INSTRUCTION MANUAL

243

PNEUDRAULIC INSTALLATION TOOL
EU Declaration of Conformity

Manufacturer:
Huck International, Inc., Installation Systems Division, 1 Corporate Drive, Kingston, NY, 12401, USA

Description of Machinery:
Model number 243 fastener installation tool

Relevant provisions complied with:

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, 1998

**Huck Model 243 Sound Power Level**

The sound level of the 243 tool cycling without fastener is

Sound Exposure Level (SEL) = 74.3 dB (A)
Peak Value = 94.2 dB (C)

The noise of the fastener being installed in structure is considered process noise, not tool noise. Sound measurements of simulated process noise are available upon written request from Huck International in Kingston, NY, USA.

**Huck Model 243 Vibration Level**

For an eight hour work day, installing 3000 typical Huck fasteners will result in an equivalent weighted RMS vibration level (Aeq) of 2.04m/s².

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

Equivalent Vibration Level, Aeq (m/s²) = (n/480) x 2.04
where n = number of fasteners in eight hours, and 2.04 (m/s²) = Aeq for 60 seconds.

Test data to support the above information is on file at Huck International, Inc., Kingston, NY, USA. Vibration measurements are frequency weighted in accordance with ISO 8041 (1990).
CONTENTS

EU DECLARATION OF CONFORMITY ........................................... 2

SAFETY ................................................................................. 4

TOOL SPECIFICATIONS ............................................................. 5

PRINCIPLE OF OPERATION ..................................................... 6

PREPARATION FOR USE .......................................................... 7

SERVICING THE TOOL

GENERAL, DAILY & WEEKLY .................................................. 7

DISASSEMBLY ........................................................................... 8-9

ASSEMBLY ............................................................................... 10-11

FILL AND BLEED ................................................................. 12-13

ASSEMBLY DRAWING/PARTS LIST .......................................... 14-15

TROUBLESHOOTING .............................................................. 16

ACCESSORIES ......................................................................... 16

MSDS OF DEXRON III AUTOMATIC TRANSMISSION FLUID ..... 17-18
SAFETY

This instruction manual must be read with particular attention to the following safety guidelines, 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.
**243 Series Tooling**

## TOOL SPECIFICATIONS

- **Stroke:** .562 in (14.27mm)
- **Weight:** 5.36 lbs (2.43kg)
- **Air Pressure:** 90-100 psi
- **Capacity:** 3110 lbs @ 90 psi
- **Speed/Cycles:** 30 per minute
- **Noise Level:** 75 dBA @ 90 psi
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 spindle 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.
The Model 243 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 (1) are recommended. An air supply of 90-100 psi capable of 6.3 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 TEFLO N tape on threads - - use TEFLO N in stick form only. (Huck P/N 503237)
3. Set air pressure on regulator to 90-100 psi.
4. Attach optional Air Hose (Huck part number 115436), supplied with tool, to air inlet connector.
5. Connect air hose to tool.
6. Cycle tool a few times by depressing and releasing trigger.

**NOTES:**
1. Air quick disconnect fittings and air hoses are not available from Huck International, Inc.
2. On old style nose assemblies with lock collars, VIBRA-TITE should be used on collet threads, since there is no staking hole provided on the 243 pull piston. 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 lit 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 243KIT** includes consumable parts and should be available at all times. Other components, as experience dictates, should also be available.

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

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. Attach Nose Assembly per Nose Assembly Data Sheet.
11. Connect air hose to tool and install fastener(s) in test plate of proper thickness with proper size holes. Inspect fastener(s).

**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.
MODEL 243 DISASSEMBLY/ASSEMBLY

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.

DISASSEMBLY (Refer to Figures 1-3 and 9 and Parts List on page 15.)

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 nose assembly. Follow instructions on Nose Assembly Data sheet.

3. Insert Fill Tool, P/N 112465 through reservoir housing and screw into Reservoir Plunger (70) locking it in the out position (Fig1).

4. Unscrew Cap Screws (66) with 5/32 hex key. Carefully lift Head straight up from Handle (1), remove Pull Gland Assembly (28) and Return Gland Assembly (24) from separated head and handle assemblies (Fig1).

5. Unscrew Plug (82) of return Pressure Relief Valve from front of head. Remove Spring (81), Valve Guide (79), Sleeve (80) and Steel Ball (78). A small magnet is helpful (Fig1).

6. Unscrew Bleed Plug (38). Hold over waste oil container and release fill tool slowly (Fig1).

7. Unscrew Housing/Spacer Assembly (67) from head. Remove two Springs (68). Slide Reservoir Plunger (70) from head. Remove spacer and Quad-Ring (69), a pick may be used to remove the Quad-Ring (Fig1).

8. Unscrew Plug (75) of reservoir check valve from side of head. Remove Spring (74), Check Valve Guide (73) and Stainless Steel Ball (72) (Fig1).

9. Pintail Deflector (21) can be pulled off deflector tube at rear of Piston. (Fig. 1 & 9)

10. Unscrew End Cap (21) from Head, Plug, & Seat Assy (15) with 1 9/16 open end wrench. (Figs 1 & 9)

11. Place Spacer (123112-2) on piston and thread on Piston Assembly Tool (123111-2) onto piston. Tap or press piston assembly out of head. (Fig. 2)

NOTE: Piston will push out front and rear gland assembly.

12. Remove Nose Adapter (11) from front of Head, Plug & Seat Assembly (6). (Figs. 1 & 9)
DISASSEMBLY (continued)

13. If Seat (71) is damaged, contact your Huck representative. If Seat Assembly (76) is damaged, it can be removed by using Seat Removal Tool (126136) optionally available.  
**NOTE**: Seats should not be reused. They should be replaced.

14. With a small punch and hammer, drive Roll Pin (4) that retains the Trigger (5) from the Handle (1). Remove Trigger Pin (3). Remove ball cable end from Throttle Arm (65) and pull Cable Assembly (2) out of Handle (1). (Fig. 3)

15. Remove Pivot Screw (61) and Lever Guard (86) from Throttle Arm (65). Remove Throttle Arm. Pull Throttle Valve (64) out of Cylinder. Remove Spring (62) (Fig3).

16. Remove Bleed Plug (38) from handle (Fig3).

17. Hold tool inverted in vice. Unscrew three Button Head Screws (52) with 1/8 hex key (Fig3).

18. Remove Bottom Plate (51), Gasket (54) and Muffler (50) (Fig3).

19. Remove Retaining Ring (55) from Cylinder Assembly (48) (Fig3).

20. Install Screws (52) into Cylinder Head (49). Carefully pry under screws to remove cylinder head.

21. Push Air Piston all the way down in Cylinder, lay tool on its side. Hold Locknut (53) with a 9/16 socket and extension and with 7/64 hex key, remove Piston Screw (36).

22. Grip Locknut (53) under Air Piston with pliers and pull Piston and Rod assembly from Handle and Cylinder assembly.  
**CAUTION**: Care must be taken not to scratch piston rod or cylinder during removal.

24. Turn Cylinder and Handle upside down and secure in a vise.

25. With a 1 3/8 socket and extension, remove Gland Assembly (40). Handle and Cylinder will now separate (Fig3).

**CAUTION**: A plastic or wooden drift must be used to avoid damaging the handle bore.

27. Remove Swivel Assembly (83) from Cylinder. Swivel Assembly may be disassembled to replace Seals (31 & 84) if necessary. (Fig. 9)

28. To remove Polyseal (45) from Gland Assembly (40), Remove Retaining Ring (46) and Spacer (42). (Fig. 9)
ASSEMBLY (See Figures 4 thru 7 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 243KIT. 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, install Piston (33) with O-ring (35) and Back-up Rings (34) in place in handle. *Press in from bottom of handle to avoid Damaging seals. (Fig. 4)

2. Place Cylinder Assembly (48) on handle with Timing Pin (87) positioned in matching hole. Assemble Gland Assembly (40) (See Fig. 9). Screw complete Gland Assembly into Handle. Torque to 75-80 ft. lbs. using a 1 3/8 socket wrench. (Fig 5)

3. Push Piston Rod (60) through Air Piston (58) from flat side. Drop Washer (59) over threaded end of Piston Rod, and screw Locknut (53) onto rod. Hold hex of rod with 9/16 wrench, and torque nut using 9/16 socket to 28 - 32 ft. lbs. (Fig 5).

CAUTION: Do not scratch Piston Rod.

4. Push assembled Air Piston and Piston Rod into Air Cylinder and Gland Assembly (40) until it stops. Push Screw (36) with O-ring (37) in place through hydraulic Piston (33) and screw into top of Piston Rod. Hold Locknut (53) with 9/16 socket and extension and torque Screw (36) using 7/64 hex key to 55 - 60 in. lbs.

5. Push Cylinder Head (49) with O-ring (56) in place squarely into Cylinder (48). Install Retaining Ring (55). (Fig. 6)

6. Hold handle in vise with bottom facing up. Position Muffler (50) on center of Cylinder Head (49), Place Gasket (54) on Cylinder Assembly (48), place Bottom Plate (51) on top of Gasket and secure with 3 Button Head Screws (52) using 1/8 hex key. (Fig. 6)

7. Turn tool upright. Drop Spring (62) into Throttle Valve hole in Cylinder. Push Throttle Valve (64) with O-rings (63) in place into Cylinder. (Fig. 6)

8. Assemble Trigger (5), Cable Assembly (2) and Trigger Pin (3) together and slide cable into Handle (1). Align hole in Trigger and hole in handle ears and install Roll Pin (4) with a hammer and punch. (Fig. 6)

9. Slide Throttle Arm (65) onto ball end of Throttle Cable. Swing arm until other end fits over throttle valve. Place Lever Guard (86) over Throttle Arm and install Pivot Screw (61) through Throttle Arm. Tighten with 5/32 hex key.
10. Install Swivel Assembly (83) in Cylinder Assembly (48). (Fig. 9)

11. If Air Hose 115436 was removed, reinstall in Swivel Assembly.

12. If Seat Assembly (76) is being replaced push in seat and seal assembly using soft drift taking care not to damage ball seat surface. (Fig. 9)

13. Assemble hydraulic Piston (10) with new O-ring (17) and two new Back-up Rings (18) in place. Lubricate with LUBRIPLATE or PARKER SUPER-O-LUBE. (Fig. 9)

14. Install Nose Adapter (11) on front of head. (Use VIBRA-TITE Huck P/N 505125 on threads). Torque to 50-60 ft. lbs. (Fig. 7)

15. Assemble Front Gland (13), Gland Cap (12), Back-up Ring (14), O-ring (15) and Polyseal (16). Thread Piston Assembly Tool 123111-2 onto Piston (10). Slide complete Front Gland Assembly and Wiper Seal (7) over Piston Assembly Tool onto Piston. (Fig. 7)

16. Press entire piston and gland assembly into head. Remove Piston Assembly Tool from piston. (Fig. 7)

17. Place Seals (19) and (23) on Rear Gland (22). Push complete assembly into head and screw in End Cap (20), and torque to 50 - 60 ft. lbs. (Fig. 9)

18. Install Quad-Ring (69) and Spacer. Slide Reservoir Plunger (70) in. Install two Springs (68). Screw Housing/Spacer Assembly into head. (Fig. 1)

19. Push Pintail Deflector (21) onto rear of Piston (10). (Fig. 1 & 9)

20. Place O-ring (39) on Plug (38) and screw assembly into Handle (1). (Fig. 6)

21. Install Pull (28) and Return (24) Gland Assemblies in handle. Push head down on glands. Place tool in a vise Head down and install 4 Screws (66). (Fig. 6 & 9)

22. Tool is now completely assembled except for relief and check valves. See fill and bleed procedure for replacement of valve components.
**Fill and Bleed** *(Figure 8)*

**Equipment Required:**
- Shop airline with 90-100 psi max.
- Air regulator
- Fill Bottle 120337 (supplied with tool).
- Fill Tool Assy 112465
- Large flat blade screwdriver
- Stall Nut 124090

**Preparation:**
1. Install air regulator in airline and set pressure to 20-40 psi.
2. Fill bleed bottle almost full of DEXRON III - ATF (AUTOMATIC TRANSMISSION FLUID), or equivalents. Refill tool only when red line on plunger drops below the red line on the reservoir housing or when tool is rebuilt.

**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.

**Step 2**
Remove Relief Valve and Check Valve plugs, guides, springs and balls from ports in head. Reinstall Plug (82) and sleeve (80) in head in Relief Valve port (front of tool).

**Step 3**
Screw retaining nut onto Head Assembly. Screw Stall Nut 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.

**Step 4**
Attach the 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.

**Step 5**
Install fill bottle in head fill port (check Valve hole)

![FIG. 7a](image)

**Step 6**
Connect tool to shop air 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. When cycling tool, always hold bottle up as shown in Figure 8 to prevent drawing in air from empty part of bottle.

**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 (72), Check Valve Guide (73) and Spring (74). Replace the Plug (75).

**Step 9**
Turn tool so front of head faces you and remove the relief valve Plug (82). Prior to removing Plug (82), 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. Install relief valve Ball (78), Guide (79), Sleeve (80) and Spring (81). Replace the Plug (82). After installing Plug (82), unscrew it approximately 1/4 turn to relieve excess hydraulic fluid, then re-tighten.

**Step 10**
Unlock Fill Tool and check Reservoir red line. At this point cycle the tool the with Stall Nut attached and retaining nut locked in the full forward position ("Dead Stall"). Reservoir should not drop below the red line on the reservoir housing.

**Step 11**
Re-lock the fill tool. Lay tool on its left side and remove Plug (38). Top off reservoir by placing a few drops of oil in hole and waiting for air bubbles to escape. Push a pin or a scribe into hole to check for trapped air bubbles. Replace plug.

**WARNING:** Air pressure MUST be set to 20 to 40 psi to prevent possible injury from high pressure spray. If plug (75) is removed, fill bottle must be in place before cycling tool.

**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.**
FILL AND BLEED (continued)

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. Install a nose assembly and pull several fasteners to test function. (Fig. 8)
<table>
<thead>
<tr>
<th>ITEM</th>
<th>PART NO.</th>
<th>DESCRIPTION</th>
<th>QTY.</th>
<th>ITEM</th>
<th>PART NO.</th>
<th>DESCRIPTION</th>
<th>QTY.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>125550</td>
<td>Handle</td>
<td>1</td>
<td>46</td>
<td>505939</td>
<td>Retaining Ring</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>116404-1</td>
<td>Cable Assembly</td>
<td>1</td>
<td>47</td>
<td>500812</td>
<td>O-Ring</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>505496</td>
<td>Dowel Pin</td>
<td>1</td>
<td>48</td>
<td>125471</td>
<td>Cylinder Assembly</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>500621</td>
<td>Pin</td>
<td>1</td>
<td>49</td>
<td>111959-2</td>
<td>Cylinder Head</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>124333-1</td>
<td>Trigger</td>
<td>1</td>
<td>50</td>
<td>115554-2</td>
<td>Muffler</td>
<td>1</td>
</tr>
<tr>
<td>6</td>
<td>125535</td>
<td>Head, Seat, &amp; Plug Assembly</td>
<td>1</td>
<td>51</td>
<td>116585-2</td>
<td>End Cap</td>
<td>1</td>
</tr>
<tr>
<td>7</td>
<td>505817</td>
<td>Wiper Seal</td>
<td>1</td>
<td>52</td>
<td>504127</td>
<td>Screw</td>
<td>3</td>
</tr>
<tr>
<td>8</td>
<td>111795</td>
<td>Retaining Nut</td>
<td>1</td>
<td>53</td>
<td>505420</td>
<td>Locknut</td>
<td>1</td>
</tr>
<tr>
<td>9</td>
<td>120588</td>
<td>Stop</td>
<td>1</td>
<td>54</td>
<td>126941</td>
<td>Gasket</td>
<td>1</td>
</tr>
<tr>
<td>10</td>
<td>125885</td>
<td>Piston</td>
<td>1</td>
<td>55</td>
<td>506878</td>
<td>Retaining Ring</td>
<td>1</td>
</tr>
<tr>
<td>11</td>
<td>125537</td>
<td>Nose Adapter</td>
<td>1</td>
<td>56</td>
<td>500864</td>
<td>O-Ring</td>
<td>1</td>
</tr>
<tr>
<td>12</td>
<td>122432</td>
<td>Gland Cap</td>
<td>1</td>
<td>57</td>
<td>501451</td>
<td>QUAD Ring</td>
<td>1</td>
</tr>
<tr>
<td>13</td>
<td>125538</td>
<td>Front Gland</td>
<td>1</td>
<td>58</td>
<td>123753-1</td>
<td>Piston</td>
<td>1</td>
</tr>
<tr>
<td>14</td>
<td>501113</td>
<td>Back-up Ring</td>
<td>1</td>
<td>59</td>
<td>506493</td>
<td>Washer</td>
<td>1</td>
</tr>
<tr>
<td>15</td>
<td>500819</td>
<td>O-Ring</td>
<td>1</td>
<td>60</td>
<td>125561</td>
<td>Piston Rod</td>
<td>1</td>
</tr>
<tr>
<td>16</td>
<td>505818</td>
<td>Polyseal</td>
<td>1</td>
<td>61</td>
<td>125118</td>
<td>Pivot Screw</td>
<td>1</td>
</tr>
<tr>
<td>17</td>
<td>507401</td>
<td>O-Ring</td>
<td>1</td>
<td>62</td>
<td>116272</td>
<td>Spring</td>
<td>1</td>
</tr>
<tr>
<td>18</td>
<td>501142</td>
<td>Back-up Ring</td>
<td>2</td>
<td>63</td>
<td>507396</td>
<td>O-Ring</td>
<td>3</td>
</tr>
<tr>
<td>19</td>
<td>507400</td>
<td>Polyseal</td>
<td>1</td>
<td>64</td>
<td>125467-2</td>
<td>Throttle Valve</td>
<td>1</td>
</tr>
<tr>
<td>20</td>
<td>125545</td>
<td>End Cap</td>
<td>1</td>
<td>65</td>
<td>123754-1</td>
<td>Throttle Arm</td>
<td>1</td>
</tr>
<tr>
<td>21</td>
<td>124211</td>
<td>Pintail Deflector</td>
<td>1</td>
<td>66</td>
<td>500062</td>
<td>Screw</td>
<td>4</td>
</tr>
<tr>
<td>22</td>
<td>125543</td>
<td>Rear Gland</td>
<td>1</td>
<td>67</td>
<td>112403</td>
<td>Housing &amp; Spacer Assembly</td>
<td>1</td>
</tr>
<tr>
<td>23</td>
<td>500820</td>
<td>O-Ring</td>
<td>1</td>
<td>68</td>
<td>505864</td>
<td>Spring</td>
<td>2</td>
</tr>
<tr>
<td>24</td>
<td>125555</td>
<td>Return Gland Assembly</td>
<td>1</td>
<td>69</td>
<td>501408</td>
<td>QUAD Ring</td>
<td>1</td>
</tr>
<tr>
<td>25</td>
<td>125554</td>
<td>Gland Housing</td>
<td>1</td>
<td>70</td>
<td>112405</td>
<td>Reservoir Plunger</td>
<td>1</td>
</tr>
<tr>
<td>26</td>
<td>500776</td>
<td>O-Ring</td>
<td>3</td>
<td>71</td>
<td>111139</td>
<td>Seat</td>
<td>1</td>
</tr>
<tr>
<td>27</td>
<td>501082</td>
<td>Back-up Ring</td>
<td>6</td>
<td>72</td>
<td>502929</td>
<td>Ball 3/16&quot;</td>
<td>1</td>
</tr>
<tr>
<td>28</td>
<td>125553</td>
<td>Pull Gland Assembly</td>
<td>1</td>
<td>73</td>
<td>111067</td>
<td>Guide</td>
<td>1</td>
</tr>
<tr>
<td>29</td>
<td>125552</td>
<td>Gland Housing</td>
<td>1</td>
<td>74</td>
<td>100874</td>
<td>Spring</td>
<td>1</td>
</tr>
<tr>
<td>30</td>
<td>501085</td>
<td>Back-up Ring</td>
<td>1</td>
<td>75</td>
<td>111068</td>
<td>Plug</td>
<td>1</td>
</tr>
<tr>
<td>31</td>
<td>500779</td>
<td>O-Ring</td>
<td>3</td>
<td>76</td>
<td>126134</td>
<td>Seat Assembly</td>
<td>1</td>
</tr>
<tr>
<td>32</td>
<td>118865</td>
<td>Piston Assembly</td>
<td>1</td>
<td>77</td>
<td>505446</td>
<td>O-Ring</td>
<td>2</td>
</tr>
<tr>
<td>33</td>
<td>117774</td>
<td>Piston</td>
<td>1</td>
<td>78</td>
<td>502506</td>
<td>Ball 5/32&quot;</td>
<td>1</td>
</tr>
<tr>
<td>34</td>
<td>501084</td>
<td>Back-up Ring</td>
<td>2</td>
<td>79</td>
<td>120128</td>
<td>Ball Guide</td>
<td>1</td>
</tr>
<tr>
<td>35</td>
<td>503768</td>
<td>O-Ring</td>
<td>1</td>
<td>80</td>
<td>120127</td>
<td>Sleeve</td>
<td>1</td>
</tr>
<tr>
<td>36</td>
<td>117773</td>
<td>Screw</td>
<td>1</td>
<td>81</td>
<td>507403</td>
<td>Spring</td>
<td>1</td>
</tr>
<tr>
<td>37</td>
<td>500773</td>
<td>O-Ring</td>
<td>1</td>
<td>82</td>
<td>114530</td>
<td>Plug</td>
<td>1</td>
</tr>
<tr>
<td>38</td>
<td>100309</td>
<td>Plug</td>
<td>2</td>
<td>83</td>
<td>507164</td>
<td>Swivel Assembly</td>
<td>1</td>
</tr>
<tr>
<td>39</td>
<td>505438</td>
<td>O-Ring</td>
<td>3</td>
<td>84</td>
<td>500778</td>
<td>O-Ring</td>
<td>1</td>
</tr>
<tr>
<td>40</td>
<td>125557</td>
<td>Gland Assembly</td>
<td>1</td>
<td>85</td>
<td>506576</td>
<td>Plug &amp; Gasket Assembly</td>
<td>1</td>
</tr>
<tr>
<td>41</td>
<td>126311</td>
<td>Gland</td>
<td>1</td>
<td>86</td>
<td>125116</td>
<td>Guard</td>
<td>1</td>
</tr>
<tr>
<td>42</td>
<td>123904</td>
<td>Spacer</td>
<td>1</td>
<td>87</td>
<td>505496</td>
<td>Timing Pin</td>
<td>1</td>
</tr>
<tr>
<td>43</td>
<td>500786</td>
<td>O-Ring</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>44</td>
<td>501074</td>
<td>QUAD Ring</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>45</td>
<td>506611</td>
<td>Polyseal</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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 (63), worn or damaged.
   c) Throttle valve Cable Assembly (2) is broken.

2 Tool does not complete fastener installation and break pintail.
   a) Air pressure too low
   b) Air Piston Quad-Ring (57) 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 (68) 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 Assembly (76), O-ring (26), Back-up Rings (27), Steel Ball (78) and Valve Spring (81). Replace if necessary.
   c) Worn or damaged Piston Assembly (32); Inspect O-ring (35), O-ring (37) and Back-up Rings (34). Replace if necessary.

5 Hydraulic fluid exhausts with air or leaks at base of handle.
   a) Worn or damaged Gland Assembly (40); Inspect Polyseal (45), O-rings (43 & 47) and Quad-Ring (44). Replace if necessary.

6. Hydraulic fluid leaks at rear of Pull Piston (10)
   a) Worn or damaged Rear Gland (22), inspect Polyseal (19) and O-ring (23). Replace if necessary.

7. Hydraulic fluid leaks at front of Pull Piston (10).
   a) Worn or damaged Front Gland (13); Inspect Polyseal (16), O-ring (15) and Back-up Ring (14). Replace if necessary.

8. Pull Piston (10) will not return.
   a) Throttle Valve (64) stuck; Lubricate O-rings (63).
   b) Throttle Arm (65), Cable Assembly (2) or Trigger (5) binding.

9. Air leaks at air Cylinder Head (49).
   a). Worn or damaged O-ring (56). Replace if necessary.

ACCESSORIES

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Part Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fill and Bleed Bottle</td>
<td>120337</td>
</tr>
<tr>
<td>Fill Tool Assy for reservoir</td>
<td>112465</td>
</tr>
<tr>
<td>Stall Nut</td>
<td>124090</td>
</tr>
<tr>
<td>Seat Removal Tool</td>
<td>126136</td>
</tr>
<tr>
<td>Air Hose</td>
<td>115436</td>
</tr>
<tr>
<td>Pintail Bottle Attachment Kit</td>
<td>126367</td>
</tr>
<tr>
<td>Pintail Collection Bag</td>
<td>125655</td>
</tr>
<tr>
<td>Pintail Tube (for -05 fastener)</td>
<td>100534-1</td>
</tr>
<tr>
<td>Retaining Nut (for “Jiffy” style noses)</td>
<td>125412</td>
</tr>
<tr>
<td>Piston Assembly Tool Kit</td>
<td>123110-11</td>
</tr>
<tr>
<td>Includes:</td>
<td></td>
</tr>
<tr>
<td>Piston Assembly Tool (Fig. 2)</td>
<td>123111-2</td>
</tr>
<tr>
<td>Spacer (Fig. 2)</td>
<td>123112-2</td>
</tr>
<tr>
<td>Service Tool Kit</td>
<td>120352-244</td>
</tr>
<tr>
<td>Includes:</td>
<td></td>
</tr>
<tr>
<td>Fill and Bleed Bottle (Fig.8)</td>
<td>120337</td>
</tr>
<tr>
<td>Fill Tool for reservoir (Fig.8)</td>
<td>112465</td>
</tr>
<tr>
<td>Stall Nut (Fig.8)</td>
<td>124090</td>
</tr>
<tr>
<td>Service Kit</td>
<td>243KIT</td>
</tr>
<tr>
<td>Head Assy to convert to 243OS</td>
<td>125952</td>
</tr>
</tbody>
</table>
LIMITED WARRANTIES

**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.

**Warranty on “non standard or custom manufactured products”:** With regard to non-standard products or custom manufactured products to customer's specifications, Huck warrants for a period of ninety (90) days from the date of purchase that such products shall meet Buyer's specifications, be free of defects in workmanship and materials. Such warranty shall not be effective with respect to non-standard or custom products manufactured using buyer-supplied molds, material, tooling and fixtures that are not in good condition or repair and suitable for their intended purpose.

**THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE HEREOF. HUCK MAKES NO OTHER WARRANTIES AND EXPRESSLY DISCLAIMS ANY OTHER WARRANTIES, INCLUDING IMPLIED WARRANTIES AS TO MERCHANTABILITY OR AS TO THE FITNESS OF THE TOOLING, OTHER ITEMS, NONSTANDARD OR CUSTOM MANUFACTURED PRODUCTS FOR ANY PARTICULAR PURPOSE AND HUCK SHALL NOT BE LIABLE FOR ANY LOSS OR DAMAGE, DIRECTLY OR INDIRECTLY, ARISING FROM THE USE OF SUCH TOOLING, OTHER ITEMS, NONSTANDARD OR CUSTOM MANUFACTURED PRODUCTS OR BREACH OF WARRANTY OR FOR ANY CLAIM FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES.**

Huck's sole liability and Buyer's exclusive remedy for any breach of warranty shall be limited, at Huck's option, to replacement or repair, at FOB Huck's plant, of Huck manufactured tooling, other items, nonstandard or custom products found to be defective in specifications, workmanship and materials not otherwise the direct or indirect cause of Buyer supplied molds, material, tooling or fixtures. Buyer shall give Huck written notice of claims for defects within the ninety (90) day warranty period for tooling, other items, nonstandard or custom products described above and Huck shall inspect products for which such claim is made.

**Tooling, Part(s) and Other Items not manufactured by Huck.**

**HUCK MAKES NO WARRANTY WITH RESPECT TO THE TOOLING, PART(S) OR OTHER ITEMS MANUFACTURED BY THIRD PARTIES. HUCK EXPRESSLY DISCLAIMS ANY WARRANTY EXPRESSED OR IMPLIED, AS TO THE CONDITION, DESIGN, OPERATION, MERCHANTABILITY OR FITNESS FOR USE OF ANY TOOL, PART(S), OR OTHER ITEMS THEREOF NOT MANUFACTURED BY HUCK. HUCK SHALL NOT BE LIABLE FOR ANY LOSS OR DAMAGE, DIRECTLY OR INDIRECTLY, ARISING FROM THE USE OF SUCH TOOLING, PART(S) OR OTHER ITEMS OR BREACH OF WARRANTY OR FOR ANY CLAIM FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES.**

The only warranties made with respect to such tool, part(s) or other items thereof are those made by the manufacturer thereof and Huck agrees to cooperate with Buyer in enforcing such warranties when such action is necessary.

Huck shall not be liable for any loss or damage resulting from delays or nonfulfillment of orders owing to strikes, fires, accidents, transportation companies or for any reason or reasons beyond the control of the Huck or its suppliers.

**Huck Installation Equipment**

Huck International, Inc. reserves the right to make changes in specifications and design and to discontinue models without notice.

Huck Installation Equipment should be serviced by trained service technicians only.

Always give the Serial Number of the equipment when corresponding or ordering service parts.

Complete repair facilities are maintained by Huck International, Inc. Please contact one of the offices listed below.

**Eastern**
One Corporate Drive
Kingston, New York 12401-0250
Telephone (845) 331-7300 FAX (845) 334-7333

**Canada**
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.
A Global Organization
Alcoa Fastening Systems (AFS) maintains company offices throughout the United States and Canada, with subsidiary offices in many other countries. Authorized AFS distributors are also located in many of the world's industrial and Aerospace centers, where they provide a ready source of AFS fasteners, installation tools, tool parts, and application assistance.

<table>
<thead>
<tr>
<th>Americas</th>
<th>Far East</th>
<th>Europe</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alcoa Fastening Systems</strong></td>
<td><strong>Alcoa Fastening Systems</strong></td>
<td><strong>Alcoa Fastening Systems</strong></td>
</tr>
<tr>
<td><strong>Aerospace Products</strong></td>
<td><strong>Commercial Products</strong></td>
<td><strong>Commercial Products</strong></td>
</tr>
<tr>
<td><strong>Kingston Operations</strong></td>
<td><strong>Commercial Products</strong></td>
<td><strong>Commercial Products</strong></td>
</tr>
<tr>
<td><strong>Tucson Operations</strong></td>
<td><strong>Canada Operations</strong></td>
<td><strong>United Kingdom Operations</strong></td>
</tr>
<tr>
<td>3724 East Columbia</td>
<td>6150 Kennedy Road, Unit 10</td>
<td>Unit C, Stafford Park 7</td>
</tr>
<tr>
<td>Tucson, AZ 85714</td>
<td>Mississauga, Ontario LST24</td>
<td>Telford, Shropshire</td>
</tr>
<tr>
<td>800-234-4825</td>
<td>Canada</td>
<td>England TF3 3BQ</td>
</tr>
<tr>
<td>520-747-9898</td>
<td>905-564-4825</td>
<td>01952-290011</td>
</tr>
<tr>
<td>FAX: 520-748-2142</td>
<td>FAX: 905-564-1963</td>
<td>FAX: 0952-290459</td>
</tr>
<tr>
<td><strong>Carson Operations</strong></td>
<td><strong>Latin America Operations</strong></td>
<td><strong>France Operations</strong></td>
</tr>
<tr>
<td>PO Box 5268</td>
<td>Avenida Parque Lira, 79-402</td>
<td>Clos D'Asseville</td>
</tr>
<tr>
<td>900 Watson Center Rd.</td>
<td>Tacubaya Mexico, D.F.</td>
<td>BP4</td>
</tr>
<tr>
<td>Carson, CA 90749</td>
<td>C.P. 11850</td>
<td>95450 Us Par Vigny</td>
</tr>
<tr>
<td>800-421-1459</td>
<td>FAX: 525-515-1776</td>
<td>France</td>
</tr>
<tr>
<td>310-830-8200</td>
<td>TELEX: 1173530 LUKSME</td>
<td>33-1-30-27-9500</td>
</tr>
<tr>
<td>FAX: 310-830-1436</td>
<td></td>
<td>FAX: 33-1-34-66-0600</td>
</tr>
<tr>
<td><strong>Waco Operations</strong></td>
<td><strong>Commercial Products</strong></td>
<td></td>
</tr>
<tr>
<td>PO Box 8117</td>
<td><strong>Latin America Operations</strong></td>
<td></td>
</tr>
<tr>
<td>8001 Imperial Drive</td>
<td>Avenida Parque Lira, 79-402</td>
<td></td>
</tr>
<tr>
<td>Waco, TX 76714-8117</td>
<td>Tacubaya Mexico, D.F.</td>
<td></td>
</tr>
<tr>
<td>800-388-4825</td>
<td>C.P. 11850</td>
<td></td>
</tr>
<tr>
<td>254-776-2000</td>
<td>FAX: 525-515-1776</td>
<td></td>
</tr>
<tr>
<td>FAX: 254-751-5259</td>
<td>TELEX: 1173530 LUKSME</td>
<td></td>
</tr>
</tbody>
</table>


NOTICE: The information contained in this publication is only for general guidance with regard to properties of the products shown and/or the means for selecting such products, and is not intended to create any warranty, express, implied, or statutory; all warranties are contained only in Huck's written quotations, acknowledgements, and/or purchase orders. It is recommended that the user secure specific, up-to-date data and information regarding each application and/or use of such products.

HWB898 1003-5M

© 2003 Alcoa Fastening Systems

1 Corporate Drive, Kingston, NY 12401 • Tel: 800-431-3091 • Fax: 845-334-7333 • E-mail: hkitoolinfo@alcoa.com • www.alcoafasteningsystems.com