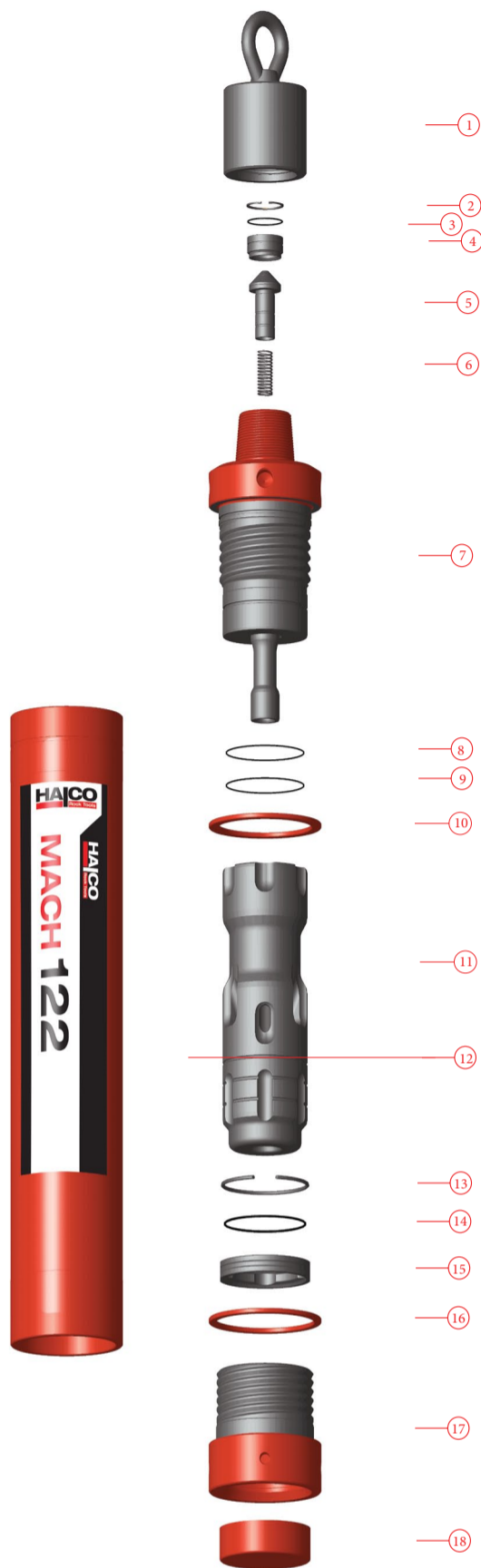


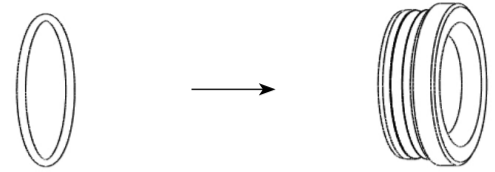
MACH 120 / 122 MAINTENANCE SHEET - HOW TO ASSEMBLE



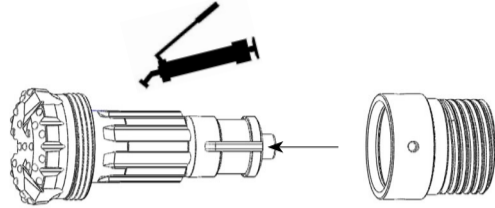
C. Insert Snap Ring (13) into bottom of Cylinder (12). Ensure that it sits in the snap ring groove.



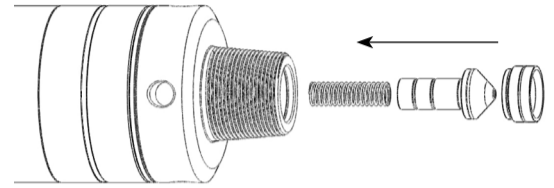
J. Fit 'O'Ring (3) onto N.R.V. Seat (4). Ensure it seats in the 'O'Ring groove.



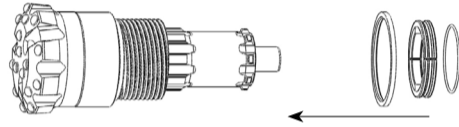
D. Grease splines and fit Chuck (17) over the Drill Bit.



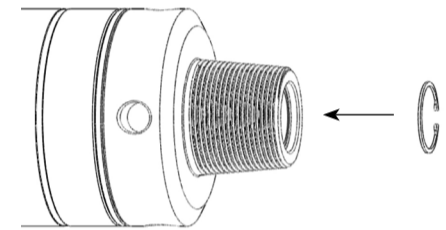
K. Insert N.R.V Assembly (3-6) into Top Adaptor (7).



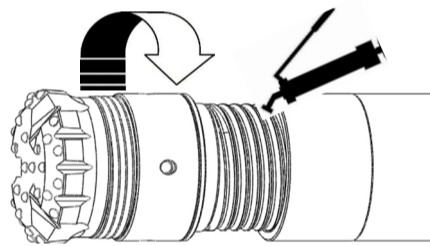
E. Fit Chuck Spacer (16) over Chuck (17). Fit 'O' Ring (14) onto Bit Retaining Ring (15) and place the Bit Retaining Ring (15) onto the Drill Bit.



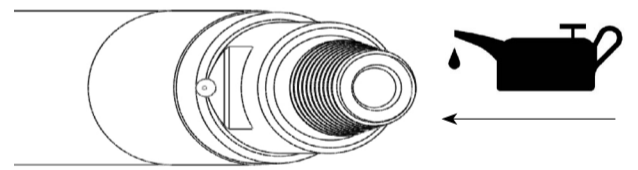
L. Insert Circlip (2) into Top Adaptor (7). Ensure it sits in the circlip groove.



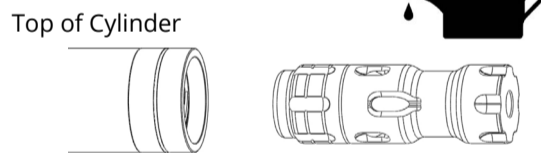
F. Grease threads and screw the Drill Bit, Chuck (17), Chuck Spacer (16) and Bit Retaining Ring (15) into the bottom of the Cylinder (12) until fully tightened.



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



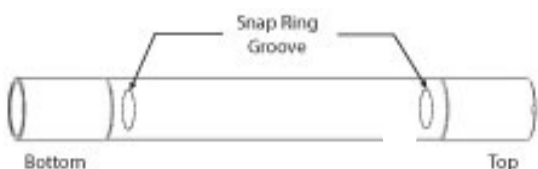
G. Coat Piston (11) liberally with rock oil - minimum 200 centistroke and insert into the top of the Cylinder (12). Ensure that the Piston is inserted the right way around - as illustrated below.



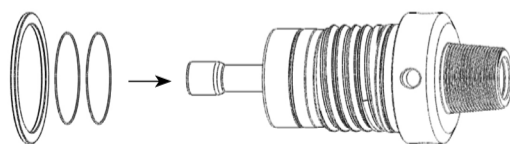
A. Before assembly ensure that all components are cleaned, greased and lubricated. Lay out components in the order of the illustration above for ease of identification.



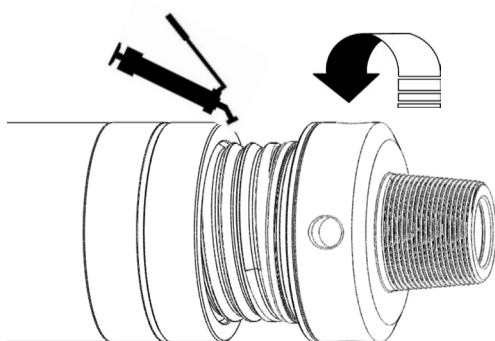
B. Secure Cylinder (12) on a bench or suitable stripping equipment. The cylinder is not reversible and the bottom of the hammer is the cylinder end where the internal snap ring groove is nearest the cylinder threads, The top of the hammer is cylinder end with machined flats.



H. Fit Top Adaptor Space (10) and 'O' Rings (8 & 9) onto Top Adaptor (7). Ensure it sits in the 'O' Ring grooves.



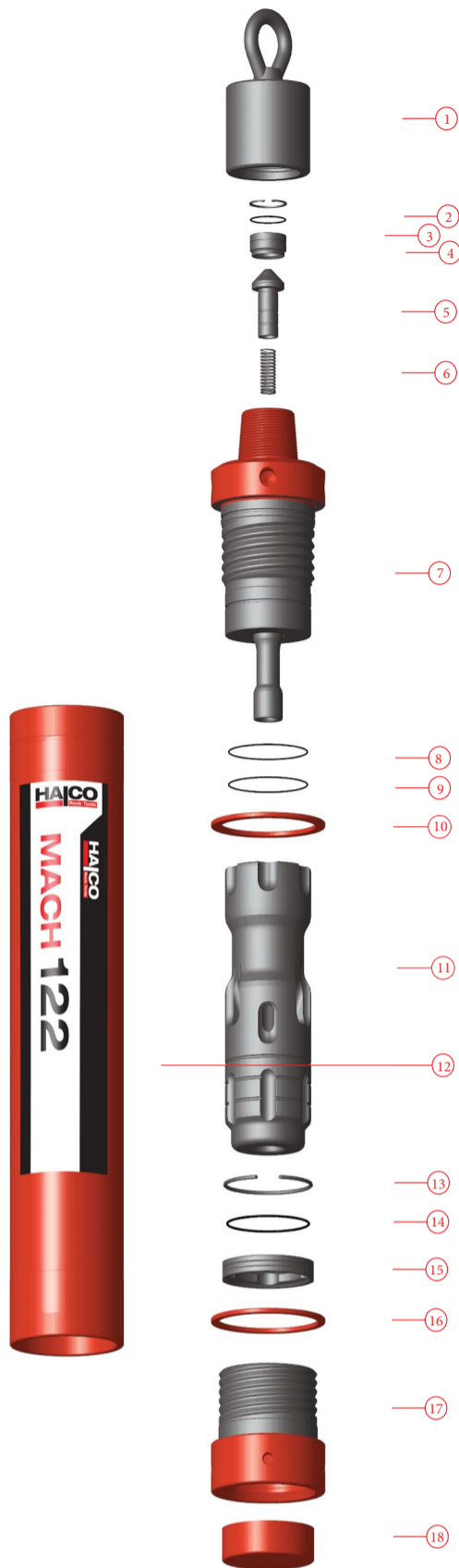
I. Grease threads and screw Top Adaptor (7) and Top Adaptor Spacer (10) into top of Cylinder (12) until fully tightened.



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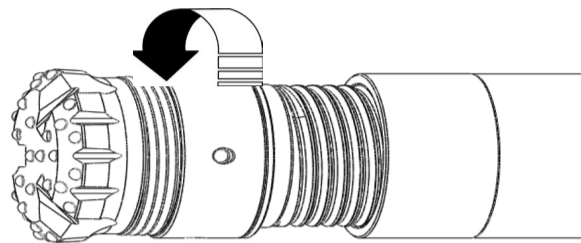
MACH 120 / 122 MAINTENANCE SHEET - HOW TO DISMANTLE



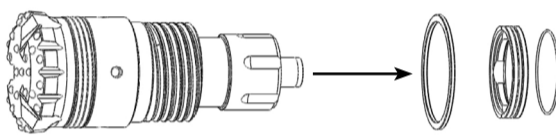
B. Break the top joint between Cylinder (12) and Top Adaptor (7) and bottom joint between Cylinder (12) and Chuck (17).



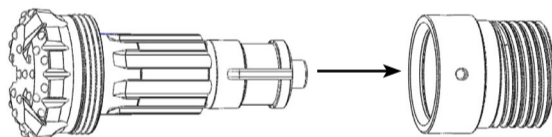
C. Unscrew and remove the Drill Bit, Chuck (17), Chuck Spacer (16) and Bit Retaining Ring (15) from Cylinder (12).



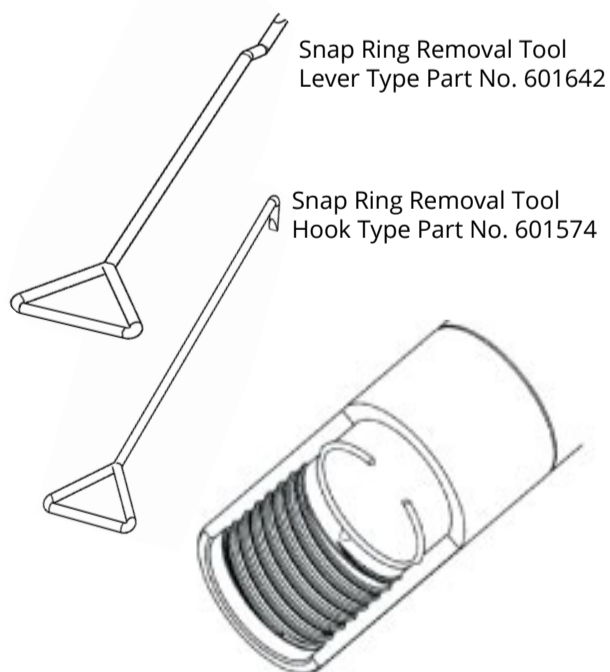
D. Remove Bit Retaining Ring (15) from the Drill Bit and the 'O'Ring (14) from the Bit Retaining Ring (15). Remove the Chuck Spacer (16) from the Chuck (17).



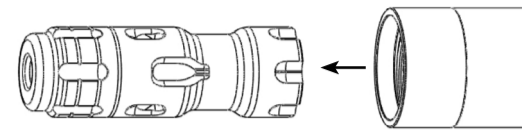
E. Remove the Chuck (17) from the Drill Bit.



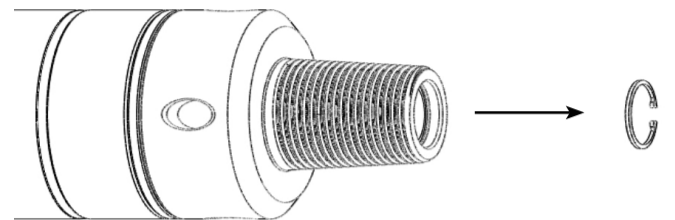
F. Remove Snap Ring (13) from the Cylinder (12) using the tools illustrated below.



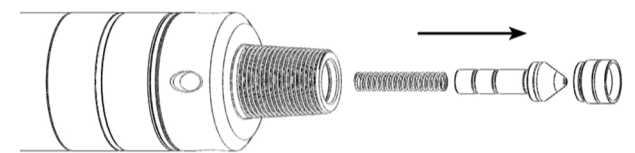
G. Remove Piston (11) from Cylinder (12).



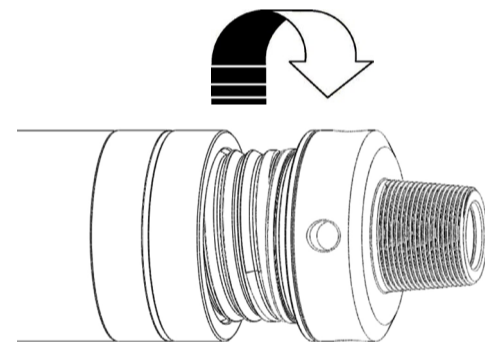
H. Remove Circlip (2) from Top Adaptor (7).



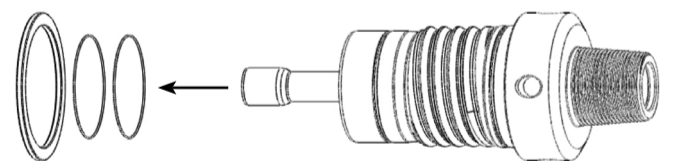
I. Remove the N.R.V. Assembly (3-6) from Top Adaptor (7).



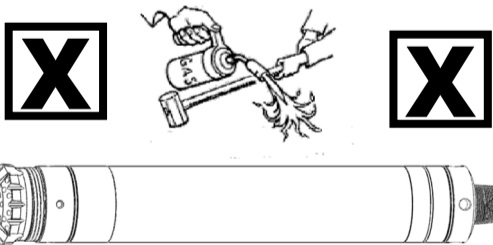
J. Unscrew and remove Top Adaptor (7) and Top Adaptor Spacer (10) from Cylinder (11).



K. Remove Top Adaptor Spacer (10) and O'Rings (8 & 9) from Top Adaptor (7).



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 into the correct position, away from threads, which can be damaged.



X & Y = DO NOT CLAMP HERE
X = 370 mm (14.567")
Y = 520 mm (20.472")

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