PNEUMATIC CARTON STAPLER MODEL:

MANUAL

WARNING

BEFORE OPERATING THIS STAPLER. ALL OPERATORS SHOULD STUDY THIS MANUAL, TO UNDERSTAND AND FOLLOW THE SAFETY WARNINGS AND INSTRUCTIONS. KEEP THESE INSTRUCTIONS WITH THE STAPLER FOR FUTURE REFERENCE. IF YOU HAVE ANY QUESTION, CONTACT YOUR DISTRIBUTOR.

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TOOL SPECIFICATIONS

MODEL OF TOOL .....

DIMENSIONS （LENGTH x HEIGHT x WIDTH） ..... 340MM x 220MM x 150MM

WEIGHT （WITHOUT FASTENERS） ..... 2.65 KGS

WEIGHT （WITHOUT FASTENERS） ..... 1/4” NPT

COMPRESSED AIR：

MAXIMUM PERMISSIBLE OPERATING PRESSURE ..... 8 KG/Cm^2

RECOMMENDID OPERATING PRESSURE..... 5 KG/Cm^2 – 7 KG/Cm^2

AIR CONSUMPTION..... 0.067 M^3 / MIN (2.4 C.F.M)
WITH 60 STAPLES PER MINUTE
@5.66 KG/CM^2(80 PSI)

STAPLES SPECIFICATION ..... CROWN MM
LENGTH 15MM, 18MM (ADB-19)

STAPLES SPECIFICATION ..... CROWN MM
LENGTH 18MM, 22MM (ADB-22)

STAPLES CAPACITY ..... 100 PCS

THE NOISE LEVELS: (AT THE WORKPLACE, ALWAYS WEAR HEARING PROTECTION EQUIPMENT.)

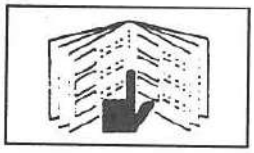
A-EIGHTED SINGLE-EVENT SOUND PRESSURE LEVEL AT OPERATOR’S POSITION: **L Pa, 1s = 89 dBA**

A-WIGHTED SINGLE-EVENT SOUND POWER LEVEL ..... **L WA, 1s = 93 Dba**

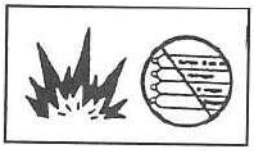
A-WIGHTED SINGLE-EVENT SURFACE SOUND PRESSURE LEVEL ..... **L Pa, 1s,1m=80 dBA**

SAFETY INSTRUCTIONS

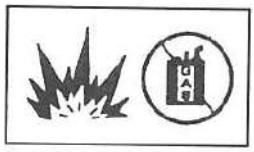
DANGER



1. READ THIS MANUAL AND UNDERSTAND ALL SAFETY INSTRUCTIONS BERORE OPERATION THE TOOL. IF YOU HAVE ANY QUESTIONS , PLEASE CONTACT OUR AU . THORIZED REPRESENTA TIVES .

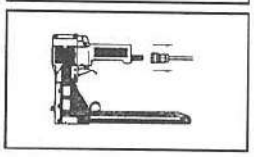


2. NEVER ALLOW TO USE TYPE OF FLAMMABLE GASES OXYGEN AS A POWER SOURCE FOR THE TOOL . USE FILTERED , LUBRICETED , REQULATED , COMPRESSED AIR ONLY .



3. NEVER USE GASOLINE OR OTHER FLAMMABLE LIQUIDS TO CLEAN THE TOOL . VAPORS IN THE TOOL WILL IGNITE BY A SPARK AND CAUSE THE TOOL TO EXPLODE .

4. DO NOT EXCEED MAXIMUM PERMISSIBLE OPERATING PRESSIUE OF THE TOOL（8 kg/cm 2）.

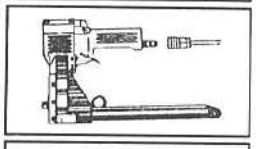


5. DISCONNECT THE TOOL FROM AIR SUPPLY BEFORE CLEANING JAMS , SERVICING , ADJUSTING , AND DURING NON-OPERATION .

WARNING

6. DO NOT PULL THE TRIGGER WHEN CARRYING OR HOLDING THE TOOL . NEVER CARRY THE TOOL BY THE HOSE OR PULL THE HOSE TO MOVE THE TOOL.

7. AT THE WORKPLACE , ALWAYS WEAR THE PROTECTIVE EQUIPMENT SUCH AS SAFETY GLASSES , HEARING PROTECTION AND HEAD PROTECTION .



8. DO NOT USE A CHECK VALVE OR ANY OTHER FITTING WHICH ALLOWS AIR TO REMAIN IN THE TOOL .◦

9. DO NOTPLACE YOUR HAND OR ANY PART OF YOUR BODY IN THE STAPLE CLINCHING AREA OR ADJUSTMENT WINDOW OF THE TOOL WHEN CONNECTING OR DISCONNECTING AIR SUPPLY .

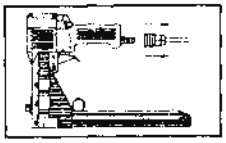
10. NEVER POINT ANY OPERATIONAL DRIVING TOOL AT YOURSELF OR AT ANY OTHER PERSON .

LUBRICATION AND MAINTENANCE

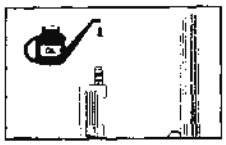
NOTE

- YOUR TOOL REQUIRES LUBRICATION BEFORE YOU USE IT FOR THE FIRST TIME .

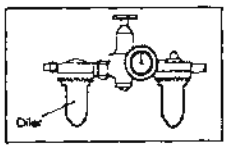
- DISCONNECT THE AIR SUPPLY FROM THE TOOL BEFORE LUBRICATING .



- TURN THE TOOL SO THE INLET IS FACING UP AND PUT ONE DROP OF HIGH SPEED SPINDLE OIL , UNOCAL RX22 , OR 3-IN-1 OIL INTO AIR INLET . NERER USE DETERGENT OIL OR ADDITIVES . OPERATE THE TOOL BRIEFLY AFTER ADDING OIL .



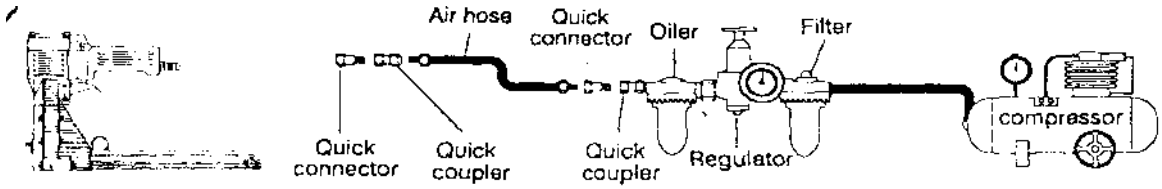
- WIPE OFF EXCESSIVE OIL AT THE EXHAUST , EXCESSIVE IOL WILL DAMAGE ORINGS OF TOOL . IF IN-LINE OILER IS USED. MANUAL LUBRICATION THROUGH THE AIR NILET IS NOT REQUIRED ON A DAILY BASIS .

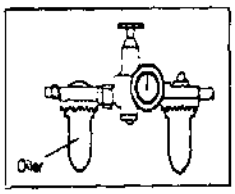


AIR SUPPLY AND CONNECTIONS

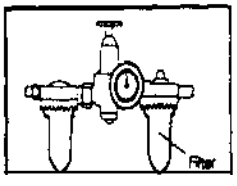
NOTE

THE FOLLOWING ILLUSTRATION SHOWS THE CORRECT MODE OF CONNECTION TO THE AIR SUPPLY SYSTEM WHICH WILL INCREASE THE EFFICIENCY AND USEFUL LIFE OF THE TOOL.



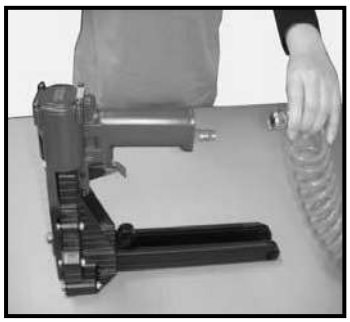


- MANY AIR TOOL USERS FIND IT CONVENIENT TO USE OILER TO HELP PROVIDE OIL CIRCULATION THROUGH TOOL AND INCREASE THE EFFICIENCY AND USEFUL LIFE OF THE TOOL . CHECK IOL LEVEL IN THE OILER DAILY .

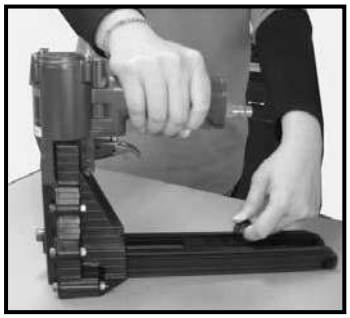


- MANY AIR TOOL USER FIND IT CONVENIENT TO USE A FILTER TO REMOVE LIQUID IMPURITIES WHICH CAN RUST OR WEAR INTERNAL PARLS OF THE TOOL . A FILTER ALSO INCEREASE THE EFFICIENCY AND USEFUL OF THE TOOL . THE FILTER MUST BE CHECKED ON A DAILY BASIS AND IF NECESSARY DRAINED .

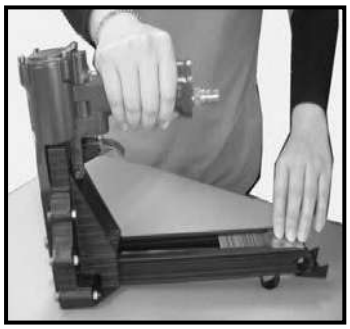
LOADING THE TOOL



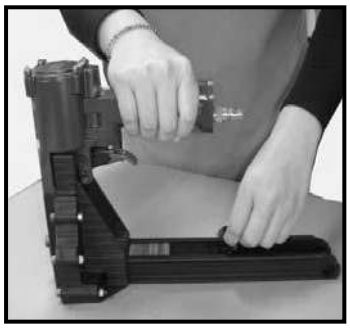
DISCONNECT THE AIR SUPPLY.



PULL PUSHER（036）BACK UNTIL IT STOPS ON PUSHER PIVOTS （032）THEN ROTATE PUSHER（036）TO POSITION .



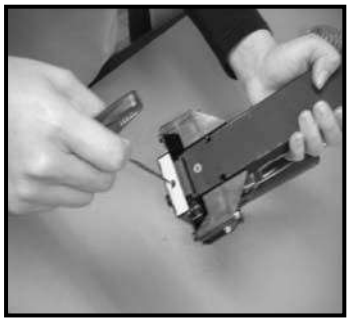
INSERT 2 STICKS OF APPROPRIATE STAPLES INTO THE MAGAZINE（030）FROM BACK . LET THE STICKS SLIDE FORWARD TO THE FRONT OF THE MAGAZINE（036）



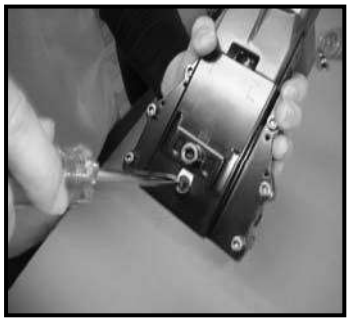
PULL PUSHER（036）BACK TO UPRIGHT POSITION AND GENTLY LET THE PUSHER（036）SLIDE FORWARD AGAINST THE STAPLES . DO NOT LET THE PUSHER（036）SLIDE FORWARD AND STRIKE THE STAPLES AT HIGH SPEED FOR THIS MAY DEFROM THE STAPLES OR DAMAGE THE TOOL .

CHECK STAPLE LEG LENGTH

NOTE：DESCONNECT THE AIR SUPPLY



LOOSEN SET SCRCW（526）WITH 3 ㎜ HEXAGON WRENCH KEY .



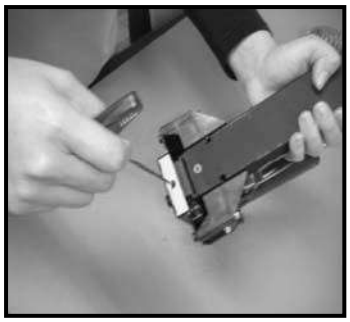
TURN ADJUSTING FOD（018）180° WITH A SCREW DRIVER TO THE DESIRED ADJUSTMENT .

STAPLES LENGTHS	15MM	18MM
ROD POSITION	S / L	L / S

IF WANT TO SHOOT LONG LEG STAPLES. LET “L” ON ADJUSTING ROD（018）UP .

STAPLES LENGTHS	18MM	22MM
ROD POSITION	S / L	L / S

IF WANT TO SHOOT SHORT LEG STAPLES. LET “S” UP .

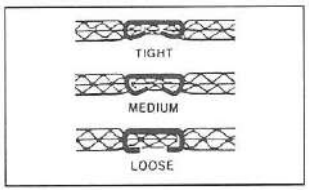


TIGHTEN SET SCREW（526）

CLINCH ADJUSTMENT

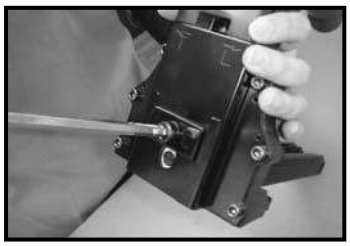
NOTE：DISCONNECT THE AIR SUPPLY

USE ROD（DIA 3 ㎜）OR 2.5 ㎜ HEXAGON WRENCH KEY . TURN COLLAR（006）THROUGH WINDOW CLOCKWISE TO CHINCH .



NOTE：REMOVE ADJUDTING TOOL AFTER ADJUSTMENT IS MADE .

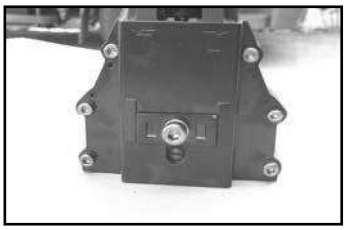
DEPTH ADJUSTMENT



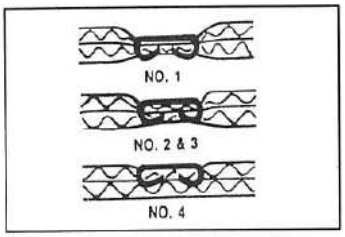
NOTE：DISCONNECT THE AIR SUPPLY

LOOSEN FRONT SCREW（527）WITH 6 ㎜ HEXAGON WRENCH KEY .

PUSH THE BODY（007）UP AND ADJUST TO DESIRED DEPTH .



WHEN TOP EDGE OF ADJUSTMENT PLATE（019）IS AT IT'S HIGHEST SETTING（NO.4）,THE TEETH（021,022）ARE AT THEIR SHALLOWEST PENETRATION . IF SET AT LOWEST SETTING （NO,1）THE TEETH（021,022）ARE AT THEIR DEEPEST PENETRATION .



OPERATING THE TOOL

WARNING

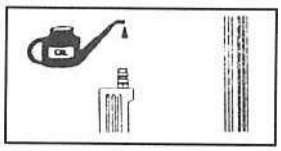
PROTECT YOUR EYES AND EARS . WEAR SAFETY GLASSES WITH SIDE SHIELDS . WEAR HEARING PROTECTION . EMPLOYERS AND USERS ARE RESPONSIBLE FOR ENSURING THE USER OR ANYONE NEAR THE TOOL WEAR THIS SAFETY PROTCETION .

WARNING

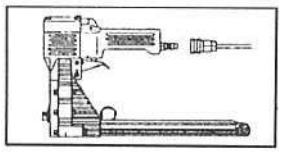
TO PREVENT ACCIDENTAL INJURIES：NEVER , PLACE A HAND OR ANY OTHER PART OF BODY IN STAPLE CLINCHING AREA OT ADJUSTMENT WINDOW . NEVER POINT TOOL TOWARD ANYONE ELSE . NEVER ENGAGE IN HORSEPLAY . ALWAYS HANDLE THE TOOL WITH CARE . NEVER PULL TRIGGER UNLESS TOOL IS IN PLACE OF CARTON.

NOTE

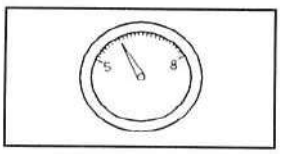
CHECK AND REPLACE ANY DAMAGED OR WORN COMPONENTS ON THE TOOL MUST ALSO BE REPLACED IF THEY ARE NOT LEGIBLE .



ADD A FEW DROPS OF UNOCAL Rx22 OR 3-IN-1 OIL INTO THE AIR INLET .

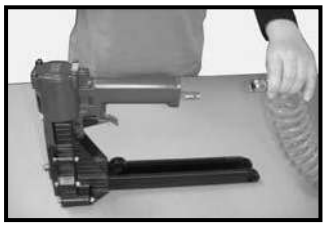


INSTALL A QUICK CONNECT FITTING TO THE TOOL .



REAULATE THE AIR PRESSURE TO IBTAIN 6 kg/cm^2 THE TOOL .

INSERT STAPLES INTO YOUR TOOL FOLLOWING THE INSTRUCTIONS OF LOADING THE TOOL .



RECONNECT THE AIR HOSE TO THE TOOL .

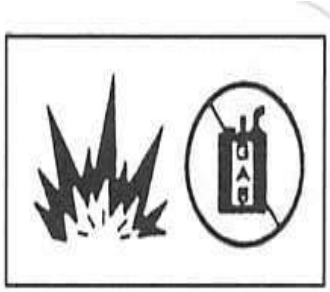
GRASP HANDLE WITH ONE HAND POSITION ON BOX IN LINE WITH THE DESIREDSTAPLE LOCATION . THERE IS A SMALL PROJECTION EITHER SIDE OF THE MAGAZINE SEAT（038）AS AN AID IN LOCATING THE POSITION OF THE STAPLE . （011）

STRONGEST CLOSURE REQUIRES END STAPLES CLOSE TO END OF BOX .

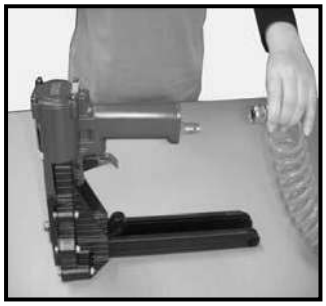
CHECK STAPLE CLINCHING IN SAMPLES OF BOX BOARD BEING USED . ADJUSTMENTS FOR DEPTH OF PENETRATION & TIGHTNESS OF CLINCH ARE EASY & INSTANTANEOUS , FULL ADVANTAGE SHOULD BE TAKEN OF THEM .

CLEANING THE TOOL

DANGER



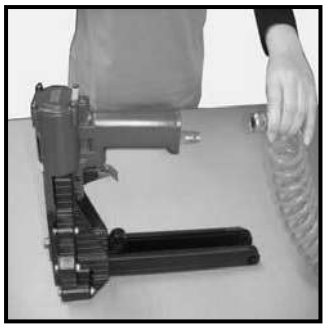
NEVER USE GASOLINE OR OTHER FLAMMABLE LIQUIDS TO CLEAN THE TOOL . VAPORS IN THE TOOL WILL IGNITE BY A SPARK AND CAUSE THE TOOL TO EXPLODE AND RESULT IN DEATH OR SERIOUS PERSONAL INJURY.



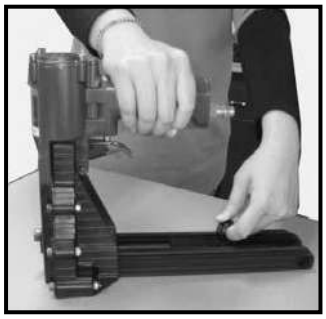
DISCONNECT THE AIR SUPPLY FROM THE TOOL.

REMOVE TAR BUILDUP WITH KEROSENE #2 FUEL OIL OR DIESEL FUEL . DO NOT ALLOW SOLVENT TO GET INTO THE CYLINDER OR DAMAGE MAY OCCUR . DRY OFF THE TOOL COMPLETELY BEFORE USE .

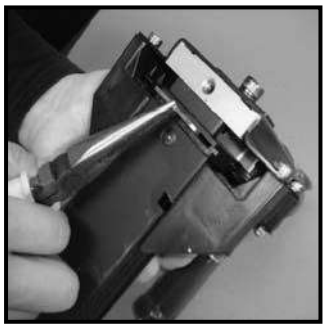
CLEARING A JAM FROM THE TOOL



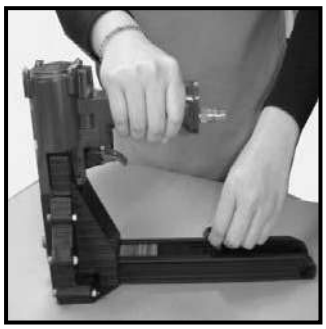
DISCONNECT THE AIR SUPPLY .



PULL PUSHER（036）BACK AND ROTATE TO LOCKED POSITION .



INSERT LONG NOSE PLIERS OR SCREW DRIVER TO CLEAR JAM .



SLOWLY RELEASE PUSHER（036）BACK TO POSITION .

TROUBLESHOOTING

WARNING

STOP USING THE TOOL IMMEDIATELY IF ANY OF THE FOLLOWING PROBLEMS OCCUR . SERIOUS PERSONAL INJURY COULD OCCUR . ANY REPAIRS OR REPLACEMENTS MUST BE DONE BY A QUALIFIED PERSON OR AN AUTHORIZED SERVICE CENTER ONLY .

PROBLEM	CAUSE	REMEDY
AIR LEAKAGE FROM TRIGGER .	O-RING ON VALVE（016）OR ON TUBE（017）ARE DAMAGED .	O-RING MUST BE REPLACED
AIR LEAKAGE FROM EXHAUST PORT .	O-RINGSON VALVE（016）OR ON TUBE（017）ARE DAMAGED .	O-RING MUST BE REPLACED
	PISTON'S O-RING（507）IS DAMAGED .	O-RING MUST BE REPLACED
AIR LEAKAGE RROM CYLINDER（004）.	PISTON ROD PORT（007）O-RING（519）IS DAMAGED .	REPLACE THE O-RING .
SLOW AND SHORT TRAVEL CYCLING	CHECK FOR LOOSEND SCREW（517）AND WEAR OF PARTS（014,009）	POSITION ECCENTRIC PIN（013）AS SHOWN AND TIGHTEN SCREW（517）RECHECK , FOR MAXIMUM EFFICIENCY , SLIGHT ADJUSTMENT OF PIN AT THE POSITION SHOWN MUST BE MADE UPWARD DIRECTION IF SHORT TRAVEL OCCURS AND DOWNWARD DIRECTION IF SLOW CYCLING OCCURS .
EXCESSIVE JAMS：	SLOW AND SHORT TRAVEL CYCLING .	CHECK AS NOTED IN SLOW AND SHORT TRAVEL CYCLING SECTION .
	TEETH SCREWS LOOSE .	TIGHTEN SCREWS
	STAPLE SIZE IS WRONG .	USE THE PROPER SIZE STAPLE
	INSUFFCIENT LUBRICATION	CLEANING AND LUBRICATING SUITABLY .
UNEVEN CLINCH	WRONG STAPLE SIZE	CHECK FOR PROPER LEG LENGTH ADJUSTMENT & CLINCHER SIZE .
UNCLINCHED STAPLE	TEETH（021,022）LOOSE	TIGHTEN TEECH（021,022）
	TEETH（021,022）ARE BROKEN	REPLACE TEECH（021,022）
	SLOW AND SHORT TRAVEL CYCLING .	CHECK AS NOTED IN SLOW AND SHORT TRAVEL CYCLING SECTION .

TEETH REPLACEMENT

NOTE：DISCONNECT THE AIR SUPPLY

LOOSEN SCREWS（530，531）AND NUT（542）WITH 8 ㎜ SPANNER AND 4 ㎜ HEXAGON WRENCH KEY .

REMOVE THE MAGAZINE（030）ASSEMBLY .

LOOSEN SCREWS（532）WITH 3 ㎜ HEXAGON WREM KEY .

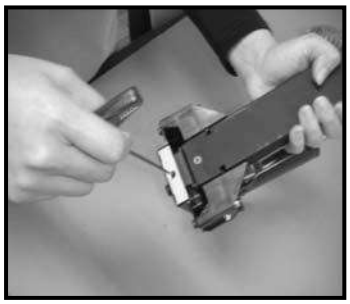
CHANGE TEETH ONE AT A TIME TO PREVENT REVERS TEETH .

DRIVER REPLACEMENT

NOTE：DISCONNECT THE AIR SUPPLY

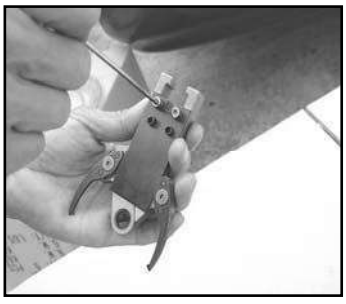
LOOSEN SCREWS(530,531)AND NUT(542)WITH 8 ㎜ SPANNER AND 4 ㎜ HEXAGON WRENCH KEY .

REMOVE THE MAGAZINE ASSEMBLY（030）.



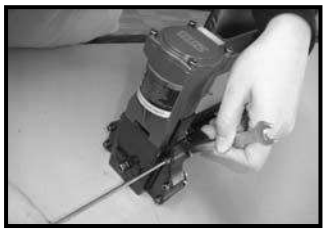
LOOSEN SET SCREW（526）WITH 3 ㎜ HEXAGON WRENCH KEY TO UNLOCK ADJUSTING ROD（018）.

SLIDE LINKAGE MECHANISM AND ADJUSTING ROD（018）SIMULTANEOUSLY FROM COLLAR（006）.



LOOSEN SCREWS（535）WITH 3 ㎜ HEXAGON WRENCH KEY . TAKE OFF THE SPRING PIN（537）WITH HAMMER AND 6 ㎜ STRAIGHT ROD .

PUSHER SPRING REPLACEMENT

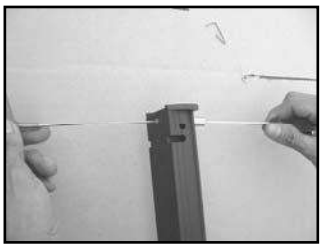


LOOSEN SCREWS（530,531）AND NUT（542）WITH 8 ㎜ SPANNER AND 4 ㎜ HEXAGON WRENCH KEY .

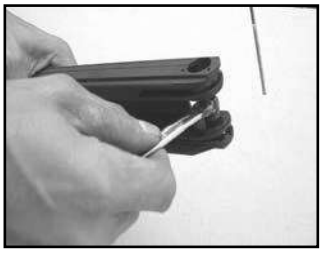
REMOVE THE MAGAZINE ASSEMBLY（030）.

PULL PUSHER（036）BACK UNTIL IT STOPS ON ROD , THEN ROTATE PUSHER TO POSITION .

PUSH THE MAGAZINE SEAT（038）BACK AND TAKE OFF IT FROM MAGAZINE .



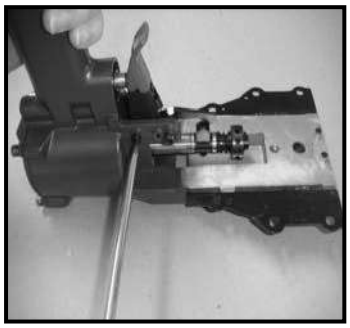
LOOSEN CXREW（540）AND NUT（541）WITH 2.5 ㎜ HEXAGON WRENCH KEY AND 7 ㎜ SOCKET WRINCH .



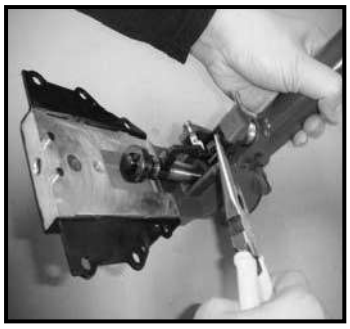
LOOSEN ROD（032）WITH 6 ㎜ OFFSET WRENCH REMOVE PUSHER GUIDES （033）. REMOVE PUSHER（030）

REMOVE SPRING PIN（545）WITH HAMMER AND 4 ㎜ （DIA）STRAIGHT ROD .

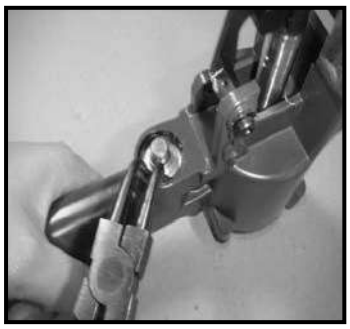
VALVE'S AND TUBE'S O-RINGS REPLACEMENT



LOOSEN SCREWS（513）WITH FLAT SCREW DRIVER .



REMOVE SPRING（012）LONG NOSE PLIERS .

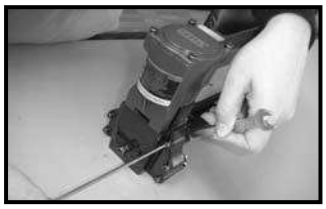


REMOVE C-RING（546）WITH C-RING PLIERS .

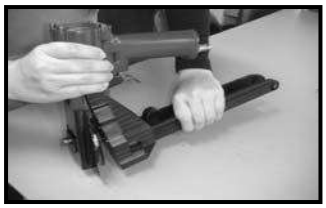
REMOVE VALVE（017）AND TUBE（016）WITH A LONG NOSE PLIERS .

PISTON REPLACEMENT

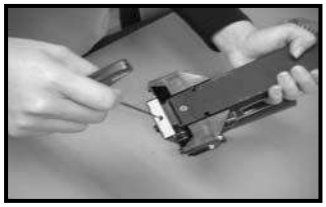
NOTE：DISCONNECT THE AIR SUPPLY



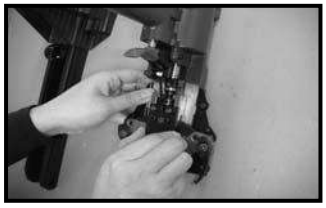
REMOVE SCREWS（530,531）AND NUT（542）WITH 8 ㎜ SPANNER AND 4 ㎜ HEXAGON WRENCH KEY .



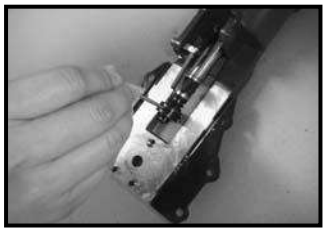
REMOVE THE MAGAZINE ASSEMBLY（030）.



LOOSEN SET SCREW（526）WITH 3 ㎜ HEXAGON WRENCH KEY TO UNLOCK ADJUSTING ROD（018）.



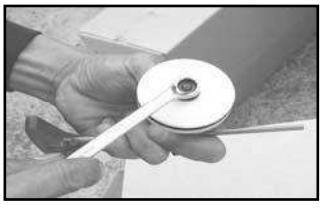
SLIDE LINKAGE MECHANISM AND ADJUSTING ROD（018）SIMULTANEOUSLY FROM COLLAR（006）.



LOOSEN COLLAR（006）WITH 3 ㎜ HEXAGON WRENCH KEY REMOVE SPRING（005）.

LOOSEN SCREW（510）WITH 3 ㎜ HEXAGON WRENCH KEY REMOVE BLOCK（004）THROUGH WINDOW .

LOOSEN SCREWS（501）WITH 3 ㎜ HEXAGON WRENCH KEY .
REMOVE CAP（001）.



REMOVE PISTON ASSEMBLY . LOOSEN NUT（504）WITH 10 ㎜ SPANNER .
REMOVE PISTON（002）AND EXCHANGE A NEW ONE .