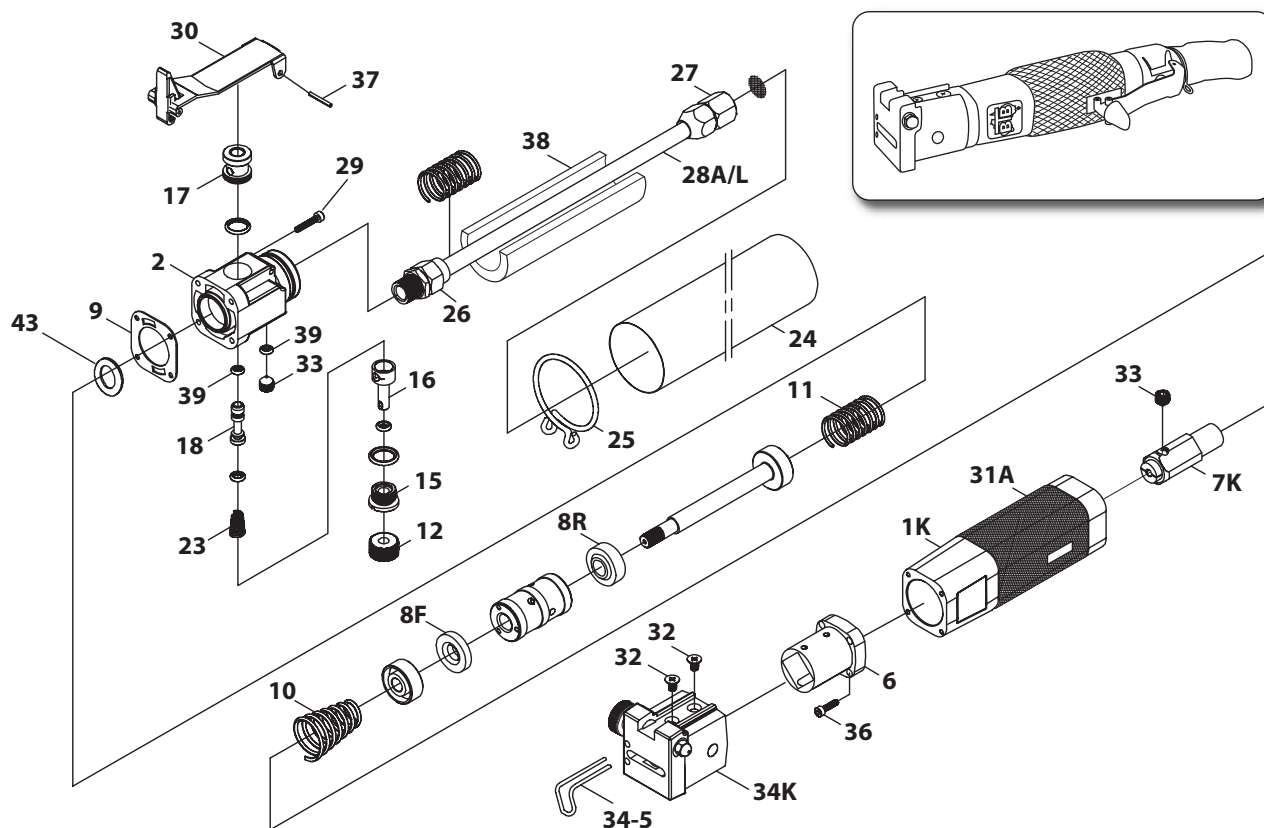


BTB WK10HD RECIPROCATING AIR POWER TOOL EXPLODED PARTS DRAWING



NOTE:
Include SPB with above part numbers when ordering

Part #	Description	Qty.
SPB1K	Main Body (incl. 31A)	1
SPB2	Regulator Valve Body	1
SPB6	Guide Head	1
SPB7K	Chuck (incl. SPB33)	1
SPB8F	Urethane Spacer, Front	1
SPB8R	Urethane Spacer, Rear	1
SPB9	Gasket	1
SPB10	Front Spring	1
SPB11	Rear Spring	1
SPB12	Valve Knob (incl. Set Screw & Limit Pin)	1
SPB15	Regulator Cap (incl. O-Ring)	1
SPB16	Regulator (incl. O-Ring)	1
SPB17	Valve Bush (incl. O-Ring)	1
SPB18	Valve (incl. O-Rings x 2)	1
SPB23	Spring	1
SPB24	Muffler Sleeve	1
SPB25	Muffler Sleeve Clip	1

Part #	Description	Qty.
SPB26	Hose Nipple Front (incl. Spring)	1
SPB27	Hose Coupling Rear (incl. Filter)	1
SPB28A/L	Air Hose 2 metres (excl. Couplings)	
SPB28BK	Air Hose Assembly (incl. SPB24, 25, 26, 27, 28A/L, 38)	1
SPB29	Screw Rear	4
SPB30	Lever	1
SPB31A	Body Cover	1
SPB32	Cap Screw	2
SPB33	Cone Set Screw (For blade chuck & oil hole)	2
SPB33F	Flat Set Screw (for Air Saw Blades)	1
SPB34-5	Air Saw Guide	1
SPB34K	Controller Cap Assembly (incl. SPB32 x 2)	1
SPB36	Front Screw	4
SPB37	Lever Pivot Pin	1
SPB38	Foam Muffler	1
SPB39	O-Ring	2
SPB43	Washer	1

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Maintenance Hints & Tips for the WK10HD Air Tool

Air tools provide optimum performance with a clean air supply and proper lubrication.

If your air tool develops a lack of power or fails to start when you depress the trigger:

1. Ensure that the mesh filter located in the end of the air line is clean and also that an adequate volume of appropriate air pressure is delivered to the air tool motor.
2. Check that the blade set screw (**SPB33**) is not protruding from the chuck, as this will cause the reciprocating chuck to jam against the guide head (**SPB6**).
3. Ensure that the trigger/lever (**SPB30**) is depressing the air valve (**SPB18**).
4. Again, the chuck may jam if longer **SPB32** screws are fitted to the controller cap (**SPB34K**).
5. Similar to a car engine, this precision tool must be regularly lubricated with the recommended oil.
6. While depressing the trigger/lever (**SPB30**) to maximum, bump or jar the air tool at the chuck end several times. Often this action will dislodge an obstruction and will re-start the tool.

FLUSHING OUT THE AIR TOOL MOTOR

Do not use thick or unspecified oil or allow compressed air to deliver water or other foreign bodies into the air tool motor. The tool may stop if the lubrication becomes contaminated and sticky, or if a small particle of debris temporarily jams the piston. If point **6** above does not re-start the tool, refer to the following:

Flush out the air tool motor by adding a small quantity of appropriate flushing agent via the oiling point.

IMPORTANT: With the air tool exhaust pointed in a direction away from the operator, depress the lever (**SPB30**) and operate the tool until the flushing agent is discharged through the exhaust.

NOTE: To avoid the discharge being absorbed into the muffler foam (**SPB38**), remove muffler clip (**SPB25**), then using masking/electrical tape, seal the end of the muffler sleeve (**SPB24**) to the air line (**SPB28A/L**).

FURTHER ADVICE

7. Remove the two cap screws (**SPB32**) and remove the controller cap (**SPB34K**) from the air tool.
8. When the air is disconnected, use your finger to apply pressure to the chuck (**SPB7K**) to check if the chuck is freely reciprocating without any obstruction inside the guide head (**SPB6**).
9. If necessary, remove the four **SPB36** front screws from the **SPB6** head. The piston assembly can now be removed from air tool body. The piston assembly should now freely slide in and out of air tool body/cylinder. Be aware that the rear spring (**SPB11**) and the washer (**SPB43**) are located behind the piston assembly.
10. Also check that the piston (**SPB4**) slides backward and forward on the piston rod (**SPB3**).
11. If burrs or scratches are found on the surface of the cylinder, piston or piston rod, these should be removed with a light grade emery paper.
12. The piston assembly and other components should be cleaned thoroughly, pre-oiled and re-fitted to the air tool body. When replacing the piston assembly into the air tool, it is important to correctly align the guide head (**SPB6**) with the chuck (**SPB7K**). With **SPB36** screws slightly loose, connect air line and while holding air tool vertical with the chuck at the top, operate the air tool at the same time as the **SPB36** screws are alternatively tightened.
13. Once again, while the air is disconnected, use your finger to apply pressure to the chuck (**SPB7K**) to check if the chuck is now freely reciprocating without any obstruction inside the guide head (**SPB6**).
14. Replace the Controller Cap (**SPB34K**) and re-tighten the two cap screws (**SPB32**).

IF THE BLADE COMES LOOSE

It is important that the correct **SPB33** Cone Point Set Screw is used in the chuck to lock the blade tight in the chuck. Do not use the Flat ended Set Screw (**SPB33F**) for blade fixing. The **SPB33F** set screw is **only** for retaining the air hacksaw blade when using the air tool as an air hacksaw.

IF PROBLEMS STILL EXIST, SEND YOUR BTB AIR TOOL TO A PROFESSIONAL BTB REGISTERED SERVICE AGENT.

Oiling Procedure for the WK10HD Air Tool

