



47109517  
Edition 1  
September 2010

## **Air Impulse Wrench (Twin Blade)**

**Model 100SQ1 and 100SQ1-EU**

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# **Maintenance Information**



Save These Instructions

 **Ingersoll Rand**

**WARNING**

Always wear eye protection when operating or performing maintenance on this tool.

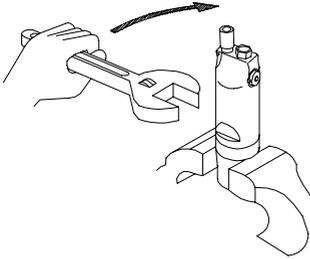
Always turn off the air supply and disconnect the air supply hose before installing, removing or adjusting any accessory on this tool or before performing any maintenance on this tool.

**Note:** When reading the instructions, refer to exploded diagrams in Parts Information Manual when applicable (see under Related Documentation for form numbers).

### Changing The Mechanism Fluid

To change the Mechanism Fluid in the Impulse Mechanism, proceed as follows:

1. Use a pointed probe to push the Spring Seat (57) against the Retaining Sleeve Spring (56). While the Spring is compressed, use another pointed probe or thin blade screwdriver to remove the Retaining Ring (58). Lift the Spring Seat, Spring and Bit Retaining Sleeve (55) off the Drive Shaft (43) and remove the Bit Retaining Ball (54).
2. Using snap ring pliers, remove the Retaining Sleeve Spring Stop (50) from the Drive Shaft.
3. Using copper-covered vise jaws, carefully grasp the flats of the Mechanism Cover (52) with the output end of the Drive Shaft downward.
4. Using an adjustable wrench, unscrew the Motor Housing Assembly (1) from the Mechanism Cover. This is a left-hand thread, rotate the Motor Housing clockwise to remove it. (Refer to Dwg. TPD1292)



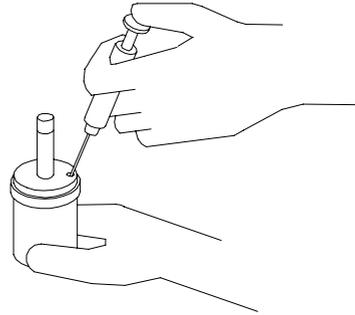
(Dwg. TPD1292)

5. Lift the assembled motor off the Mechanism Cover and pull the mechanism assembly out of the Cover.
6. Using a 1.5 mm hex wrench, rotate the Torque Adjustment Bolt (33) clockwise until the Bolt stops. Rotate the Bolt counterclockwise until it stops in new style Liner Housings. Do not rotate the Bolt more than 3-1/2 turns counterclockwise in old style Liner Housings or the Bolt will fall out of the Housing.
7. Using the special Tee Wrench furnished in the Tool Kit (Part No. 100PQ-99), remove the Oil Plug (31) and Oil Plug Seal (32).
8. With the oil plug opening downward over a container, rotate the Drive Shaft to purge the fluid from the mechanism.
9. Using the syringe and fluid from the Fluid Replacement Kit (Part No. EQ1065-K400), fill the mechanism with the fluid furnished in the Kit. (Refer to Dwg. TPD1265)

**NOTICE**

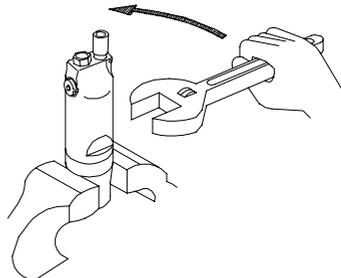
**Do Not Substitute Any Other Fluid.**

**Failure to use the impulse mechanism fluid provided could damage the tool, increase maintenance and decrease performance. Use only clean fluid in these tools.**



(Dwg. TPD1293)

10. Submerge the fill opening in the remainder of the fluid, and using a wrench, rotate the Drive Shaft to purge any remaining air from the system.
11. Thread the Oil Plug with the Oil Plug Seal into the mechanism until it is snug.
12. Using a 1.5 mm hex wrench, turn the Torque Adjustment Screw clockwise until it stops. This is the maximum torque position.
13. Wipe the outside of the mechanism dry and clean and remove the Oil Chamber Plug. Using the syringe, withdraw .25 cc of fluid.
14. Install the Oil Chamber Plug and tighten it between 20 and 25 in-lb (2.3 and 2.8 Nm) torque.
15. Insert the mechanism assembly, output end leading, into the Mechanism Cover clamped in the vise jaws.
16. Insert the hex end of the rotor shaft into the hex recess at the rear of the Drive Shaft and thread the assembled Motor Housing onto the Mechanism Cover. This is a left-hand thread. Rotate the Housing counterclockwise to tighten it. (Refer to Dwg. TPD1294)



(Dwg. TPD1294)

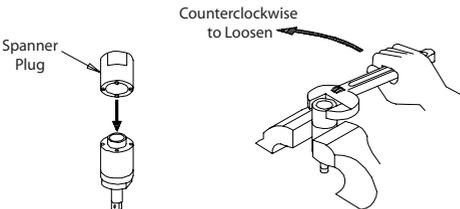
## Disassembly

### General Instructions

1. Do not disassemble the tool any further than necessary to replace or repair damaged parts.
2. When grasping a tool or part in a vise, always use leather-covered or copper-covered vise jaws to protect the surface of the part and help prevent distortion. This is particularly true of threaded members and housings.
3. Do not remove any part which is a press fit in or on an assembly unless the removal of that part is necessary for repairs or replacement.
4. Do not disassemble the tool unless you have a complete set of new gaskets and O-rings for replacement.

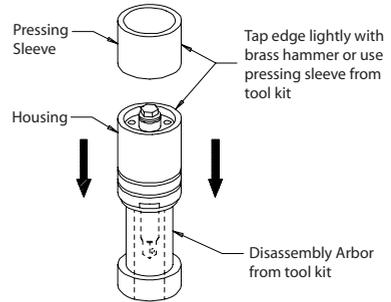
### Disassembly of the Impulse Mechanism

1. Use a pointed probe to push the Spring Seat (57) against the Retaining Sleeve Spring (56). While the Spring is compressed, use another pointed probe or thin blade screwdriver to remove the Retaining Ring (58). Lift the Spring Seat, Spring and Bit Retaining Sleeve (55) off the Drive Shaft (43) and remove the Bit Retaining Ball (54).
2. Using snap ring pliers, remove the Retaining Sleeve Spring Stop (50) from the Drive Shaft.
3. Using copper-covered vise jaws, carefully grasp the flats of the Mechanism Cover (52) with the output end of the Drive Shaft downward.
4. Using an adjustable wrench, unscrew the Motor Housing Assembly (1) from the Mechanism Cover. This is a left-hand thread, rotate the Motor Housing clockwise to remove it. (Refer to Dwg. TPD1264)
5. Lift the assembled motor off the Mechanism Cover and pull the mechanism assembly out of the Cover. Remove the Mechanism Cover Spacer (51).
6. Using a 1.5 mm hex wrench, rotate the Torque Adjustment Bolt (33) clockwise until the Screw stops. Rotate the Bolt counterclockwise until it stops in new style Liner Housings. Do not rotate the Bolt more than 3-1/2 turns counterclockwise in old style Liner Housings or the Bolt will fall out of the Housing.
7. Using the special Tee Wrench furnished in the Tool Kit (Part No. 100PQ-99), remove the Oil Plug (31) and Oil Plug Seal (32).
8. With the oil plug opening downward over a container, rotate the Drive Shaft to purge the fluid from the mechanism.
9. Grasp the flats of the Liner Housing (30) in vise jaws with the output end of the Drive Shaft downward.
10. Insert the pins of the spanner plug from the No. 100PQ-99 Tool Kit into the two holes in the Housing Cap (36). Using a wrench on the plug, unscrew and remove the Housing Cap from the Housing Assembly. (Refer to Dwg. TPD1267)



(Dwg. TPD1267)

11. Stand the disassembly arbor from the Tool Kit, large end downward, on a workbench or the table of an arbor press. Insert the output end of the Drive Shaft into the central opening and either tap the Housing downward off the components or use the pressing sleeve in the Kit to press the Housing downward off the components. (Refer to Dwg. TPD1268)



(Dwg. TPD1296)

12. Disassemble the components of the mechanism in the sequence shown in Drawing TPA1360-1 on Page X.

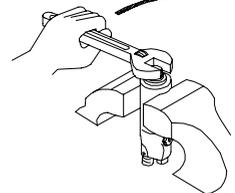
### Disassembly of the Motor

1. Grasp the Motor Housing (1) in vise jaws with the shaft of the Rotor (23) upward.
2. Insert the pins of the end plate spacer spanner into the holes in the Front End Plate Spacer (29). Using a wrench, unscrew and remove the Spacer. This is a left-hand thread; rotate the wrench clockwise to remove the Spacer. (Refer to Dwg. TPD1297) Remove the Dust Washer (28).

End Plate  
Spacer Spanner

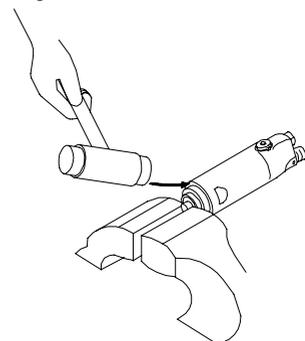


Clockwise to Loosen



(Dwg. TPD1297)

3. Reposition the Motor Housing in the vise jaws so that the vise jaws grip the end of the rotor shaft and the handle grip of the Housing is downward. Tap the edges of the Housing surrounding the motor bore with a plastic hammer to separate the Housing from the motor. (Refer to Dwg. TPD1298).



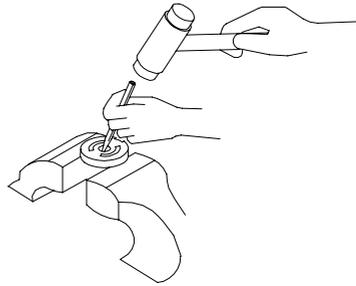
(Dwg. TPD1298)

4. Remove the motor from the vise jaws and remove the Front End Plate (25), Front Rotor Bearing (27), Cylinder Assembly (20) and Vanes (24) from the Rotor.
5. Remove the Rear End Plate Spacer (17) from the Motor Housing or the Rear End Plate (18).
6. On the table of an arbor press, support the Rear End Plate with blocks as close to the Rotor as possible and press the Rotor out of the Rear End Plate and Rear Rotor Bearing (19).

### NOTICE

**In the following step, do not enlarge or damage the shaft hole in the End Plate when removing the Bearing.**

7. To remove the Rear Rotor Bearing from the Rear End Plate, use a small drift or pin punch through the central opening of the Rear End Plate to tap the Bearing out of the End Plate. (Refer to Dwg. TPD1271)
8. Using an adjustable wrench, unscrew and remove the Inlet Bushing (15). Remove the Exhaust Deflector (13) and Exhaust Deflector Seal (14).
9. Using a pin punch and without damaging the Reverse Lever (2), remove the Reverse Lever Retaining Pin (4) and separate the Lever from the Reverse Valve Assembly (8). Remove the Reverse Valve Seal (9) from the Lever.



(Dwg. TPD1271)

10. Remove the Throttle Rod Assembly (5) and Throttle Rod Spring (7) from the Reverse Valve Assembly (8).
11. Using a pin punch, tap the Lever Retaining Pin (12) out of the Throttle Lever (11) and Housing and remove the Lever.
12. Push the Reverse Valve Assembly out the lever side of the Housing.

## Assembly

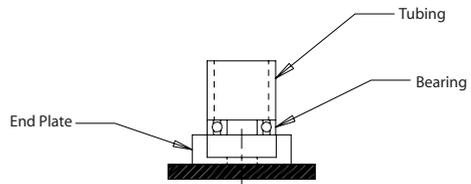
### General Instructions

1. Always press on the inner ring of a ball-type bearing when installing the bearing on a shaft.
2. Always press on the outer ring of a ball-type bearing when pressing the bearing into a bearing recess.
3. When grasping a tool or part in a vise, always use leather-covered or copper-covered vise jaws to protect the surface of the part and help prevent distortion. This is particularly true of threaded members and housings.
4. Except for bearings and mechanism parts, always clean every part and wipe every part with a thin film of oil before installation.
5. Wipe a thin film of mechanism fluid on all internal mechanism components before installing them in the mechanism.
6. Apply a film of o-ring lubricant to every o-ring before installation.

### Assembly of the Motor

1. If the Reverse Valve Bushing Seal (10) was removed from the reverse valve bushing, install a new Seal inside the bushing.
2. Install a new Reverse Valve Seal (9) on the Reverse Valve (8).
3. Being careful not to cut or nick the Seals, insert the Reverse Valve, large hub trailing, into the Motor Housing (1) from the lever side of the Housing. Make certain the hole for the Reverse Lever Retaining Pin (4) and the valve porting are properly aligned.
4. Position the Throttle Lever (11) on the Housing and secure it by pressing the Lever Retaining Pin (12) through the Housing and Lever.
5. Install the Throttle Rod Seal (6) in the groove on the large hub of the Throttle Rod (5).
6. Install the Reverse Lever Seal (3) on the hub of the Reverse Lever (2).
7. Insert the Throttle Rod Assembly, small end leading, into the Reverse Valve Assembly followed by the Throttle Rod Spring (7) and assembled Reverse Lever.
8. Align the hole in the Reverse Lever with the hole in the Reverse Valve and install the Reverse Lever Retaining Pin in the aligned holes.
9. Place the Exhaust Deflector Seal (14) on the inlet and of the Motor Housing followed by the Exhaust Deflector.
10. Thread the Inlet Bushing (15) into the small hub the Housing and, after rotating the Deflector to the desired position, tighten the Inlet Bushing between 30 and 35 ft-lb (40 and 47 Nm) torque.

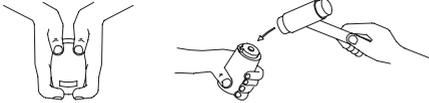
11. Using an arbor press and a piece of tubing that contacts the outer ring of the bearings, press the Front End Plate Bearing (27) into the Front End Plate (25) and the Rear End Plate Bearing (19) into the Rear End Plate (18). (Refer to Dwg. TPD1274).



(Dwg. TPD1274)

12. Stand the Rotor (25) on the table of an arbor press. It should be upright on a flat metal plate having a clearance hole for the shaft. The shaft with the hex must be downward.
13. Place a 0.001" (0.025 mm) shim on the upward surface of the large portion of the rotor body. Using a piece of tubing that contacts the inner ring of the bearing, press the Rear Rotor Bearing and Rear End Plate, End Plate leading, onto the shaft of the Rotor until the End Plate contacts the shim. Remove the shim.
14. Coat each Vane (24) with a thin film of oil and insert a Vane into each of the rotor vane slots with the straight edge of the Vane outward.
15. Install the Cylinder (20) over the Vanes and Rotor with the end of the Cylinder having the two holes in straight alignment nearest the end face positioned away from the Rear End Plate. Make certain the End Plate Dowel (24) enters the hole in the face of the Rear End Plate and not the porting slot.
16. Place the Front End Plate and Bearing against the face of the Cylinder, Bearing end trailing. Make certain the End Plate Dowel in that end of the cylinder enters the hole in the End Plate and not the porting slot.
17. Place the Rear End Plate Spacer (17) against the Rear End Plate making certain that the Rear End Plate Dowel enters the hole in the Spacer and the external slots align.

18. Insert the assembled motor, Rear End Plate leading, into the Motor Housing making sure the End Plate Alignment Pin (26) enters the proper notch in the Housing. It may be necessary to tap the assembly into position with a brass or plastic hammer. (Refer to Dwg. TPD1279)



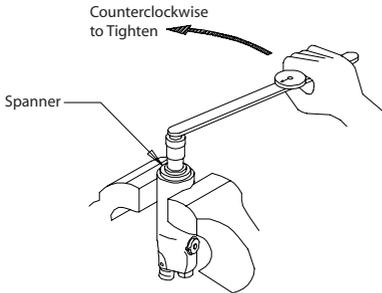
(Dwg. TPD1279)

19. Grasp the handle of the Motor Housing in vise jaws with the rotor shaft upward. Thread the Front End Plate Spacer (29) into the Housing and using the end plate spacer spanner, tighten the Spacer to 33 ft-lb (45 Nm) torque. This is a left-hand thread; rotate the wrench counterclockwise to tighten. (Refer to Dwg. TPD1304).

### NOTICE

**This is a left-hand thread; rotate the wrench counterclockwise to tighten.**

**Refer to Dwg. TPD1304.**

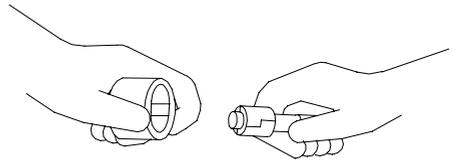


(Dwg. TPD1304)

20. After installing the Front End Plate Spacer, grasp the shaft of the Rotor and rotate it by hand. If the Rotor does not turn easily, disassemble the motor unit and determine where the assembly is binding. The motor must rotate freely before proceeding further with the assembly.
21. When the motor rotates freely, install the Dust Washer (28) on the rotor shaft and slide it downward against the Front Rotor Bearing.

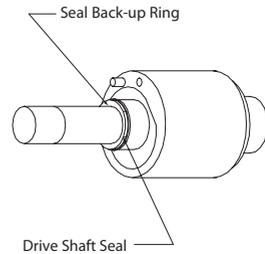
### Assembly of the Impulse Mechanism

1. Install the Rear Liner Cover O-ring (38) in the annular groove around the Rear Liner Cover (37).
2. Insert the Relief Valve (42) into the Liner (39).
3. Place a Blade Spring (46) into each hole in one of the slots of the Drive Shaft (43).
4. Place the Blade (44) against the Springs so that each Spring encircles a Blade Spring Pin (45).
5. Compress the Springs with the Blade until the Blade is flush with the Drive Shaft and install the assembly in the Liner with the output end of the Drive Shaft protruding out the end of the Liner containing the Relief Valve. (Refer to Dwg. TPD1284.) Make certain the ends of the Blade are flush with the ends of the Liner.



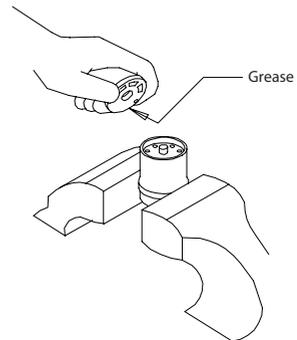
(Dwg. TPD1284)

6. Place the Rear Liner Cover Assembly against the motor end of the Liner making sure that the two Liner Rear Pins (40) enter the holes in the Cover and the rear hub of the Drive Shaft enters the central opening of the Cover.
7. Install the Front Liner Cover Assembly (47) over the Drive Shaft against the spindle end of the Liner making sure that the two Liner Front Pins (41) enter the holes in the Cover and the Relief Valve aligns with the opening in the Cover.
8. Install the Drive Shaft Seal (48) followed by the Seal Back-up Ring (49) on the Drive Shaft against the hub. (Refer to Dwg. TPD1285)



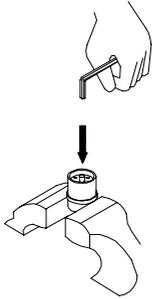
(Dwg. TPD1285)

9. Install the assembled Liner and Covers in the Liner Housing (30) making certain that the Relief Valve is in alignment with the opening for the Torque Adjustment Bolt (33).
10. Install the Adjustment Bolt Seal (34) followed by the Seal Washer (34A) and Seal Back-up Ring (35) on the Torque Adjustment Bolt and thread the assembled Bolt into the Liner Housing.
11. Install the Adjustment Bolt Stop Ring (35A) in the groove of the Liner Housing to keep the Bolt Assembly from backing out.
12. Install the Oil Plug (31) and Oil Plug Seal (32) in the liner housing hole 180 degrees from the Torque Adjustment Bolt.
13. Grasp the flats of the Housing in vise jaws with the output spindle downward. Remove the Rear Liner Cover Assembly and put grease in the central opening of the Cover. (Refer to Dwg. TPD1289)



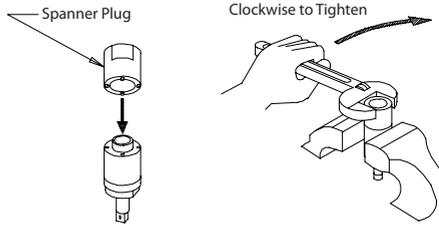
(Dwg. TPD1289)

14. Reinstall the Cover Assembly and use a hex wrench to push it below the threads at the rear of the Housing.  
(Refer to Dwg. TPD1290.)



(Dwg. TPD1290)

15. Install the Housing Cap (36) and using the spanner plug furnished in the Tool Kit, tighten the Cap between 58 and 65 ft-lb (78 and 88 Nm) torque.  
(Refer to Dwg. TPD1291).



(Dwg. TPD1291)

16. Make certain the Drive Shaft rotates freely. Install the Mechanism Cover Spacer (51) and then fill the mechanism with fluid and reassemble the tool as instructed in the section, **CHANGING THE MECHANISM FLUID**.

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### Related Documentation

For additional information refer to:

Product Safety Information Manual 04584983.

Product Information Manual 47133053.

Parts Information Manual 47135488.

Manuals can be downloaded from [www.ingersollrandproducts.com](http://www.ingersollrandproducts.com)

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**Notes:**

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