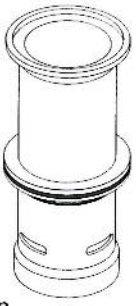
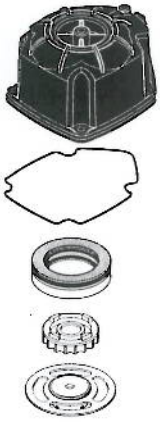
**Q:** I'm interested in learning more about coil nailers, how they work, and how to service them. Could you provide some information?

**A:** SENCO now offers several coil nailer models to the market and it's a good time to review some of the fundamental troubleshooting and service advice for these tools. In this installment of ACTION LINES, we provide the key areas to examine which are common to most coil nailer models. *Robert Stewart, Sales/Service Coordinator*

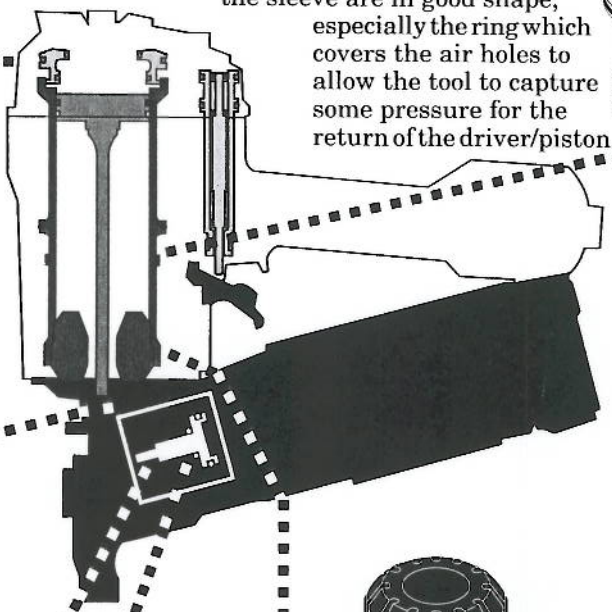
# Anatomy Of A Coil Nailer



**CYLINDER SLEEVE**
The sleeve should fit fairly snug into the main casting. The inside wall of the sleeve should be given a light coat of grease. Make sure the o-rings on the exterior of the sleeve are in good shape, especially the ring which covers the air holes to allow the tool to capture some pressure for the return of the driver/piston.



**CAP & VALVES**
Make sure there are no broken o-rings. Proper lubrication is very important in the cap area; it's a good idea to store the tool upside down to allow oil to collect here. The hard washer on the firing valve needs to have some play and flexibility. Apply grease prior to re-assembly.





**GUIDEBODY DRIVER BUSHING**
Ensure the driver is able to slide smoothly in and out of the guidebody (nose) of the tool but, at the same time, inspect for excessive play. Too much play will allow too much of the "return air pressure" to escape out the guidebody which will cause a slower return of the driver/piston to the top of the tool. The speed of the driver/piston is critical to proper operation; when it's not fast enough, the tool will jam or skip nails. The reset of the driver/piston needs to be fast enough to stay ahead of the feeder mechanism, and a loss of too much air out the bottom will slow the reset speed.



**PISTON STOP**
If this part shows any damage, it could damage the driver/piston. Always replace if it shows any signs of "chunking-out" or cracking. To ease installation, shove the piston stop into the bottom of the cylinder sleeve just prior to installing the sleeve.



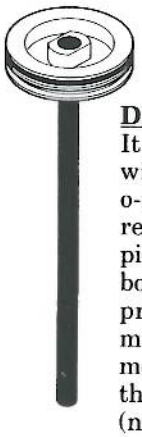
**FEED PAWL & BACKING SPRING** *(fits on end of Feed Piston)*
The feed pawl is the part that shuttles back-and-forth, feeding the nails into the guidebody so they can be driven. The feed pawl is backed by a two-leg spring. A broken spring will lead to misfeeds and skips. The feed pawl needs to be in perfect sync with the up-and-down motion of the driver/piston. One simple test involves cycling the tool with no nails loaded, side door open, and watching the action of the feed pawl. With the tool in the unfired position, the pawl should be in the forward position, and with the tool in the fired position, the pawl goes to the rear position to grab the next nail. Make sure it moves in sync, especially during rapid firing.





**FEED PISTON**
Some tools use a spring-and-air system in which the spring pushes the piston forward, and air pressure pushes the piston to the rear. Other tools rely on air pressure to move the piston in both directions. Whatever the design, the feed piston seals and o-rings need to be in good condition, and the air passages leading to the chamber housing the piston need to be free and clear. Re-assemble these parts with a generous grease coat.

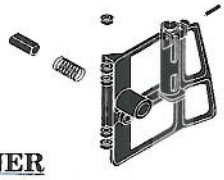
# Anatomy Of A Coil Nailer



**DRIVER & PISTON**
It pays to fill the o-ring groove with grease before installing the o-ring onto the piston. During re-assembly, push the driver/ piston assembly down to the bottom of the tool to get a feel for proper compression, and to make sure there isn't too much metal-on-metal friction between the driver and the guidebody (nose) of the tool.



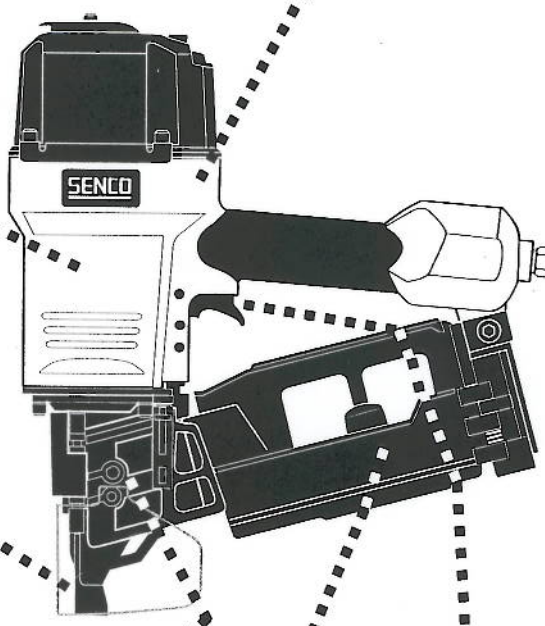
**SAFETY ASSEMBLY**
Inspect to make sure the safety offers a downward spring action and freedom of movement up and down. Always restore these parts to proper working condition. Never tamper with, or modify the original design of these parts. Ensure proper alignment of the top of the safety element to the trigger assembly.



**SIDE DOOR DETAINER**
This part (or parts) clicks in behind the nails as they feed past. The detainer holds the nails steady during the drive of the first nail in line. A malfunctioning detainer will lead to jams or skips. Make sure the detainer offers spring action. It pays to keep these parts lubricated.

**REMOTE ASSEMBLY**
These are the triggering parts inside the body of the tool. They also need lubrication to work properly, and should be greased before re-assembly. Check o-ring condition, and straightness of the lower core (rod).






**AIR SUPPLY**
90-100 P.S.I. should be used to run SENCO tools. Oil should be applied into the air fitting before using the tool. For the larger size coil nailers, a 3/8" air fitting is highly recommended.

**TRIGGER & LINKAGE**
The trigger should be able to move freely up and down. The metal tab connected to the trigger also needs to move freely, and be in correct alignment with the top of the safety mechanism. For tools equipped with the restrictive trigger, be sure all necessary springs are in place.





**MAGAZINE CANISTER**
Be sure your customer is using the proper height setting for the length nail being used. Test for obstructions by loading a coil of nails, rotate canister to the closed position, and pull the nails toward the nose of the tool to ensure they pull out smoothly. Check out the floor of the canister for smoothness. For some of the coil nailers, a metallic armor plate is available to cover the floor and provide a smoother surface.