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C362 Operating Instructions



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C362 TOOL TABLE OF CONTENTS AND LIST OF ILLUSTRATIONS

TABLE OF CONTENTS

SECTION		PAGE
	INTRODUCTION	3
I	GENERAL	4
	A. Rivnut Header	4
	B. Air Supply Requirements	4
	C. Lubrication	4
	D. Hydraulic System	4
II	OPERATION AND ADJUSTMENTS	4
	A. Operating the Header	4
	B. Pull-Up Stud Size	5
	C. Pull-Up Stud Replacement	5
	D. Throttle Lever Adjustment	5
	E. Anvil Adjustment	5
	F. Measuring Rivnut Pull-Up	5
	G. Determining the Amount of Pull-Up Required	6
	H. Adjusting for Correct Pull-Up	7
III	DISASSEMBLY AND REASSEMBLY	7
	A. Disassembly	7
	B. Bushing Replacement	8
	C. Cleaning	10
	D. Inspection	10
	E. Reassembly	10
	F. Pre-Operation Check	12
IV	TROUBLE SHOOTING	14
V	PARTS LIST AND SPARE PARTS RECOMMENDATIONS	17

List of Illustrations

FIGURE		PAGE
1.	B.F. Goodrich Rivnut Header Model C-362	3
2.	Measuring Rivnut Pull-Up	6
3.	Pull-Up Adjustment On Header	6
4.	Typical Rivnut Bulge	7
5.	Nose Piece Assembly	8
6.	Air Motor and Drive Group	9
7.	Pump Cylinder Group	10
8.	Cylinder Adapter Group	11
9.	Handle and Valve Group	12
10.	Special Tools for B.F. Goodrich Rivnut Header	13

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INTRODUCTION

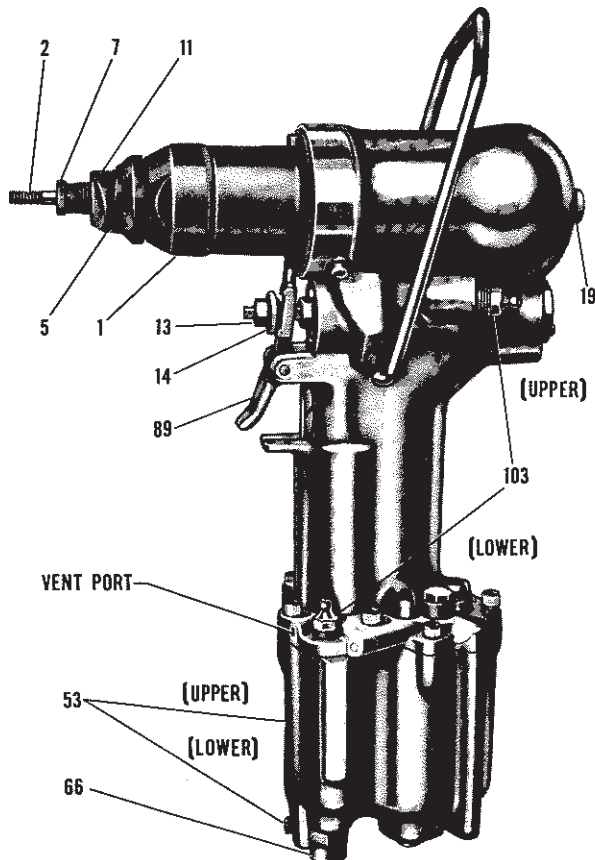
This publication describes the use, maintenance and repair necessary for correct operation of the C-362 pneumatic-hydraulic Rivnut Header.

The Table of Contents shows the basic arrangement of the book with the page numbers of the various sections. Paragraphs referenced in the text are section - main paragraph - subparagraph as listed in the Table of Contents; i.e. II-D-1 refers to Section II, paragraph D and subparagraph 1.

The Parts List is a complete listing of all components of the Model C-362 Rivnut Header. Each subassembly component is indented under the proper

assembly to show its relationship to the assembly. Component parts which are not included in any subassembly are listed in line with the subassembly listing in their logical order of removal. The first column of the Parts List contains the figure number where the part appears and the index number assigned to each part. An index number is only assigned once to a part in this book. Wherever it appears, it always refers to the same part.

The second column of the Parts List contains the part number and is used to order replacement parts. The third column gives the description of the part and the fourth column gives the quantity used in each subassembly.



1. Nose piece
2. Pull-up stud
5. Set screw
7. Anvil
11. Anvil sleeve
13. Adjusting nut locknut
14. Adjusting nut
19. Bleeder plug
53. Throttle rod arms
66. Air inlet bushing
89. Throttle lever
103. Zerk oiler fittings

Weight 11.1 Lbs

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SECTION I

GENERAL

A. RIVNUT HEADER.

The Header is a strongly built unit especially designed to install B F Goodrich Rivnuts of No. 10 screw thread size and larger. It will give long service with minimum care when kept clean, lubricated, and in proper adjustment according to the instructions which follow. Failure to follow instructions can result in rejected work and/or damage to the Rivnut Header.

The Model C-362 is used to install B F Goodrich Rivnuts in materials of constant thickness. An easily made external adjustment modifies the Header stroke length to accommodate a change in material thickness.

B. AIR SUPPLY REQUIREMENTS.

1. Install an air filter-lubricator unit in air supply line to the Header. If lubricator is not used, Header must be oiled daily (refer to paragraph I-C).

2. It is recommended that a pressure regulator be used in the Header line to hold pressures to specified range without pressure build-up. Supply clean, dry air at 80-90 psi to the Header inlet (66, figure 1). Use a minimum hose size of 3/8 inch. Couple the hose and Header with a straight through fitting of maximum internal diameter. Try to avoid a system which gives large pressure surges with changing demand. Use a surge tank, if necessary, to control these large pressure fluctuations.

C. LUBRICATION.

1. Fill the Header oiler daily by pumping clean SAE 10 oil into the lower zerk oiler fitting (103, figure 1). Never use grease.

2. If Header is disassembled, pack air motor bearings and reduction gear assembly with grease, National Lubrication Institute No. 1 or 2, or equivalent.

D. HYDRAULIC SYSTEM.

Some oil loss is to be expected during normal usage. Fill the system per steps below at least once weekly.

1. To fill the system. (See figure 1.)

a. Hold Header with the stud (2) pointing down and with bleeder plug (19) on top. Take out the bleeder plug and pump SAE 10 oil into the upper zerk fitting (103) until oil free of air bubbles starts flowing from the bleeder hole. Install the bleeder plug, and continue pumping in oil until the anvil (7) starts to move forward. Depress the throttle lever (89) and allow the Header to cycle completely. Repeat this operating cycle several times.

b. Exercising care to avoid being sprayed by oil under pressure, loosen bleeder plug two or three turns. Allow anvil to return to most rearward position and tighten bleeder plug. Pump in additional oil until the anvil (7) just starts to move forward.

2. Excessive oil loss. This is an unusual condition but it can occur. Refer to Section IV, Trouble Shooting.

SECTION II

OPERATION AND ADJUSTMENTS

The operating procedures and adjustments given in this section are vital to the correct, trouble-free performance of the Header. The operator should be thoroughly familiar with the Header and its adjustments before placing tool in use.

A. OPERATING THE HEADER

The Header is operated by a single throttle lever. The Header is simple and requires no lengthy training period to familiarize the operator with the operating sequence. A few practice cycles without using a Rivnut are generally sufficient to master the operation of the throttle control.

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1. Pull the throttle lever (89, figure 1) to the first stop, about half way down. This rotates the pull-up stud (2) clockwise and threads it into the Rivnut. When the Rivnut head touches the anvil, pull-up stud rotation automatically stops and the Rivnut can be inserted in the work piece.

2. Pull the throttle lever all the way down. This moves the anvil forward progressively, upsetting the Rivnut. The pull-up stud then automatically rotates counterclockwise, unthreading itself from the Rivnut.

CAUTION

In actual operation, the throttle lever must be held all the way down and the Header must be held at right angles to the work until the entire upset-retract cycle is completed. Failure to do this results in excessive pull-up stud breakage and/or damaged Rivnut threads.

3. Release the throttle lever. The tool automatically stops pull-up stud rotation and returns to the starting position.

B. PULL-UP STUD SIZE.

Check that the correct size pull-up stud (2) is installed in the Header. If the pull-up stud is the wrong size or if it is desired to change to a different Rivnut size, proceed as follows:

1. Refer to Table II, Section V, and select the correct nose piece assembly (see figure 5) and pull-up stud for the desired Rivnut size. Check pull-up stud holder if two-piece pull-up stud is used.

2. Assemble the stud thrust washer (4) and retaining washer (3) over the square end of pull-up stud or stud holder as in figure 5. Install pull-up stud assembly in nose piece assembly and screw nose piece firmly on handle sleeve (21).

3. Check anvil adjustment as in paragraph II-E and make necessary pull-up adjustment as in paragraphs II-F, II-G and II-H.

C. PULL-UP STUD REPLACEMENT.

If the pull-up stud is damaged, proceed as follows:

1. One-piece. Unscrew the nose piece assembly (see figure 5). Work the pull-up stud assembly free of the push pins and springs. Remove the thrust washer retaining washer (3) and thrust washer (4). Discard damaged pull-up stud. Install thrust washer (4) and retaining washer (3) over square end of pull-up stud. Install in nose piece assembly and screw nose piece firmly on handle sleeve (21).

2. Two-piece. Unscrew the nose piece assembly (see figure 5). Work the pull-up stud assembly free of the push pins and springs. Loosen the pull-up holder set screws and remove damaged pull-up stud. It is not necessary to disturb the thrust washer in the two-piece assembly. Insert new pull-up stud

in holder and tighten set screws. Install pull-up stud in nose piece assembly, and screw nose piece firmly on handle sleeve (21).

WARNING

The pull-up stud thrust washer (4, figure 5) and its retaining washer (3) must always be installed over the square end of the pull-up stud (2) and pushed down against the shoulder. Failure to observe this order of assembly (see figure 5) may cause damage to the air motor!

D. THROTTLE LEVER ADJUSTMENT. (Reference figures 1 and 7.)

To obtain correct motor valve and pump valve operation, adjust throttle rod arms (53) as follows:

1. Hold end of throttle lever (89) flush with end of throttle guard. Loosen set screws (52) and slide the upper throttle rod arm (53) up until it touches the end of the motor throttle valve (72). Tighten set screw (52).

2. Still holding the end of the throttle lever flush with end of guard, slide the lower throttle rod arm (53) to within 1/32-inch of end of pump throttle valve (72). Use a feeler gage to set correct gap. Tighten set screw (52) and recheck setting of both throttle arms (53).

E. ANVIL ADJUSTMENT. (See figure 1.)

Before using a new Header, or after changing Rivnut sizes, always check the anvil adjustment before operating.

1. Depress throttle lever and run Header through a complete operating cycle to insure the tool being in starting position.

2. Thread Rivnut on pull-up stud (2) until the head is seated against the face of the anvil (7). The chamfer on the end of the pull-up stud threads should protrude beyond the end of the Rivnut. (For closed-end Rivnuts, the pull-up stud should be approximately one-half turn from bottoming in the end of the Rivnut.) If the anvil (7) requires adjustment, loosen anvil sleeve set screw (5) and turn anvil (7) in or out as necessary to have the anvil face and Rivnut head together when the pull-up stud is the correct distance from the end of the Rivnut. Tighten set screw (5). Make necessary Rivnut pull-up adjustment as in paragraphs II-F, II-G and II-H.

F. MEASURING RIVNUT PULL-UP.

1. After the anvil adjustment is completed, measure and record over-all length of correct size Rivnut (A, figure 2).

2. Connect Header to air line.

3. Loosen locknut (13) and turn adjusting nut (14) in INCREASE PULL-UP direction (see figure 3) until

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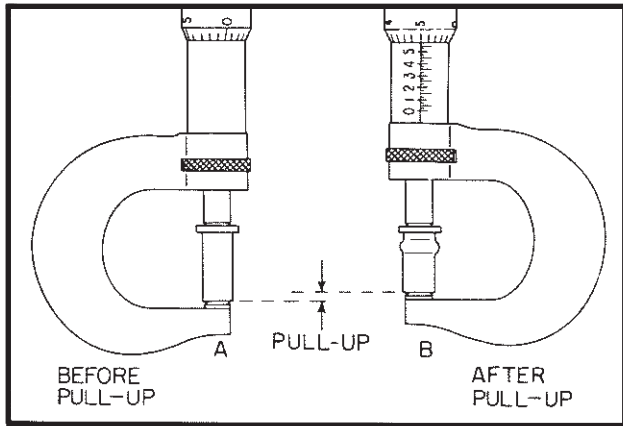


Figure 2. Measuring Rivnut Pull-Up

a slight upset of the Rivnut occurs.

4. Measure and record over-all length of the pulled-up Rivnut (B, figure 2). Record difference between measurement of Rivnut before pull-up (A, figure 2) and after pull-up (B, figure 2). This is the amount of pull-up for which the header is now adjusted. This information is essential to the next step of determining the amount of pull-up required.

G. DETERMINING THE AMOUNT OF PULL-UP REQUIRED.

1. Each Rivnut will accommodate thicknesses of materials between the minimum and maximum grip limits (explained in detail in Rivnut Data Book).

WARNING

Excessive pull-up may break pull-up stud, strip Rivnut threads, or both. Inadequate pull-up may result in loose installations.

2. Refer to Table I to determine correct pull-up factor needed as explained below.

Table I

Fastener Thread Size	Pull-Up Factor—Inches		
	Round Rivnut	Heavy Duty Hex Rivnut	Standard Hex Rivnut
No. 10	.080	—	.060
1/4	.095	.080	.075
5/16	.120	.120	.085
3/8	.155	.120	.110
1/2	.185	—	.120
	Round Rivnut	Hex Shank Rivnut	
M5	.095	.065	
M6	.115	.070	
M7	.115	—	
M8	.125	.120	
M10	.155	.120	
M12	.180	—	

a. Measure with micrometer over-all thicknesses of materials in which Rivnut will be installed. (For dimpled or countersunk holes, measure from top surface of metal to underside of dimpled hole.) Always include air gaps, paint, or any burrs which cannot be removed.

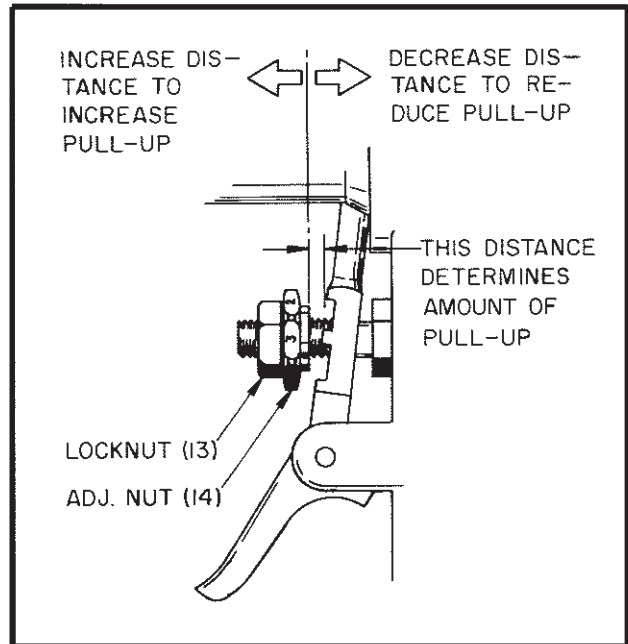


Figure 3. Pull-Up Adjustment on Header

b. Determine recommended maximum grip of Rivnut (stamped on Rivnut box label, or refer to Rivnut Data Book).

c. Subtract material thickness (a) from recommended maximum grip (b).

d. Add difference to applicable pull-up factor from Table I. This sum is a close approximation of the pull-up required to attain a proper bulge. (See figure 4, "A" and "B".)

EXAMPLE:

S10-80 Rivnut, to be installed in 0.060 inch material.	
Material thickness	0.060
Maximum grip of Rivnut	0.080
Difference (0.080-0.060)	0.020
Sum (0.020 + 0.080 pull-up factor)	0.100
Pull-up required	0.100

e. Compare pull-up recorded under paragraph II-F, with amount required as determined in paragraph II-G-d. Difference indicates amount of pull-up increase or decrease necessary.

f. Slight differences (± 0.005 inch) may require no further adjustment. Install several Rivnuts in sample material for checking.

CAUTION

Never attempt to upset a Rivnut a second time if the bulge is not sufficient. Push trip button (140) and depress trigger completely to reverse pull-up stud from Rivnut. Always cycle the Header several times and make several trial installations after changing the pull-up adjustment.

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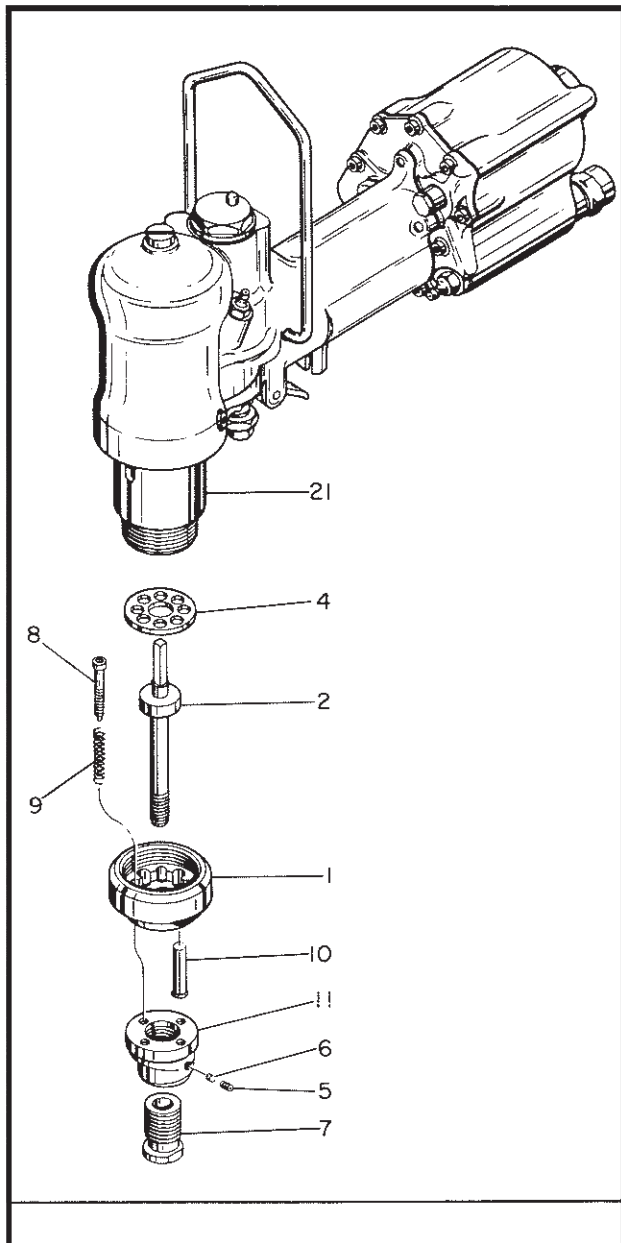


Figure 5. Nose Piece Assembly

3. Pump Cylinder Group. (See figure 7.)

If trouble is encountered in the pump, motor or throttle valves, take out attaching parts (49 thru 51) and loosen both throttle rod arms (53). Pull the cylinder assembly (85) straight back and down to prevent dropping loose parts out of ports in front of cylinder. Remove rear trip valve (55 thru 59), pump (62 thru 65), oiler (66 thru 70), forward motor throttle (71 thru 73), pump throttle (75 thru 77) and reverse motor valve (78 thru 82), in the sequence shown on exploded view, as necessary to effect repair. It is recommended that the oiler felt (70) be cleaned each time the pump cylinder assembly is removed. Do not remove bushings shown in phantom (61, 74, 83, 84) except for replacement due to excessive wear

or scoring that affects the operation of the Header. Refer to following paragraph III-B for instructions on bushing replacement.

4. Cylinder Adaptor Group. (See figure 8.)

Remove pump cylinder group as in preceding step 3 but do not disassemble. Remove three screws (86) and pull adaptor group free of handle assembly. The seals and bushings in the adaptor (102) are disassembled only if replacement is necessary. The oil reservoir bag (110) is replaced by loosening lock screw (106) and bolting assembling tool (Special Tools, figure 10) to clamp (107) and pulling straight out. Work remaining reservoir parts free of handle.

5. Handle and Valve Group. (See figure 9.)

To gain access to the low pressure check valve (112 thru 117), high pressure check valve (118 thru 123), and pressure relief valve (124 thru 128) assemblies, first free throttle lever (89) by drifting out pin (12). Take off holding piston nuts (13, 14) and lever (15). Then spring the throttle rod sufficiently to clear the trigger guard and slip the rod out of the way. Remove necessary parts in order of index numbers shown in exploded view. Remove holding piston (129 thru 133) only if necessary. Do not remove stop pin (117); restake it if it is loose.

B. BUSHING REPLACEMENT.

1. Do not remove the bushings, shown in phantom on the exploded views, (figures 7, 8, and 9), except when inspection reveals extensive damage or wear. To remove a particular bushing, select the thread tap and extractor, or drift, from the special tools listed in figure 10. Thread the bushing if in a blind hole. Note the alignment of all internal ports and passage ways. New bushing must match this alignment when installed. Remove all O-rings and heat the forging to 240° - 270°F. Pull out the bushing with the appropriate extractor or push out with a drift. Note that the holding piston bushing (135, figure 9) must be removed before adequate space is available for a drift to press out the pressure relief valve bushing (136).

2. Clean up any metal pick-up and burrs resulting from removal of bushing. Flush out all cavities and passage ways in the affected forging. A small chip of metal can cause a tool malfunction when tool is placed back in production.

3. To install new bushing inspect forging for cleanliness and freedom from burrs. Heat forging to 240° - 270°F and position under press ram with centerline of bushing bore in line with centerline of ram. Insert drift from figure 10 in end of bushing. Do not press directly on bushing. Use sufficient blocking to prevent damage to the affected piece and press new bushing into position. Be sure that internal passageways are in alignment before and after the bushing is installed.

4. Ream ID of bushing to size using reamer or reamers shown in figure 10. Be sure centerline of

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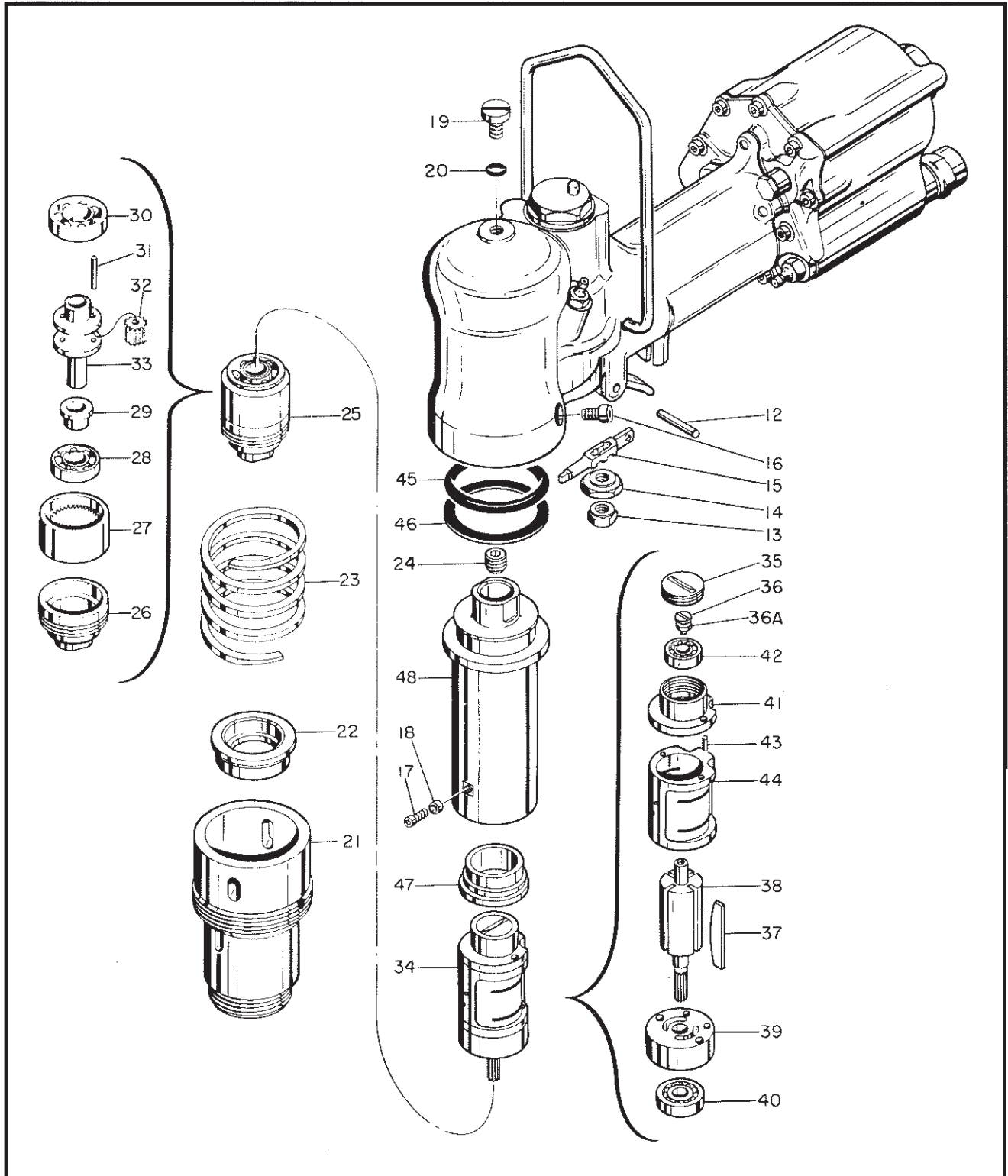


Figure 6. Air Motor and Drive Group

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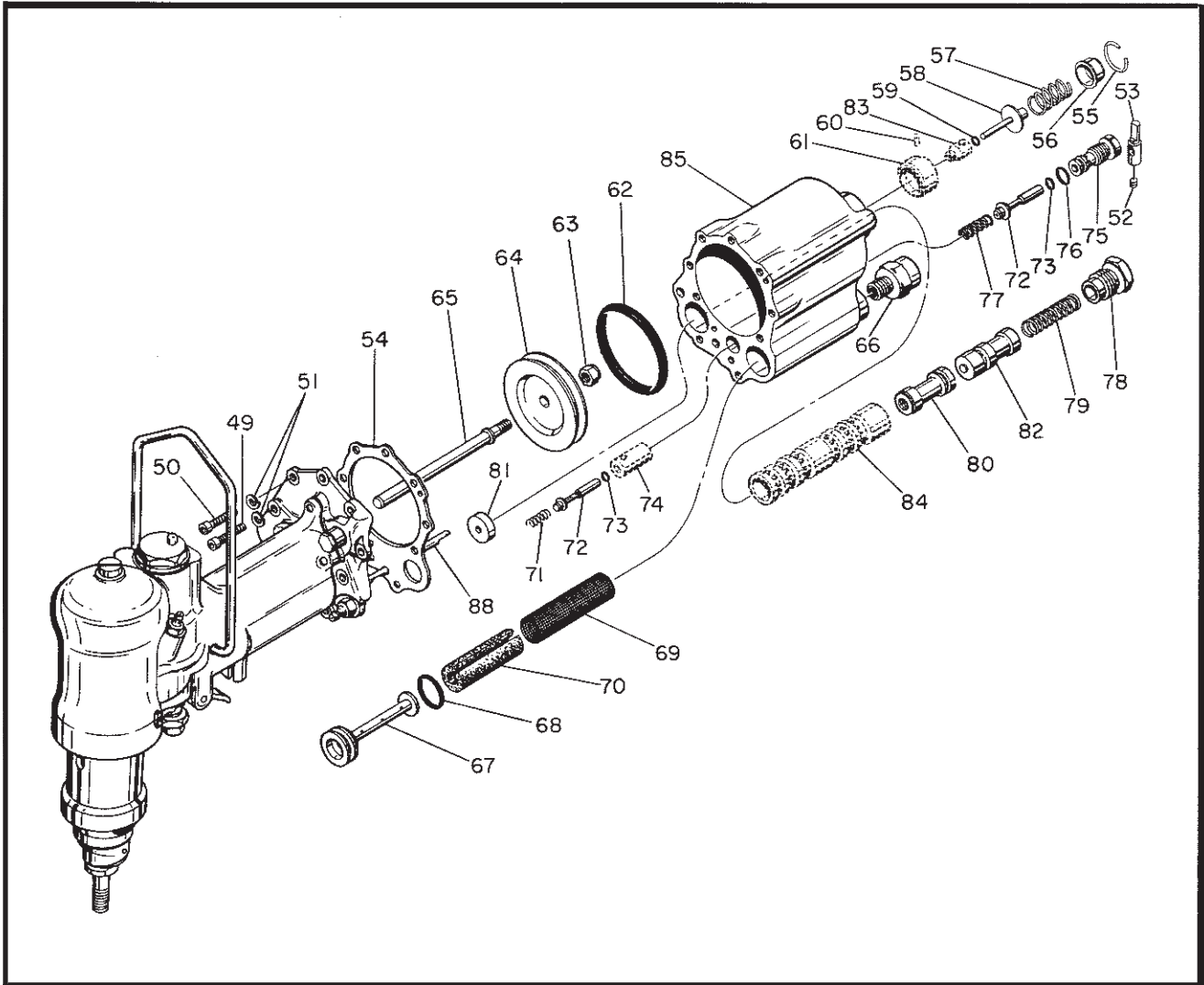


Figure 7. Pump Cylinder Group

reamer is square and parallel with mating surfaces. Use facing reamers to reface valve seats in both old and replacement bushings. The finished bores and seats must be as square, concentric and true to adjacent finished surfaces as is possible to obtain with normal machine shop practices. Flush out as in step 2 above.

C. CLEANING.

Clean parts with stiff fiber brushes and any good non-inflammable hydrocarbon cleaning solvent. DO NOT use any caustic solutions to clean any of the parts. Flush out all internal passages.

D. INSPECTION.

Inspect all parts for burrs, scoring, metal pick-up and signs of excessive wear. Any damaged part which affects serviceability of Header should be replaced. Stone off burrs and minor defects and clean parts

thoroughly before installing. Inspect all O-rings for cuts, nicks and signs of flat spots that would affect sealing action.

E. REASSEMBLY.

The reassembly of the Header is discussed in the same manner as the disassembly. It is presumed personnel experienced in the repair of precision tools will have the responsibility of repairing the Header, and only the specific instructions necessary to insure proper assembly are given.

1. Handle and Valve Group. (See figure 9.)

Apply a light coat of petrolatum or oil to O-rings and work them into their respective glands. Seat high pressure check valve (121) by dropping in place in handle, inserting a 1/4-inch brass rod in end of valve, and striking the rod several sharp blows

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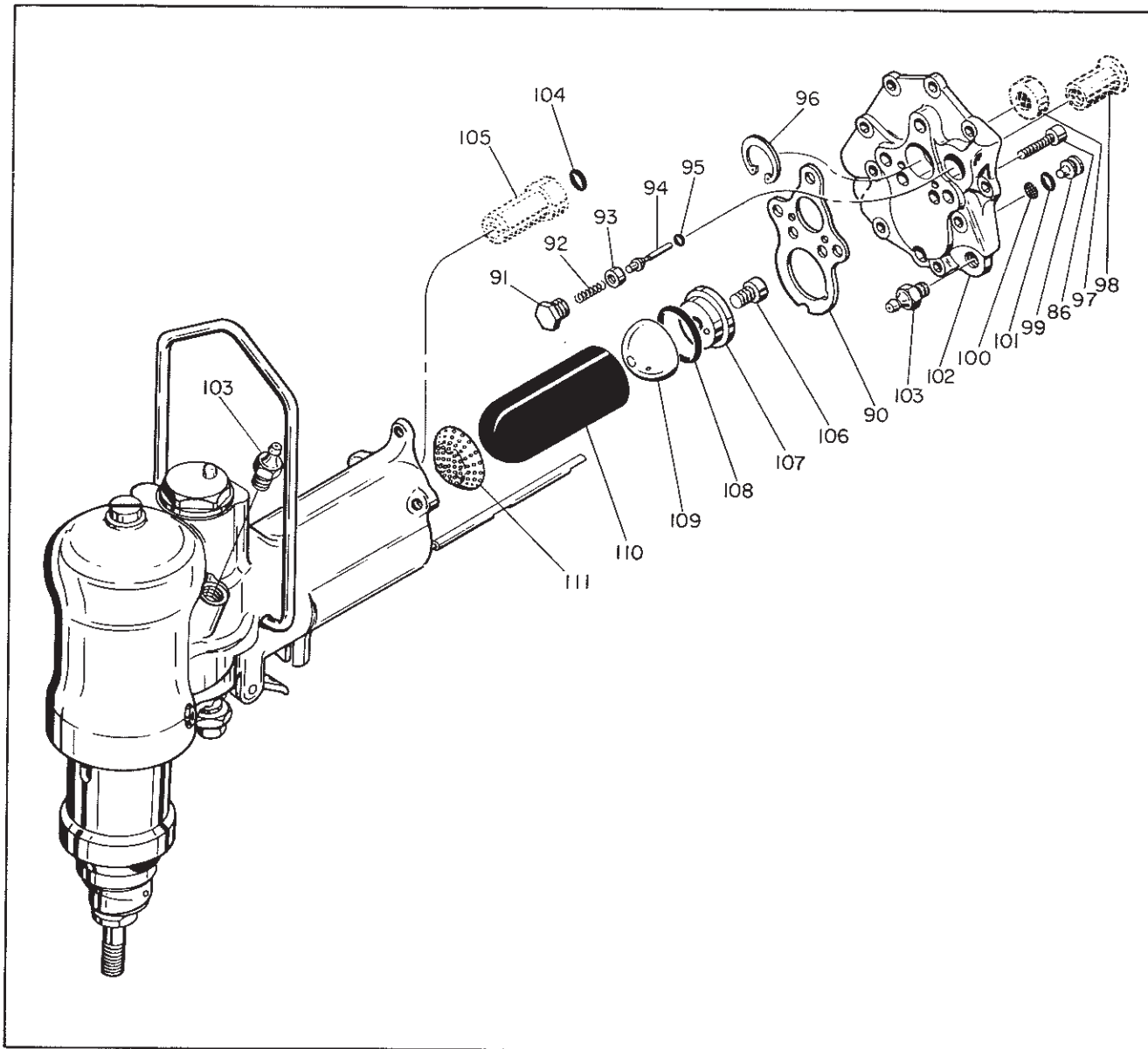


Figure 8. Cylinder Adaptor Group

with a light weight hammer. Seat the low pressure check valve (113) by inserting inbushing (112), placing bushing on a metal plate, and striking the end of the check valve sharply and squarely with a light weight hammer. Install parts in the reverse order of index numbers assigned to the exploded view. If this was the only subassembly disturbed, proceed to Lubrication in paragraph I-C, Hydraulic System, paragraph I-D, and Adjustments, paragraphs II-B, C, D, E, F, G and H.

2. Cylinder Adaptor Group. (See figure 8.)

Insert the oil reservoir baffle (111) and bag (110) in the cavity in the handle. Install O-ring (108) in groove in top bag clamp (109) and assemble loosely to bottom bag clamp (107) with clamp screw (106).

Insert in reservoir bag in handle and work end of bag and clamp approximately flush with handle. Fasten assembling tool shown in figure 10 to clamp and tighten clamp screw (106). Check that O-ring (104) is installed in pump ram bushing (105). Replace removed parts in adaptor in reverse order of index numbers. Install pump ram air seal (97) with lip of seal facing pump cylinder assembly. Place gasket (90) so that cut-out is in line with 0.040 inch vent hole in adaptor. Slip adaptor over throttle rod and install on handle with three screws (86).

3. Pump Cylinder Group. (See figure 7.)

If removed, apply a light coat of petrolatum or oil to O-rings and work them into their respective

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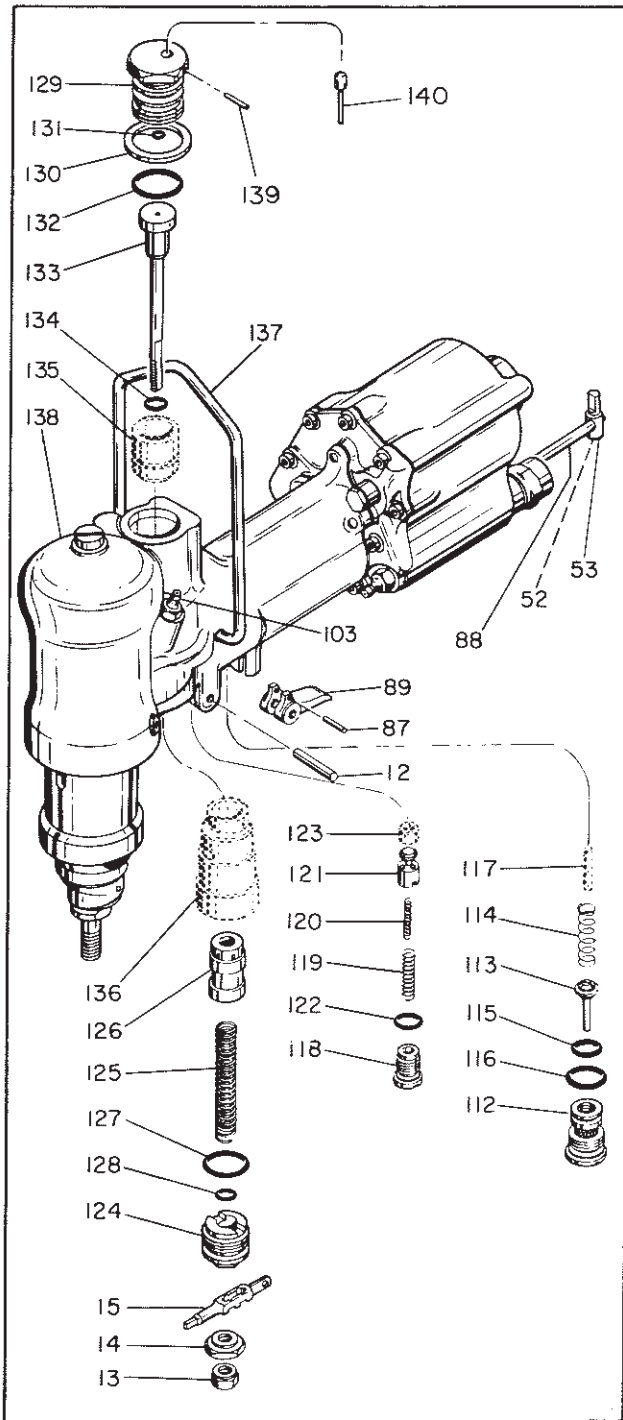


Figure 9. Handle and Valve Group

glands. The trip valve O-ring (59) is simply slipped up the valve (58) stem to seat against the flange. Assemble the valves and oiler in reverse order of index numbers shown. Push the air piston assembly partly in cylinder. Install gasket (54) and place bumper (81) in recess in adaptor. Check that front throttle valve spring (71) is in place and start cylinder assembly over throttle rod. Install upper rod arm (53)

as end of rod goes thru cylinder opening. Use short screws (50) in thin flange sections and long screws (49) in thick flange sections of adaptor. Adjust throttle lever per paragraph II-D. If this was the only sub-assembly removed, lubricate per paragraph I-C and I-D and adjust per Section II.

4. Air Motor and Drive Group. (See figure 6.)

Assemble air motor (34) and gear unit (25) in reverse order of index numbers shown. Apply a light film of oil to rotor blades (37). Pack ball bearings and motor gear unit parts with grease, National Lubrication Institute Specification No. 1 or 2. If the air motor was previously assembled without the rotor screw lockwasher (36A), dope the threads of rotor screw (36) to prevent its spinning out during operation. If the air motor was previously assembled with a rotor screw lockwasher (36A) install one now under the rotor screw (36). Do not dope the rotor screw threads when a lockwasher is used. In either case, check that the air motor assembly (34) spins freely and does not rub or bind on either end plate (39 or 41). Insert or remove the lockwasher (36A) as required if binding should occur between the motor rotor and motor end plates. Be sure gear assembly (25) rotates freely. Install spacer (47), air motor (34) and gear unit (25) in work piston (48). Dope pipe plug (24) and install in top of work piston. Place unit in vise and shoot air in either port while tightening motor housing nut (26) to obtain maximum motor speed.

Place return spring (23) and sleeve (21) over outside of work piston. Compress spring enough to insert work piston key (18) and screw (17) thru slot in sleeve. Screw assembly into handle with spanner wrench shown in figure 10. Align lock screw hole and slot in sleeve threads and install lock screw (16). Assemble holding piston lever (15), nuts (13, 14) and pin (12). Fill hydraulic system per instructions in paragraph I-D-1. Adjust Header per Section II.

5. Nose Piece Assembly. (See figure 5.)

Assemble the nose piece and pull-up stud as shown in the exploded view but do not tighten set screw (5) until anvil adjustment is made per instructions in paragraph II-E. Check Table II, Section V, to insure the correct parts are assembled for the particular size Rivnut. Screw the assembled nose piece firmly on the sleeve (21).

WARNING

Observe the order of assembly shown in figure 5; first the thrust washer (4), then the retaining washer (3) over the square end of the pull-up stud. Failure to assemble in order could cause an air motor failure.

F. PRE-OPERATION CHECK.

Before the Header is placed in service, perform the following checks:

1. Lubricate per instructions in paragraph I-C.
2. Fill hydraulic system per instructions in paragraph I-D.
3. Check all operating adjustments per instructions in Section II.

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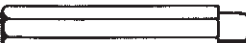



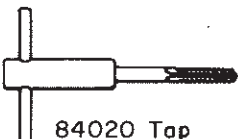

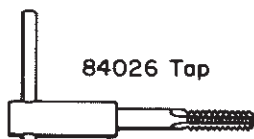


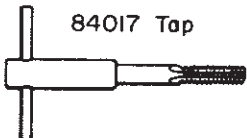

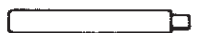

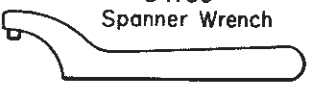
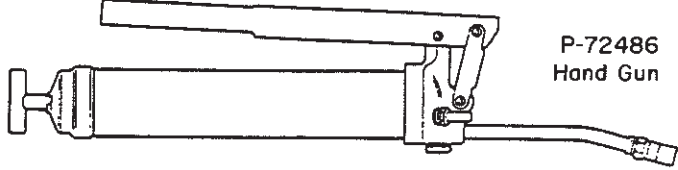
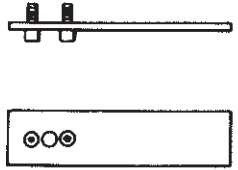
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Numbers in parenthesis are index numbers. See Parts List, Section V.

<p>*For Distributor and Reverse Motor Valve Bushing P-83559(84)</p>  <p>73526 Finish Reamer</p>  <p>5234 Drift</p>  <p>84054 Tap</p>	<p>*For Forward Motor Throttle Valve Bushing P-83560(74) and Pump Throttle Valve Bushing P-83565(75).</p>  <p>84019 Reamer</p>  <p>84023 Extractor</p>  <p>84020 Tap</p>  <p>84025 Drift</p>	<p>*For Pump Ram Bushing P-83588 (105).</p>  <p>84026 Tap</p>  <p>84030 Drift</p>  <p>84029 Extractor</p>
<p>*For High Pressure Check Valve Bushing A-83123(123).</p>  <p>84017 Tap</p>  <p>84016 Extractor</p>  <p>84018 Drift</p>	<p>*For Front and Rear Trip Valve Bushings, DB-82892 (83) and P-83585 (98).</p>  <p>84011 Drift</p>	<p>For Handle Sleeve P-83614(21)</p>  <p>84169 Spanner Wrench</p>
<p>For Filling Zerk Oiler Fittings (103) with SAE 10 Oil</p>  <p>P-72486 Hand Gun</p>		<p>For Oil Reservoir O-ring Bag Clamp P-83593(107).</p>  <p>84060 Assembling Tool</p>

* NOTE: Flush entire system after using tools; check for presence of chips and/or other contamination.

Figure 10. Special Tools for B F Goodrich Rivnut Header

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C362 TOOL

SECTION IV

TROUBLE SHOOTING

NOTE

In the following table, the index numbers shown in parenthesis, for example (2), are the index numbers assigned to the parts in the Parts List, Section V, and on the exploded views. When ordering parts, order by part number shown in second column of Parts List, NOT by index number. Paragraph references are easily located because all paragraphs are numbered alphabetically within each section.

Malfunction	Probable Cause	Corrective Action
Excessive pull-up stud (2) breakage.	<p>Too much upset of Rivnut.</p> <p>Incorrect or inconsistent material thickness.</p> <p>Attempting second upset of Rivnut.</p> <p>Improper positioning of Header.</p> <p>Improper Rivnut.</p>	<p>Refer to "Pull-Up Adjustment," paragraphs II-F, G and H.</p> <p>Check material thickness.</p> <p>Replace defective Rivnuts after first upset.</p> <p>Hold Header at right angles to work. Do not allow pull-up stud (2) to support weight of Header.</p> <p>Check Rivnut Specification for proper grip range.</p>
Stripping Rivnut threads.	<p>Pull-up stud (2) threads worn or damaged.</p> <p>Incorrect anvil (7) adjustment.</p> <p>Too much upset of Rivnut.</p> <p>Incorrect or inconsistent material thickness.</p>	<p>Replace pull-up stud (2). Refer to "Pull-Up Stud Replacement," paragraph II-C.</p> <p>Refer to "Anvil Adjustment," paragraph II-E.</p> <p>Refer to "Rivnut Pull-Up Adjustment," paragraphs II-F, G and H.</p> <p>Check material thickness.</p>
Limited or no pumping action.	<p>Not enough air available at Header.</p> <p>Inadequate lubrication.</p> <p>Throttle lever (89) adjustment incorrect.</p>	<p>Check Air Supply system against "Requirements," paragraph I-B.</p> <p>Refer to "Lubrication," paragraph I-C.</p> <p>Set throttle rod arms (53) as in "Throttle Lever Adjustment," paragraph II-D.</p>

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COMPONENTS · INC 13

C362 TOOL

Malfunction	Probable Cause	Corrective Action
Limited or no pumping action. (Cont.)	<p>Holding piston adjusting nut (14) too close.</p> <p>Pump distributor (82) and reverse motor (80) valves and/or bushing (84) are worn, dirty or nicked.</p> <p>Front trip valve (94) sticking; broken spring (92).</p>	<p>Refer to "Rivnut Pull-Up Adjustments," paragraphs II-F, G and H.</p> <p>Clean, replace damaged part(s). Refer to paragraphs III-A-3, III-B and III-E-3.</p> <p>Clean, remove burrs; replace broken spring by removing cap (91).</p>
Loose Rivnuts.	<p>Improper upset of Rivnut.</p> <p>Incorrect or inconsistent material thickness.</p>	<p>Refer to "Rivnut Pull-Up Adjustment," paragraphs II-F, G and H.</p> <p>Check material thickness to be within the Rivnut grip range. Refer to specification on Rivnut box.</p>
Limited or no rotation of pull-up stud (2).	<p>Not enough air available at Header.</p> <p>Inadequate lubrication.</p> <p>Throttle (89) adjustment incorrect.</p> <p>Work piston key (18) and screw (17) missing.</p> <p>Motor housing nut too tight or too loose.</p> <p>Motor rotor screw (36) loose.</p> <p>Pump distributor (82) and reverse motor (80) valves and/or bushing (84) are worn, dirty or nicked.</p>	<p>Check air supply system against "Air Supply Requirements," paragraph I-B.</p> <p>Refer to "Lubrication," paragraph I-C.</p> <p>Set throttle rod arms (53) per "Throttle Lever Adjustment," paragraph II-D.</p> <p>Install new key and screw. Refer to paragraph III-E-5.</p> <p>Check adjustment of motor housing nut (26) per paragraph III-E-5.</p> <p>Replace if loose per paragraph III-E-5.</p> <p>Clean. Replace defective part(s). Refer to paragraphs III-A-3, III-B and III-E-3.</p>
Holding piston (133) sticks in "out" position.	<p>Dirt or chips in valve (126) or bushing (136).</p> <p>Pump distributor (82) and reverse valves (80) or bushing (84) are dirty or nicked.</p>	<p>Clean, flush holding piston cavity and pressure relief cavity.</p> <p>Clean, replace damaged part(s). Refer to paragraphs III-A-3, III-B and III-E-3.</p>
Holding piston (133) "pops" out prematurely.	<p>Holding piston valve O-ring seat worn or damaged.</p> <p>Front trip valve (94) sticking.</p> <p>Pressure relief valve (126) sticking.</p>	<p>Replace O-ring (131).</p> <p>Clean, remove burrs, replace O-ring (95).</p> <p>Clean, flush cavity.</p>
Pumping action but pressure not sufficient to upset Rivnut.	<p>Air supply pressure low.</p> <p>Hydraulic level low or air in hydraulic system.</p>	<p>Check against "Air Supply Requirements," paragraph I-B.</p> <p>Refer to "Hydraulic System," paragraph I-D.</p>

C362 TOOL

Malfunction	Probable Cause	Corrective Action
Pumping action but pressure not sufficient to upset Rivnut. (Cont.)	<p>Pump piston (64) loose on pump ram (65) or piston O-ring (62) is worn or damaged.</p> <p>High (121) or low (113) pressure check valves not seating properly.</p> <p>Pump ram bushing (105) worn.</p> <p>Pressure relief valve (126) or bushing (136) worn.</p>	<p>Check for looseness; replace damaged O-ring (62).</p> <p>Clean, flush out cavity. Reseat valves per paragraph III-E-1. If still not operating properly, reface valve seats with applicable facing reamers shown in figure 10; flush cavities and reseat valves. Replace seats (112 and 123) if damaged. Refer to paragraph III-E-1.</p> <p>Replace bushing (105). Refer to paragraphs III-A-4, III-B and III-E-2.</p> <p>Replace defective part(s). Refer to paragraphs III-A-5, III-B and III-E-1.</p>
Air leaking into hydraulic system.	<p>Work piston and motor housing pipe plug (24) loose or not sealed.</p> <p>Pump ram air seal (97) worn or damaged.</p> <p>Pump ram bushing O-ring (104) worn or damaged.</p> <p>Holding piston bushing O-ring (134) worn or damaged.</p>	<p>Dope plug and reinstall. Refer to paragraphs III-A-2 and III-E-4.</p> <p>Replace air seal (97). Refer to paragraphs III-A-4 and III-E-2.</p> <p>Replace O-ring (104). Refer to paragraphs III-A-4 and III-E-2.</p> <p>Replace O-ring (134). Refer to paragraphs III-A-5 and III-E-1.</p>
Pumping action but no movement of anvil.	<p>High pressure check valve (121) not seating.</p> <p>Excessive oil leakage from vent port (figure 1).</p>	<p>Reseat per paragraph III-E-1.</p> <p>Replace damaged oil reservoir bag (110). Refer to paragraphs III-A-4 and III-E-2.</p>

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C362 TOOL

SECTION V

PARTS LIST AND SPARE PARTS RECOMMENDATIONS

TABLE II. Stud and Nose Piece Part Number Configurations Required

For Various B F Goodrich Rivnut Sizes

Rivnut Thread Size	Pull-Up Stud (2)	Pull-Up Stud Holder (not shown)	Anvil (7)	Anvil For Std. Hex Rivnuts *	Anvil Sleeve (11)	Nose Piece (1)	Nose Piece Assembly (Figure 5) (See Note)
10-24	P-146-1024	P-83633	P-83627	P-182-10	P-83622	P-83617	87666
10-32	P-146-1032	P-83633	P-83627	P-182-10	P-83622	P-83617	87666
12-24	P-146-1224	P-83632	P-83628		P-83623	P-83617	87665
1/4-20	P-146-2520	P-83632	P-83629	P-182-25	P-83623	P-83617	87664
1/4-28	P-146-2528	P-83632	P-83629	P-182-25	P-83623	P-83617	87664
5/16-18	P-147-3118	Not Required	P-83630	P-182-31	P-83624	P-83617	87662
5/16-24	P-147-3124	Not Required	P-83630	P-182-31	P-83624	P-83617	87662
3/8-16	P-147-3716	Not Required	83631	P-182-37	P-83624	P-83617	87660
3/8-24	P-147-3724	Not Required	83631	P-182-37	P-83624	P-83617	87660
1/2-13	P-147-5013	Not Required	P-132-50		P-83624	P-124	P-160
1/2-20	P-147-5020	Not Required	P-132-50		P-83624	P-124	P-160

*Formerly Midget Hex Rivnuts

METRIC THREAD SYSTEM

Thread Size	Pull-Up Stud	Pull-Up Stud Holder	Anvils		Anvil Sleeve	Nose Piece	Nose Piece Assembly
			Round	Hex			
M5X0.8	P-194-M5	P-83632	P-196-M5	P-249-M5	P-83622	P-83617	P-197-M5
M6X1.0	P-194-M6	P-83632	P-196-M6	P-249-M6	P-83622	P-83617	P-197-M6
M7X1.0	P-195-M7	Not Required	P-196-M7	—	P-83623	P-83617	P-197-M7
M8X1.25	P-195-M8	Not Required	P-196-M8	P-249-M8	P-83624	P-83617	P-197-M8
M10X1.50	P-195-M10	Not Required	P-196-M10	P-249-M10	P-83624	P-124	P-197-M10
M12X1.75	P-195-M12	Not Required	P-196-M12	—	P-83624	P-124	P-197-M12

NOTE

The Nose Piece Assemblies are packaged complete less the pull-up stud (2) for each specified Rivnut. The assembly consists of the nose piece (1), anvil (7), anvil sleeve (11), anvil sleeve set screw (5) and set screw plug (6), nose piece screws (8), push pins (10) and springs (9), stud thrust washer (4) and stud holder with set screws, where applicable. P-182 Anvils must be specified to be included as part of a Nose Piece Assembly.

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C362 TOOL

PARTS LIST

REFERENCE FIGURES 5, 6, 7, 8 & 9 FOR CORRECT RELATIONSHIP

FIGURE and Index No.	Part No.	Part Name	Quantity
5-1	See Table II	Nose Piece	1
5-2	See Table II	Pull-Up Stud	1
	See Table II	Stud Holder (when 2 pc. pull-up stud is required)	1
	80445	Set Screw (use with stud holder only)	2
5-4	P-83616	Stud Thrust Washer	1
5-5	74780	Anvil Sleeve Set Screw	1
5-6	P-83621	Anvil Sleeve Set Screw Plug	1
5-7	See Table II	Anvil	1
5-8	P-83618	Nose Piece Screw	4
5-9	P-83619	Nose Piece Spring	4
5-10	P-83620	Nose Piece Push Pin	4
5-11	See Table II	Anvil Sleeve	1
6-12	P-72105	Throttle Lever Pivot Pin	1
6-13	P-6087	Holding Piston Adjusting Nut Locknut	1
6-14	P-83602	Holding Piston Adjusting Nut	1
6-15	P-83603	Holding Piston Lever	1
6-16	P-70492	Handle Sleeve Lock Screw	1
6-17	P-83612	Work Piston Key Screw	1
6-18	P-83611	Work Piston Key	1
6-19	P-83605	Bleeder Plug	1
6-20	P-83071	Bleeder Plug O-Ring	1
6-21	P-83614	Handle Sleeve	1
6-22	P-83613	Push Pin Collar	1
6-23	P-83610	Work Piston Return Spring	1
6-24	P-9876	Work Piston and Motor Housing Pipe Plug	1
6-25	P-79556	Air Motor Gear Assembly (consists of 26 thru 33)	1
6-26	P-83609	Motor Housing Nut	1
6-27	C-77902	Internal Gear (includes C-78066 key)	1
6-28	C-66397	Motor Spindle Front Ball Bearing	1
6-29	C-68479	Motor Spindle Idler Gear Pin Retainer	1
6-30	A-83459	Motor Spindle Rear Ball Bearing	1
6-31	C-66334	Motor Spindle Idler Gear Pin	2
6-32	C-68477	Motor Spindle Idler Gear Assembly	2
6-33	P-83608	Motor Spindle	1
6-34	P-79555	Air Motor Assembly (consists of 35 thru 44)	1
6-35	C-67861	Motor Rear End Plate Clamp Nut	1
6-36	C-68454	Motor Rotor Screw	1
6-36A	C-80512	Motor Rotor Screw Lockwasher (as required)	1
6-37	C-66327	Motor Rotor Blade	4
6-38	C-68476	Motor Rotor	1
6-39	C-67849	Motor Front End Plate (includes C-79343 pin)	1
6-40	A-83543	Motor Front End Plate Ball Bearing	1
6-41	C-67848	Motor Rear End Plate	1
6-42	S-25101	Motor Rear End Ball Bearing	1
6-43	A-83476	Motor End Plate Dowel	4
6-44	C-67875	Motor Cylinder Liner	1
6-45	P-83072	Work Piston O-Ring	1
6-46	P-83090	Work Piston O-Ring Non-Extrusion Ring	1
6-47	P-83607	Motor Spacer	1
6-48	P-83606	Work Piston and Motor Housing	1
7-49	DB-83736	Cylinder Adaptor Screw (long)	5
7-50	P-81094	Cylinder Adaptor Screw (short)	4
7-51	P-2227	Cylinder Adaptor Screw Lockwasher	9
7-52	P-81254	Throttle Rod Arm Set Screw	2
7-53	P-83576	Throttle Rod Arm	2
7-54	P-83581	Cylinder Adaptor Gasket	1

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C362 TOOL

FIGURE and Index No.	Part No.	Part Name	Quantity
9-117	P-72105	Low Pressure Check Valve Stop Pin	1
9-118	P-83597	High Pressure Check Valve Plug	1
9-119	P-83399	High Pressure Check Valve Spring (outer)	1
9-120	P-83398	High Pressure Check Valve Spring (inner)	1
9-121	P-83596	High Pressure Check Valve	1
9-122	A-82777	High Pressure Check Valve Plug O-Ring	1
9-123	A-83123	High Pressure Check Valve Bushing	1
9-124	P-83600	Pressure Relief Valve Stop Plug	1
9-125	P-83599	Pressure Relief Valve Spring	1
9-126	P-56705	Pressure Relief Valve	1
9-127	H-82651	Pressure Relief Valve Stop Plug O-Ring (large)	1
9-128	A-82776	Pressure Relief Valve Stop Plug O-Ring (small)	1
9-129	P-104518	Holding Piston Valve Nut (includes 139 and 140)	1
9-130	P-96712	Holding Piston Valve Nut Gasket	1
9-131	P-83074	Holding Piston Valve Seat O-Ring	1
9-132	P-83075	Holding Piston Valve Nut O-Ring	1
9-133	P-83601	Pressure Relief Valve Holding Piston	1
9-134	A-82770	Holding Piston Bushing O-Ring	1
9-135	P-83590	Pressure Relief Valve Holding Piston Bushing	1
9-136	P-56706	Pressure Relief Valve Bushing	1
9-137	P-88842	Bail	1
9-138	P-159	Handle Assembly (includes 103, 104, 105, 117, 123, 134, 135, 136 and handle P-83555)	1
9-139	G-71737	Roll Pin	1
9-140	P-102933	Trip Button	1

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C362 TOOL

FIGURE and Index No.	Part No.	Part Name	Quantity
9-117	P-72105	Low Pressure Check Valve Stop Pin	1
9-118	P-83597	High Pressure Check Valve Plug	1
9-119	P-83399	High Pressure Check Valve Spring (outer)	1
9-120	P-83398	High Pressure Check Valve Spring (inner)	1
9-121	P-83596	High Pressure Check Valve	1
9-122	A-82777	High Pressure Check Valve Plug O-Ring	1
9-123	A-83123	High Pressure Check Valve Bushing	1
9-124	P-83600	Pressure Relief Valve Stop Plug	1
9-125	P-83599	Pressure Relief Valve Spring	1
9-126	P-56705	Pressure Relief Valve	1
9-127	H-82651	Pressure Relief Valve Stop Plug O-Ring (large)	1
9-128	A-82776	Pressure Relief Valve Stop Plug O-Ring (small)	1
9-129	P-104518	Holding Piston Valve Nut (includes 139 and 140)	1
9-130	P-96712	Holding Piston Valve Nut Gasket	1
9-131	P-83074	Holding Piston Valve Seat O-Ring	1
9-132	P-83075	Holding Piston Valve Nut O-Ring	1
9-133	P-83601	Pressure Relief Valve Holding Piston	1
9-134	A-82770	Holding Piston Bushing O-Ring	1
9-135	P-83590	Pressure Relief Valve Holding Piston Bushing	1
9-136	P-56706	Pressure Relief Valve Bushing	1
9-137	P-88842	Bail	1
9-138	P-159	Handle Assembly (includes 103, 104, 105, 117, 123, 134, 135, 136 and handle P-83555)	1
9-139	G-71737	Roll Pin	1
9-140	P-102933	Trip Button	1

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C362 TOOL

RECOMMENDED SPARE PARTS LIST FOR B F GOODRICH MODEL C-362 RIVNUT HEADERS

The suggested quantities listed below are for two tools over a period of approximately one year.

Quantity	Index No.	Part No.	Part Name
X	2	See Table II	Pull-Up Stud
10	-	80445	Stud Holder Set Screw (See Table II if used)
X	-	P-83632	Stud Holder - See Table II for size if used
X	-	P-83633	Stud Holder - See Table II for size if used
2	4	P-83616	Stud Thrust Washer
6	5	74780	Anvil Sleeve Set Screw
3	6	P-83621	Anvil Sleeve Set Screw Plug
4	13	P-6087	Holding Piston Adjusting Nut Locknut
6	14	P-83602	Holding Piston Adjusting Nut
4	16	P-70492	Handle Sleeve Lock Screw
6	17	P-83612	Work Piston Key Screw
6	18	P-83611	Work Piston Key
8	19	P-83605	Bleeder Plug
20	20, 76, 104	P-83071	O-Ring for Bleeder Plug, Pump Ram Bushing and Pump Throttle Valve Bushing
2	36	C-68454	Motor Rotor Screw
2	36A	C-80512	Motor Rotor Screw Lockwasher
8	37	C-66327	Motor Rotor Blade
2	45	P-83072	Work Piston O-Ring
1	46	P-83090	Work Piston Non-Extrusion Ring
5	49	DB-83736	Cylinder Adaptor Screw (long)
4	50	P-81094	Cylinder Adaptor Screw (short)
9	51	P-2227	Cylinder Adaptor Screw Lockwasher
10	52	P-81254	Throttle Rod Arm Set Screw
8	53	P-83576	Throttle Rod Arms
10	59, 73, 95, 131	P-83074	O-Ring for Holding Piston Valve, Front and Rear Trip Valves, Forward Motor and Pump Throttle Valves
1	79	P-83563	Pump Distributor Valve Spring
2	80	P-83561	Reverse Motor Valve
2	82	P-83562	Pump Distributor Valve
4	90	P-83587	Handle Gasket
4	97	P-83583	Pump Ram Air Seal
10	103	P-80606	Zerk Oiler Fitting
4	110	P-83178	Oil Reservoir Bag
2	113	P-83594	Low Pressure Check Valve
2	121	P-83596	High Pressure Check Valve
2	126	P-56705	Pressure Relief Valve
1	127	H-82651	Pressure Relief Valve Stop Plug O-Ring (large)
2	128	A-82776	Pressure Relief Valve Stop Plug O-Ring (small)
4	134	A-82770	Holding Piston Bushing O-Ring

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