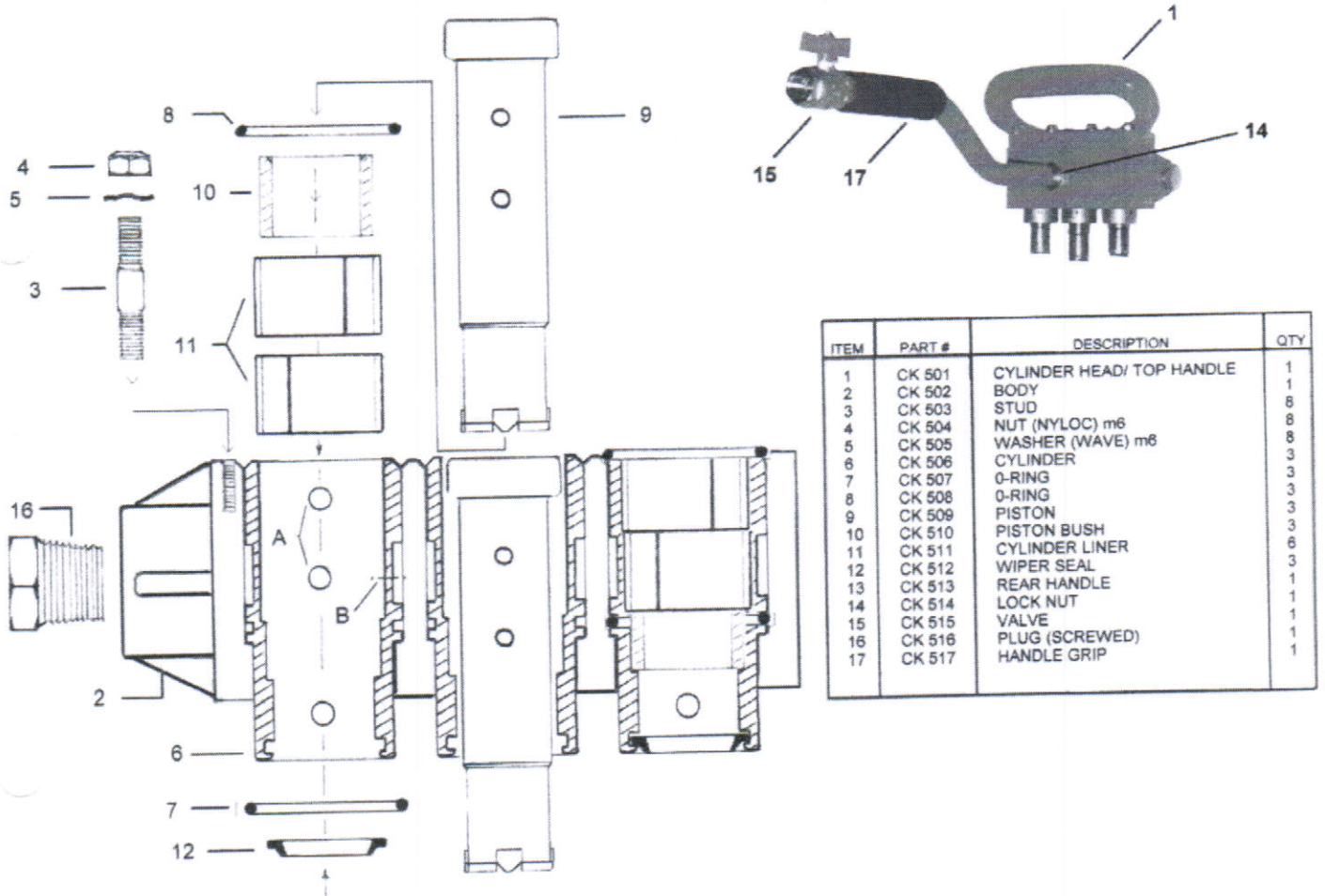


T.P.T CK3 SCABBLER



| ITEM | PART # | DESCRIPTION | QTY |
|------|--------|---------------------------|-----|
| 1 | CK 501 | CYLINDER HEAD/ TOP HANDLE | 1 |
| 2 | CK 502 | BODY | 1 |
| 3 | CK 503 | STUD | 8 |
| 4 | CK 504 | NUT (NYLOC) m6 | 8 |
| 5 | CK 505 | WASHER (WAVE) m6 | 8 |
| 6 | CK 506 | CYLINDER | 3 |
| 7 | CK 507 | O-RING | 3 |
| 8 | CK 508 | O-RING | 3 |
| 9 | CK 509 | PISTON | 3 |
| 10 | CK 510 | PISTON BUSH | 3 |
| 11 | CK 511 | CYLINDER LINER | 6 |
| 12 | CK 512 | WIPER SEAL | 3 |
| 13 | CK 513 | REAR HANDLE | 1 |
| 14 | CK 514 | LOCK NUT | 1 |
| 15 | CK 515 | VALVE | 1 |
| 16 | CK 516 | PLUG (SCREWED) | 1 |
| 17 | CK 517 | HANDLE GRIP | 1 |

CK-3

Spare Parts, Operation, Safety, Maintenance and Service Manual

Read this manual carefully, before operating or servicing this tool.

This new T.P.T model CK-3 scabbler will give long and effective life by following some simple operating, safety and maintenance instructions listed below.

Note: the manufacturer (Timberking Pneumatic Tools) **do not** fit an air inlet coupling/adaptor to the inlet valve of this tool. Fitting of a coupling/adaptor to local O.S.H.A requirements is the responsibility of the purchaser, the thread on this valve is 1/2" B.S.P.P, if in doubt, get advice from your local T.P.T distributor or supplier.

All pneumatic tools require regular and adequate lubrication to prevent excessive wear and ensure efficient operation. Particular attention should be paid to lubrication during the initial running in period of a new tool and each start up of a 'run in' tool. Fit an inline oil mist lubricator in the air line as close to the tool as possible (less than 3 meters).

If a lubricator is not fitted, pour a small amount of air tool lubricant into the air inlet before the start of each shift, use only clean new oil.

Always 'blow out' the airline before connecting to the tool to ensure no dirt or moisture is lying in the hose.

Ensure the air supply is adequate and 6 bar (85 P.S.I) minimum to 8 bar (113 P.S.I) maximum is available at the tool. **Do not exceed maximum pressure.**

Make sure hoses and fittings are in good condition.

When blowing out a hose, ensure the open end is held securely (a free end can whip and cause injury), open the supply air valve carefully and ensure that any particles are ejected safely.

This is a percussive vibrating tool and regular use of this and other hand held power tools may cause hand-arm vibration syndrome (HAVS) Check with your local safety and hazards organisation for preventative measures and symptoms of HAVS.

When operating this machine always wear gloves, safety glasses and hearing protection.

Maintenance and Servicing.

Disconnect tool from air supply before attempting any maintenance or servicing.

Regularly check the tightness of rear handle lock nut, on/off valve and cylinder head studs and nuts.

All wearing parts of the CK-3 are replaceable.

In moderate to severe operating conditions the CK 510 piston bush and CK 512 wiper seal will need to be replaced after approximately 150 hrs and the CK 509 piston and CK 511 cylinder liners at 300 to 400 hours. (estimates only) depending on conditions.

Replacing piston bush CK 510 and wiper seal

1) Remove (8) nuts CK 504 and washers CK 503, remove cylinder head/top handle CK 501 and O-ring seals CK 508, remove pistons CK 509 and press out cylinders CK 506 in same direction pistons were removed and taking care not to damage studs CK 503, pick out wiper seal CK 512, press out piston bush CK 510.

2) Re-assembly. Thoroughly clean piston bush seat in cylinder and lightly smear seat only with a bearing retaining compound (loctite 609 or equivalent)

Thoroughly clean protective coating from new piston bush and using a piston in operating position, press bush into seat. Make sure there is no loctite residue left on exposed inner surfaces.

Replace wiper seal, check air inlet port "B" (see parts diagram) is free from obstruction, reassemble machine in reverse order to section (1).

Replacing cylinder liners. CK 511

3) Strip machine as in section (1), using a pin punch, distort worn liners by punching through holes "A" (see parts diagram) and remove liners, thoroughly clean old loctite etc from liners and piston bush seat in cylinder.

4) Re-assembly.

Position new cylinder liners on cylinder with split in lower cylinder aligned 5 to 10 mm to the left of the centre of holes "A" and split in upper liner 5 to 10 mm to right of centre of holes "A" (see parts diagram).

Lightly smear lower liner with bearing retaining compound and press both liners home, level to top of cylinder only **do not** exert excessive pressure.

Through hole "B" in cylinder, drill a 2.5mm diameter hole through new liner. Thoroughly clean out any swarf from new hole and internal surfaces, fit new piston bush as per section (2), check piston moves easily in new assembly. Lubricate with light air tool or hydraulic oil and re-assemble machine in reverse order to sections (1) and (2).