

## KHC-1511

### WARNINGS !

- ⇒ Always read tool manual before operating tool.
- ⇒ Always wear safety glasses when operating or while in the area where a tool is being used.
- ⇒ When test cycling tool always point tool away from work piece and away from personnel.
- ⇒ Operate tool in an unobstructed area.
- ⇒ Disconnect air supply before maintenance or adjustment and service.
- ⇒ Use only clean compressed air, not to exceed 110 P.S.I. (7.0 kg/cm sq.)
- ⇒ Air consumption for KHF C-1511 is 12.0 SCFM @ 110-PSI for 50 cycles / rings per minute.
- ⇒ Do not use bottled gases like, oxygen, hydrogen, carbon dioxide, acetylene or other combustible gasses.
- ⇒ Tool must be operated using a quick disconnect or fitting that allows all compressed air to be discharged from the tool when disconnected.

## King-Hughes Fasteners, Inc

### PNEUMATIC C-RING TOOL KHC-1511



### WARNING !

The employer or user must insure the use of eye protection during tool use. All eye protection shall conform to ANSI Z87.1-1989 and provide frontal and side protection; all personnel located in the work area are required to use eye protection during loading, service or operation of the tool. Eye protection is needed to guard against possible flying particles and debris that could cause severe eye injury.

#### WARNING: TOOL OPERATION

- ⇒ Always handle tool with care.
- ⇒ Never engage in horseplay.
- ⇒ Never pull trigger unless tool is pointed toward the work piece.
- ⇒ Keep the hands and bodies of the operator and all other personnel away from the tool jaws at all times.

#### WARNING: LOADING TOOL

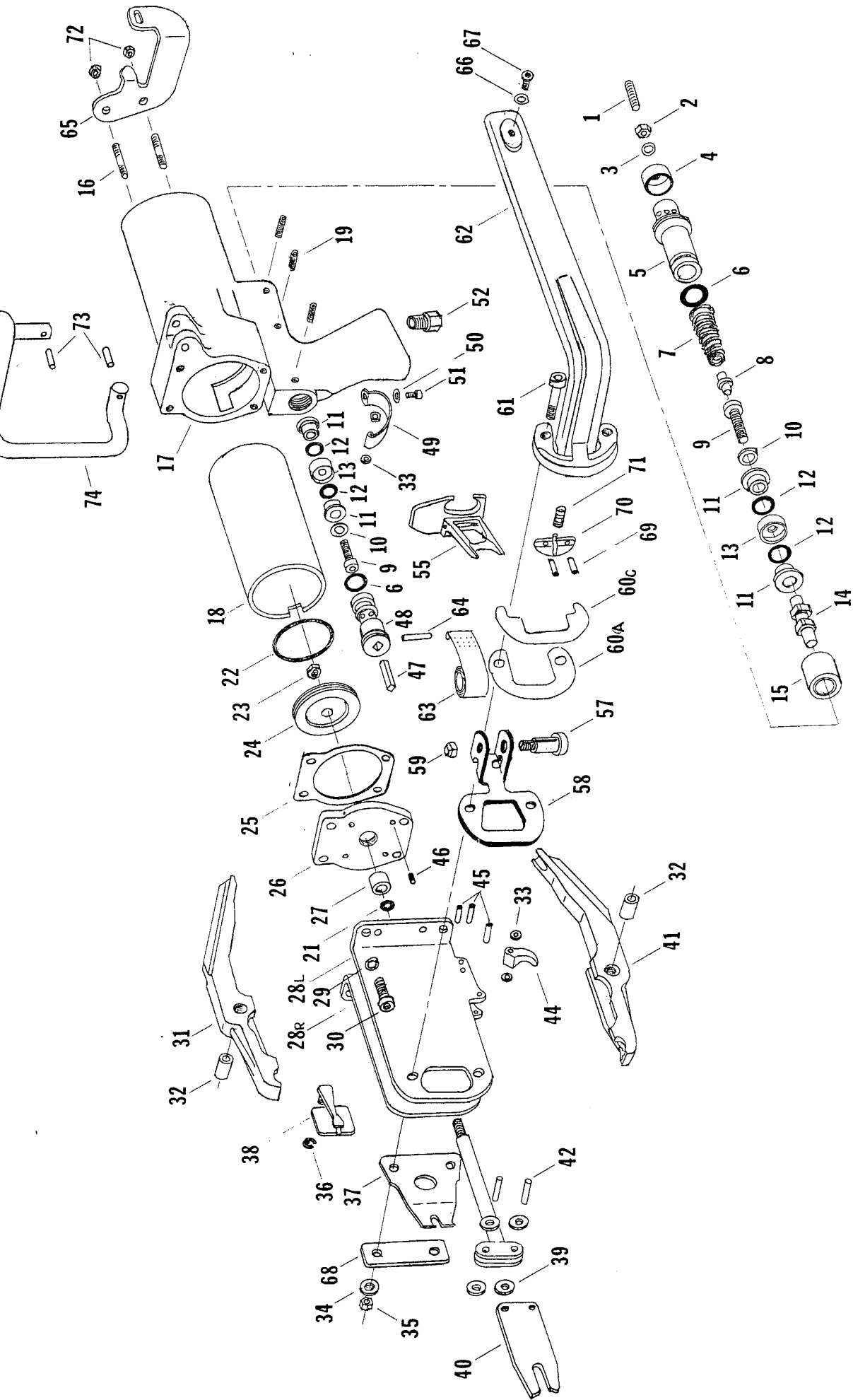
- ⇒ Never place hands or other body parts in the tool jaws while loading tool. Never point tool toward anyone.
- ⇒ Never actuate tool while loading as accidental injury may occur.

This tool is compliant with or conforms to the following:

EN292-1: 1991 and EN 292-2: 1995

ANSI, SNT-101- 2002

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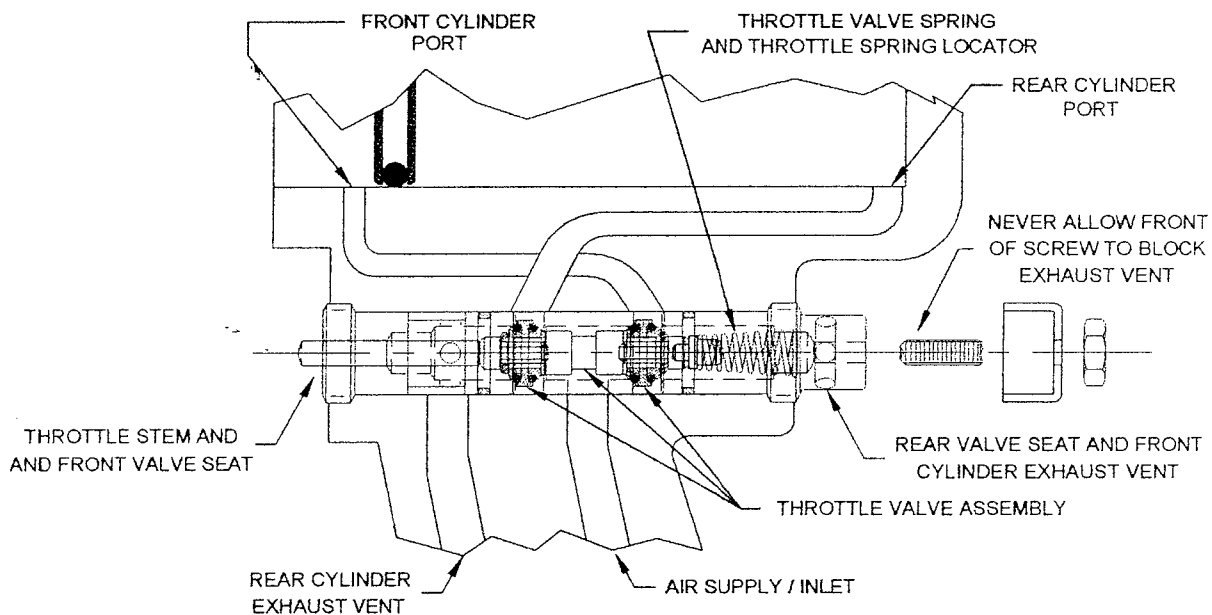


## KHC-1511 PARTS LIST

ITEM NO.	PART NO.	DESCRIPTION	QTY.	ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	C-1511-001	Set Screw	1	37	C-1511-037	Latch Spring	1
2	C-1511-002	Jam Nut	1	38	C-1511-038	Latch	1
3	C-1511-003	Lock Washer	1	39	C-1511-039	Roller	4
4	C-1511-004	Air Deflector	1	40	C-1511-040	Feeder Blade	1
5	C-1511-005	Rear Valve Seat	1	41	C-1511-041	Lower Jaw	1
6	C-1511-006	O-Ring	2	42	C-1511-042	Roller Pin	2
7	C-1511-007	Throttle Valve Spring	1	43	C-1511-043	Piston Rod	1
8	C-1511-008	Throttle Spring Locator	1	44	C-1511-044	Trigger	1
9	C-1511-009	Socket Head Cap Screw	2	45	C-1511-045	Trigger Group Pin	3
10	C-1511-010	Throttle Valve Washer	2	46	C-1511-046	Pin	4
11	C-1511-011	O-Ring End Support	4	47	C-1511-047	Throttle Stem	1
12	C-1511-012	O-Ring	4	48	C-1511-048	Front Valve Seat	1
13	C-1511-013	O-Ring Center Support	2	49	C-1511-049	Trigger Guard	1
14	C-1511-014	Throttle Valve Spacer	1	50	C-1511-050	Lock Washer	1
15	C-1511-015	Throttle Valve Bushing	1	51	C-1511-051	Button Head Cap Screw	1
16	C-1511-016	Magazine Support Stud	2	52	C-1511-052	Inlet Bushing	1
17	C-1511-017	Cylinder Housing	1	55	C-1511-055	Pusher	1
18	C-1511-018	Cylinder Liner	1	57	C-1511-057	Pusher Spring Split Bolt	1
19	C-1511-019	Set Screw	3	58	C-1511-058	Spring Spool Bracket	1
21	C-1511-021	Piston Rod O-Ring	1	59	C-1511-059	Flexloc Nut	1
22	C-1511-022	Piston O-Ring	1	60A	C-1511-060A	.030" Shim	1
23	C-1511-023	Flexloc Nut	1	60C	C-1511-060C	.010" Shim	A/R
24	C-1511-024	Piston	1	61	C-1511-061	Jaw Bolt	2
24	C-1511-025	Cylinder Gasket	1	62	C-1511-062	Magazine	1
26	C-1511-026	Piston Stop Spacer	1	63	C-1511-063	Pusher Spring	1
27	C-1511-027	Piston Rod Bushing	1	64	C-1511-064	Pusher Spring Anchor Pin	1
28L	C-1511-028L	Left Side Plate	1	65	C-1511-065	Magazine Support	1
28R	C-1511-028R	Right Side Plate	1	66	C-1511-066	Lock Washer	1
29	C-1511-029	High Collar Lock Washer	4	67	C-1511-067	Button Head Cap Screw	1
30	C-1511-030	Socket Head Cap Screw	4	68	C-1511-068	Support Plate	1
31	C-1511-031	Upper Jaw	1	69	C-1511-069	Magazine Shoe Pin	2
32	C-1511-032	Jaw Bushing	1	70	C-1511-070	Magazine Shoe	1
33	C-1511-033	Spacer	4	71	C-1511-071	Magazine Shoe Spring	1
34	C-1511-034	Washer	2	72	C-1511-072	Nylock Jam Nut	2
35	C-1511-035	Flexloc Nut	2	73	C-1511-073	Handle Pin	2
36	C-1511-036	Latch Post Clip	1	74	C-1511-074	Handle	1
				75	C-1511-076	Label	1

### KHC-1511, Available Rings

Part No.	Material	Point Type	Wire Gage	Per Carton	Ring Size Open / Closed
11RG40	LOW TENSILE GALVANIZED	SHARP	11	1600	1-1/2 / 9/16
11RG40B	LOW TENSILE GALVANIZED	BLUNT	11	1600	1-1/2 / 9/16
11G40	HIGH TENSILE GALVANIZED	SHARP	11	1600	1-1/2 / 9/16
11SS40	HIGH TENSILE STAINLESS STL.	SHARP	11	1600	1-1/2 / 9/16
11AL40	ALUMINUM	SHARP	11	1600	1-1/2 / 9/16



### THROTTLE VALVE ADJUSTMENT TIPS.

Refer to tool diagram for valve component orientation.

To remove front valve seats, remove all rings from magazine, remove lower jaw and bushing, remove magazine screw item 67, remove trigger guard screw item 51 also remove screws and washers items 29 and 30. Lift away magazine, side plate, upper jaw and trigger guard assembly. Set 4 rollers item 39 aside.

To remove the throttle valve assembly or adjust valve follow the directions below. Loosen front set screw, unscrew valve seat and stem, using a 3/16 open end wrench. To remove rear valve seats, first remove air deflector then loosen rear set screw. Now unscrew rear seat using 3/32 dia. pin in vent holes.

To remove throttle valve assembly you will need 2 hex key wrenches to fit screws item number-9 use caution as the valve components are very small. While the valve is disassembled replace all O-rings. Reverse order to assemble trigger valve.

Presetting Valve: With throttle valve assembly install rear valve seat turn completely in until it stops. Now turn rear valve seat out 1-1/2 turns. Now place throttle stem into front valve seat and install into valve bore using a 3/16" open end wrench. Now turn stem and front valve seat in until it stops. Now turn front valve seat out 1-1/2 turns, preset is now complete. Install magazine, side plates, upper jaw, trigger and trigger guard assembly. Do not attach rear of trigger guard at this time.

Valve Adjustment: First connect air supply to air inlet. To stop leak at bottom of handle / rear cylinder exhaust vent turn front valve seat in slowly until leak stops. Now pull trigger fully back and check for leak at rear seat / front cylinder exhaust vent. If leaking keep trigger pulled back and turn rear seat in slowly until leak stops. Now tighten front and rear set screws snug do not over tighten. Install trigger guard and the rest of the tool needed to complete assembly.

# Troubleshooting

## Ring Does Not Form Correctly:

- ✓ Check air pressure (100-110 PSI)
- ✓ A 3/8" air line should be used.
- ✓ Check for foreign debris in the jaw area, especially in the area between the side plates and rollers.
- ✓ The jaws may be worn from extended use. Check the land between the receiving grooves on the jaws. If the land area is worn excessively, replacing the jaws is recommended.
- ✓ When the tool is used in corrosive applications, light oil should be applied on a regular basis to the jaws, bushings and rollers.
- ✓ When the ring "teardrops" the latch is not backing the ring up properly. Replace the latch or latch spring to provide correct ring shape.

## Feeding Problems:

- ✓ If the rings do not feed smoothly down the magazine, check the pusher spring for proper tension. If the magazine is covered with dirt and debris, clean the magazine and apply thin coating of light oil.
- ✓ When rings feed properly across the magazine but do not feed into the jaws with out spitting out of the magazine side of the tool remove all rings from magazine. Pull pusher back and place on hook. Now cycle the tool to remove ring from jaws. Now disconnect the air supply. With a blunt object, push the feeder blade rearward about 2 inches. This will allow you to check for jaw clearance between the side plates. The jaws should be easily moved by hand. If there is resistance reset the jaw bolt and nut tension to be snug but not tight.

- ✓ The pusher fingers may show signs of spreading this will cause the last few rings to not feed properly into the jaws. You may try to bend the fingers of the pusher back to original shape or replace with a new pusher at this time.

## General Care:

- ✓ Because the tool is primarily designed to be used on projects in the outside environment, keeping the tool clean is essential for extending the tool life. Care should be taken to prevent the tool jaws and magazine from contacting dirt and sand. The abrasive effect of sand will greatly reduce the jaw life.

## Customer Service

### *Congratulations !!!!*

You have just purchased the finest pneumatic ring tool available worldwide. Your Tool was proudly engineered and built without compromise, in the U.S.A. !!

For additional information on the KHC-1511 contact King-Hughes Fasteners using the following numbers:

Phone: 1 810 721 0300  
Toll free 1 800 779 3762

Factory service on your tool can normally be completed with in 48 hours.

A recommended spare parts list is available from King-Hughes.

Your tool has been calibrated by the factory. If you are experiencing any problems contact the King-Hughes Customer Service Department.

## Tips on using the KHC-1511 tool.

The most common reason for jamming in the KHC-1511 tool is **short cycling**.

Because of tool design, the trigger **must** be pulled completely to the rear to insure positive valve function. If the tool is short cycled the feeding system will most likely jam.

If a jam occurs, pull the pusher back and remove remaining rings from the magazine. Point the tool away from yourself and others, and cycle the tool **slowly**. This should push the jammed ring(s) from the jaw Mechanism.

If this does not clear the tool, **disconnect the air supply**, lay the tool on a clean flat surface and remove the top jaw nut and bolt, remove bushing and jaw. Jammed ring(s) are now exposed and can be removed from the tool. Reassemble in reverse order.

Replace worn or damaged parts to keep tool in top operating condition.

Always use **genuine**, King-Hughes Hog Rings in the KHC-1511, King-Hughes ring are manufactured to precise tolerances to ensure smooth operation, competitor's rings may be of inferior design causing the tool to jam.

Keep the tool clean and dry, always use clean, dry air not to exceed the recommended PSI.

Use the tool with the minimum air pressure to do the job; this will **greatly extend** the **life** of the tool.

**Do not drop** the tool; this is the most common cause for parts replacement and repair.

**Never** use **loose rings** in the KHC-1511 Tool!

## Filter and Regulator:

The air supply line **must** be equipped with a **filter** and **regulator** to provide a constant supply of clean dry air. If moisture and contamination is allowed to enter the tool, the service life will be decreased.

## Tool Lubrication:

The KHC-1511 is designed to be trouble free with minimal lubrication. It is recommended that an **inline lubricator** be used and adjusted to a low setting. If an oiler is not available an **alternate oiling method** should be used. On a daily basis, place 4 to 5 drops of light (5-W) non-detergent oil into the inlet fitting where the supply line connects on the bottom of the handle.

## --- LIMITED WARRANTY ---

The manufacture warrants this tool to be free of manufacturing defects. The warranty period is 90 calendar days from date of purchase. The warranty is issued to the original purchaser exclusively. The tool or part will be repaired or replaced at the manufactures discretion. The warranty does not cover failure due to neglect, damage or normal wear. The manufacture shall not be liable for any incidental or consequential damage due to tool failure.



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