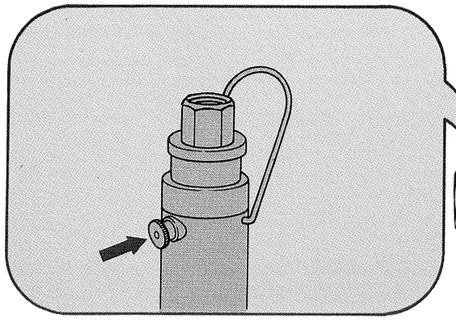
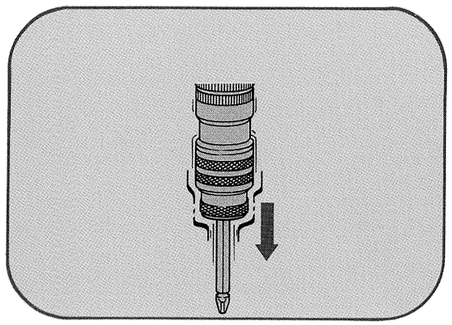
Locking Reverse Button



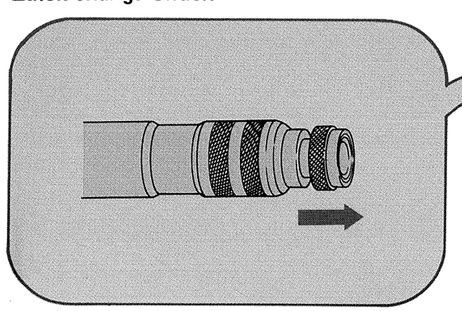
The Reverse Button can be locked during reversing operation. Push the Button and turn clockwise or anticlockwise for locking.

Auto-start (Push-to-start)

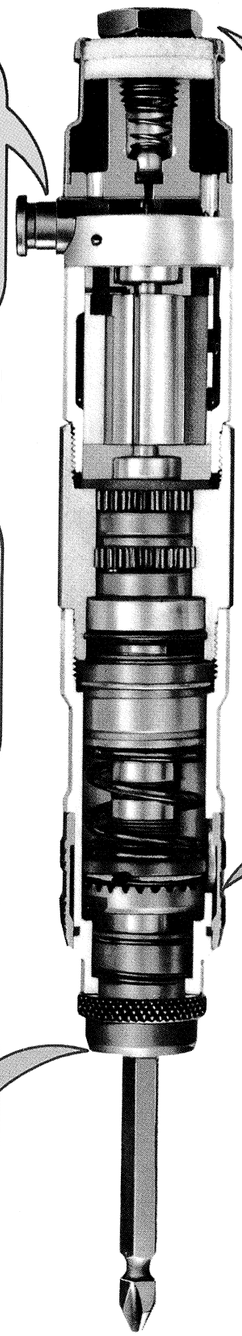


(No special throttle lever or trigger) Hold the tool firmly and engage it to work by operator's axial pressure, then the tool starts automatically. The tool stops automatically when this pressure is removed.

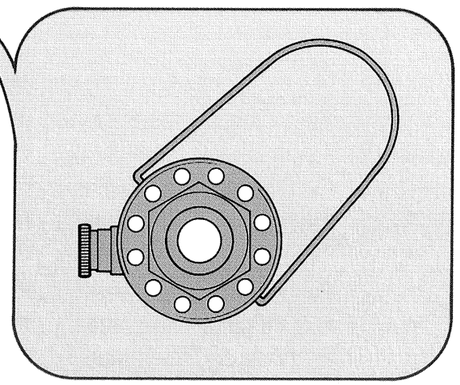
Quick-change Chuck



Pull the spring-loaded Release Sleeve forward to change bits.

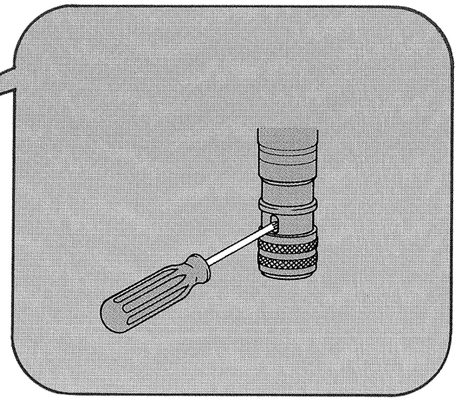


Rear Exhaust



Detouchable silencer (option) to minimize noise or exhaust tube to lead exhaust away from operator can be attached for more comfortable working environment.

External Torque Adjustment
(Air Shut-off)

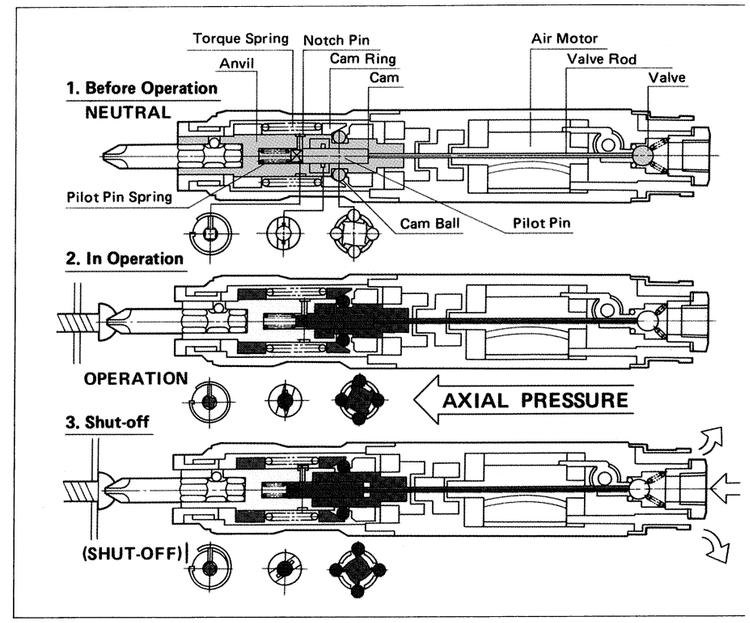


Slide forward the Clutch Casing Sleeve to expose the adjustment slot, and rotate the Clutch until the hole in the Adjustment Lock Plate is visible through the slot. Insert a No. 1 or No. 2 Phillips screwdriver and rotate clockwise to increase the torque setting or counter-clockwise to decrease the setting. The tool shuts off at the preset torque.

FEATURES

- Ergonomical design by reducing overall length and weight by as much as 30 % compared with conventional drivers of equivalent power.
- High torque accuracy for users' quality control.
- Unique "kick out" clutch design minimizes torque reaction.
- Quiet operation through muffled rear exhaust.
- External torque adjustment for easy setup.
- Choice of wide variation for speed and torque.

PATENTED
TORQUE-CONTROL MECHANISM (Air Shut-off)



1) LT's unique clutch mechanism consists of the following main components: Cam, Cam Ring, Pilot Pin, Notch Pin, Torque Spring, Anvil and Balls. A roll pin is fixed to Pilot Pin. Cam mates with Pilot Pin through it. The roll pin plays in the open-end hole of Cam. Pilot Pin also stays inside of Anvil by Notch Pin which is held by the spring band of the Anvil. When the bit is depressed and engaged to the fastener, Valve is opened and the tool starts automatically (Push-to-start design). The mated clutch components rotate together during the run down.

2) Torque is built up and four Cam Balls roll on the corresponding surfaces of Cam against the preset tension of Torque (Clutch) Spring, as shown in the cycle layout "In Operation". Notch Pin also slides on the surface of square head of Pilot Pin against the tension of spring band.

3) As soon as the Cam Balls roll over the respective four corners of the Cam at preset torque, Notch Pin stands on top of a square corner of Pilot Pin. Pilot Pin simultaneously slides into the Anvil by the tension of Valve Spring and supply air, with Notch Pin on the shoulder. The tool is automatically shut off.
Cycle layout "SHUT-OFF" tells.

4) When the bit is released from the fastener, Pilot Pin is returne from inside of Anvil by the tension of Pilot Pin Spring. Notch Pi sits back on the flat area of square head of Pilot Pin. The too is reset for next operation.