RIV938P/939P

ITEM CODE | **4439600/4843900**

PRACTICAL GUIDE TROUBLESHOOTING

Rivit®

FASTENERS
& TOOLS

TECHNICAL PROBLEM SOLVING

SYMPTOMS		CAUSE	REMEDIES
1. Lack of strength	1.1	Insufficient air	Check pressure: 6 to 6.5 bar
	1.2	Lack of oil	Refilling oil
2. Air leakage from silencer/ distributor	2.1	OR pistone aria usurato/rotto o non fa tenuta correttamente	Sostituzione OR pistone corpo aria
	2.2	Stem (distributor kit) locked	Cleaning of the distributor kit, adequate lubrication with specific grease of all o-rings in the distributor in the distributor kit
	2.3	Broken O-rings belonging to the Distributor Kit	Replacing the entire Distributor kit/OR kit
3. Air leakage from pressure switch	3.1	Broken O-rings in the plunger	Replacing O-rings
	3.2	Broken OR rings on the chamber	Replacing O-rings
4. Air/oil leakage between handle and air body	4.1	Possible breakage O-ring of the rod guide. Probable wear of complete rod guide oil seal	Replacement of guide kit complete rod
	4.2	Broken O-ring on air body. Flat gasket breakage	Replacement Gasket Kit flat + OR
5. Air leakage from button	5.1	Broken O-rings in the cage	Replacing O-rings
6. Air leakage from the back of the handle	6.1	Probable failure of O-rings (Rigid pipe kit with grooves)	Replacement Rigid Hose Kit with grooves
	6.2	Possible crushing/breakage O-ring between motor body and distributor	Replacement OR Kit + Screws
	6.3	Rod too long	Adjust rod length
7. Locked pivot pin	7.1	Very narrow motor unit	Loosen and adjust motor unit
8. Tie rod turns continuously in screwing	8.1	Rod too long	Adjust rod length

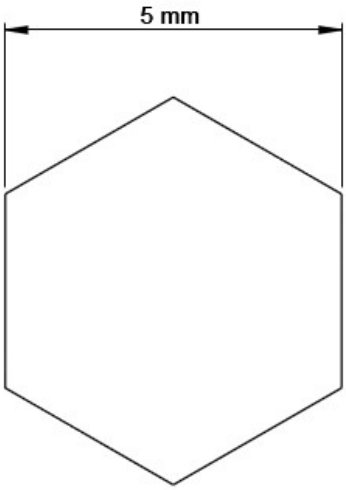
TECHNICAL PROBLEM SOLVING

SYMPTOMS		CAUSE	REMEDIES
9. Tie rod turns continuously in unscrewing	9.1	Breakage/Wear O-Rings (Quick Unscrewing Kit)	Replacing O-rings
10. The tool does not screw the rivet nut	10.1	Rod too short	Replacing the rod
	10.2	Ferrule/nut too close to the piston	Adjust the ring nut/nut away from the piston
11. Pressing the button unscrews the tool without making pulling	11.1	Breakage/wear of the O-ring in the plunger (pressure switch kit)	Replacing O-rings
12. The tool does the pulling but not unscrewing	12.1	Lack of oil inside the handle	Refilling oil
13. Unscrewing delay after pulling	13.1	Poorly lubricated plunger O-rings (pressure switch kit)	Lubricate the rings with grease plunger O-rings
14. The tool pulls and continues to unscrew	14.1	Spring break. Wear OR rings both belonging to the kit distributor	Replacing distributor kit
15. Oil leakage from the rear/front of the handle	15.1	Worn or broken oil seal	Replacing gaskets
16. Lack of stroke	16.1	Lack of oil	Refilling oil
	16.2	Air inside the grip chamber	Bleeding oil/air
	16.3	Dirt on the inside of the quill, inside diameter of the quill too narrow	Clean the quill internally, replace the quill

1. LACK OF STRENGTH

1.1	Not enough air, check the pressure, it must be between 6 and 6.5 bar.

1.2	Not enough oil, top up by unscrewing the cap on the handle. Use a 5 mm hexagonal key.

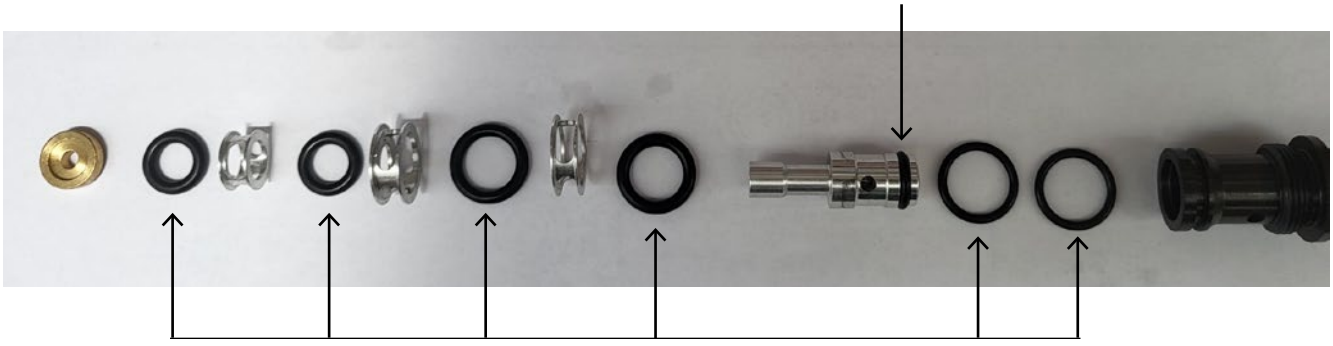


2. AIR LEAKS FROM SILENCER/DISTRIBUTOR

2.1	Air body piston OR worn or broken, does not allow correct pneumatic sealing. Replace O-ring Code **3235600** on air body piston.

2.2	Rod belonging to the distributor kit blocked, due to the presence of impurities/lack of lubrication of the O-rings. Carefully clean and grease the OR rings present, also remembering to to lubricate the o-ring on the stem with grease **FIG.1**

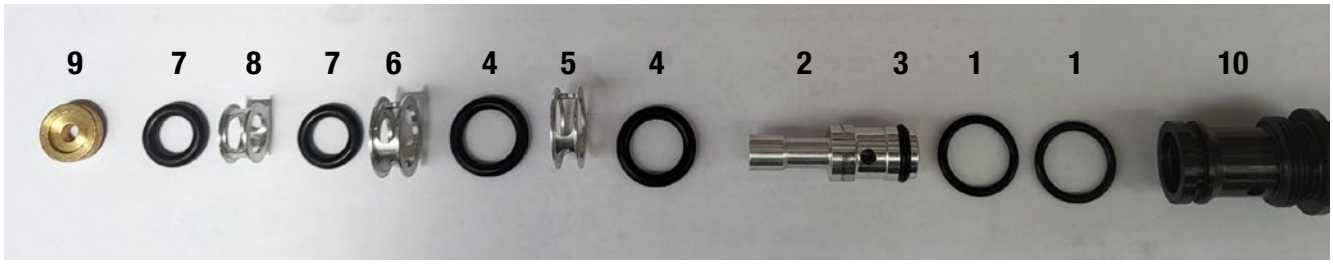
FIG.1



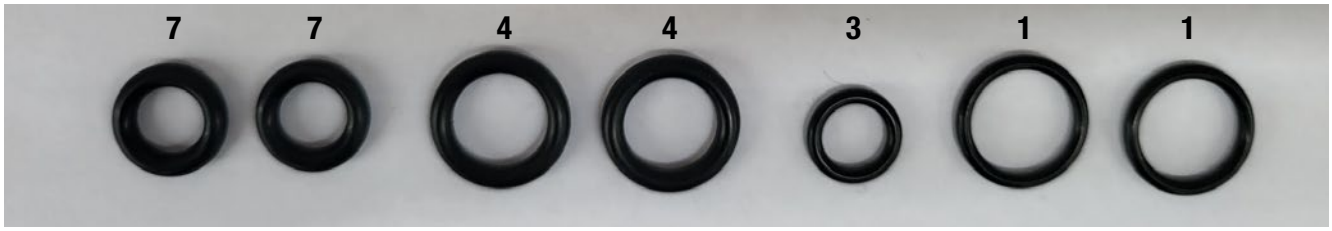
2. AIR LEAKS FROM SILENCER/DISTRIBUTOR

2.3	If the O-rings break due to overworking of the machine, completely replace the distributor code **4157100**. If the components (not O-rings) are in good condition, replace only the O-Rings (O-Ring Kit Code **4155800**)

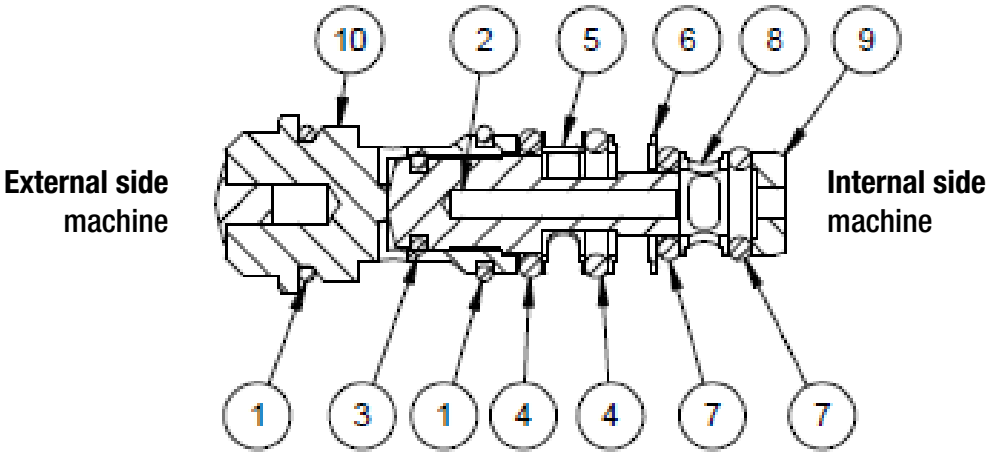
Distributor kit Code 4157100



OR kit Code 4155800



Assembly sequence



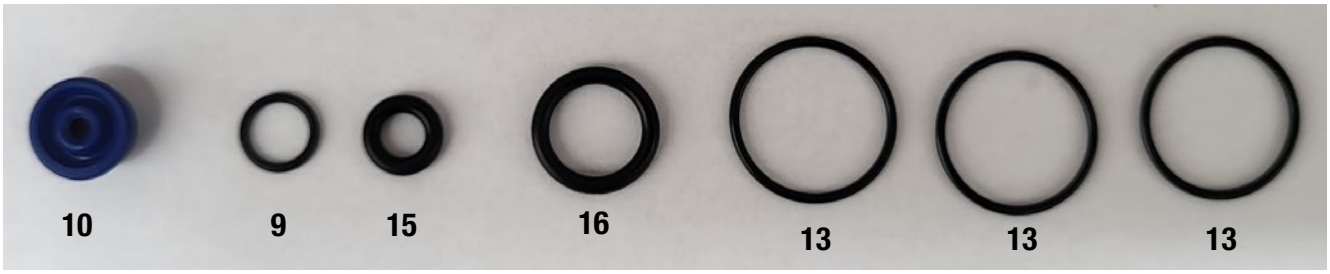
3. AIR LOSS FROM PRESSURE GAUGE

3.1 **3.2**	In the event of air leakage from the pressure switch, the most probable cause is broken OR rings, so check in particular those in the plunger **FIG.1** and check that they are not worn or broken, then check the OR rings in the chamber **FIG.2** replace the OR rings belonging to Kit Code **4154400**.

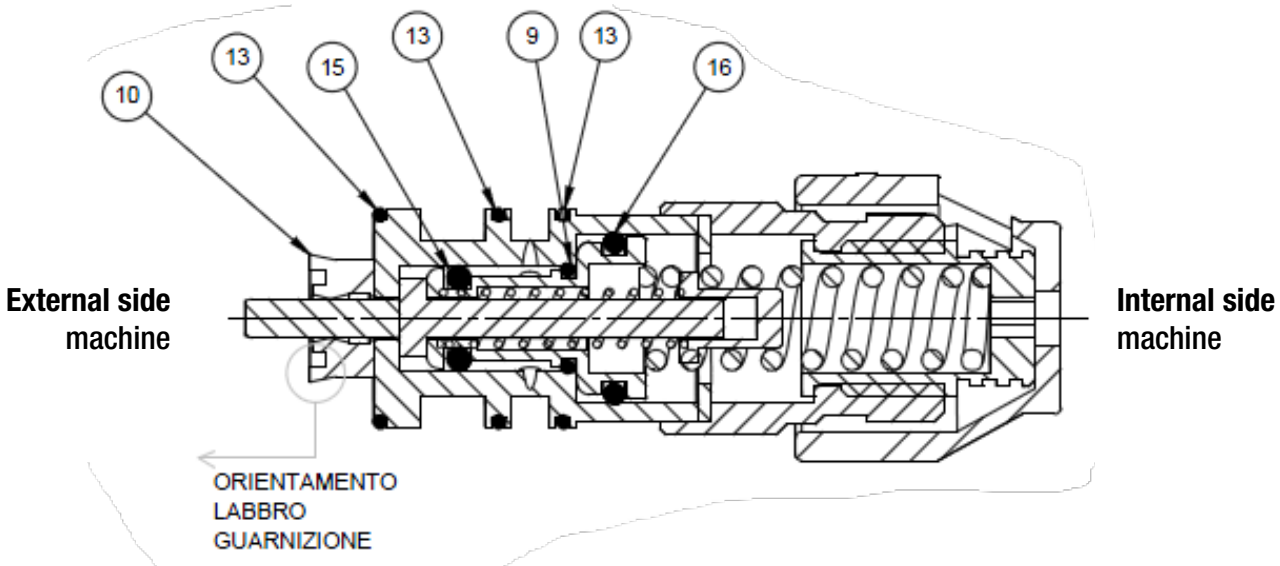
FIG.1

FIG.2

OR kit Code 4154400



Assembly sequence



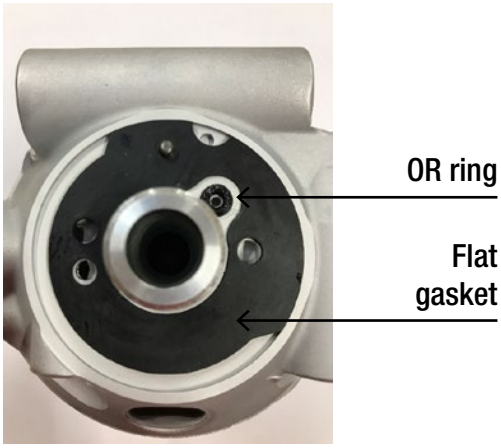
4. AIR/OIL LEAKAGE BETWEEN HANDLE AND AIR BODY

4.1	If there is air/oil leakage between the handle and air body, it is likely that the O-ring or oil seal in the piston rod guide is worn. or the oil seal in the piston rod guide. Replace the stem guide completely code **4157300** (for RIV938) and code **4647600** (for RIV939).

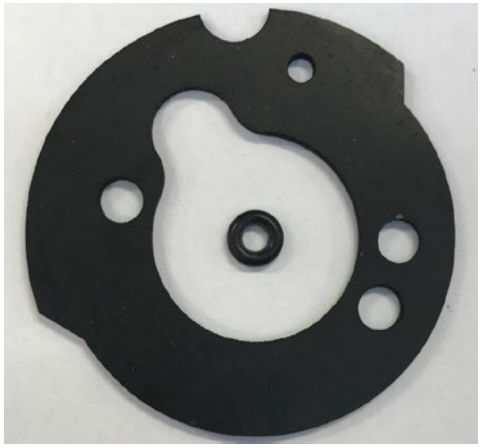
RIV938
Complete rod guide kit
code **4157300**

RIV939
Complete rod guide kit
code **4647600**

4.2	If there is air/oil leakage between the handle and air body, it is likely that the O-ring or flat gasket on the air body is worn. Replace the O-ring and flat gasket completely Kit code **4152300**.



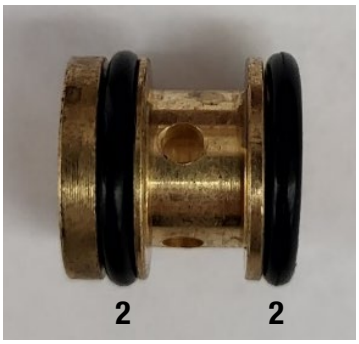
Flat gasket kit + OR
code **4152300**



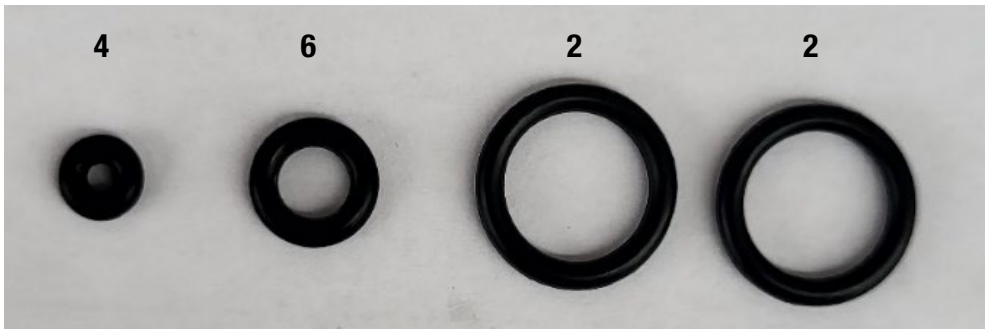
5. AIR LEAKAGE FROM BUTTON

5.1	If there is an air leak from the button, it is likely that one of the two OR rings (**2**) on the cage **FIG.1** is worn or broken. two O-rings (**2**) on the cage **FIG.1**. Replace the OR rings of the push-button KIT using the OR rings of KIT code **4151200**.

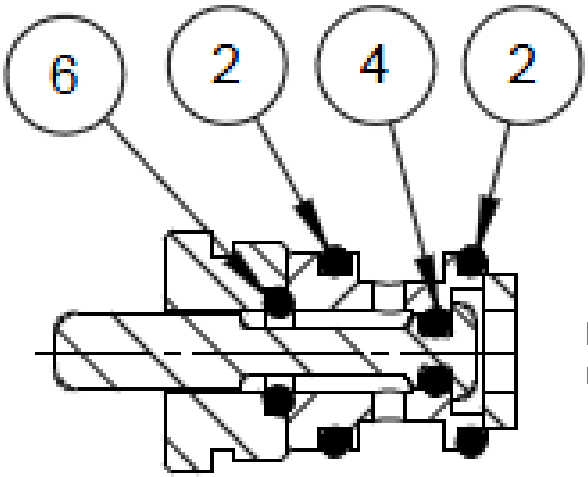
FIG.1



OR kit code 4151200



Assembly sequence

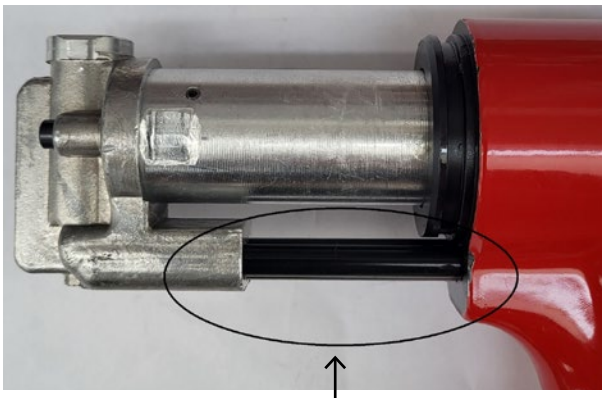


External side machine

Internal side machine

6. AIR LEAKAGE FROM THE BACK OF THE HANDLE

6.1	If there is an air leak from the rear, locate the spot. If the leakage is in the part indicated in the photo, i.e. from the tubes, it is because one of the O-rings has worn or broken due to continuous sliding during tool work. Replace the tubes with the air tube KIT with OR Code **4802600**

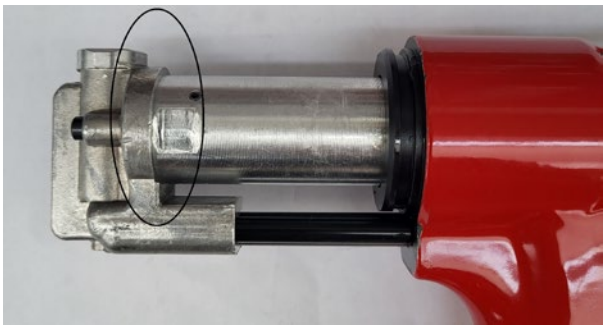


Exit point of air

Pipe kit with OR code **4802600**

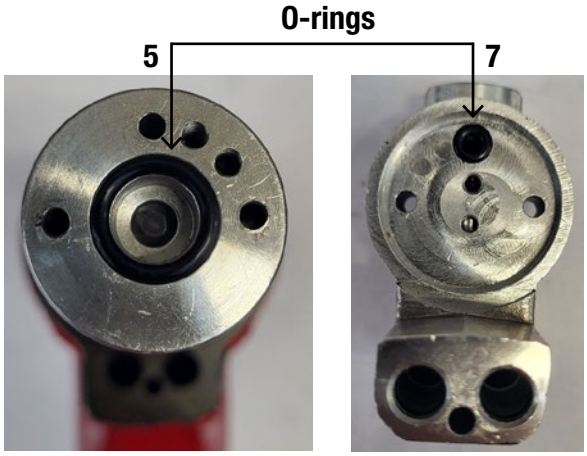
6.2 **6.3**	If the leakage is in the part indicated in the photo below, i.e. between the distributor and the engine body, there could be two cases: **Case 1)** Crushing/breakage of the O-rings present between the distributor and the motor body. Replace the broken or damaged O-rings with distributor kit code **4803100**. **Case 2)** The rod may be too long and does not seal the ball correctly, so adapt the rod until the correct pneumatic seal is achieved without air leaks.

Exit point of air

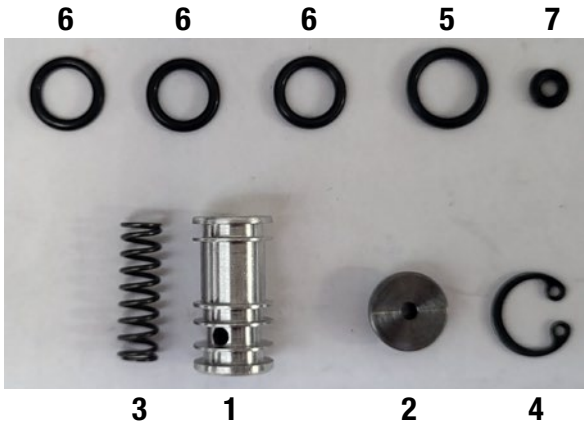


6. AIR LEAKAGE FROM THE BACK OF THE HANDLE

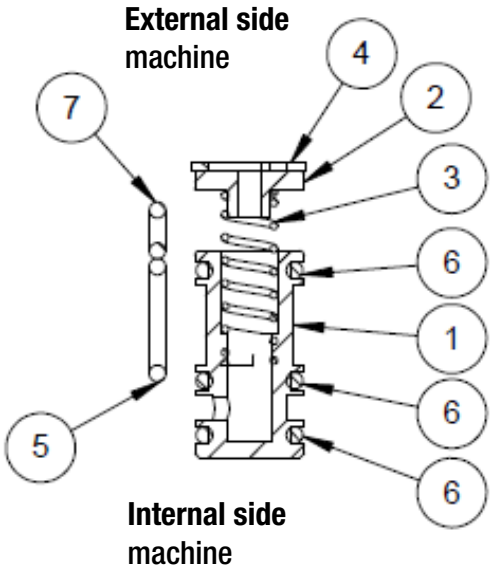
CASE 1)



Distributor kit code 4803100



Assembly sequence



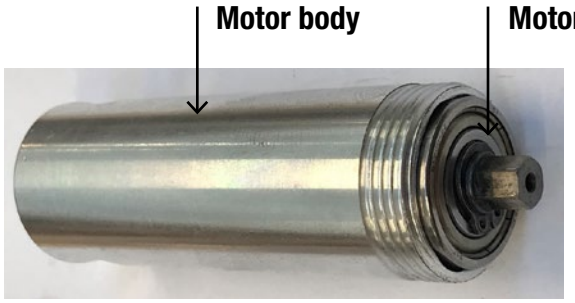
CASE 2)

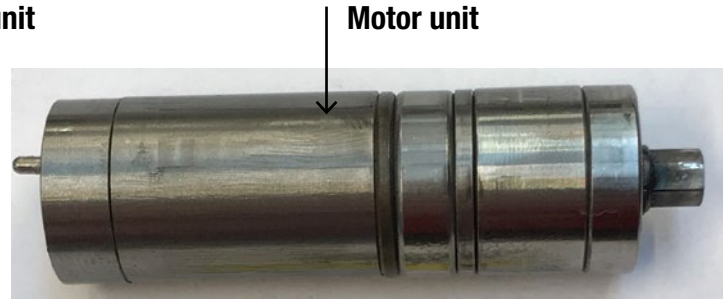
Rod too long, does not allow the ball to close the air passage..

Lower the rod on the opposite side of the head until the ball is properly seated.

7. PIVOT PIN LOCKED

7.1	If the tie rod is blocked, it means that the whole assembly is not rotating and not working properly. The cause could be that the drive unit is too tight. Pull the piston out of the handle and unscrew the motor body from the piston, pull the motor assembly from the motor body and tap very carefully on the part indicated in the photo **FIG.X**, this very delicate step loosens the motor and makes the correct rotation take place.





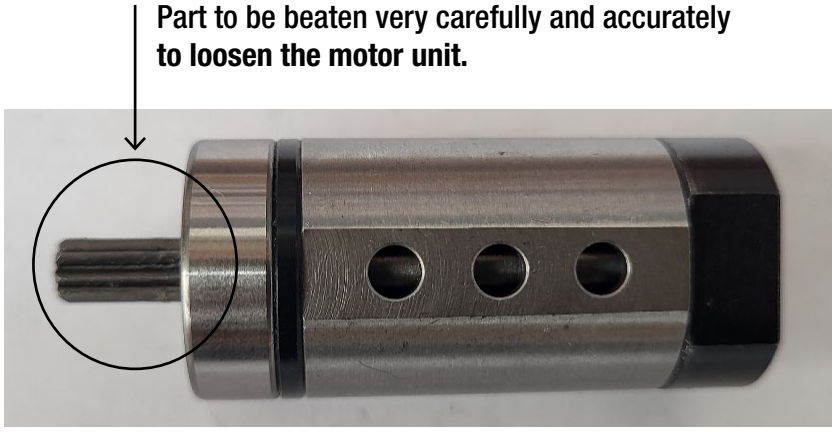


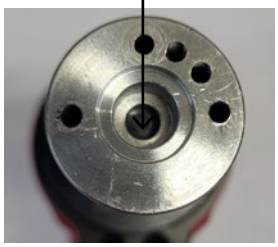
FIG.X

8. TIE ROD TURNS CONTINUOUSLY IN SCREWING

8.1	If, when attaching air, the rod turns continuously in screwing, it means that the rod is too long and the ball does not close the passage hole properly, so adjust the rod length until the correct pneumatic seal is achieved, avoiding air leaks.

Tie rod turns continuously in screwing.

Rod too long, does not allow the correct sealing of the ball.



Lower the rod in the indicated part until the ball is properly seated.

Head

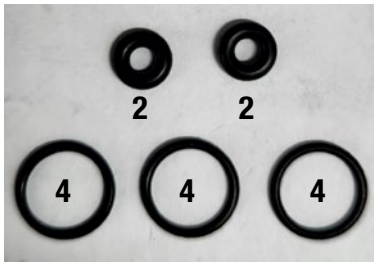
9. TIE ROD TURNS CONTINUOUSLY IN UNSCREWING

9.1	If, when air is applied, the tie rod turns continuously in unscrewing, it means that the O-rings belonging to the Quick Unscrewing Kit are broken or worn. To solve the problem, completely replace the Quick Unscrewing Kit code **4157000**. If the components (not the O-rings) are in good condition, replace only the O-rings (OR Kit Code **4156600**).

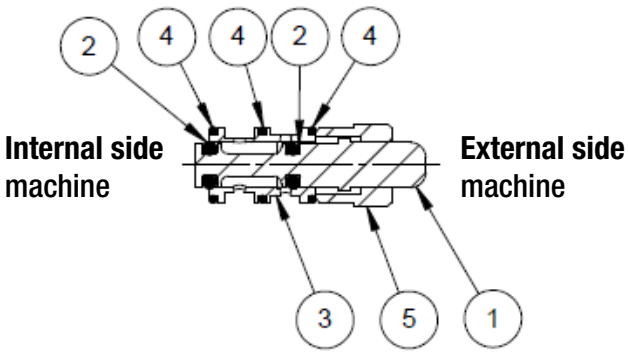
Tie rod turns continuously in unscrewing.

Quick unscrewing kit
Code **4157000**

OR kit
Code **4156600**



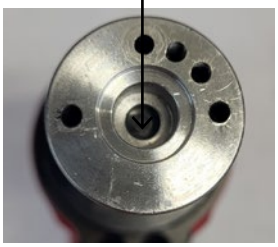
Assembly sequence



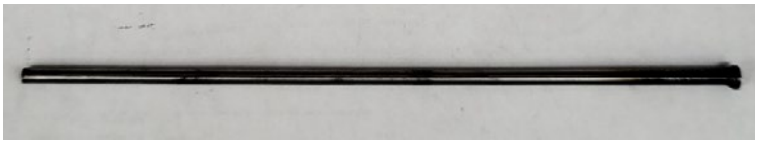
10. THE TOOL DOES NOT SCREW THE INSERT

10.1	If the tool does not screw the insert in correctly after inserting the air, it may be due to the short rod. short, then it is recommended to replace the rod Order code **4426700.**

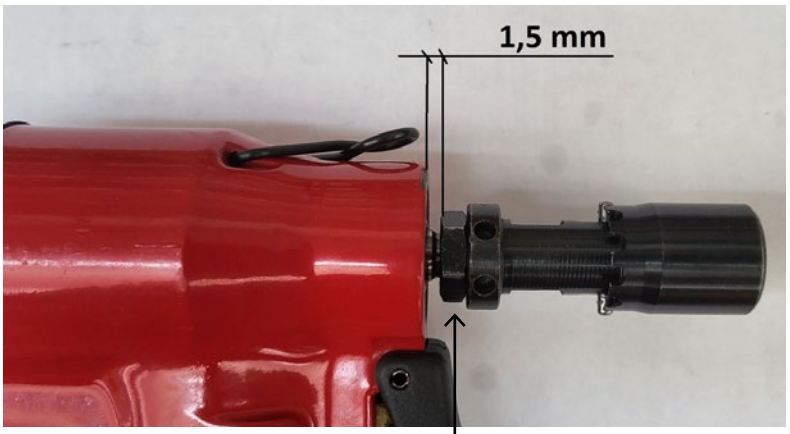
Rod too short, does not allow the screwing of the insert.



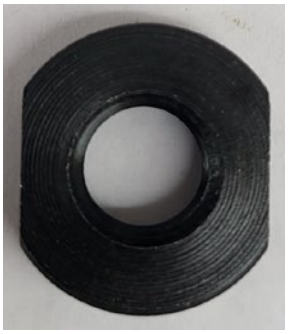
Auction code **4426700**



10.2	If the tool after attaching the air does not screw the insert in correctly, adjust the lock nut screwed on the pivot pin to a distance of about 1.5 mm from the handle as shown in the photo below.



RIV938
Lock nut

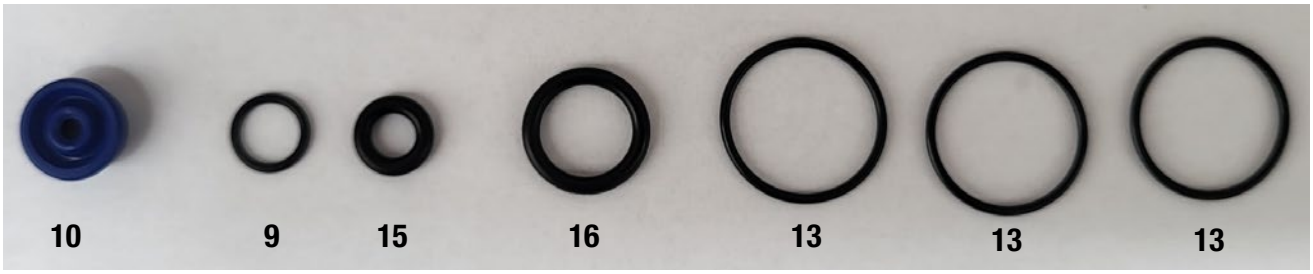


RIV939
Lock nut

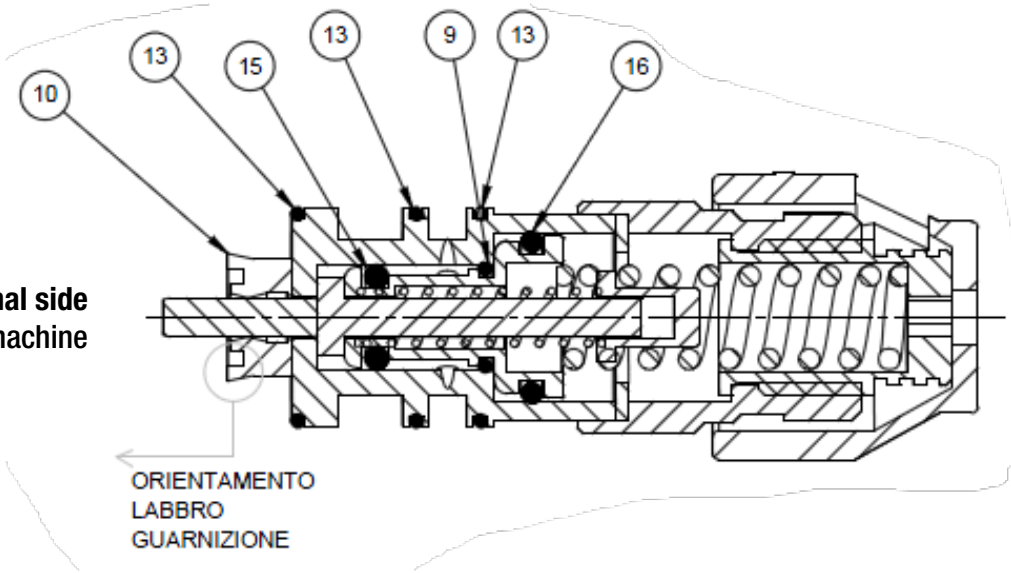
11. BY PRESSING THE BUTTON THE TOOL UNSCREWS WITHOUT PULLING

11.1	If pressing the push-button lever (to activate the machine cycle) causes the tool to unscrew without making a pull, check the pressure switch plunger and check that the OR rings (**15, 9, 16**) present are not broken or worn, in particular focus on the OR ring marked number **9**. If they are broken or worn, replace the O-rings with the OR Kit code **4154400.**

OR Kit Code **4154400**

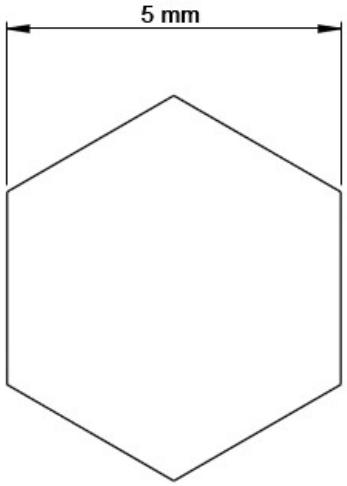


Assembly sequence



12. THE TOOL DOES THE PULLING BUT NOT THE UNSCREWING

12.1	If the air inlet is 6 to 6.5 bar and the tool pulls but does not unscrew, top up the oil by unscrewing the plug on the handle. Use a 5 mm hexagonal key.



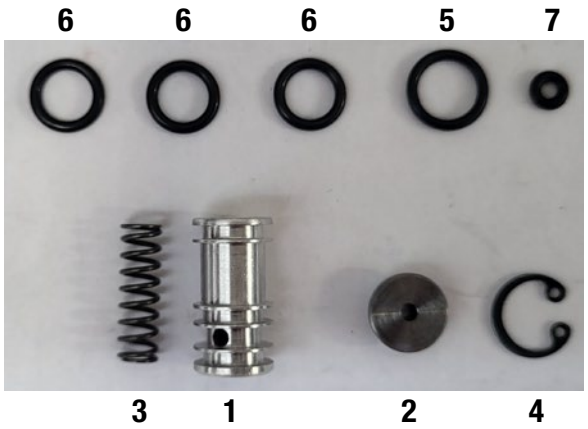
13. UNSCREWING DELAY AFTER PULLING

13.1	O-rings marked with the number **1, 2, 3** of the plunger belonging to the pressure switch assembly are poorly greased, lubricate them with grease to facilitate sliding inside the chamber.

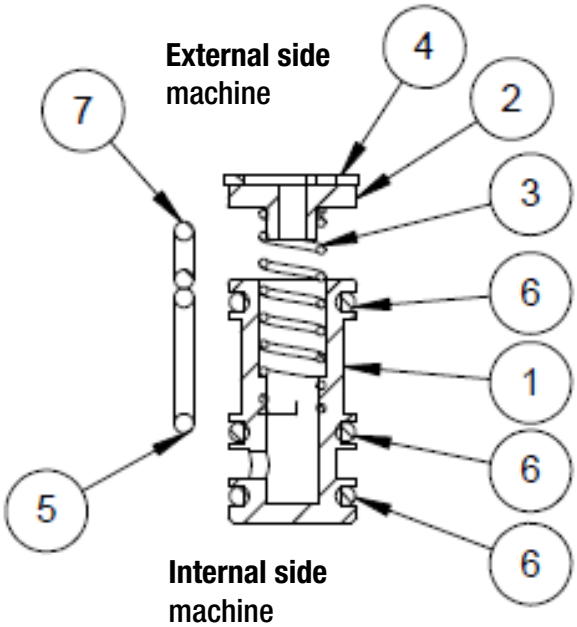
14. THE TOOL PULLS AND CONTINUES TO UNSCREW

14.1	If pressing the push-button lever (to activate the machine cycle) causes the tool to pull and continue unscrewing, check the distributor spring on the handle and the OR rings in the chamber (marked by number **6**), in particular focus on the spring marked by number **3**. If the spring or OR rings are broken or worn, change them with distributor kit Code **4803100**.

Distributor kit code **4803100**



Assembly sequence



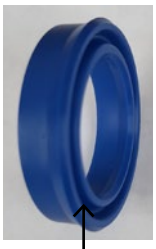
15. OIL LEAKAGE FROM THE REAR/FRONT OF THE HANDLE

15.1	Wear/breakage of the oil seals inside the handle (**1**) and on the piston (**2**). Replace the seals with the Piston Seal Kit Code **4151000** (pay attention to the orientation of the gasket).

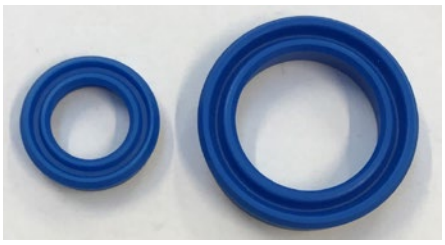
Piston gasket kit
code **4151000**

1

2



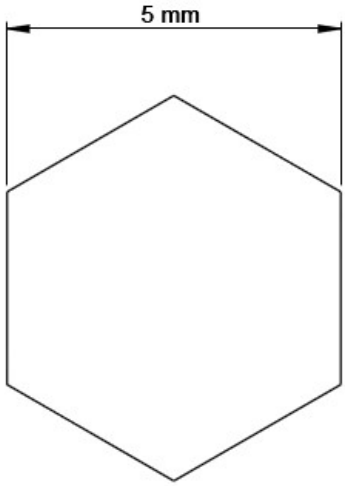
Pressure oil



Direction orientation oil pressure

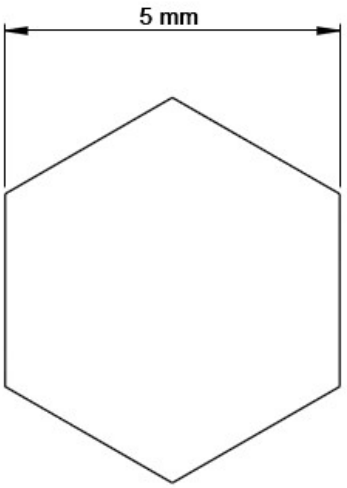
16. LACK OF STROKE

16.1	Not enough oil, top up oil by unscrewing the cap on the handle. Use a 5 mm hexagonal key.



16.2	Air inside the grip chamber, bleed air/oil by unscrewing the screw at the front of the grip **FIG.1**. Use a 5 mm hexagonal key. When you have finished bleeding, tighten the screw firmly.

FIG.1



16. LACK OF STROKE

16.3	Dirt inside the end cone, clean the inner surface **FIG.1**, test the stroke or check the diameters if they interfere. If the quick coupling **FIG.2** does not pass through the outer cone or enters forcibly, replace it (Code **3539900**).

FIG.1

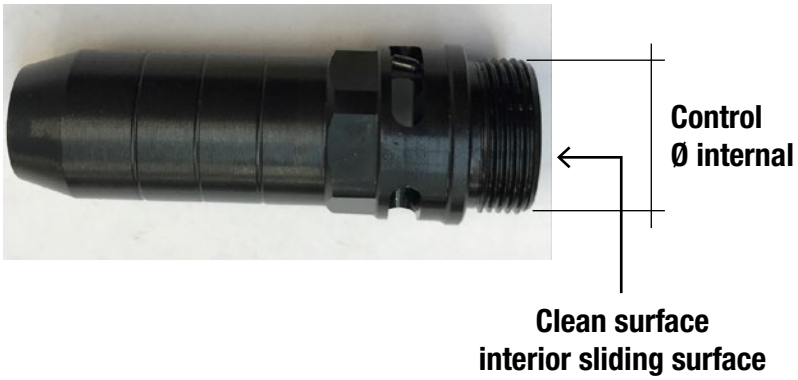
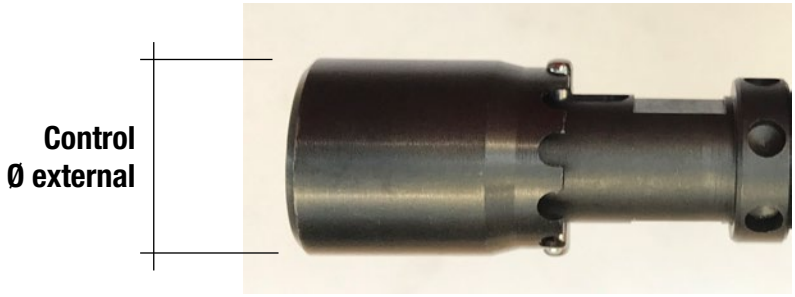


FIG.2



If the quick coupling kit does not fit, replace the outer cone
code **3539900**

GENERAL PREVENTIVE MAINTENANCE PLAN

Oil level check and air/oil bleed every 5 working days.

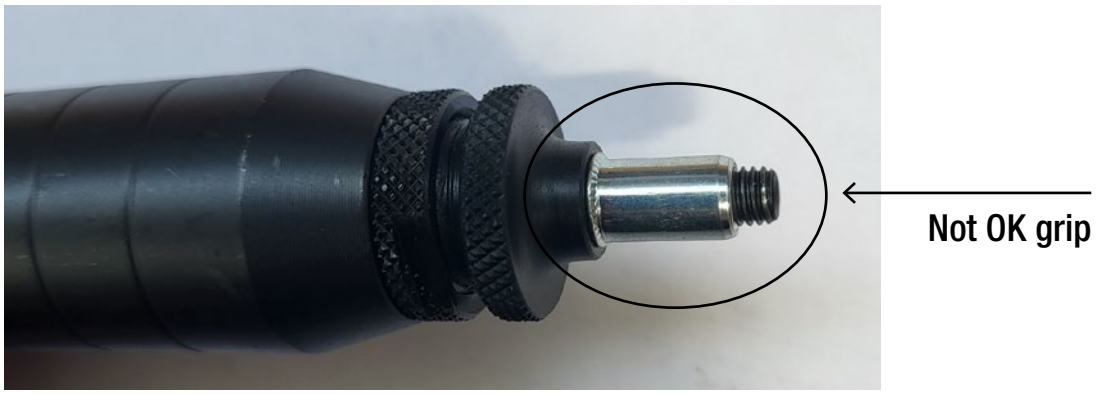
Tie rod wear check, depending on the type of insert (aluminium/steel/stainless steel) it is advisable to checking every 10.000 cycles approx.; stainless steel inserts wear the tie rod more quickly.

Check before use that the insert is correctly adjusted (see reference photo) socket ok (**FIG.1**).
Not OK grip (**FIG.2**) also causes the tie rod to break.

Check the piston stroke (6.5 mm) every 20.000 cycles.

(FIG.1)

(FIG.2)



FASTENERS
& TOOLS

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