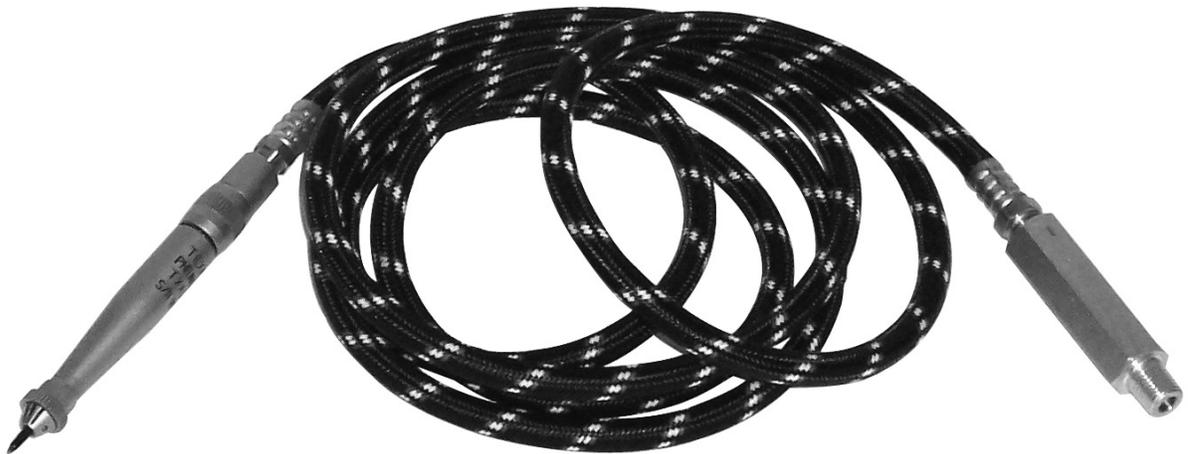


TEXAS PNEUMATIC TOOLS, INC.

Service, Operation AND Parts Manual

TXAS1 AIR SCRIBE



TOOL
SPECIFICATIONS

PART #	WEIGHT	SHIPPING WEIGHT	LENGTH	CFM CONSUMED	INLET	MINIMUM HOSE SIZE
TXAS1	13 ozs. 0.37 kg.	1.5 lb. 0.68 kg.	5" 127 mm	1 CFM	1/4" NPT	3/8" ID 10 mm

~ Made in U.S.A. ~

www.airtools.com

Email: tptinfo@airtools.com

TEXAS

1-800-231-9740

NEVADA

1-800-858-1222

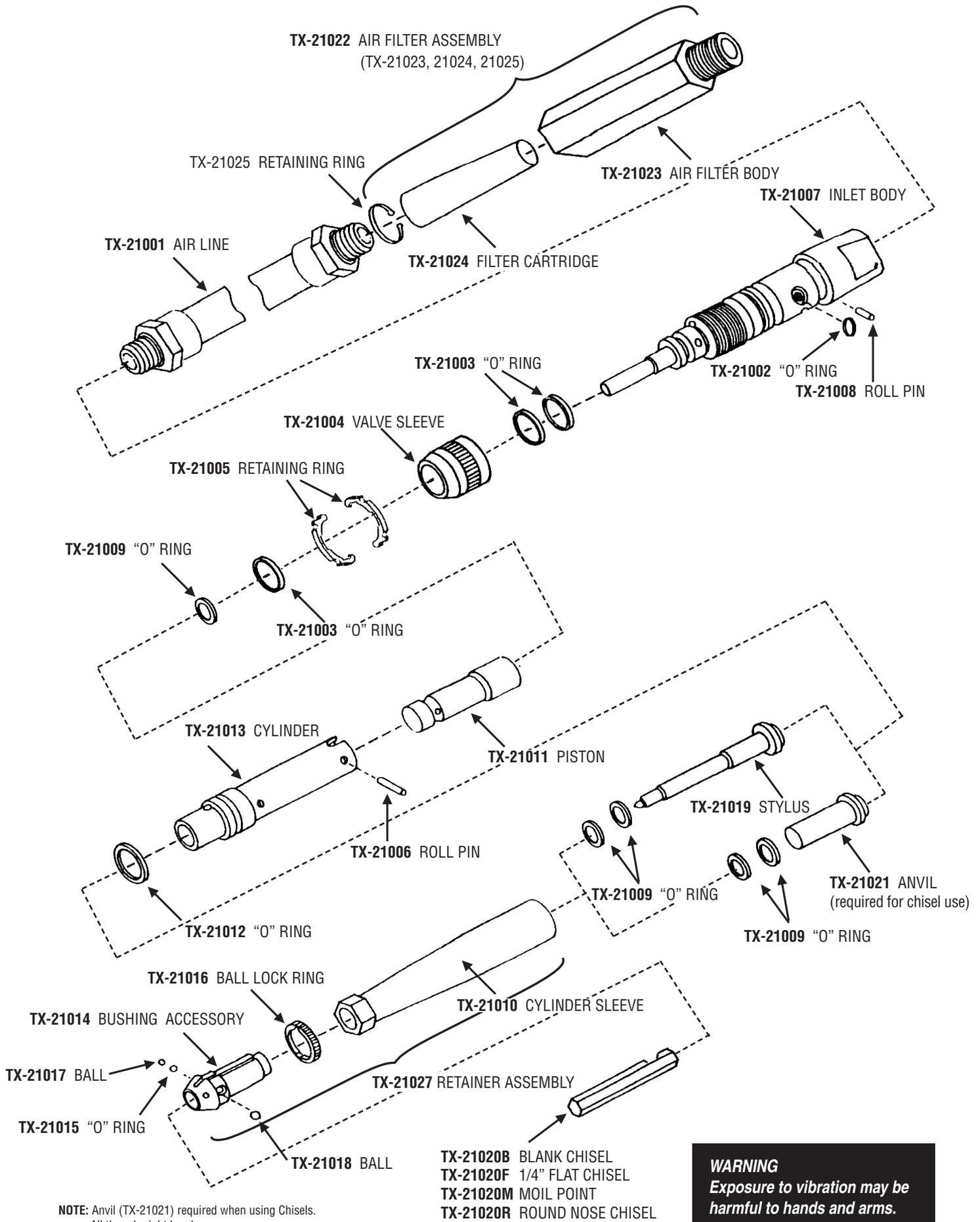
VIRGINIA

1-800-626-1091

MICHIGAN

1-877-575-5733

254-587-2533 (Int'l calls)



Service and Operations

AIR SUPPLY

For efficient performance, a regulated supply of clean, dry air is required (90 psi at the tool). Most air tools will give superior service if the air is moisture free and lubricated, plus down time will be minimized. If the compressor is pumping excessive water, a cooler or moisture separator should be attached to the compressor or air line. A filter, pressure regulator and Texas Pneumatic in-line lubricator (TX-0L) should be part of the air line system to the tool. The air supply line should be a minimum 3/8" I.D. (10 mm) hose with no restrictive couplings or fittings in the hose line.

LUBRICATION

An in-line lubricator such as the Texas Pneumatic TX-0L is recommended. If an automatic lubricator is not used, it is recommended before using and after 2-3 hours use, to pour several drops of oil into the air inlet port. Texas Pneumatic lubricating oil (TX-PL001) or 5 wt. oil of good grade is recommended. A heavy oil will cause loss of power and efficiency. In the matter of preventative maintenance, Texas Pneumatic tool flush (TX-TF001) or similar solvent can be used to flush the tool. Add a couple of teaspoons to the air inlet port and operate the tool for a few seconds. It may be necessary to do this several times. The above should be done anytime the tool becomes sluggish or erratic or stops working. Flushing of the tool will most likely remove any foreign particles. After flushing and always before storage (this is most important if the air line has excessive moisture), the tool should be re-lubricated to prevent rust which will cause the tool to malfunction.

PREPARING FOR OPERATION

To start the tool, turn the Valve Sleeve (TX-21004) to the middle of the operating range. If necessary, tap the Stylus (TX-21019) lightly against a surface to engage the Piston. Once started, adjust the Valve Sleeve to the desired speed to provide the proper depth of mark. When using one of the chisels, it may be necessary to apply more pressure on the surface. The tool speed should be adjusted for each specific job and based on the material. The amount of pressure the operator uses on the tool will directly affect the chisel blows. Using lighter pressure when starting or stopping a mark or cut gives the best control. When scribing, DO NOT apply excessive pressure on the tool. For best results, let the Stylus do the work and guide the tool gently. The tool should also be held at a slight angle from perpendicular to the work surface.

DISASSEMBLY

1. Disconnect the compressed air supply from the tool.
 2. Unscrew the Cylinder Sleeve (TX-21010) from the Inlet Body (TX-21007)
 3. The Scribe (TX-21019) or Anvil (TX-21021) can be pushed into the Cylinder Sleeve (TX-21010) and removed from the rear of the Cylinder Sleeve.
 4. To remove the Bushing Accessory (TX-21014) from the Cylinder Sleeve, it must be pressed out using a 1/4" diameter flat punch. Hold the Cylinder Sleeve in one hand and insert the punch into the rear of the Cylinder Sleeve. Some light taps with a small hammer on the end of the punch should be enough to press the Bushing Accessory from the Cylinder Sleeve.
 5. To remove the Valve Sleeve (TX-21004) from the Inlet Body (TX-21007), remove the O-Ring (TX-21003) and two Retaining Rings (TX-21005) located between the threads of the Inlet Body and the Valve Sleeve. The Valve Sleeve can be pulled from the Inlet Body. Once the Valve Sleeve is removed, two O-Rings (TX-21003) and a smaller O-Ring (TX-21002) can be removed from the Inlet Body.
 6. To remove the Cylinder (TX-21013) from the Inlet Body (TX-21007), use a 3/32" punch to remove the Roll Pin (TX-21006). The Cylinder should slide off the Inlet Body and the Piston (TX-21011) can be removed from the rear of the Cylinder. O-Ring (TX-21009) can be removed from the Inlet Body once the Cylinder has been removed.
-

Service and Operations

ASSEMBLY

1. When assembling the Valve Sleeve (TX-21004) to the Inlet Body (TX-21007), first install the two O-Rings (TX-21003) into the grooves on the Inlet Body where the Valve Sleeve will sit. Also install the O-Ring (TX-21002) in the side hole of the Inlet Body. Lubricate the O-Rings to allow the Valve Sleeve to easily slide over them. Align the mark on the Valve Sleeve with the “Off” position that is marked on the Inlet Body. There is a Roll Pin (TX-21008) that slightly protrudes from the Inlet Body. The Roll Pin will fit into a recessed area of the Valve Sleeve. The recessed area provides positive stop positions for the Valve Sleeve. If properly aligned, the Roll Pin will not be visible when the Valve Sleeve is in position.
2. Once the Valve Sleeve is in position, insert two Retaining Rings (TX-21005) into the slot on the Valve Body that is adjacent to the bottom of the Valve Sleeve. Also place an O-Ring (TX-21003) into the groove between the Inlet Body threads and the Retaining Rings.
3. Insert the Piston (TX-21011) into the Cylinder (TX-21013). The small diameter of the Piston will protrude from the Cylinder when dropped in. Install O-Ring (TX-21009) in the groove on the Inlet Body below the through hole for Roll Pin (TX-21006). Install O-Ring (TX-21012) on the end of the Cylinder. Place the Cylinder with Piston onto the end of the Inlet Body. Align the holes on the end of the Cylinder with the through hole in the Inlet Body and insert Roll Pin (TX-21006) to lock into place.
4. To install the Bushing Accessory (TX-21014) into the Cylinder Sleeve (TX-21010), place the Retainer Ball (TX-21018) (larger ball) into the hole on the side of the Bushing Accessory that has a dimple near the nose. The (smaller) Ball (TX-21017) and O-Ring (TX-21015) go in the hole with a flat bottom. The O-Ring goes in first. Place the Ball Lock Ring (TX-21016) over the Balls of the Bushing Accessory. The small groove of the Ball Lock Ring goes to the Retainer Ball (TX-21018) side (larger ball). The elongated groove of the Ball Lock Ring goes to the side with the small Ball and O-Ring. The Ball Lock Ring will not rotate if it is not installed correctly. It is only necessary to ensure the orientation of the Ball Lock Ring to the Balls. It does not matter which side of the Ball Lock Ring faces up or down. The side of the Ball Lock Ring only changes the rotation (left to right or right to left) for lock and unlock. **Check Ball Lock Ring for rotation prior to inserting Bushing Accessory assembly into Cylinder Sleeve.**
5. If using a Scribe (TX-21019) for marking, place two O-Rings (TX-21009) on the shaft of the Scribe and slide them to the head. Drop the Scribe into the Cylinder Sleeve. The Ball Lock Ring (TX-21016) must be in the open position to allow the Scribe tip to protrude from the Bushing Accessory (TX-21014). With a Scribe in position, the Ball Lock Ring will not rotate to the lock position. Screw the Cylinder Sleeve onto the Inlet Body.
6. If using one of the four types of Chisels, the Anvil (TX-21021) is required. Place two O-Rings (TX-21009) on the shaft of the Anvil and slide them to the head. Drop the Anvil (with it's head toward the top) into the Cylinder Sleeve and screw the Cylinder Sleeve onto the Inlet Body. Rotate the Ball Lock Ring to the open position and insert a Chisel. **NOTE:** There is a dimple on the nose of the Bushing Accessory that indicates the location of the Retainer Ball. The notch of the Chisel must face the Retainer Ball for the Ball Lock Ring to rotate and lock the Chisel in the tool. If the Ball Lock Ring will not rotate, the notch of the Chisel is not in the correct position.