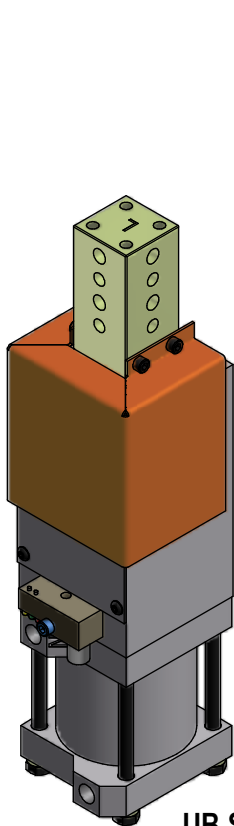
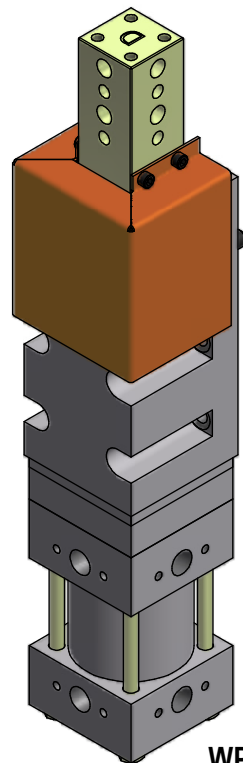


RAP/RIGID CONVERSION FOR SHOT PINS

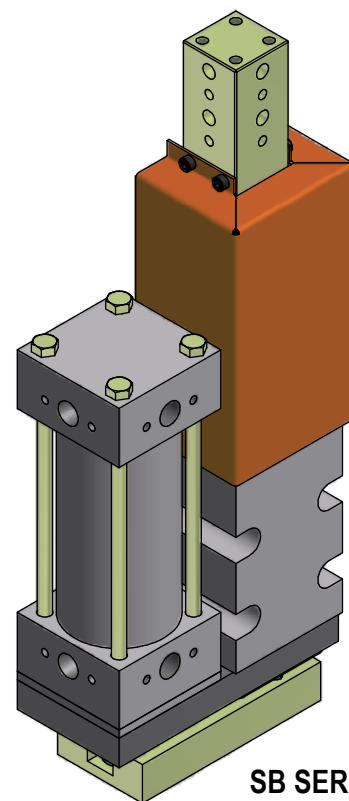
RAP OPTION CAUSES CYLINDER PISTON TO ACT AS A SLIDE HAMMER



UB SERIES



WP SERIES



SB SERIES

INLINE SHOT PINS

SIDE-BY-SIDE SHOT PINS

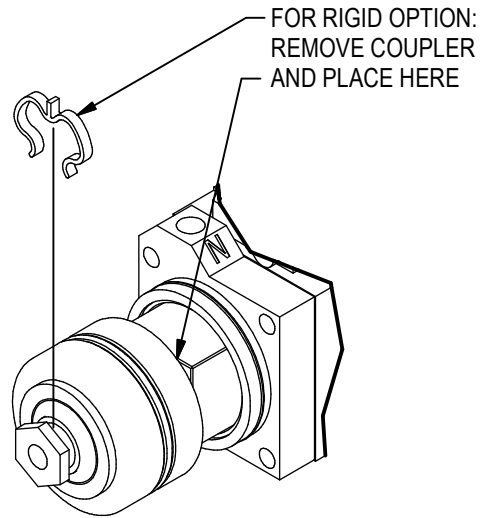
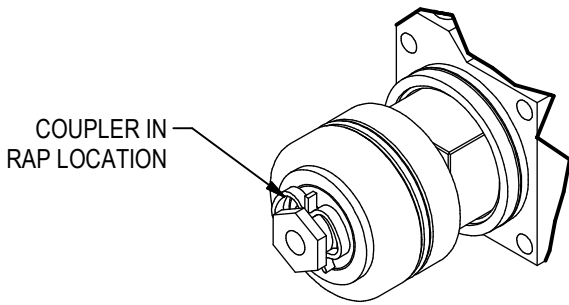
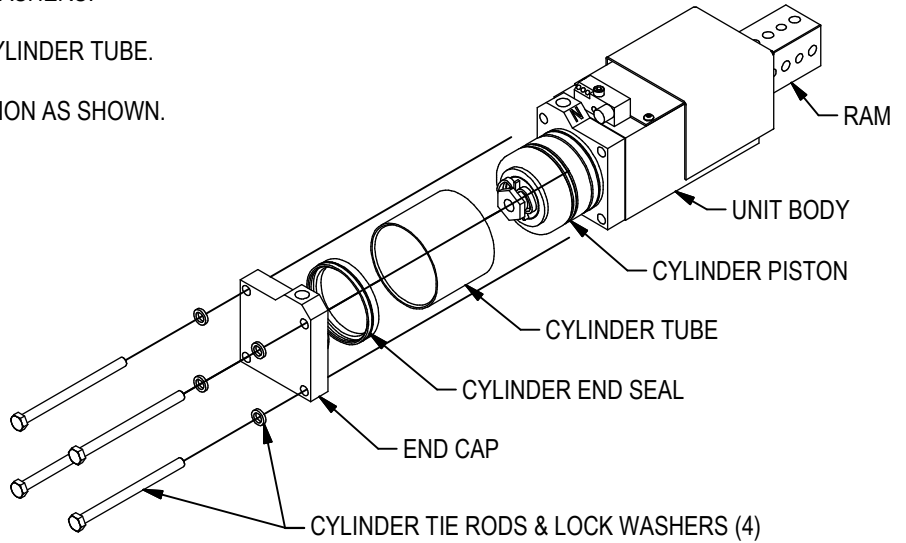
RAP TO RIGID CONVERSION FOR UB SERIES INLINE SHOT PINS

1. REMOVE AIR LINE, RELEASE AIR PRESSURE. MOVE RAM TO RETRACTED POSITION.
2. REMOVE CYLINDER TIE RODS AND LOCK WASHERS.
3. REMOVE END CAP, CYLINDER SEAL AND CYLINDER TUBE.
4. LOCATE COUPLER TO RAP OR RIGID POSITION AS SHOWN.

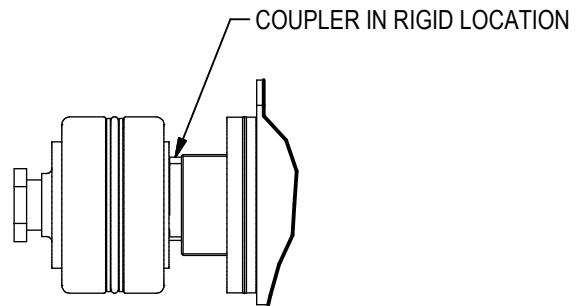
NOTES:

RAP OPTION DECREASES
EXTEND STROKE BY 2mm

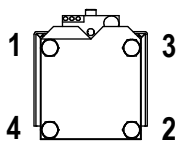
RAP OPTION NOT AVAILABLE
ON DOUBLE ROD CYLINDERS



5. REASSEMBLE UNIT, REVERSING STEPS 1, 2, 3. BE SURE CYLINDER PORTS ARE IN PROPER POSITION.
6. USING A TORQUE WRENCH, TIGHTEN CYLINDER TIE RODS TO TORQUE SPECIFICATIONS. TIGHTEN TO PATTERN SHOWN.



TORQUE SPECIFICATIONS				
SHOT PIN	THREAD	ft-lbf.	in-ibf	N-m
UB2	1/4-28"	6.5	78	8.8
UB4	5/15-24	12	144	16.3



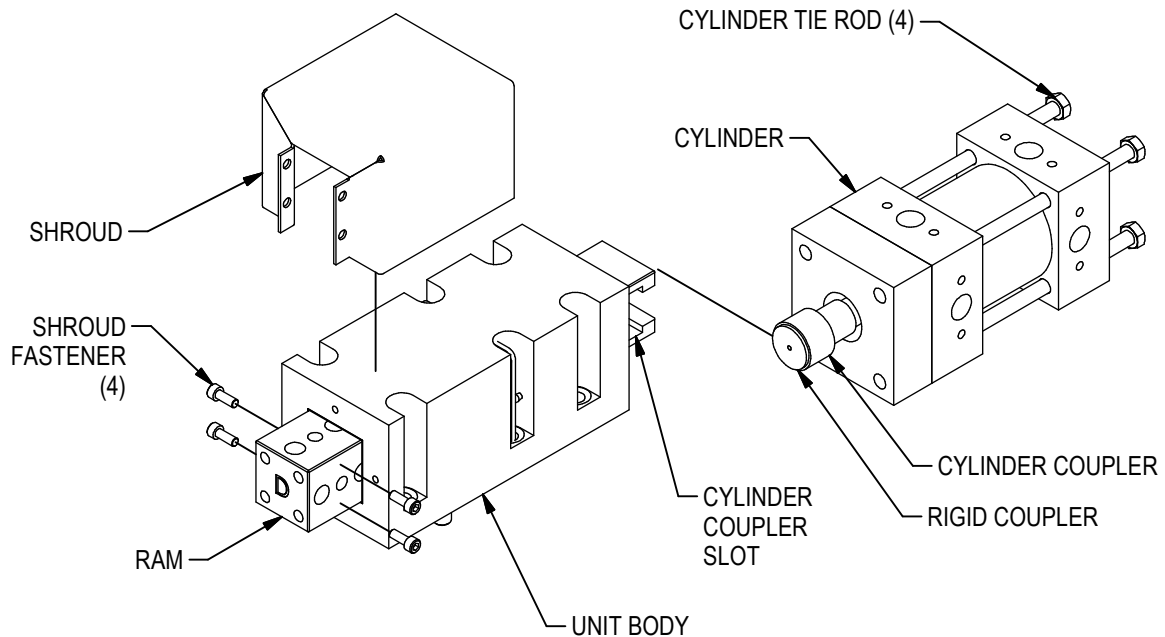
RAP TO RIGID CONVERSION FOR WP SERIES INLINE SHOT PINS

1. REMOVE AIR LINE, RELEASE AIR PRESSURE. MOVE RAM TO RETRACTED POSITION.
2. REMOVE SHROUD FASTENERS (4). REMOVE SHROUD.
3. LOOSEN CYLINDER TIE RODS ENOUGH TO FREE CYLINDER FROM UNIT BODY.
4. PULL CYLINDER AWAY FROM UNIT BODY ENOUGH TO DISENGAGE CYLINDER COUPLER FROM SLOT.
5. RIGID COUPLER IS INSTALLED TO CYLINDER COUPLER FOR RIGID OPTION. RIGID COUPLER IS REMOVED FOR RAP OPTION.

NOTES:

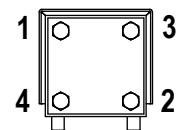
RAP OPTION DECREASES EXTEND STROKE BY 2mm ON WP2 & WP4; 3mm ON WP6

RAP OPTION NOT AVAILABLE ON DOUBLE ROD CYLINDERS



5. REASSEMBLE UNIT, REVERSING STEPS 1, 2, 3, 4. BE SURE CYLINDER PORTS ARE IN PROPER POSITION.
6. USING A TORQUE WRENCH, TIGHTEN CYLINDER TIE RODS TO TORQUE SPECIFICATIONS. TIGHTEN TO PATTERN SHOWN.

TORQUE SPECIFICATIONS				
SHOT PIN	THREAD	ft-lbf.	in-ibf	N-m
WP2	1/4-28"	6.5	78	8.8
WP4	5/16-24	12	144	16.3
WP6	3/8-24"	22	264	29.8



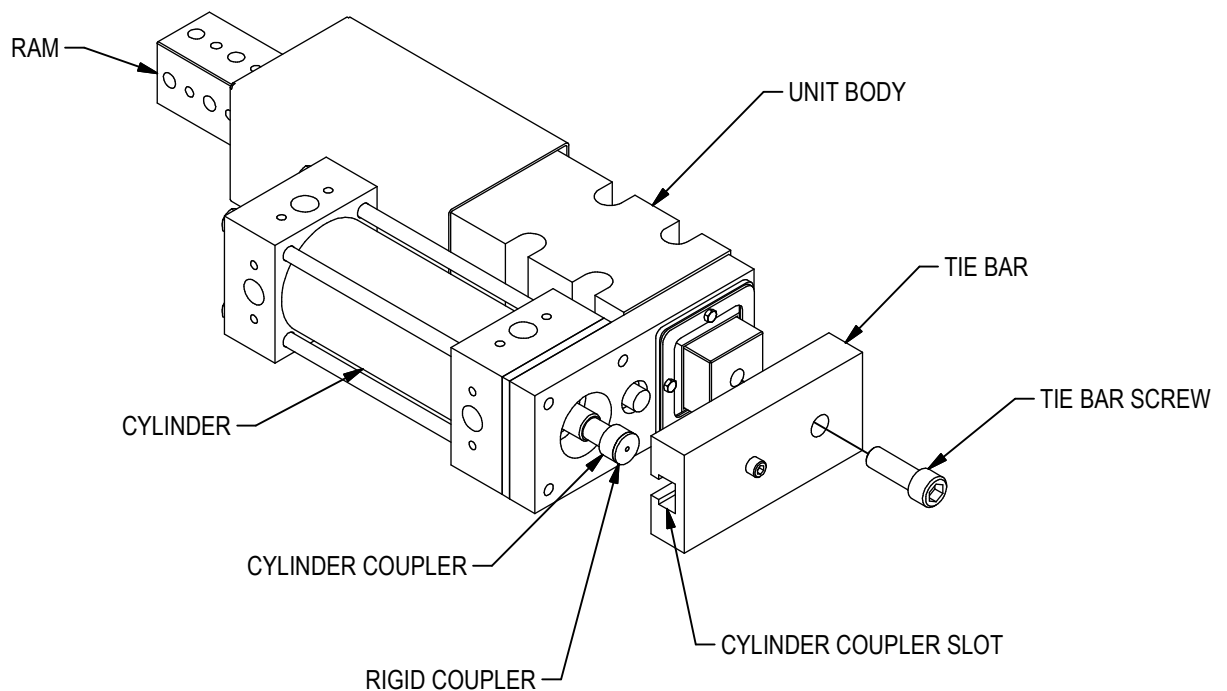
RAP TO RIGID CONVERSION FOR SB SERIES SIDE-BY-SIDE SHOT PINS

1. REMOVE AIR LINE, RELEASE AIR PRESSURE. MOVE RAM TO RETRACTED POSITION.
2. REMOVE TIE BAR SCREW.
3. SLIDE TIE BAR AWAY FROM CYLINDER COUPLER.
4. RIGID COUPLER IS INSTALLED TO CYLINDER COUPLER FOR RIGID OPTION. RIGID COUPLER IS REMOVED FOR RAP OPTION.

NOTE

RAP OPTION DECREASES RAM RETRACT STROKE BY 2mm ON SB2 & SB4; 3mm ON SB6.

SEE CATALOG FOR DETAILS.



5. REASSEMBLE UNIT, REVERSING STEPS 1, 2, 3.