AMP* Seal Kit 217434–1 for AMP "6–26" Pneumatic Tooling Assemblies

SEAL KIT 217434–1

ITEM	DESCRIPTION	PART NO.†	QTY PER KIT
1	FRICTION RING	BUN 030	1
2	LOCK RING RETAINING RING	US–181	1
3	RETAINING WIRE, Rear End Cap	16WR	1
4	SHAFT RETAINING RING, 10 mm	516039–1	2
5	BORE RETAINING RING, 40 mm	N5000–156	4
6	O–RING, 9.5 mm OD x 1.8 mm	BUN 010	2
7	O–RING, 10 mm OD x 1.5 mm	BUN 7 x 1.5	1
8	O–RING, 14 mm OD x 2 mm	BUN 10 x 2	2
9	O–RING, 40 mm OD x 2 mm	BUN 36 x 2	1
10	O–RING, 40 mm OD x 2.5 mm	BUN 35 x 2.5	5

Cross–Section from Top View of Tooling Assembly

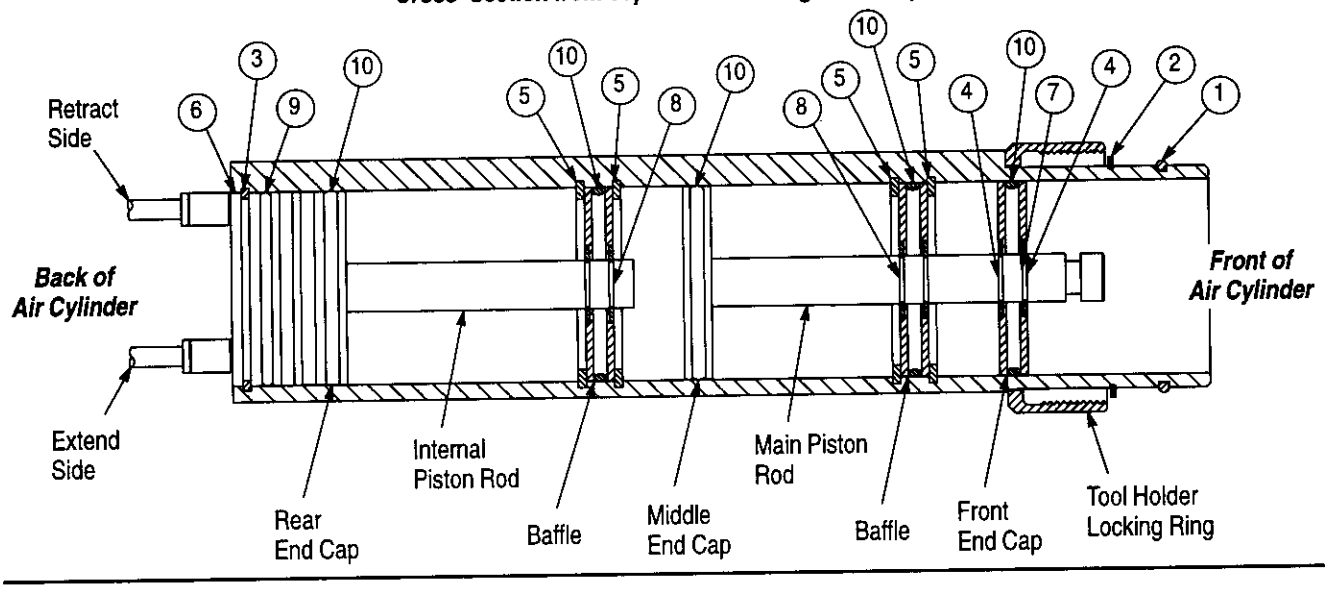


Figure 1

1. INTRODUCTION

AMP Seal Kit 217434–1 consists of a retaining wire, friction ring, and various retaining rings and O–rings (listed in Figure 1) used to replace worn components on AMP "6–26" Pneumatic Tooling Assemblies. For detailed information concerning the pneumatic tooling assemblies, refer to AMP Customer Manual 409–5862.

2. REPLACEMENT PROCEDURE

1. Disconnect the tooling assembly from the main air supply.

2. Remove air lines, tool holder (with crimping head or adapter in place), and cam from the tool according to the instructions packaged with the tooling assembly. If repairing Tooling Assembly 189721–1, remove the hand switch assembly; remove the retaining screw on the end of the switch lever and slide the pivot base out of the channel.

3. Push the tool holder locking ring against the body of the air cylinder to expose the friction ring and lock ring retaining ring; remove the rings.

4. Using a spanner wrench, rotate the rear end cap *clockwise* until the retaining wire is fully exposed. Remove the retaining wire from the end cap.

5. Thread a No.10–32 screw into the rear end cap, and while gripping the screw pull the end cap straight out of the air cylinder.

*Trademark † Manufactured by COMPACT AIR PRODUCTS, INC., Westminster, SC (except Item 4)
LOC B

6. Looking into the back of the air cylinder, push down on the internal piston rod until the main piston rod extends from the front of the air cylinder. Remove the shaft retaining ring from the front of the main piston rod.

7. Connect the air line to a regulator and adjust the air pressure between 103–138 kPa [15–20 psi]. Apply air, without connecting the air line, to the *extend* side of the air cylinder to expel the front end cap from the front of the air cylinder. After the end cap is free, ensure that the air supply is "off."

CAUTION *Do not attempt to use air pressure over 138 kPa [20 psi] as damage to the air cylinder may result.*

DANGER *The front end cap will be expelled with considerable force. Be extremely careful to aim the front of the air cylinder in a direction as to not cause injury or damage.*

Keep fingers away from and never look into the front of the air cylinder when air pressure is applied.

8. Remove the shaft retaining ring from the back of the main piston rod.

9. Using Matco▪ TP34A lock ring pliers, or equivalent (refer to Figure 2), remove the bore retaining ring (located in front of the baffle) from the groove inside the air cylinder.

10. Push down on the main piston rod until the internal piston rod extends from the back of the air cylinder. Lightly tap the main piston rod until the internal piston rod is expelled.

11. Insert a piston and baffle removal tool (refer Figure 2) into the hole in the center of the baffle. Pull the baffle *straight* out of the air cylinder.

NOTE *If the baffle becomes wedged against the inside of the air cylinder, tap around the rim of the baffle to straighten it, then continue tapping while pulling the baffle out.*

12. From the front of the air cylinder, remove the bore retaining ring (located behind the baffle) from the groove.

13. From the back of the air cylinder, remove the bore retaining ring (located in front of the baffle) from the groove.

14. From the front of the air cylinder, remove the baffle, then from the back of the air cylinder, remove the bore retaining ring (located behind the baffle) from the groove.

15. Replace the appropriate O–rings on the end caps, piston rods, and baffles.

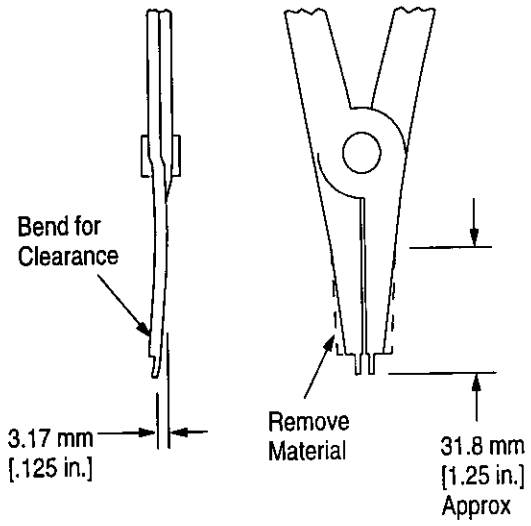
16. Apply a thin coat of Dow Corning 55 Lubricant● to the O–rings.

17. Referring to Figure 1, re–assemble the air cylinder following Steps 1 through 14 *in reverse order.*

CAUTION *The grooves that hold the bore retaining rings each contain an air port hole. Install the rings into the grooves so that these holes are not restricted.*

18. Reconnect the tooling assembly to the main air supply. Cycle the tool, making sure there are no air leaks and that the tool is operating properly.

Modification of Prototype Lock Ring Pliers 392



Piston and Baffle Removal Tool

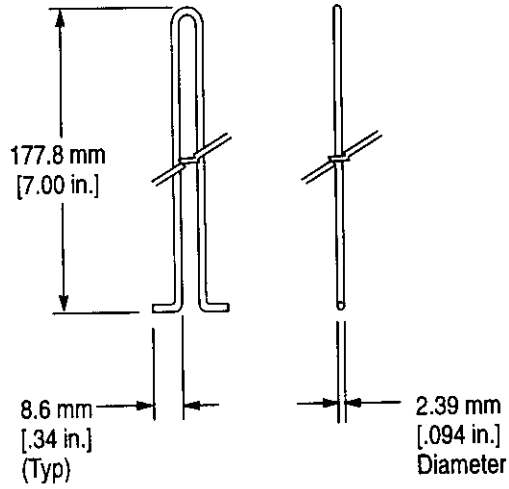


Figure 2

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● Product of Dow Corning Corporation, Midland, MI