

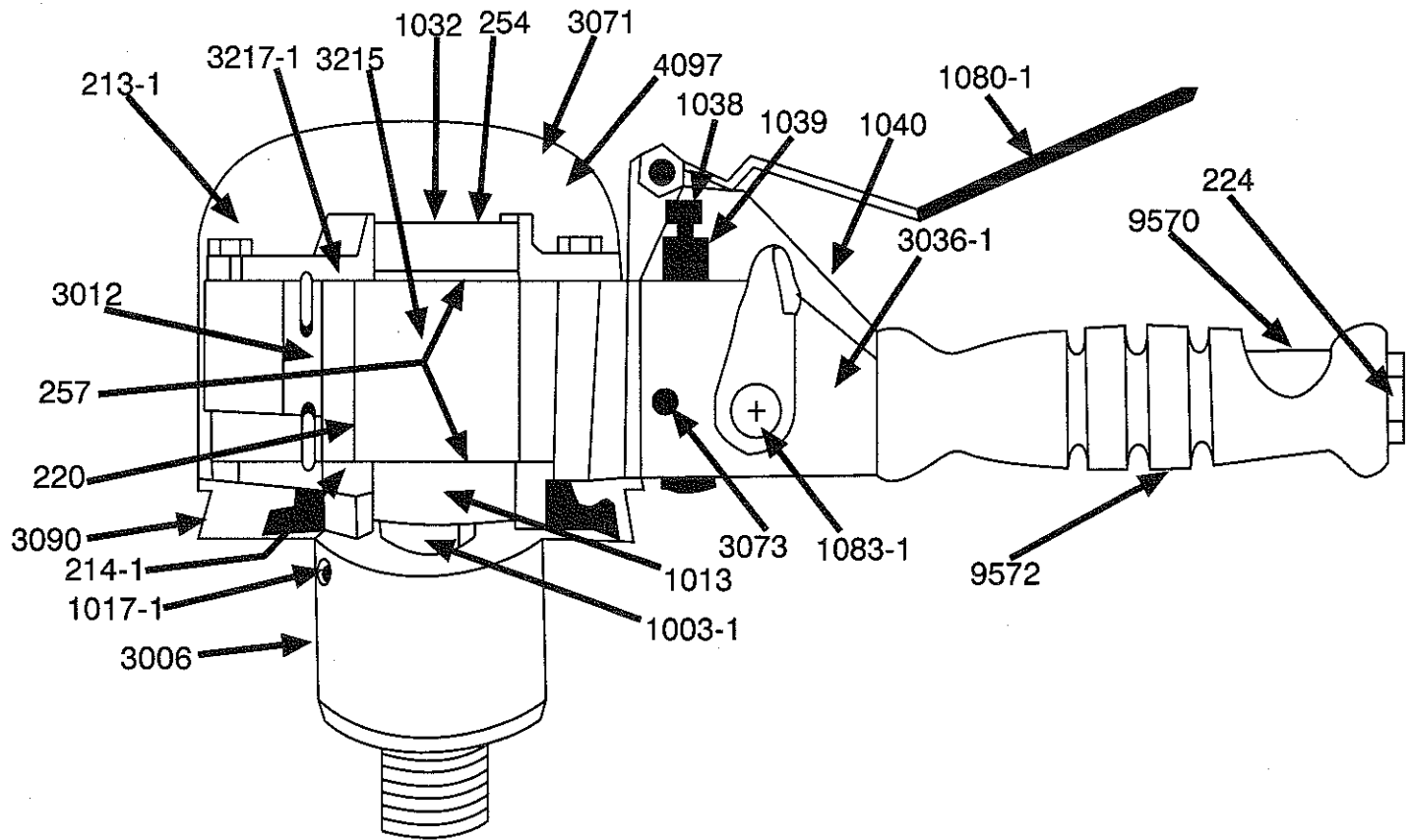


National Detroit, Inc.

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MODEL DCX

Shipping Address:
1590 Northrock Court
Rockford, IL 61103



Part No. Description

213-1	Motor Screw incl. L/Washer & Nut—4
214-1	Lower Motor Bearing Plate only
220	Rotor Blade—5
224	Motor Screen Plug
229	Dowel Pin—4
246-1	Valve Spring
254	Ball Bearing, Upper Motor
257	Shim (sizes available: .001 thru .006, .010 and .015)
1003-1	Motor Rotor Shaft—Model DC or DCX
1013	Ball Bearing, Lower Motor
1016	Rotor Set Screw (not shown)
1017-1	Set Screws for attaching DCX Head Set 2
1032	Gasket, Metal, Upper Motor Bearing
1037	Valve Ball
1038	Valve Stem
1039	Valve Stem Sleeve
1040	Valve Lever
1042	Valve Lever Jam Nut

Part No. Description

250	Valve Pipe Plug (Not Shown)
1080-1	Valve Lever Booster Assembly
1080-B	Valve Lever Bracket Nut
1080-C	Valve Lever Bracket Screw
1083-1	Speed Control Regulator Assembly
3006	Drive Head, 5/8-11 Thread
3012	Motor Cylinder
3036-1	Valve Assembly complete with Part 1083-1
3048	Valve Screw Socket Cap 1" long (2)
3071	Cover Motor
3073	Cover Screw w/washers—2
3090	Skirt
3215	Motor Rotor
3217-1	DCX Upper Motor Bearing Plate W/O Bearing
4097	Muffler Material
9570	Handle
9572	Foam Grip

NATIONAL DETROIT

MODEL DCX SANDER

OPERATING INSTRUCTIONS

ABRASIVES: The 5/8 - 11 threaded head accepts many quick change sanding and grinding accessories. Always follow manufacturers directions.

AIR PRESSURES: 70 to 100 pounds. Adjustable Air Control Regulator on left side of Valve.

LUBRICATION—IMPORTANT. Daily put 8 to 10 drops of very light oil in the air intake. This will

eliminate rust formation in the Motor Cylinder. AIR line lubricator is not required. If one is used, set for one drop each 10 minutes. **DO NOT USE HEAVIER THAN Finol or 3-In-One.** Ball Bearings are sealed for the life of the bearings.

MOISTURE AND FILTER TRAP. Clean dry air is important to prevent rust and excessive wear. Drain moisture trap daily.

SERVICING INSTRUCTIONS

REMOVING DRIVE HEAD ASSEMBLY: Drive Head, Part 3006 is removed from Motor Rotor Shaft Part 1003-1 by loosening two (2) Set Screws, Part 1017-1 .

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 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 Screws in Rotor. *There are Shim Washers of varying thickness between Bearings and Rotor, at each end.* **NEW BEARINGS REQUIRE RE-SPACING.**

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.