MODEL DAQ
DAQ-DE

National Detroit, Inc.

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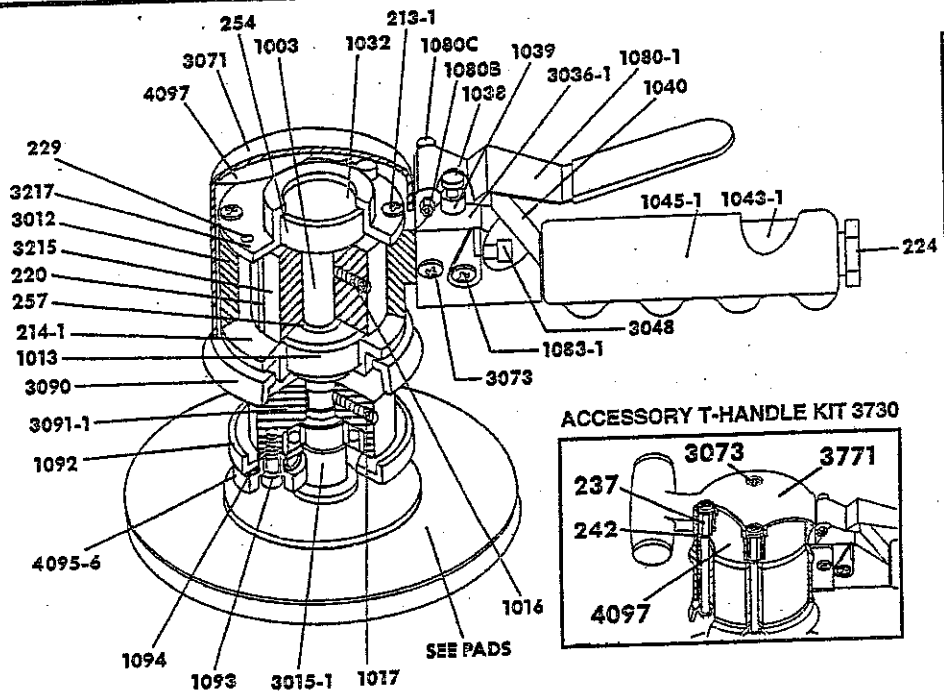
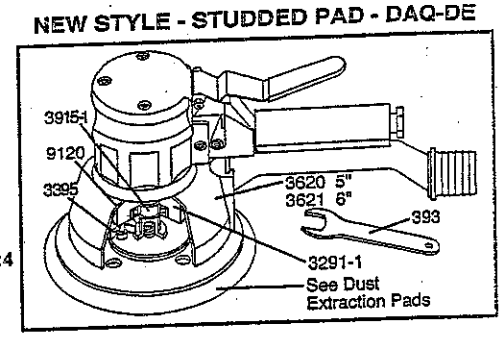
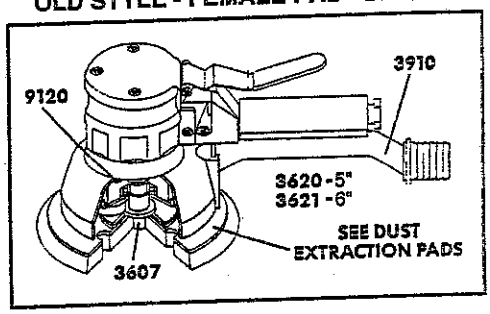


NEW STYLE - STUDDED PAD - DAQ-DE



ACCESSORY T-HANDLE KIT 3730

OLD STYLE - FEMALE PAD - DAQ-DE



Part No.	Description
213-1	Motor Screw with 1030-B Nut and 267 Lockwasher, (4)
214-1	Lower Motor Bearing Plate only
3214	214-1 Lower Bearing Plate with 1013 Bearing
220	Rotor Blade (5)
224	Motor Screen PlugScreen Plug
229	Dowel Pin (4)
246-1	Valve Spring
250	Valve Pipe Plug (Not Shown)
254	Ball Bearing, Upper Motor
257	Shim (sizes available .001 thru .006, .010 and .015)
1003	Motor Rotor Shaft
1013	Ball Bearing, Lower Motor
1016	Rotor Set Screw (2)
1017	Set Screws for Drive Head (2)
1032	Metal Gasket, Upper Motor Bearing
1037	Valve Ball
1038	Valve Stem
1039	Valve Stem Sleeve
1040	Valve Lever
1042	Valve Lever Jam Nut
1043-1	Handle
1045-1	Finger Grip
1080-1	Valve Lever Booster Assembly
1080-B	Valve Lever Bracket Nut
1080-C	Valve Lever Bracket Screw
1083-1	Speed Control Regulator Assembly
1092	Lock Ring
1093	Screw, Lock Ring
1094	Tension Washer
3012	Motor Cylinder
3015-1	Bearing and Shaft Assembly
3036-1	Valve Assembly complete with 1083-1
3048	Valve Screw, 1" long (2)
3071	Motor Cover
3073	Cover Screw (5)

Part No.	Description
3090	Skirt
3091-1	DA Head Assembly, Complete
3215	Motor Rotor
3217	Upper Motor Bearing Plate Only
9217	Upper Motor Bearing Plate with 254 Bearing
4095-6	Balance Weight
4097	Muffler
NEW STYLE - Dust Extraction Parts	
393	Wrench
3291-1	Head Assembly DAQ-DE
3395	Balance Weight
3910	Air Tube Handle
3915-1	Bearing & Shaft Assembly
3620	Shroud, 5 inch
3621	Shroud, 6 inch
9120	Mounting Screws (4)
OLD STYLE - Dust Extraction Parts	
3550	DE Conversion Kit with 5" Pad
3650	DE Conversion Kit with 6" Pad
3910	Air Tube Handle
3620	Shroud 5 Inch
3621	Shroud 6 inch
3606	5/32 Allen Wrench
3607	Pad Shaft Screw
3691-1	DE Head Assembly
9120	Mounting Screws (4)
Accessory Parts	
3773	T-Handle Soft Grip
3730-B	T-Handle Kit
3730	T-Handle Cover Conversion Kit, Incl. all of the below
3771	T-Handle Cover
237	Nut (3)
242	Washer (3)
4097	Muffler
3073	Screw (5)

See other side for pad information

Printed in U.S.A.

FORM DAQ 0205 IA & P

MODEL	PAD DESCRIPTION	SIZE			
		3 INCH	4 INCH	5 INCH	6 INCH
DAQ 5/16 – 24 Stud	Glue on (Canvas)		3062-4	3062-5	3062-6
	PSA (Vinyl)	4062-3	4062-4	4062-5	4062-6
	PSA Tapered Edge Fiber Backed			4042-5	4042-6
	Hook and Loop	3977-3	3977-4	3977-5	3977-6
	Hook and Loop Tapered Edge Fiber Backed			4047-5	4047-6
	Molded PSA (Vinyl)	4862-3		4862-5	4862-6
	Molded Hook and Loop	4677-3		4677-5	4677-6
OLD DAQ-DE 5/16 – 24(Female)	PSA Tapered Edge Fiber Backed			4082-5	4082-6
	Hook and Loop Tapered Edge Fiber Backed			4087-5	4087-6
	Molded PSA (Vinyl)			4882-5	4882-6
	Molded Hook and Loop			4877-5	4877-6
NEW - DAQ-DE 5/16 – 24 Stud	Molded PSA (Vinyl)			4162-5	4162-6
	Molded Hook and Loop			4177-5	4177-6

Pads

(Use National Detroit pads only. Sanders are balanced for use with these pads.)

See pad and abrasive application sheet. Contact National Detroit with details of special requirements for factory recommendations.

NATIONAL DETROIT
MODEL DAQ DUAL ACTION SANDER
OPERATING INSTRUCTIONS

This dual action tool has all the power needed for forming and shaping all material. It can be used to sand primer surface sealers, old finishes, oxidized paint, and road film. The smooth action eliminates hand sanding for final plastic patch finishing, for drop coats, base coats, fine feather edging and polishing clear coats.

LOCK RING: The patented lock ring on the driving head is used to remove and replace the pad. Push the lock ring in at the "Push Lock" mark to lock the pad shaft to remove and replace the pad. Push the lock ring at "Push Unlock" after pad replacement. This permits the pad shaft to turn free for proper action.

AIR PRESSURE: 60 PSI maximum at the sander. Excessive air pressure can retard sanding efficiency. When connected to higher air pressure, adjust the speed control lever on the left side of the valve for best operating speed. *Running the sander "free or wild" on higher air pressure can result in injury or damage. Never run the sander off the work.*

LUBRICATION: Lubrication should be performed daily. Put several drops of light oil (10 weight) through the air intake daily. This will prolong the tool life and prevent rust formation in the motor. If the tool is used in conjunction with an air line oiler, it should be adjusted to admit no more than 1 drop every 5 minutes. Excessive oil flow can cause an oil film deposit on the work.

MOISTURE AND FILTER TRAP: Clean dry air is important to prevent rust and excessive wear. Use a good line filter on each outlet. Open petcock every morning to drain accumulated water. Keep the intake filter on your air compressor clean, or plastic and paint dust will be drawn into the air lines. Drain water and sludge from compressor storage tank every day.

SERVICING INSTRUCTIONS

REMOVING DRIVE HEAD ASSEMBLY: Loosen two (2) Set Screws Part 1017 under Instruction Tape and Assembly comes free of Motor Rotor Shaft.

Lock Ring Part 3792 is removed by unscrewing Attaching Screw Part 1093. Note position of tongue on Lock Ring for proper reassembling. See sketch for position of parts. Securely tighten screw.

Part Number 3015-1 (Bearing and Shaft Assembly) is removed by pressing out of DA Head. When reassembling be sure pressure is on rim of bearing's outer race only, otherwise bearing will be damaged. Stake 4 locations on Housing Rim. File off burr before reassembling Lock Ring.

DISASSEMBLING AIR MOTOR: Cover is removed by pulling up over Motor and Air Valve. Motor disassembled by removing four (4) Motor Screws, Part 213-1. Hold Motor in hand and tap Rotor Shaft Part 1003-1 with soft nose hammer to disengage Upper and Lower Motor Bearing Plates from Motor Cylinder. CAUTION–Do not bend Dowel Pins. If Dowel Pins remain in Motor Cylinder do not damage in removing.

Remove Rotor Blades Part 220 from slots in Rotor.

To remove Upper Motor Bearing Plate from Bearing and Rotor Assembly, place support under Plate and press on Bearing, Part 254.

When removing the Motor Bearings and Rotor from Rotor Shaft, loosen Set Screw in Rotor. There are Shim Washers of varying thickness between Bearings and Rotor, at each end. NEW BEARINGS REQUIRE RESPACING.

Press Rotor and Shaft Assembly into Lower Motor Bearing Plate, Part 214-1.

Insert Rotor Blades Part 220 in Rotor slots with straight edge out. Turn Rotor Shaft by hand to be sure Blades do not bind. Press Upper Motor Bearing Plate onto Rotor Shaft with proper Shims in place. Apply pressure on Inner Race of Bearing (to prevent brinelling) until bearing is full-seated on Rotor Shaft. Insert Dowel Pins. CAUTION–Insert but do not tighten Motor Screws, Part 213-1. Connect air line to sander and run Air Motor to be sure nothing binds. Tighten Motor Screws.

CAUTION: READ AND OBSERVE THE ENCLOSED WARNINGS AND SAFETY RULES FOR SAFE OPERATION.