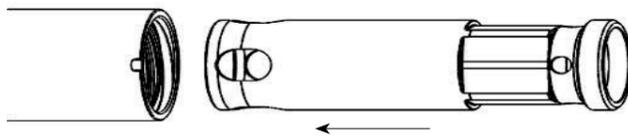


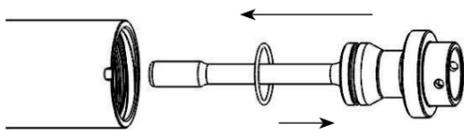
GP400 MAINTENANCE SHEET - HOW TO ASSEMBLE



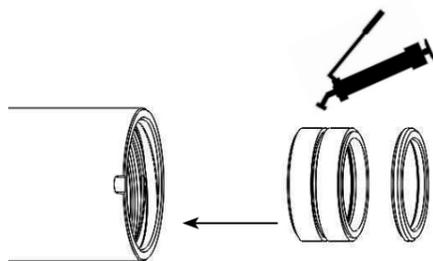
C. Insert Liner (11) into top of Cylinder (12). Ensure it sits against the shoulder of the Cylinder (12).



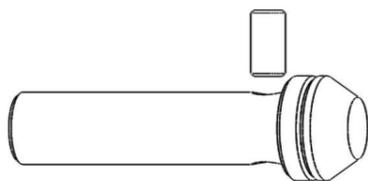
D. Fit 'O'Ring (10) onto Air Distributor (9). Insert Air Distributor (9) into Cylinder (12). Ensure it sits fully up against the Liner (11).



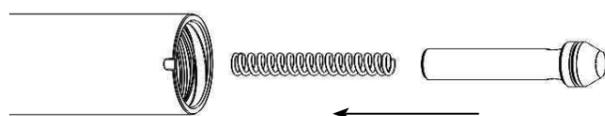
E. Grease the Compression Ring (8) and along with Spacer (7) insert into Cylinder (11). Ensure the Compression Ring (8) fits over the end of the Air Distributor (9).



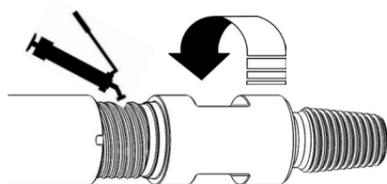
F. Insert the N.R.V. Plug (4) into the hole of the N.R.V. (5) and knock into place ensuring the plug does not interfere with the operation of the valve.



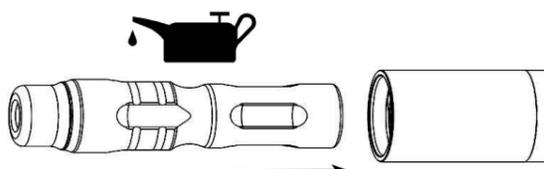
G. Insert the N.R.V. (5) and N.R.V. Spring (6) into Cylinder (12). Ensure it sits within the bore of the Air Distributor (9).



H. Ensure the 'O'Ring (3) is fitted into the 'O' Ring groove. Grease threads and screw Top Adaptor (2) into top of Cylinder (12) until fully tightened.



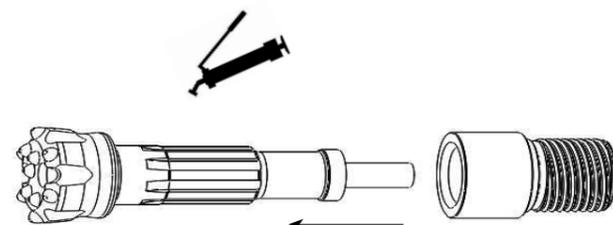
I. Coat Piston (13) liberally with rock oil - 200 centistroke and insert into bottom so Cylinder (12). Ensure it faces the right way as illustrated.



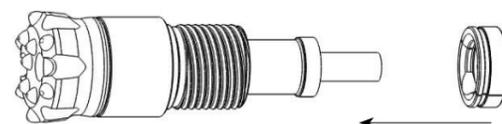
J. Insert bottom Snap Ring (14). Ensure that it seats in the snap ring groove in the bottom end of the Cylinder (12).



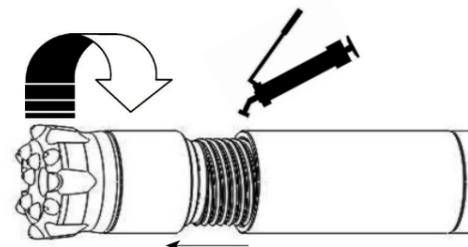
K. Grease splines and fit Chuck (16) over the Drill Bit.



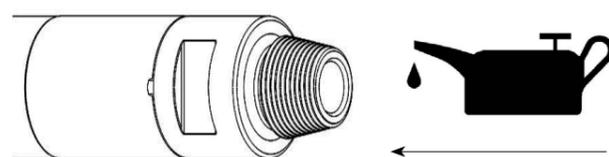
L. Fit Bit Retaining Ring (15) and fit onto the Drill Bit.



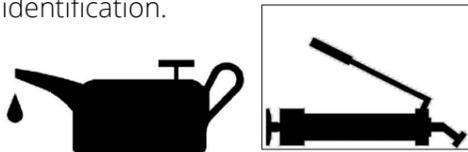
M. Grease threads and screw Drill Bit, Chuck (16) and Bit Retaining Ring (15) into Cylinder (12) until fully tightened.



N. Depress the N.R.V. (5) and pour a 1/3 litre of air line oil into the hammer.



A. Before assembly ensure that all components are cleaned, greased and lubricated. Lay out components in the order of the illustration above for ease of identification.



B. Secure Cylinder (12) on a bench or suitable stripping equipment. The cylinder is not reversible and the bottom of the hammer is the cylinder end with an internal step and the top of the hammer is the cylinder end with the machined flat.

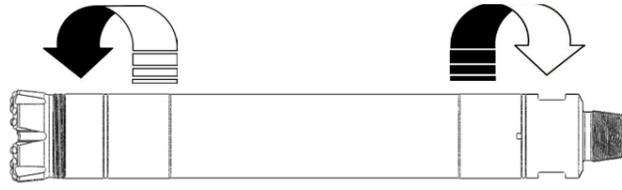


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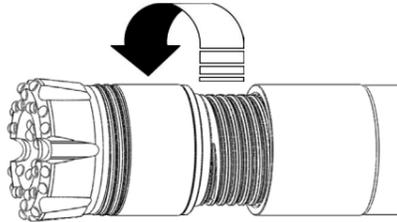
GP400 MAINTENANCE SHEET - HOW TO DISMANTLE



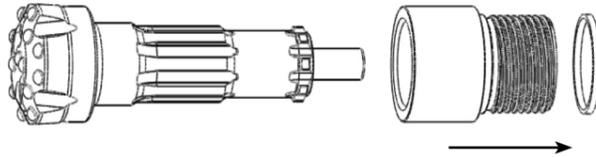
B. Break the top joint between the Cylinder (12) and Top Adaptor (2) and bottom joint between Cylinder (12) and Chuck (16).



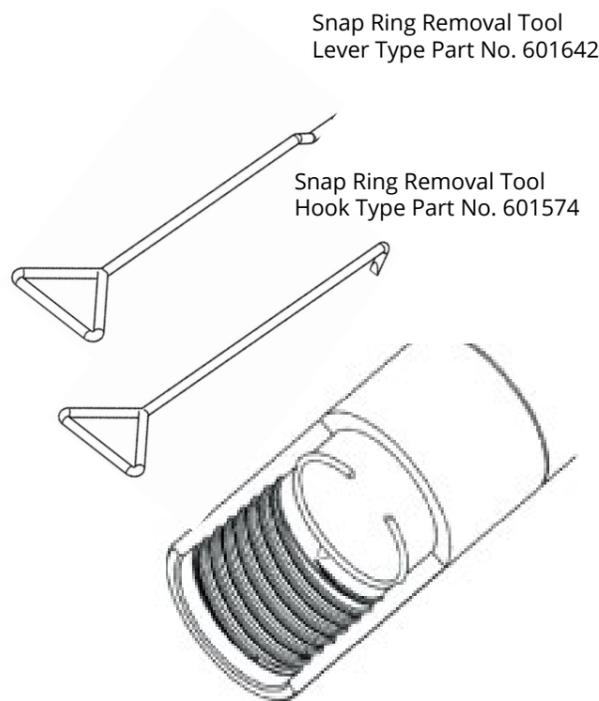
C. Unscrew and remove the Drill Bit, Chuck (16) and the Bit Retaining Rings (15) from the Cylinder (12).



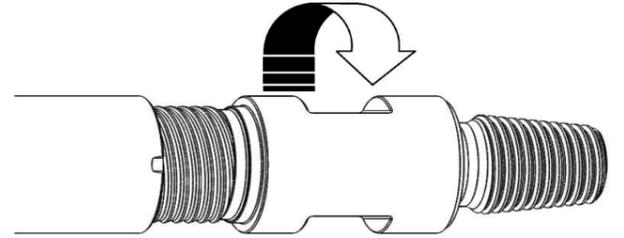
D. Remove the Bit Retaining Rings (15) from the Drill Bit and remove the Chuck (16) from the Drill Bit.



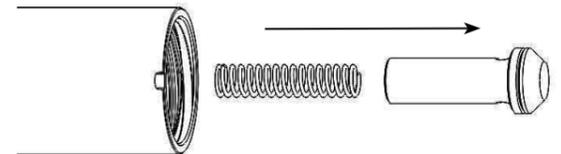
E. Remove Snap Ring (14) from the Cylinder (12) using the tools illustrated below.



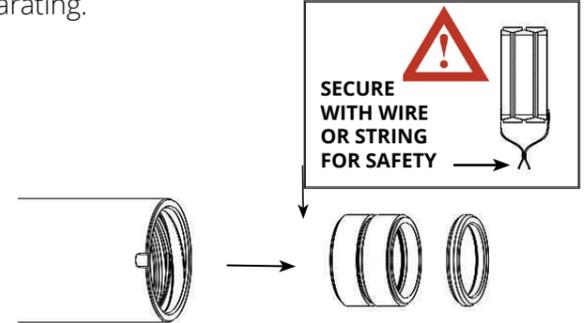
G. Unscrew and remove Top Adaptor (2) and Spacer (3) from the Cylinder (12).



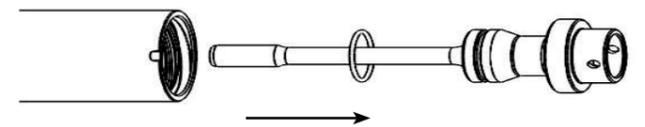
H. Remove N.R.V. (5) and N.R.V. Spring (6) from Cylinder (12).



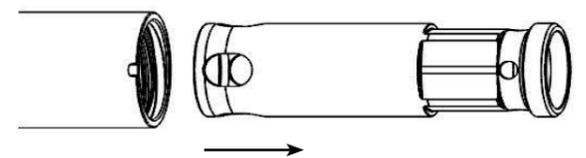
I. Remove Spacer (7) Compression Ring (8) from Cylinder (12). **Ensure that eye protection is worn when removing the Compression Ring (8).** Remove with great care as the components may spring apart without warning if dropped. If removed intact, secure with wire or string before separating.



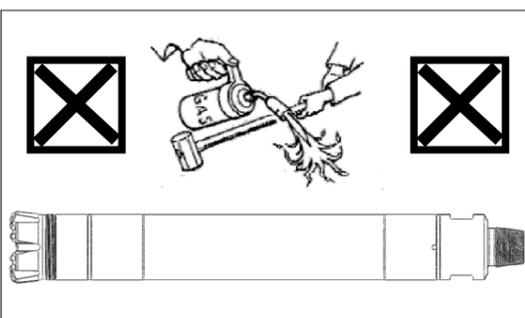
J. Remove Air Distributor (9) from Cylinder (12). Remove 'O' Ring (10) from Air Distributor (9).



K. Remove Liner (11) from Cylinder (12).



DO NOT apply heat or direct impact to the outside of the hammer as this usually damages the equipment.

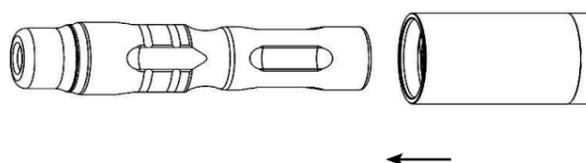


A. When dismantling hammers it is essential that cylinders are clamped in the correct position, away from threads, which can be damaged.



X & Y = DO NOT CLAMP HERE
X = 151 mm (5.945")
Y = 265 mm (10.433")

F. Remove Piston (13) from Cylinder (12).



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