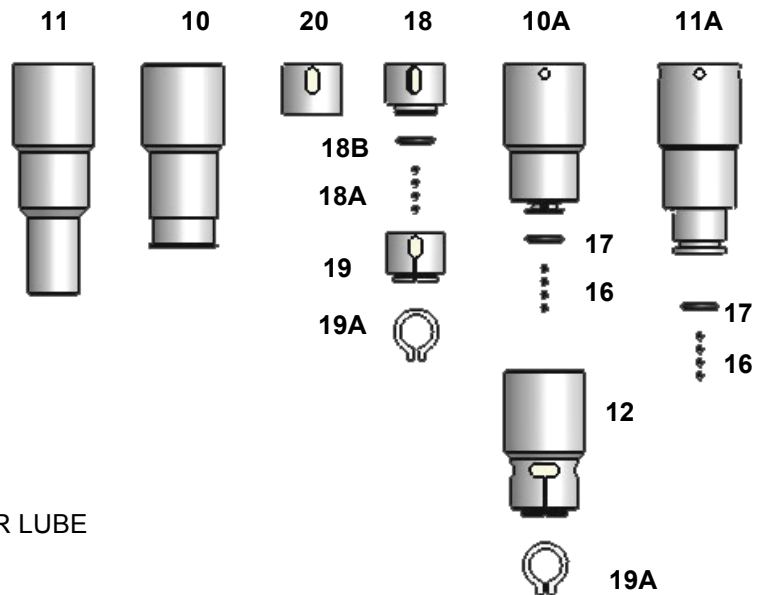
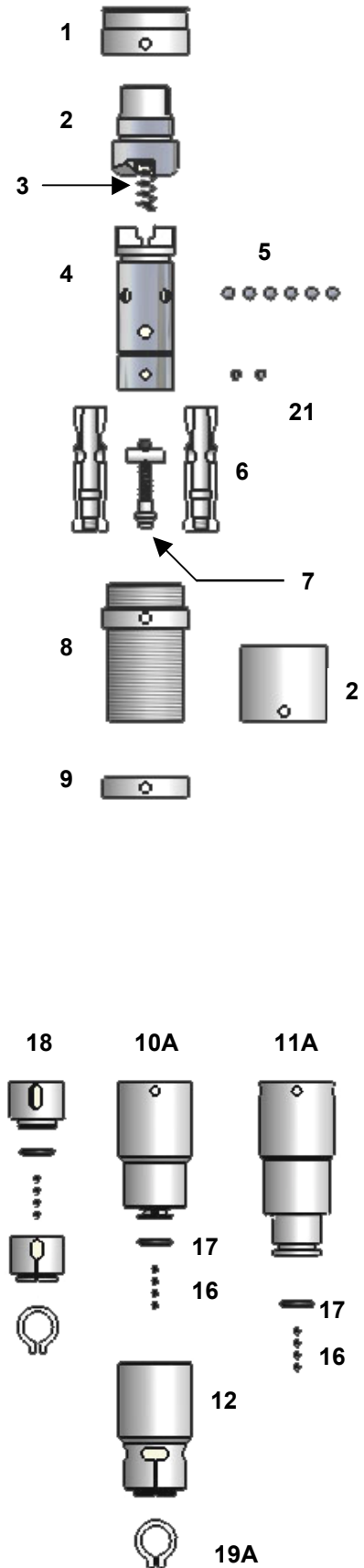


## Spare Parts List and Assembly Instructions Stud Driver **LANCER-2**<sup>®</sup>

Pos.	Description	Part number
1	Assembly Cap	L21
2	Drive Head	L22*
3	Pre-Load Spring	L23
4	Body	L24
5	Drive Balls (6 per tool)	B732
6	Jaw Assembly <u>including Pos.7:</u>	L26**
7	Plunger	L27**
8	Main Ring	L28-25
9	Lock Ring	L25
10	#10 Gage	L220**
10A	#10AL Gage	L220A**
11	#11 Gage	L221**
11A	#10AL Gage	L221A**
12	#10ML Gage	10ML-**
16	Pins for AL Gage (4 pieces)	PLP-1R
17	O-Ring for AL-Gage	ORG-113
18	Posi-Load Stud Retainer	S219**
18A	Pins for Posi-Load (4 pieces)	PLP-1R
18B	O-Ring for Posi-Load	ORG-111
19	Machine-Load Stud Retainer	S225-**
19A	C-Clip for Machine-Load	RR-SH-87
20	Centering Guide	S230-**
21	Retaining Screws (2 per tool)	SCR-119
22	Guide Bushing	GB-L2

\* specify female drive  
\*\* specify stud size



Required tools for assembly:

- Assembly wrenches L1258  
(2 per set), not shown

For lubrication of the tools we recommend:

Lubricant on Teflon Basis: SUPER LUBE

**The Jaw Assembly is including the Plunger.**

## Assembly Instructions

### Tooling Requirements:

2 Wrenches (L1258)

Stud

Hex Socket Wrench

### CAUTION

Keep the inside of stud driver free from chips and dirt. Cleaning is a very short operation; if regularly carried out, you are sure to be repaid in trouble free service. On applications where large amounts of dirt or chips become lodged in stud driver, clean frequently and use a light lubricant. We recommend „SUPER-LUBE“, lubricant on Teflon basis to lubricate the tools. In case where studs are of poor quality, or are cadmium or zinc plated, tool will require more frequent servicing.

### **To change Jaws (Please see our video **SERVICE LANCER** on Page **LANCER Series**)**

If Tool is equipped with one of the Gages Item 10/11/10A/11A/12 use the appropriate set of Assembly Wrenches to loosen Lock Ring (Item 9) and screw the Gage off of Main Ring (Item 8).

If Tool is equipped with either a Posi-Load (Item 18), Machine Load Stud Retainer (Item 19) or a Centering Guide (Item 20), it must be removed by removing two set screws (Item 21).

Use the same set of wrenches to loosen and remove Assembly Cap (Item 1). Remove Drive Head (Item 2) with Pre-Load Spring (Item 3). Insert stud into Jaws (Item 6) and be certain that Jaws are fully closed on Stud. Jaws and Body (Item 4) will now push out of the Main Ring. Use care at this point as Ball Bearings (Item 5) will drop out of Body and become lost. Close Jaws upon Stud and pull Jaws out of Body. Jaws must remain closed on stud until entirely removed from Body. Clean all parts thoroughly.

### **To Re-Assemble:**

**Important: Each Jaw half is stamped with a unit number. When re installing Jaws be sure that the unit number on each Jaw half is the same. If the unit number does not match, the tool will not engage properly and will damage threads on studs.**

Reverse procedures „To change Jaws“ described above.

1. Make certain that holes in Body (Item 4) line up directly with vertical ball races in Jaws (Item 6) and that Jaws are fully closed on sample stud while re-installing Jaws into Body and then into Main Ring (Item 8).
2. Be sure that the Pre-Load Spring (Item 3) is installed in Drive Head (Item 1). If necessary to replace Pre-Load Spring, install Pre-Load Spring using a strong adhesive such as LOC-TIT BLACK MAX.
3. Tighten Assembly Cap (Item 1) finger tight against Main Ring (Item 8). Tighten Screw Lock Ring (Item 9) firmly against Assembly Cap. Using appropriate set of wrenches, tighten Lock Ring against Assembly Cap. (Do not over tighten).

### **Inspection Procedures**

1. Are Ball Races in Jaws (Item 6) badly worn or chipped? Are female threads worn or chipped? Inspect Plunger Assembly (Item 7). Is tip mushroomed or badly worn? Does screw move freely through cross pin?
2. Check Cam inside of Main Ring (Item 8), male tang on Body (Item 4) and female drive slot in Drive Head (Item 2) for significant wear.
3. Are Drive Balls (Item 5) nicked or out of round? If so, they can cause undue wear on Jaw Races and matching internal surface of Main Ring. Drive Balls are cheap, change them often.
4. Applies only if you have optional Auto-Load Gage (Item 10A or 11A) or Posi-Load Stud Retainer (Item 18). Does stud pass through Pins (Item 18A)? Is O-Ring (Item 18B) intact and free of check marks?