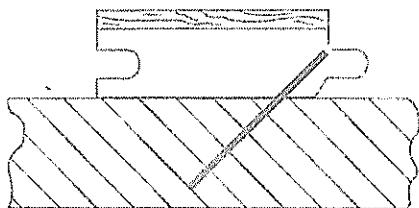


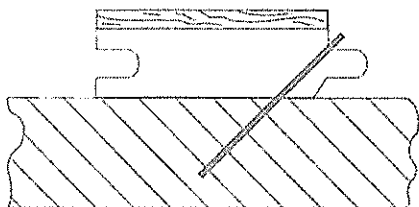
STEP SIX: (Adjusting Counter Sink)

To Set countersink, increase or decrease air pressure in 10 psi increments. SEE FIGURE 5 and 6

Correct counter sink is flush to slightly below the wood surface. SEE FIGURE 2

**FIGURE 5**

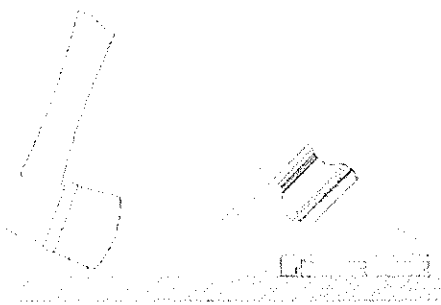
- Air pressure too high
- Nail is counter sunk below Tongue

**FIGURE 6**

- Air pressure is too low
- Nail is not counter sunk

RACKING WOOD:

Place the Nailer Adapter Foot on the tongued edge of the flooring strip to be nailed. Be sure the Adapter Foot is pressed tightly against the edge of the flooring strip above the tongue. Be sure flooring strips are assembled tightly and tap the Adapter Foot with the rubber end of the mallet to rack the wood. Pull the Safety Trigger and tap the Nailer Plunger Rubber Cap with the rubber cap end of the Mallet to discharge the Nailer.

**WARNING**

It is not necessary to hit the Nailer hard to activate it. Never hit the Nailer with excessive force or with the metal end of the mallet, this will damage the Nailer.

Never use the Safety Trigger interlock to lock up the plunger and rack the wood with blows to the Nailer body. This will severely damage the safety mechanism and Nailer. This abuse and damage is not covered by the warranty.

Before each use check all screws to be sure they are tight. Shock and vibration can loosen screws. Do not over tighten any screw.

AIR SUPPLY:

The air must be clean and dry. Dirty and/or wet air will damage the Nailer. A combination filter-regulator-lubricator is required for proper Nailer performance and should be placed close to the Nailer per manufacturer's recommendations.

Fill the lubricator with Mobil DTE Light Synthetic Hydrocarbon Oil. Adjust the lubricator to the manufacturers' recommendations. Do not over oil the Nailer, as excess oil will be discharged with the spent air and could stain the wood flooring, walls or furnishings. **We will not be responsible for oil stains.**

WARNING

Detergent oil is not recommended and may damage the seals. Consult the filter regulator lubricator manufacturer's recommendations for proper operation, settings and unit maintenance.

The air source must continuously deliver 70 to 110 psi and 3-1/2 cubic feet of air per minute to operate the Nailer. Connect a clean air hose and air regulator to the Nailer.

Check for air supply leaks that waste air and starve the Nailer of air thereby reducing its performance.

LUBRICATION:

If you do not use an in line lubricator, you must lubricate the Nailer manually. The frequency of lubrication is dependent upon the duty cycle of the Nailer. Continuous duty requires more frequent oiling than intermittent duty.

At least every eight (8) hours place two to four drops of Mobil DTE Light Oil, supplied with your Nailer, into the disconnected air line male connector attached to the Nailer.

WARNING

Do not over lubricate the Nailer, excess oil mist or drops will be vented with spent air when over lubricated. Excess oil could stain the wood flooring, walls or furnishings. Dry fire the Nailer, without nails, to purge excess oil, before you begin to nail down flooring. **We will not be responsible for oil stains.** Before storing the Nailer, lubricate and cycle the Nailer in insure internal parts are oil protected from corrosion.

TO LOAD MODEL 200:

Place up to one stick (100) of E-Powercleats nails, 1-1/2", 1-1/4" or 1" long into the Nail Channel feed slot. Pull back the spring loaded Nail Pusher over the nails until it contacts the last nail and slowly release the Nail Pusher.

TO UNLOAD:

To remove nails from the Nail Channel, pull the two round knobs on the Nail Pusher together. This will clear it from the nail path. Then turn the Nailer over so the nails slide out of the channel.

WARNING

Do not use any nails other than Powernail E-Powercleats Nails, which are specifically designed for use in the Model 200 Powernailer. E-Powercleats nails are available in 1-1/2", 1-1/4" and 1" lengths to accommodate 9/16" through 5/16" Engineered T&G hardwood flooring. Contact your Powernail Dealer for E-Powercleats nails.

PARTS & SERVICE:

When ordering parts include the part number, part description, Powernailer model and serial number. Be sure to state the quantity of the part(s) required. Contact your Powernail Dealer for the necessary parts or service.

WARNING

Never work on the Nailer if the air line is attached. Always disconnect the air line from the Nailer first.

NAILER DISASSEMBLY:**TO REPLACE RUBBER BUMPER (#29):**

1. Disconnect the air supply
2. Remove the four (4) cap screws holding the Adapter Foot, Foot and Nail Channel assembly to the main Body (see illustration).
3. Pull the Rubber Bumper out of the cylinder bore. Replace the old Bumper if it shows signs of wear or it is split.
4. Reverse these steps to reassemble the Nailer. Be sure to align the Driving Blade with the slot in the Nail Channel Assembly while you reassemble the Nailer. **NEVER FIRE THE NAILER WITHOUT THE RUBBER BUMPER INSTALLED, IT WILL DAMAGE THE NAILER.**

TO REPLACE DRIVING BLADE(#15):

1. Disconnect the air supply
2. Remove the four socket head cap screws holding the Adapter Foot, Foot and Nail Channel Assembly to the body.
3. Remove the Rubber Bumper
4. Pull the Driving Blade with pliers until the Piston is fully

extended outward towards the bottom of the cylinder.

5. Use the 15/16" box wrench supplied to unscrew the Driving Blade Jam Nut and remove it. Hold the Piston from turning while unscrewing the Jam Nut by holding the piston hex with the 1-1/8" box wrench supplied.
6. Push out the 1/4" diameter blade retaining Dowel Pin and remove the broken Driving Blade stub.
7. Install a new Driving Blade in the slot and replace the Dowel Pin. Screw on the retaining Jam Nut using the same tools. If the Jam Nut becomes worn and loose after frequent removals, it should be replaced.
8. Check the fit, there should be some sideways movement between the Driving Blade and the Jam Nut assembly. This is desirable and helps the blade to align itself with the mating parts.
9. Reassemble the components. Be sure to align the Driving Blade with the slot in the Adapter Foot Assembly, it goes in only one way.

SEAL REPLACEMENT:

There are 7 seals that may require replacement. We recommend that you have your POWERNAIL Dealer replace the Seals.

SEAL KIT:

You may choose to buy a Seal Replacement Kit and replace the seals yourself. It is good practice to replace all seals at one time regardless if only one seal needs replacement.

SEAL DESCRIPTION & NUMBER:

1. Piston U cup Lip Seal (#17)
2. Return Cylinder U cup Lip Seal (#18)
3. Piston Rod U cup Lip Seal (#19)
4. Rubber Seat (#28)
5. Plunger Seal Set (#30)
6. Plunger Wiper Seal (#31)
7. Return Cylinder O Ring Gasket (#32)

To change Seals follow these procedures. Be sure the air line is disconnected from the Nailer first before making any repairs. Consult the illustration for the name and location of the following component parts.

DRIVING BLADE ASSEMBLY REMOVAL:

1. Disconnect the air supply.
2. Remove Rubber Plunger Cap (#16).
3. Unscrew & remove Body Cap (#2).
4. Push Safety Yoke (#24) aside and unscrew the three #10-32 cap screws holding the Plunger (#11) to the Return Cylinder (#10).