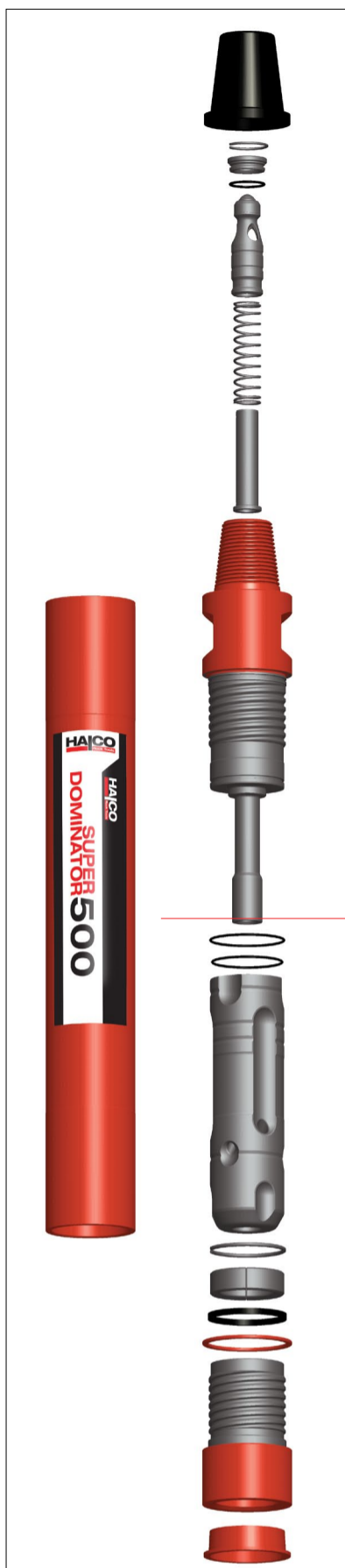


SUPER DOMINATOR 500 & 550, 550HD MAINTENANCE SHEET - HOW TO ASSEMBLE

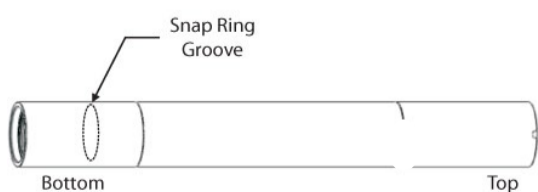


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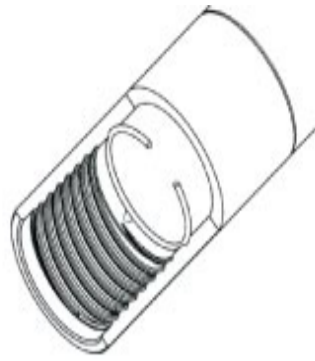
A. Before assembly ensure that all components are cleaned, greased and lubricated. Lay out components in the order of the illustration above for ease of identification.



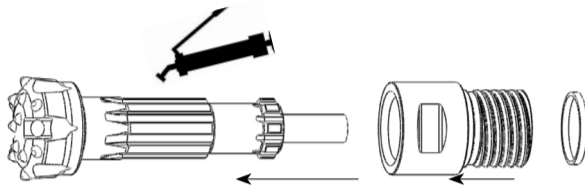
B. Secure Cylinder (9) on a bench or suitable stripping equipment. The cylinder is not reversible and the bottom of the hammer is the cylinder end where the internal snap ring groove is nearest the cylinder threads, The top of the hammer is cylinder end with machined flats.



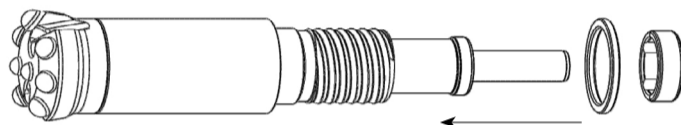
C. Insert Snap Ring (13) into bottom of Cylinder (9). Ensure that it sits in the snap ring groove.



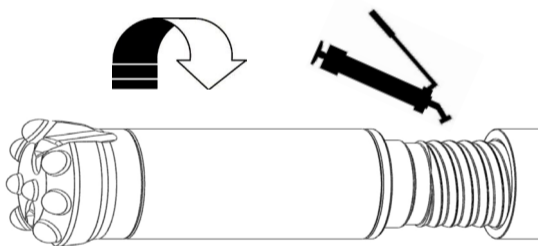
D. Fit Chuck Lock Ring (15) onto Chuck (17). Grease splines and fit Chuck (17) over the Drill Bit.



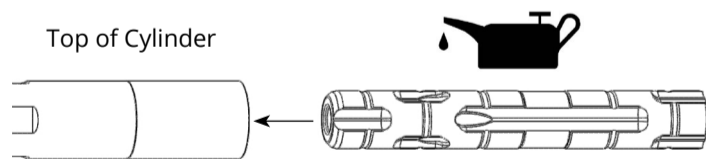
E. Fit Chuck Spacer (16) over Chuck (17) and place the Bit Retaining Ring (14) over the Drill Bit.



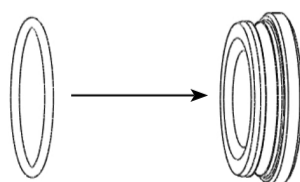
F. Grease threads and screw the Drill Bit, Chuck (17), Chuck Spacer (16) and Bit Retaining Ring (14) into the bottom of the Cylinder (9) until fully tightened.



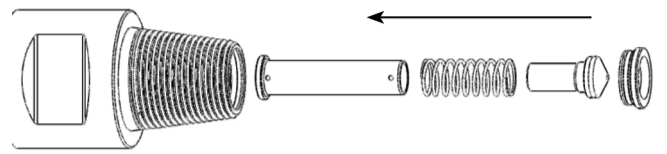
G. Coat Piston (12) liberally with rock oil - minimum 200 centistroke and insert into the top of the Cylinder (9). Ensure that the Piston is inserted the right way around - as illustrated below.



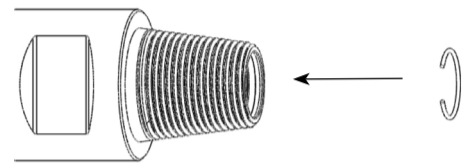
H. Fit 'O' Ring (4) onto N.R.V. Seat (3).



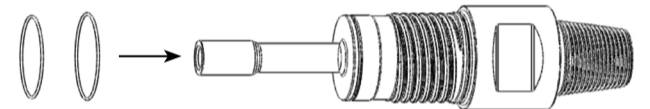
I. Insert N.R.V. Shield (7), N.R.V. Spring (6), N.R.V. (5) and N.R.V. Seat (3) into Top Adaptor (8).



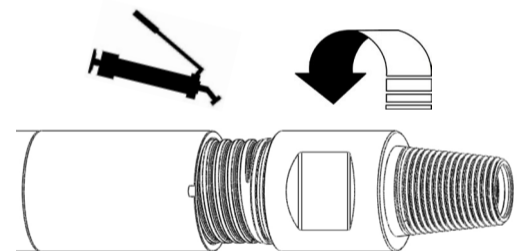
J. Fit Snap Ring (2) into Top Adaptor (8). Ensure it sits in the snap ring groove.



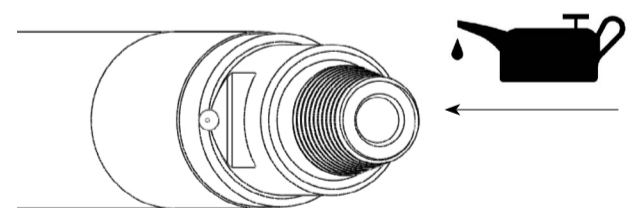
K. Fit 'O' Ring (10 & 11) onto Top Adaptor (8).



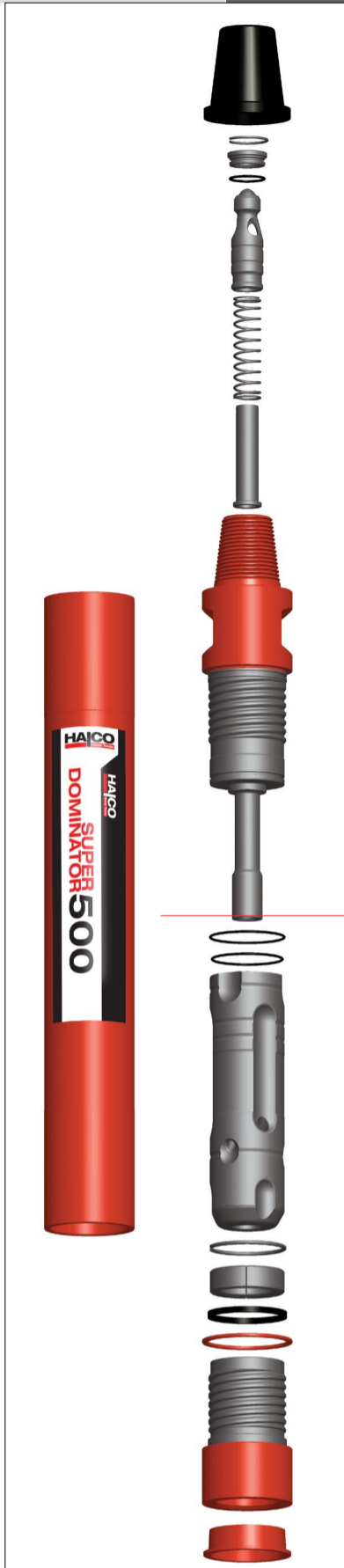
L. Grease threads and screw Top Adaptor (8) into Cylinder (9) until fully tightened.



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

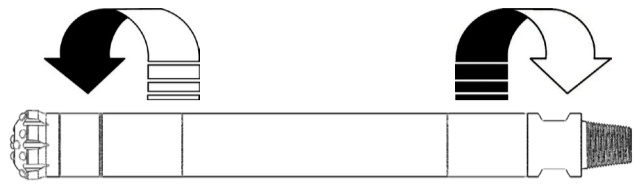


SUPER DOMINATOR 500 & 550, 550HD MAINTENANCE SHEET - HOW TO DISMANTLE

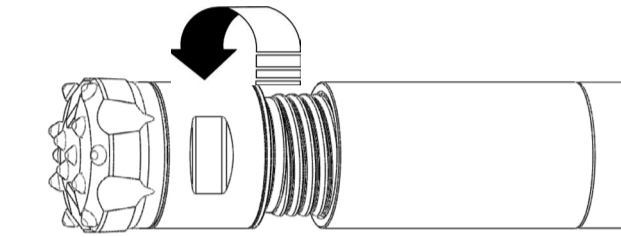


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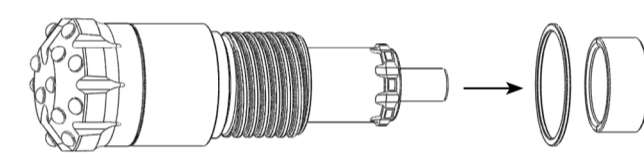
B. Break the top joint between Cylinder (9) and Top Adaptor (8) and bottom joint between Cylinder (9) and Chuck (17).



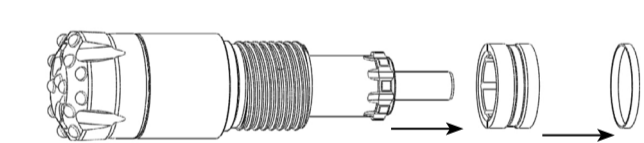
C. Unscrew and remove the Drill Bit, Chuck (17), Chuck Spacer (16) and Bit Retaining Ring (14) from Cylinder (9).



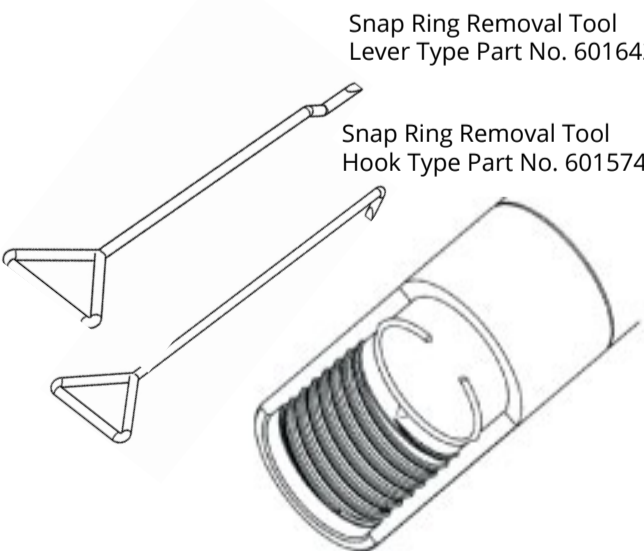
D. Remove Bit Retaining Ring (14) from the Drill Bit and the Chuck Spacer (16) from the Chuck (17).



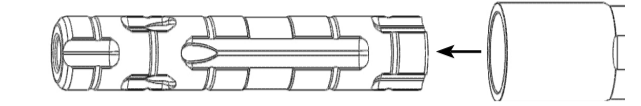
E. Remove Chuck (17) from Drill Bit and remove Chuck Lock Ring (15) from Chuck (17), if fitted.



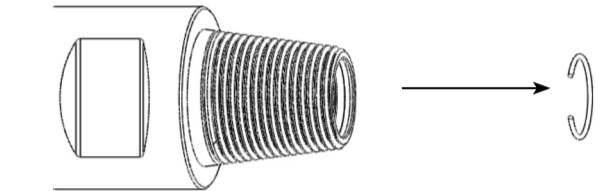
F. Remove Snap Ring (13) from the Cylinder (9) using the tools illustrated below.



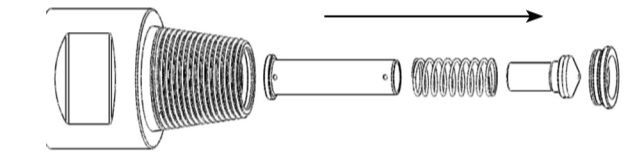
G. Remove Piston (12) from Cylinder (9).



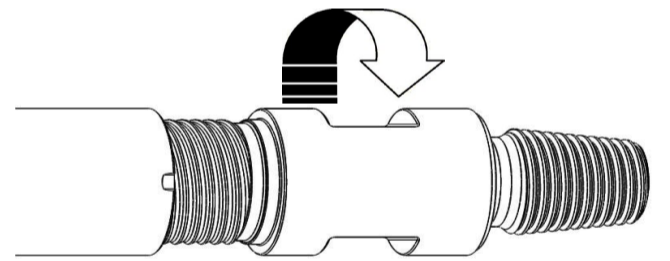
H. Remove Snap Ring (2) from Top Adaptor (8).



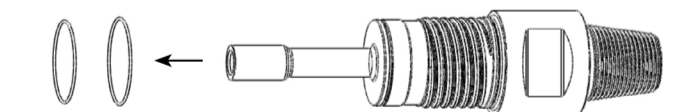
I. Remove N.R.V. Seat (3), N.R.V. (5) and N.R.V. Spring (6) from Top Adaptor (8). Also remove N.R.V. Shield (7).



J. Unscrew and remove Top Adaptor (8) from the Cylinder (9).



K. Remove 'O' Rings (9 & 10) from the Top Adaptor (8).



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 = 175 mm (6.889")
Y = 300 mm (11.811")

If you need further assistance, please call us on:
(0)1422 399900 or email salesuk@halcorocktools.com