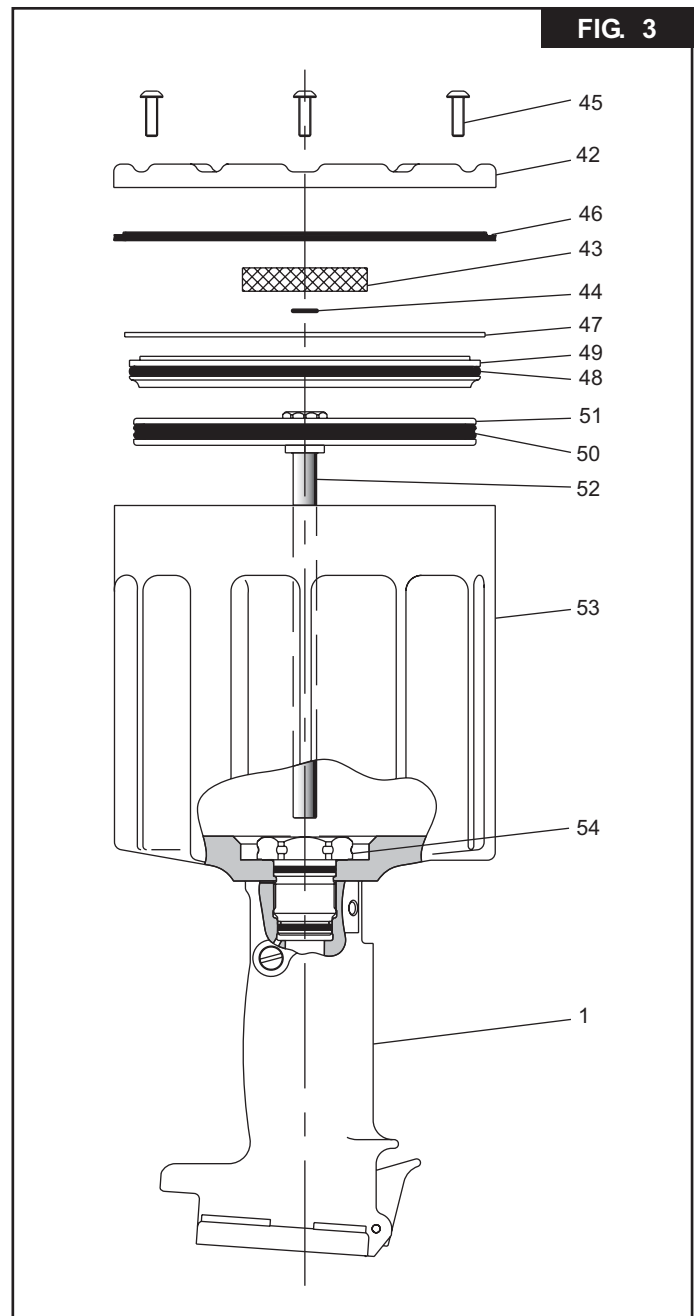


FIG. 3

26. With a 1 3/8 socket and extension, remove Gland Assembly (54). Handle and cylinder will now separate.
27. Push Hydraulic Piston (31) out of handle. Push out from top to bottom.
CAUTION: A plastic or wooden drift must be used to avoid damaging the handle bore.
28. Remove swivel bolt assembly (98) from cylinder. Assembly may be disassembled to replace seals (26 & 87) if necessary. (Fig. 9 Section BB)
28. To remove Variseal (61) from Gland Assembly (54). Remove retaining ring (59) and spacer (60). (Fig. 9)

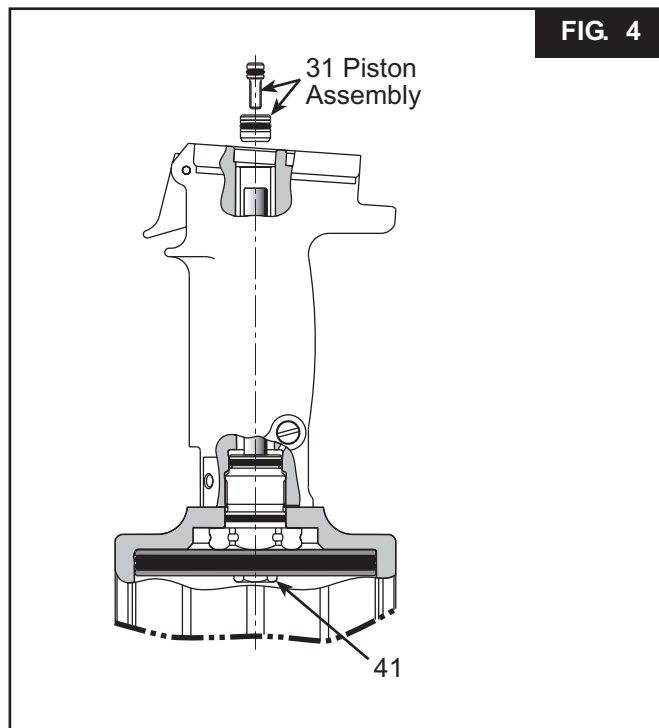
MODEL 246 ASSEMBLY INSTRUCTIONS

**Assembly** (Refer to Figures 2, 3, 4, 5 and 9.)

Clean components with mineral spirits, or similar solvent; inspect for wear/damage and replace as necessary.

Replace all seals of disassembled components. Use O-rings, QUAD rings and Back-up rings in **Service Parts Kit, P/N 246KIT**. Smear LUBRIPLATE 130AA or PARKER-O-LUBE on O-rings, QUAD rings, Back-up rings and mating parts to ease assembly. Assemble tool taking care not to damage O-rings, QUAD rings, or Back-up rings.

1. Holding handle inverted in a vice, Place Cylinder (53) on handle with Timing Pin positioned in matching hole. Assemble Gland Assembly (54) (See Fig. 9). Screw complete Gland assembly into handle. Torque to 100 - 120 ft. lbs. using 1 3/8 socket wrench.
2. Push Air Piston/Rod assembly with Quad ring (50) in place into Air Cylinder until it bottoms at top of Cylinder (Fig 4).



3. Turn tool upright. Install Hydraulic Piston (31) (*with O-ring (33) and Back-up rings (99) in place*) in handle. Press in from top of handle taking care not to damage seals. (Fig.4).
4. Push Screw (32) with o-ring (35) in place through

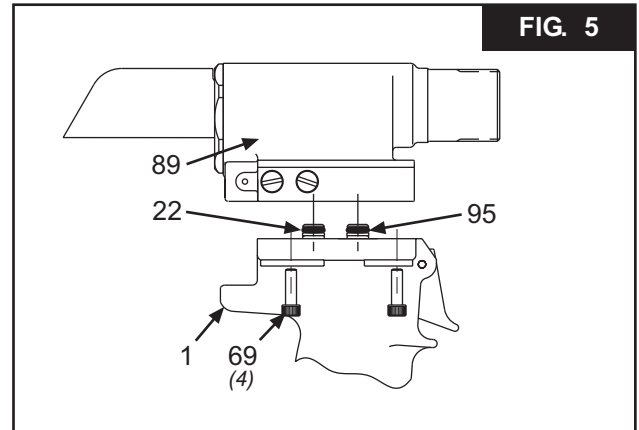
Hydraulic Piston (34) and screw into top of piston rod. Hold Nut (41) with 9/16 socket and extension and torque Screw (32) using 7/64 hex key to 55 - 60 in. lbs.

5. Hold handle in vise with bottom facing up. Push Cylinder Head (49) with O-ring (48) in place squarely into cylinder. Install Retaining Ring (47). (Fig. 3 & 9)
6. Position O-ring (44) and Muffler (43) on center of Cylinder Head (49), place Gasket (46) on cylinder assembly (53) **NOTE: Lip must face Bottom Plate (42).** Place Bottom Plate (42) on top of Gasket and secure with 3 Button Head Screws (45) using 1/8 hex key. (Fig. 3)
7. Turn tool upright. Drop spring (40) into Throttle valve hole in cylinder. Push Throttle Valve (36) with O-rings (37 & 39) in place into cylinder. (Fig. 9)
8. Assemble Trigger (3) cable (2) and pin (4) and slide cable into handle (1). Align hole in Trigger with hole in handle and install Roll Pin (5) with a hammer and punch. (Fig. 9)
9. Slide Throttle Arm (66) onto ball end of Throttle Cable. Swing arm until other end fits over throttle valve. Push Screw (67) through Throttle Arm (66); tighten with 5/32 hex key.
10. Install Orings (94 & 26) onto swivel bolt (58). Push swivel bolt into swivel connector (57) and then thread assembly (98) into cylinder. Reattach hose (38) (Fig. 9 Section BB).
11. **(If seat (88) is being replaced)** Push plug (70) (*with O-ring 72 & Back-up ring 25 in place*) into head. Install screw (74). (Fig.9)
12. Install O-ring (72) and Back-up rings (25) onto seat. Drive seat and seal assembly in using soft drift taking care not to damage ball seat surface. (Fig. 1 & 9)
13. Assemble Pull Piston (11) with new seals (12 & 13). Lubricate with LUBRIPLATE or PARKER SUPER-O-LUBE. (Fig. 9)
14. Install Wiper (9) & Variseal (10) in head. (Fig. 2 & 9)
15. Thread assembly bullet onto Pull Piston (11), and push entire assembly into head. (Fig. 2)
16. Install O-rings (14 & 16) & Back-up Rings (15 & 17) on rear gland (18). Push complete assembly into head, screw in End Cap (20) and tighten. (Fig. 9)

MODEL 246 ASSEMBLY INSTRUCTIONS (CONTINUED)



17. Install O-ring (72) & Back-up Ring (25) on Plug (83). Install Ball (87), Guide (86), Sleeve (85), Spring (84) and Plug (83) into head. (Fig. 1 & 9).
18. Install O-ring (65) on Plug (71). Install Ball (77), Guide (76), Spring (75) and Plug (71) into head.
19. Push Deflector (19) onto Deflector Tube (21). (Fig. 9)
20. Place O-ring (65) on Plug (64) and screw assembly into Handle (1). (Fig. 9)
21. Install O-rings (24 & 30) & Back-up Rings (25 & 29) on pull gland (28) Install O-rings (24 & 26) & Back-up Rings (25 & 27) on return gland (23). Push Gland Assemblies into handle. Push head down on glands. Place tool in a vise Head down and install 4 Screws (69) and torque to 170 inch pounds. (Fig. 5)



22. Tool is now completely assembled and ready for Fill & Bleed.

SERVICE NOTES



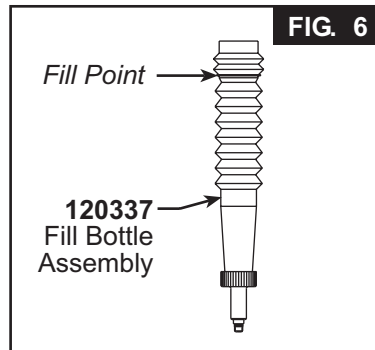
FILL AND BLEED MODEL 246

Equipment Required:

- Shop airline with 90 - 100 psi max.
- Air regulator
- Fill bottle, 120337, (supplied with tool).
- Fill Tool, 112465, (supplied with tool).
- Large flat blade screwdriver
- Optional Stall Nut 120824
- Nose assembly
- Fasteners (Optional)

Preparation:

1. Install air regulator in airline and set pressure to 20-40 psi.
2. Fill bleed bottle almost full of DEXRON III - ATF or equivalent. (Fig.6)



Refill tool only when red line on plunger drops below the red line on the reservoir housing or when tool is rebuilt.
USE: AUTOMATIC TRANSMISSION FLUID DEXRON III, OR EQUIVALENT.



WARNING: Avoid contact with hydraulic fluid. Hydraulic fluid must be disposed of in accordance with Federal, State and Local Regulations. Please see MSDS for Hydraulic fluid shipped with tool.

Step 1

Screw Fill Tool P/N 112465 into Reservoir Plunger, pull Plunger into Housing and lock Fill Tool in full forward position by tilting handle (long side touching tool) and locking in place (Fig.7).

Step 2

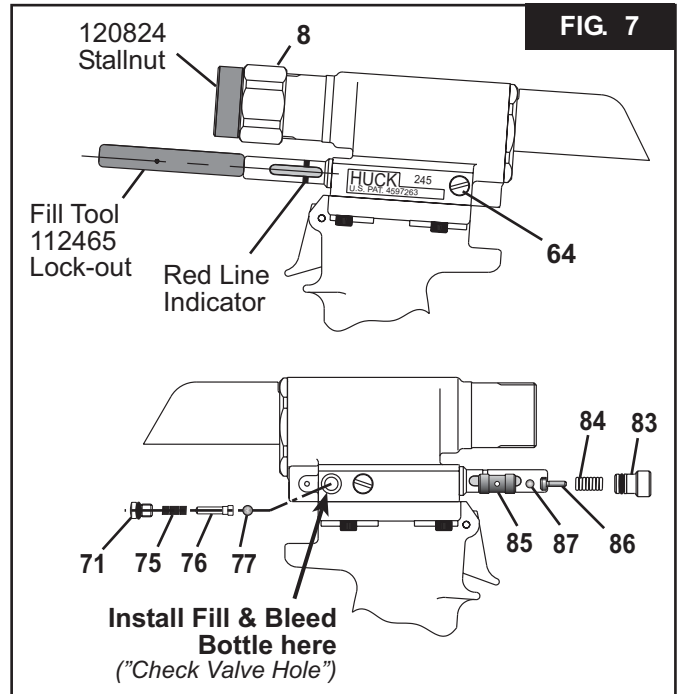
Remove Plugs (83) and (71) and all guides, springs and balls from ports in head. Reinstall Plug (83) in head in Relief Valve port (front of tool) (Fig 7 & 8).

Step 3

Screw retaining nut onto head assembly. Screw stall nut (optional) onto piston and tighten to ensure full thread engagement. Back off retaining nut until it engages stall nut. Check piston location. Piston must be all the way forward and locked with stall nut and retaining nut. **Note: If Stall Nut is not used, piston must be pushed to the full forward position before installing valves.**

Step 4

Attach tool air source momentarily to seat air piston at bottom of cylinder. Disconnect tool. With fill port facing up, (check valve on side) lay tool on its side. (See Fig. 7)



Step 5

Install fill bottle in head fill port (check Valve hole) (See Fig. 8).

Step 6

Connect tool to shop air regulated to 20 to 40 psi. Cycle tool 20 - 30 times, watch for air bubbles escaping from the tool into bottle. (you may rock the tool to free trapped air in the tool.) Do not allow the air to re-enter the tool. **Note: When cycling tool, always hold bottle up as shown in Figure 8 to prevent drawing in air from empty part of bottle.**

WARNING: Air pressure MUST be set to 20 to 40 psi to prevent possible injury from high pressure spray. If plug (71) is removed, fill bottle must be in place before cycling tool.

Step 7

When air bubbles no longer appear in bottle, remove fill bottle while tool is lying on its side.

Step 8

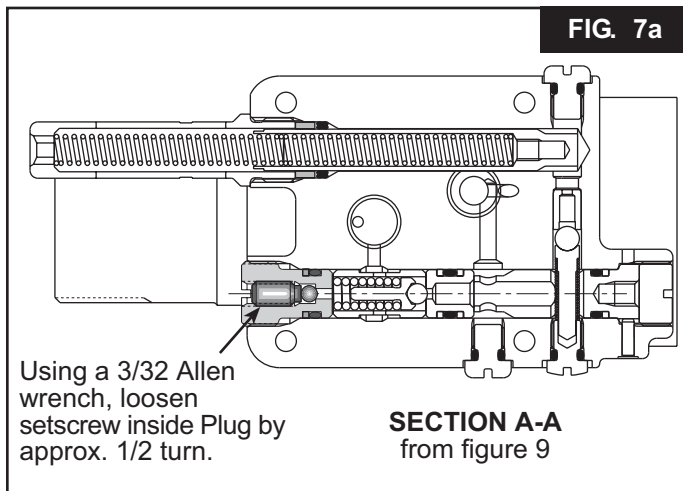
Install the check valve ball (77), guide (76) and spring (75). Replace the plug (71). (Fig. 7)



FILL AND BLEED MODEL 246 (CONTINUED)

Step 9

Turn tool so front of head faces you and remove the relief valve plug (83). Prior to removing Plug (83), it is advisable to back out setscrew inside of plug by approximately 1/2 turn counterclockwise. (See Figure 7a). This ensures that the Piston will remain in full-forward position. and install relief valve ball (87), guide (86), sleeve (85) and spring (84). Replace the plug (83) and re-tighten setscrew.



Step 10

Unlock Fill Tool and check Reservoir red line. At this point cycle tool with Stall Nut (Optional see note:) attached and retaining nut locked in the full forward position ('Dead Stall'). Reservoir should not drop below the red line on the reservoir housing.

Note: Dead Stalling is not necessary if Optional Stall nut was not used, just cycle tool.

Step 11

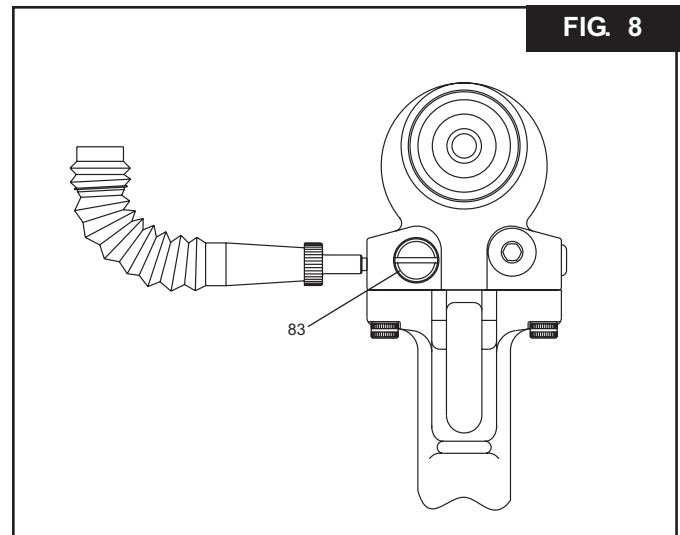
Re-lock the fill tool in out position. Lay tool on its left side and remove plug (64). Top off reservoir - - place a few drops of oil in hole and wait for air bubbles to escape. Push a pin or a scribe into hole to check for trapped air bubbles. Replace plug (Fig. 7).



WARNING - Failure to re-lock the fill tool will result in oil being ejected from the head under pressure during the topping off of the reservoir. Severe personal injury may result.

Step 12

Unlock the fill tool and cycle tool as in step 10. Reservoir may drop slightly, if so, repeat step 11 until when you touch the fill tool handle it has no pressure against it and it drops out of the lock position, and the plunger does not drop when tool is cycled. **NOTE:** This usually requires 3 to 4 times topping off.

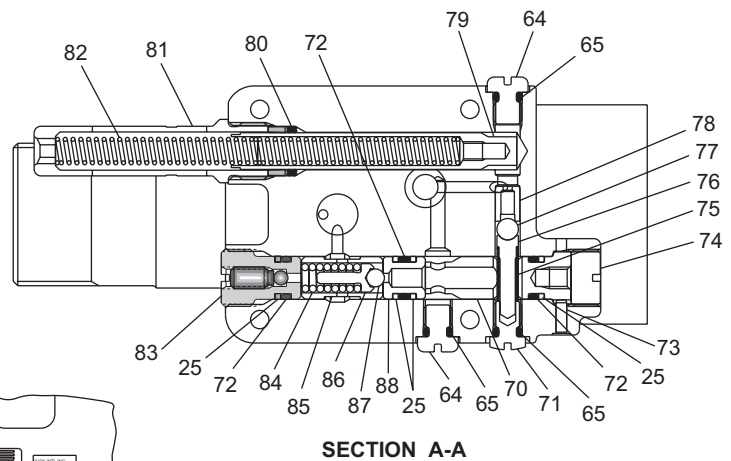
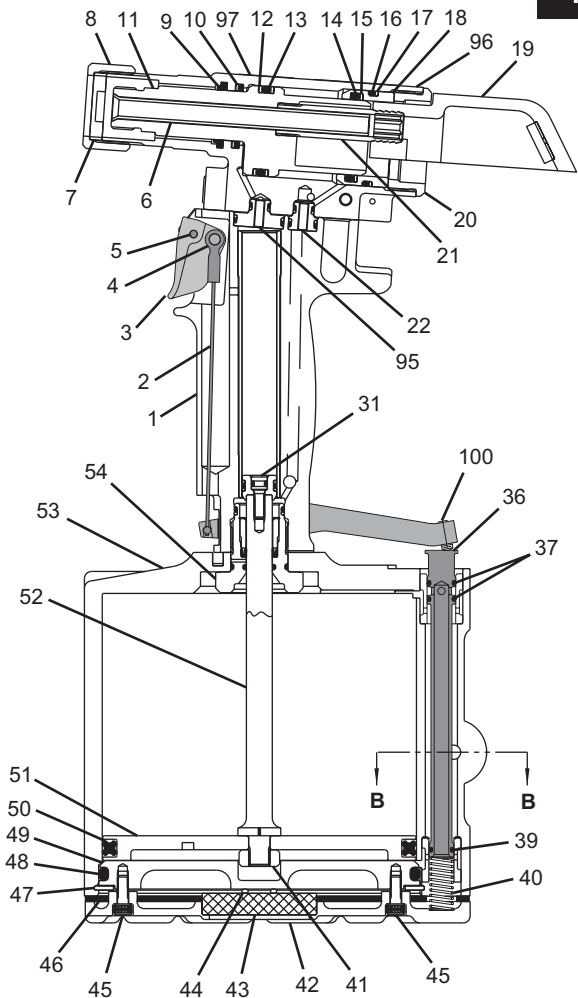
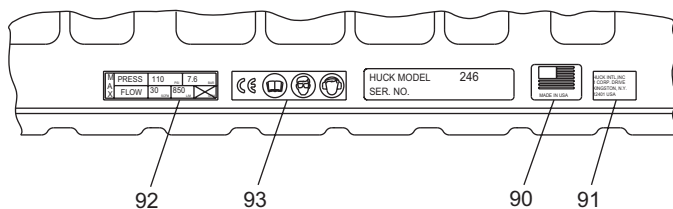
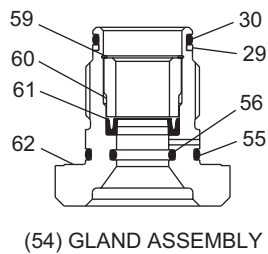
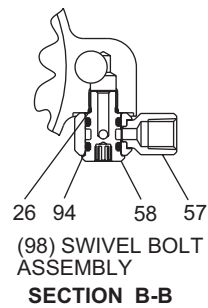
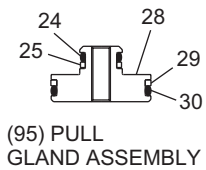
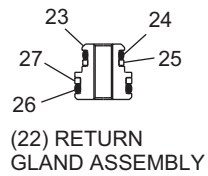
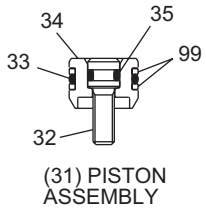


Step 13

Remove fill tool and stall nut (if used). Install a nose assembly and pull several fasteners to test function.

ASSEMBLY DRAWING

FIG. 9



Model 246 Tool
Alcoa Fastening Systems

ITEM	PART#	DESCRIPTION	QTY	ITEM	PART#	DESCRIPTION	QTY
1	125642	Handle & Sleeve Assembly	1	52	113344	Piston Rod	1
2	125643	Cable Assembly	1	53	120372	Cylinder Assembly	1
3	124333-2	Trigger	1	54	120374	Gland Assembly	1
4	505496	Pin	1	55	500786	O-ring	1
5	500621	Pin	1	56	500779	O-ring	1
6	108279	Pintail Tube	1	57	100933	Swivel Connector	1
7	110670	Stop	1	58	123763	Swivel Bolt	1
8	117824	Retaining Nut	1	59	506565	Retaining Ring	1
9	505894	Wiper Seal	1	60	123908	Spacer	1
10	505865	Polyseal	1	61	505903	Variseal	1
11	120331	Piston, Pull	1	62	123907	Gland, Main	1
12	113251	Back-up Ring	2	63	500424	Screw	2
13	500851	O-ring	1	64	100309	Bleed Plug	3
14	505791	O-ring	1	65	505438	O-ring	4
15	113754	Back-up Ring	1	66	127688	Throttle Arm	1
16	505887	O-ring	1	67	116916	Screw	1
17	113253	Back-up Ring	1	68	125657	Guard	1
18	120056	Rear Gland	1	69	500102	Screw	4
19	124209	Pintail Deflector	1	70	120204	Plug	1
20	112491	End Cap	1	71	111068	Plug	1
21	120325	Tube	1	72	505446	O-ring	3
22	112502	Return Gland Assembly	1	73	120203	Pin	1
23	112427	Gland, Return	1	74	120129	Screw	1
24	500776	O-ring	2	75	100874	Spring	1
25	501082	Back-up Ring	6	76	111067	Guide	1
26	500778	O-ring	2	77	502929	Ball	1
27	501084	Back-up Ring	1	78	111139	Seat	1
28	113341	Gland, Pull	1	79	112405	Reservoir Plunger	1
29	501090	Back-up Ring	2	80	501408	Quad Ring	1
30	500784	O-ring	2	81	112403	Housing/Spacer Assembly	1
31	118866	Piston Assembly	1	82	505864	Spring	2
32	117773	Screw	1	83	114530	Plug	1
33	503770	O-ring	1	84	505863	Spring	1
34	117775	Piston	1	85	120127	Sleeve	1
35	500773	O-ring	1	86	120128	Guide	1
36	127888	Throttle Valve	1	87	502506	Ball	1
37	504408	O-ring	2	88	114528	Seat	1
38	115436	Air Hose Assembly	1	89	120354	Head Assembly	1
39	504407	O-ring	1	90	620084	Sticker	1
40	116272	Spring	1	91	590347	Sticker	1
41	121241	Self-locking Nut	1	92	590351	Sticker	1
42	120076	Bottom Plate	1	93	590350	Sticker	1
43	115554	Muffler	1	94	500808	O-ring	2
44	500777	O-ring	1	95	113532	Pull Gland Assembly	1
45	500101	Screw	4	96	590240	Sticker	1
46	125724-3	Gasket	1	97	590247	Sticker	1
47	505139	Retaining Ring	1	98	109780	Swivel Bolt Assembly	1
48	505147	O-ring	1	99	501086	Back-up Ring	2
49	113345	Cylinder Head	1	100	502053	Oval Point Set Screw	1
50	501472	Quad Ring	1				
51	113320	Piston, Air	1				

TROUBLESHOOTING

Always check out the simplest possible cause of a malfunction first. For example, an air hose not connected. Then proceed logically, eliminating each possible cause until the cause is located. Where possible, substitute known good parts for suspected bad parts. Use TROUBLESHOOTING CHART as an aid in locating and correcting malfunction.

NOTE:

Piston Drift is when the air piston is in the down position, but the hydraulic pull piston is not in the full forward position. This causes an out of sequence condition.

- 1 *Tool fails to operate when trigger is depressed.*
 - a) Air line not connected
 - b) Throttle Valve O-rings (37 & 39), worn or damaged.
 - c) Throttle Valve Cable (2) is broken.
- 2 *Tool does not complete fastener installation and break pintail.*
 - a) Air pressure too low
 - b) Air Piston Quad-ring (50) worn or damaged.
 - c) Reservoir empty or low, refer to Fill and Bleed section.
 - d) Air in hydraulic system, refer to Fill and Bleed section.
 - e) Reservoir Springs (82) worn or damaged
 - f) Check for piston drift
- 3 *Pintail stripped and/or swaged collar not ejected.*
 - a) Check for broken or worn jaws in nose assembly, refer to nose assembly data sheet.
 - b) Check for loose Retaining Nut (8)
 - c) Check for piston drift.
- 4 *Tool has piston drift.*
 - a) Loose collet crashing into the front of the anvil, this causes the relief valve to open allowing the piston to drift. Tighten the collet and refer to Fill and Bleed section.
 - b) Worn or damaged Return Pressure Relief Valve in tool, inspect Seat (88), O-ring (72), Back-up Rings (25), Steel Ball (87) and Valve Spring (84). Replace if necessary.
 - c) Worn or damaged Piston Assembly (31); inspect O-ring (33), O-ring (35) and Back-up Rings (99). Replace if necessary.
- 5 *Hydraulic fluid exhausts with air or leaks at base of handle.*
 - a) Worn or damaged Gland Assembly (54): Inspect Variseal (61), O-rings (30, 55 & 56), and Back-up Ring (29). Replace if necessary.
6. *Hydraulic fluid leaks at rear of Pull Piston (11)*
 - a) Worn or damaged Rear Gland (18): Inspect O-rings (14 & 16) and Back-up Rings (15 & 17). Replace if necessary.
7. *Hydraulic fluid leaks at front of Pull Piston (11).*
 - a) Worn or damaged front seal: Inspect Polyseal (10). Replace if necessary.
8. *Pull Piston (11) will not return.*
 - a) Throttle Valve (36) stuck: Lubricate O-rings (37 & 39).
 - b) Throttle Arm (66), Cable (2) or Trigger (3) binding.
9. *Air leaks at air Cylinder Head (49).*
 - a). Worn or damaged O-ring (48): Replace if necessary.

Accessories

Stall Nut (Fig.7)	- 120824
Assembly Bullet (Fig.2)	- 120792
Pintail Bag	- 125655

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Tooling Warranty: Huck warrants that tooling and other items (excluding fasteners, and hereinafter referred as "other items") manufactured by Huck shall be free from defects in workmanship and materials for a period of ninety (90) days from the date of original purchase.

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6150 Kennedy Road Unit 10, Mississauga, Ontario, L5T2J4, Canada.
Telephone (905) 564-4825 FAX (905) 564-1963

Outside USA and Canada

Contact your nearest Huck International Office, see back cover.

In addition to the above repair facilities, there are Authorized Tool Service Centers (ATSC's) located throughout the United States. These service centers offer repair services, spare parts, Service Parts Kits, Service Tools Kits and Nose Assemblies. Please contact your Huck Representative or the nearest Huck office listed on the back cover for the ATSC in your area.



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Commercial Products
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1 Corporate Drive
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800-431-3091
845-331-7300
FAX: 845-334-7333
www.hucktools.com

Alcoa Fastening Systems
Commercial Products
Canada Operations
6150 Kennedy Road, Unit 10
Mississauga, Ontario L5T2J4
Canada
905-564-4825
FAX: 905-564-1963

Alcoa Fastening Systems
Commercial Products
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Avenida Parque Lira. 79-402
Tacubaya Mexico, D.F.
C.P. 11850
FAX: 525-515-1776
TELEX: 1173530 LUKSME

Far East

Alcoa Fastening Systems
Commercial Products
Australia Operations
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Australia 3178
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Europe

Alcoa Fastening Systems
Commercial Products
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