THE CLIP THAT GRIPS™

KODI KLIP™

KTA - 3, 4, 5, 6 SERIES
REBAR CONNECTOR

TOOL MANUAL

KODI KLIP™
By Dayton Superior

SYMBOLS

This manual contains information that is important for you to know and understand. This information refers to protecting YOUR SAFETY and PREVENTING EQUIPMENT PROBLEMS. To help you identify this information, we use the symbols below. Please read the manual and pay particular attention to these "**SYMBOL**" sections.

This indicates a situation in which a hazard is imminent and will result in a high probability of serious injury or death.

This indicates a potentially hazardous situation, which could result in minor to moderate injury.

CAUTION

This indicates a potentially hazardous situation or unsafe practice which could result in product or property damaged.

IMPORTANT

This symbol indicates a general statement to assist the user in the operation or maintenance of the equipment.

TABLE OF CONTENTS

NOTE: The Model and Serial Number of your Tool is located on the Tool's Housing. These numbers and the Date of Purchase (DOP) should be recorded:

Model: _____ SN: _____ DOP: _____

TOOL SPECIFICATION

A. TOOL DATA

Model Number: KTA – (3) (4) (5) (6)

Tool Type: Pneumatic Rebar Connecting Tool

Dimensions: 13" X 3" X 12" (33 cm x 7.6 cm x 30.5 cm)

Tool Weight: 5.308 lbs (2.4 kg)

Tool Inlet: 1/4" (.635 cm)

Max. Operating Pressure: 110 PSI (7.6 Bar)

Recommended Operating Pressure: 75 – 100 PSI (5.2 – 6.9 Bar)

Required Air Volume: 3 CFM at 85 PSI (85 LPM at 5.9 Bar)

Required Lubrication: Air Tool Oil

Trigger Device: Full Sequential Trigger *

B. NOISE & VIBRATION DATA

Max. A-Weighted Impulse Sound Power Level: 102.6 dBA

Max. A-Weighted Surface Impulse Sound Power Level: 90.3 dBA

Vibration: 4.28 m/sec^2

***A full sequential Trigger is the safest type of Power Tool Trigger. The Klipper Gun will only fire when the Primary Trigger and Secondary Trigger mechanism is activated in order. First, the safety unit must be pushed into the rebar, then the user squeezes the trigger to discharge a Klip. Both the safety unit and the Trigger must be released to allow the feeder to advance the Klip rack, and then activated again to fire a second Klip. Klips cannot be bump fired.**

GENERAL SAFETY INSTRUCTIONS

IMPORTANT

Any person operating or maintaining this Tool must read and understand all Warnings and operating instructions in this Manual before using this Tool. When operating any air tool, basic safety precautions should be followed to reduce risk of personal injury.

A. PERSONAL PROTECTION

1. Wear eye protection that conforms to ANSI / ESOs specifications with front and side protection to guard against flying objects.
2. Ear Protection is recommended for not only the Operator but also nearby personnel.
3. Beware of the danger of entangled clothes and hair. Avoid wearing loose clothing and dangling jewelry at work. Keep your hair, clothes, and gloves away from any of the Tool's moving parts.
4. Keep your fingers away from the Trigger when the Tool is not in use. This will prevent accidental firing of the Tool.
5. Never point the Nozzle of the Tool towards anyone including yourself, regardless if the Tool is connected to an air supply or not.

B. TOOL PROTECTION

1. This Tool can only be used with clean, dry, regulated compressed air. The use of other compressed gases may cause explosion or serious injury.
2. Only connect the Tool to a regulated air supply. The regulator, positioned between the Tool and the air supply, should limit the Tool's inlet pressure to a maximum of 110 PSI (7.6 Bar).

CAUTION

Do not exceed 110 PSI (7.6 Bar) inlet air pressure. Excessive air pressure will damage the Tool and void the warranty.

3. Lubricate the Tool daily with a high-grade Air Tool Oil such as MARVEL® Air Tool Oil or WORKMASTER® Tool-Lube™ Oil. **See Compressed Air Systems (p. 12) 'C. Airline Lubrication'.**

4. Keep the Tool in good condition, wipe off grease, dirt or oil after each use. Do not use solvent-based cleaners to clean the Tool. Certain solvents will damage the Tool's rubber and plastic components.

CAUTION

Do not use any of the following as lubricants: kerosene, hydraulic fluid, transmission fluid, spindle oil, motor oil, antifreeze or WD-40 to lubricate the Tool. These fluids and sprays will damage the Tool's internal parts and void the warranty.

5. Regularly inspect the Tool's Safety, Trigger and Springs to make sure they are moving freely. Do not use a Tool that requires servicing.

6. Only use KODI genuine OEM Klips. Non-OEM clips are not compatible with this Tool and will cause jamming of the Tool, possible injury to the Operator, and void the Tool warranty.

7. Never use the Tool or the Klips for applications for which they are not approved.

CAUTION

DO NOT USE the KODI Tool as a hammer or lever / pry bar to adjust or "knock" rebar. This misuse / abuse of the Tool will cause Tool damage and void the warranty.

C. SERVICE AND REPAIR

1. This Tool should only be serviced by trained personnel or an Authorized Service Center.

2. Disconnect the air supply before performing any Tool maintenance.

Compressed air is an invisible hazard. Any Tool, hose or other component through which it passes is capable of releasing an explosive force which could result in personal injury or death.

3. Use only KODI genuine OEM parts. Contact your Area Distributor to order parts.

TOOL OPERATION

A. OPERATING THE TOOL

1. After the entire Manual has been read and the information is fully understood, connect the Tool to the air supply. ***See Figure #1 Below***

Figure #1: Connecting the Air Supply

WARNING **The Male Plug should always be connected to the Tool's Inlet so that the Tool will depressurize when disconnected from the Air Supply.**

IMPORTANT **Although the Tool's Inlet is 1/4″ (.635 cm) we recommend using 3/8″ (.95 cm) air hose if supply hose is longer than 8′ (2.4 m).**

WARNING **Compressed air is an invisible hazard. Any Tool, hose or other component through which it passes is capable of releasing an explosive force which could result in personal injury or death.**

2. Position the Rack of Klips so that it aligns with the Tool's Klip Magazine and then insert the Rack until it is fully seated **(only a fully seated Klip Rack will disengage Sensor Shaft from Safety Unit)**. ***See Figures #2 & #3 Below***

Figure #2: Loading the Klip Rack

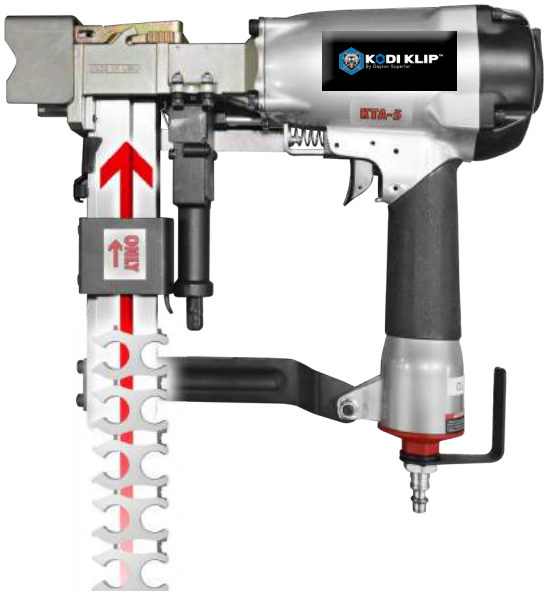


Figure #3: Seating the Klip Rack

CAUTION

The Klip Rack will only fit into the Tool's Magazine one way, and once seated will only move along the Magazine in one direction. Pulling the Klip Rack back out of the Magazine will damage the Tool's Stop Plates and prevent the Tool from operating properly.

3. Adjust the directional Exhaust Deflector so that exhaust air is directed away from the Operator. The Exhaust Deflector can be rotated in either direction to one of its eight (8) stop positions. ***See Figure #4 Below***

Figure #4: Adjusting the Exhaust Deflector

4. Grip the Tool firmly and position the Tool's Nozzle directly over the rebar to be connected.

CAUTION

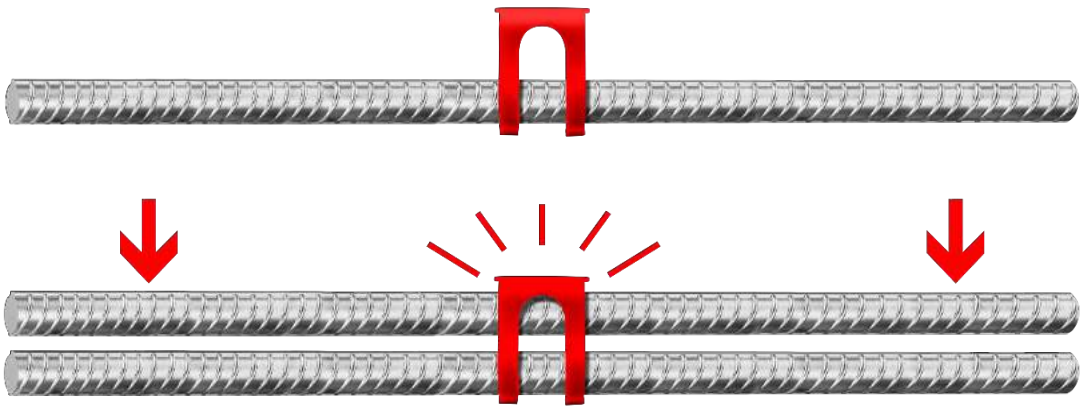
If nozzle is not properly aligned or there is insufficient downward pressure on Tool, Klip can become jammed. (See Troubleshooting p. 15)

- CROSS CONNECTION: Klip Magazine must be parallel to top rebar. ***See Figure #5 Below***

Figure #5: Cross Connecting Rebar

- vPARALLEL CONNECTION: Klip Magazine must be perpendicular to the primary rebar and the adjoining rebar must be pushed into the other rebar slot. ***See Figure #6 Below***

Figure #6: Parallel Connecting Rebar

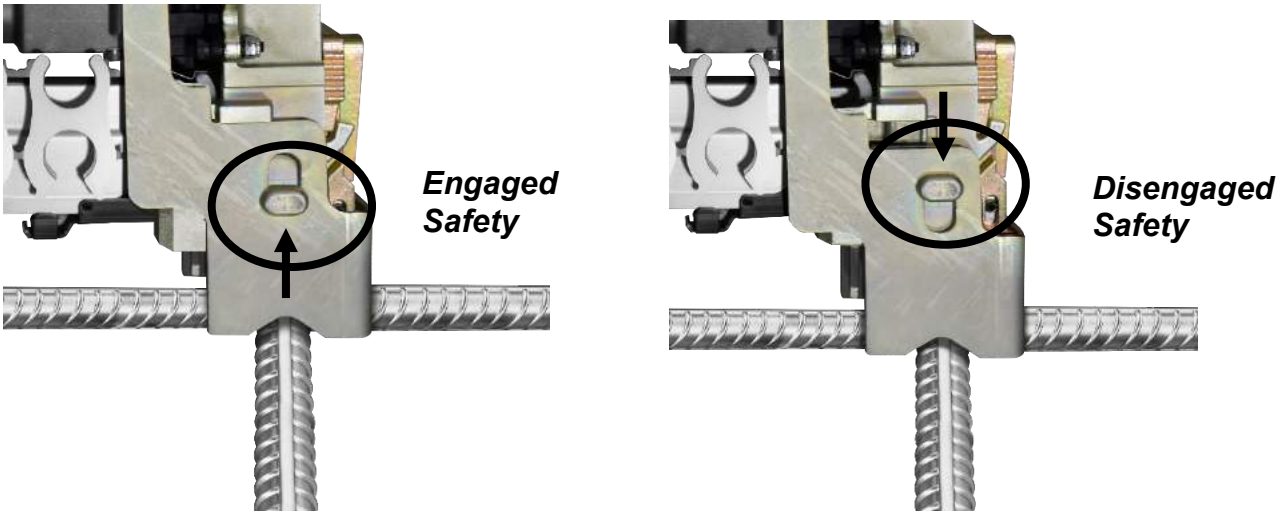


IMPORTANT

When the Tool's Nozzle is properly positioned over the rebar to be connected, the Klip will self-align for cross or parallel connections.

5. Push the Tool firmly against the rebar to disengage the Tool's Safety and then **fully squeeze** the Trigger to fire a Klip. ***See Figure #7 Below***

Figure #7: Disengaging the Safety



B. GENERAL MAINTENANCE

1. Disconnect the Tool's air supply before performing any maintenance.

WARNING

Compressed air is an invisible hazard. Any Tool, hose or other component through which it passes is capable of releasing an explosive force which could result in personal injury or death.

2. Keep the Tool in clean condition at all times. Wipe off grease or oil with a dry clean cloth to prevent accidentally dropping the Tool. Avoid the use of solvent-based cleaners to clean the Tool. Certain solvents will damage the Tool's rubber and plastic components.

3. Always make sure that all screws are kept tight. Loose or missing screws can cause damage to expensive Tools parts which could cause injury.

C. REMOVING KLIPS FROM TOOL

1. Slide Lever to release Door's Lock Mechanism. ***See Figure #8 Below***
2. Fully open Door. ***See Figure #9 Below***
3. Push / Pull Klips upward through Door and remove. ***See Figure #10 Below***
4. Close Door and use Lever to engage Door's Lock Mechanism. ***See Figure #11 Below***

IMPORTANT

Make sure Door's Lock Mechanism is fully engaged before reloading a Klip Rack to ensure Sensor Shaft Engagement.

Figure #8: Releasing Lock

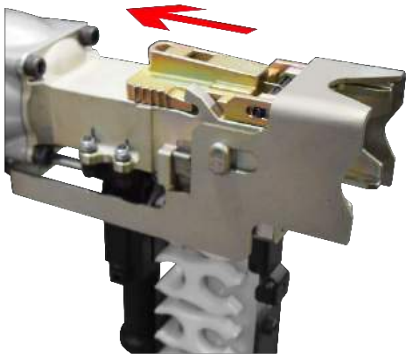


Figure #9: Opening Door

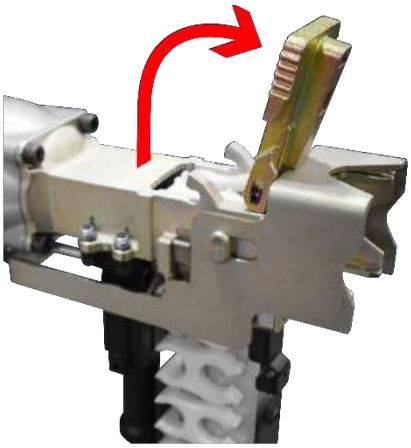


Figure #10: Removing Klips

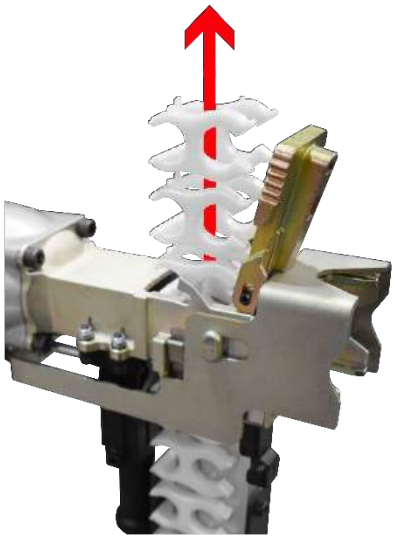
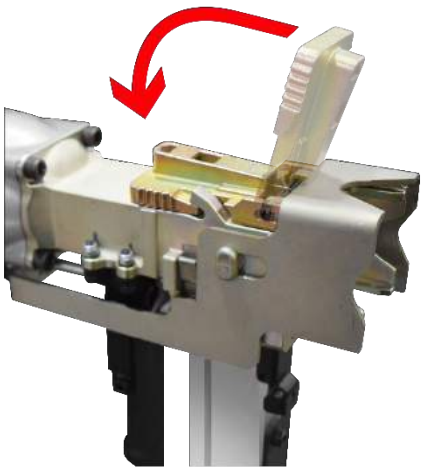


Figure #11: Engaging Lock Mechanism



COMPRESSED AIR SYSTEM

A. AIRLINE FILTRATION

Install an airline filter to keep the compressed air supply to the Tool clean and dry. Airline moisture and other contaminants in the air supply will cause damage to the Tool's internal parts.

B. AIRLINE REGULATION

Install an airline regulator to regulate air pressure between 75 PSI – 100 PSI (5.2 Bar to 6.9 Bar). Air pressure required to connect rebar will vary based on Klip size. Generally, the smaller the Klip, the greater the air pressure required.

C. AIRLINE LUBRICATION

Lubricate the Tool frequently, *but do not over lubricate!* Use only Pneumatic Tool Lubricant (for example MARVEL® Air Tool Oil or WORKMASTER® Tool-Lube™ Air Tool Oil) in the Tool. Use an In-Line Lubricator for automatic lubrication, or place 5-10 drops of a suitable Air Tool Oil into the male air fitting at the beginning of each work day, and then cycle the Tool until a light oil mist exhausts from the Tool.

CAUTION

Do not use any of the following as lubricants: kerosene, hydraulic fluid, transmission fluid, spindle oil, motor oil, antifreeze or WD-40 to lubricate the Tool. These fluids and sprays will damage the Tool's internal parts and void the warranty.

D. COLD WEATHER OPERATION

In cold weather conditions where airline moisture can freeze, do not force the Tool to cycle by increasing air pressure. Air pressure over 110 PSI (7.6 Bar) will damage the internal parts and void the warranty.

APPENDIX A: TROUBLESHOOTING

Experience shows that the most common problems that occur with the Klipper Tools are Operator related. Although this is an easy Tool to use (because the design is similar to the familiar “Nail Gun”) – the KODI TOOL IS NOT A NAIL GUN. The Piston Shaft that drives the Klips onto the rebar is significantly more robust in comparison to the Piston Shaft in a Nail Gun. A Nail Gun only needs to push a pointed object INTO a piece of wood, while the Klipper Tool must forcefully press 4 very stout legs AROUND rebar. This extra force results in a large amount of low amplitude vibrations. A daily inspection of the Tool (for example, during daily oiling) will allow the Operator to tighten (but DO NOT overtighten) fasteners which ensures that key component parts of the Tool last longer. Typical wear items are minimal cost parts that are easily replaced/repaired (Sensor Shaft, Nail Stop Plates, Pusher Spring and Feeder Spring). Using a Tool without the Sensor Shaft properly installed, however, will result in an extreme increase of jams, and these jams will cause critical parts, such as Piston Shafts, Nose Pieces and Door Assemblies to break. We have found that a minor amount of training on proper Klipping techniques and educating Operators about the need to protect critical parts with daily inspection will lead to a significant reduction in Tool downtime and repair costs.

PROBLEM	POSSIBLE CAUSES	SOLUTION
No Klip on Rebar Joint After Firing	1. Low Air Pressure at Tool.	1. Check air supply to Tool. Make sure it is at least 75 PSI (5.2 Bar) at the Tool. Increase air pressure by 10 PSI (.69 Bar) increments up to a max of 110 PSI (7.6 Bar).
	2. Wrong Klip for rebar joint size.	2. Change Klip Rack to correct size for rebar joint.
	3. Piston jammed / broken.	3. Replace Piston.
	4. The rebar flexed-away during firing.	4. Not enough Back Pressure on the rebar.
	5. The Tool bounced off Joint.	5. Constant physical pressure must be applied to the Tool during shooting.

APPENDIX A: TROUBLESHOOTING *(con't)*

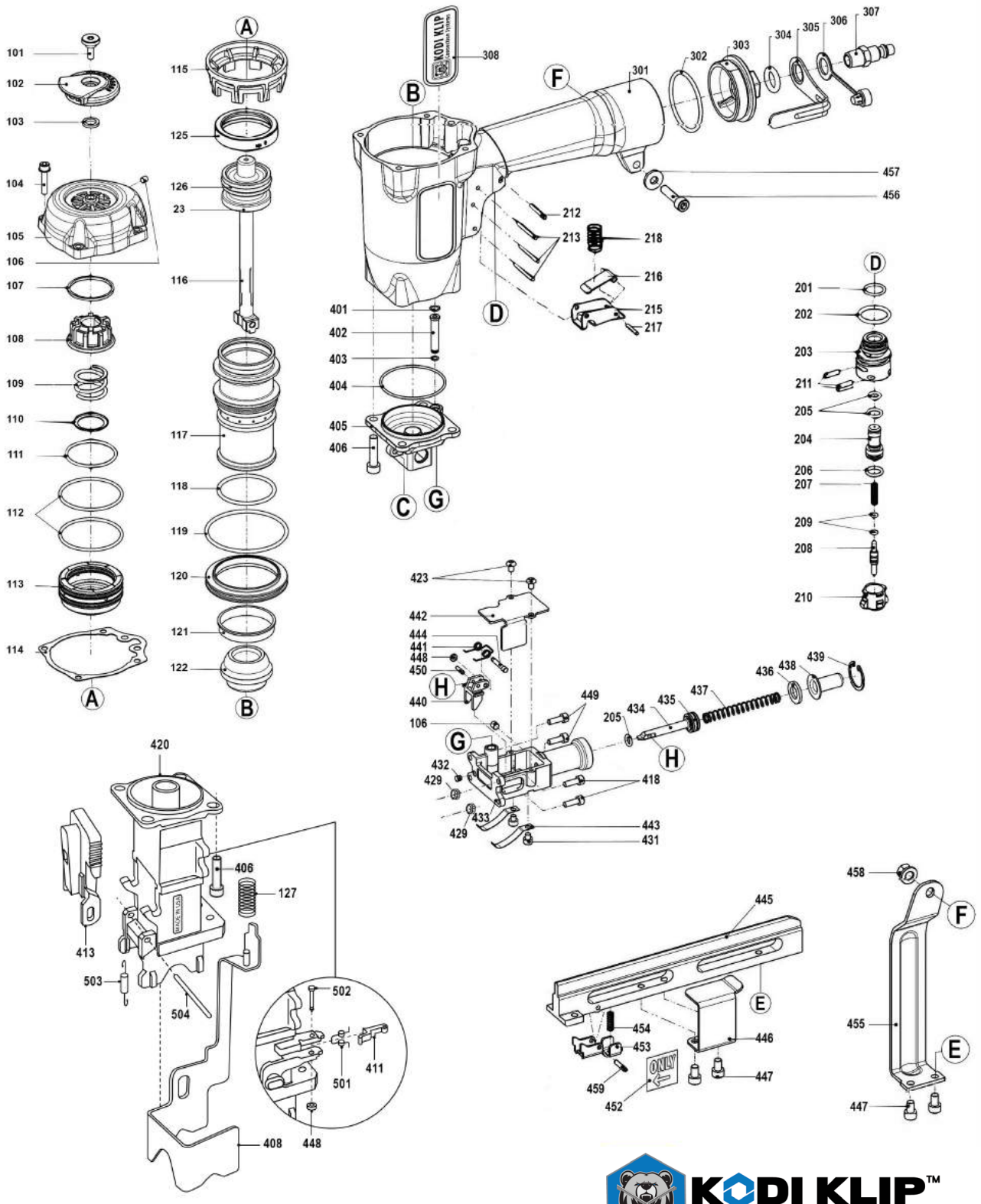
PROBLEM	POSSIBLE CAUSES	SOLUTION
Tool Won't Fire	1. No Klips in Magazine or last Klip on Rack.	1. The Tool should NOT fire because Sensor Shaft won't allow the Safety to disengage.
	2. Door on Tool Nozzle is not fully closed and locked.	2. Open and shut Door to make sure Door Latch is locked.
	3. Low air pressure at the Tool.	3. Check air supply to Tool. Make sure it is at least 75 PSI (5.2 Bar) at the Tool. Increase air pressure by 10 PSI (.69 Bar) increments up to a max of 110 PSI (7.6 Bar).
	4. O-Ring Seal on Tool's Piston is worn or damaged.	4. Replace O-Ring on piston.
	5. Trigger not functioning properly.	5. Inspect Trigger Assembly. Trigger may not be functioning properly because of dirt and debris in Assembly, wear to O-rings [#205, #206, #209], or problems with Secondary Trigger [#216]. Clean, Repair or Replace.
	6. Klips not feeding properly.	6. After checking that Klip Rack is full, verify proper operation of Feeder. Inspect for damage to Magazine [#445], Hood [#446] or Stop Plate [#443] which must be both working and in proper position. Replace damaged parts.
	7. Klips not in proper firing position. Feeder not operating properly:	7. (a) Check air supply at Tool. Slow recharge rate can be caused by pressure drop. Make sure PSI is at least 75 PSI (5.2 Bar) at the Tool. **– OR –** (b) Inspect for defective / broken Feed Spring [#441] or Push Spring [#437]. Replace damaged parts. **– OR –** (c) Sensor Shaft [#441] on Door not fully dis-engaged. Check that Safety Unit is functioning. Replace Safety Unit or Sensor Shaft as required.

APPENDIX A: TROUBLESHOOTING *(con't)*

PROBLEM	POSSIBLE CAUSES	SOLUTION
Tool Won't Fully Engage Klip onto Rebar	1. Low air pressure at the Tool.	1. Check air supply to the Tool. Make sure it is at least 75 PSI (5.2 Bar) at the Tool. Increase air pressure by 10 PSI (.69 Bar) increments up to a max of 110 PSI (7.6 Bar).
	2. Tool not firmly held against rebar joint. Alignment not correct.	2. Apply more downward pressure on Tool before pulling Trigger.
	3. Wrong Klip for rebar joint size.	3. Change Klip Rack to correct size for rebar joint.
Tool Fires but Klip Gets Jammed in Nozzle	1. Sensor Shaft is not installed properly; Sensor Shaft is missing; Sensor Shaft Spring [#410] is broken.	1. Repair/Replace Sensor Shaft and/or Spring.
	2. Safety Actuator Eyelet (See Figure #7) is worn allowing Safety Actuator to disengage with or without Klips in Tool.	2. Replace Safety Actuator [#408].
	3. Tool not firmly held against rebar joint. Alignment not correct.	3. (a) Klip Magazine must be parallel to top Rebar. **– OR –** (b) Apply more downward pressure on Tool before pulling Trigger.

If you have any problems that cannot be easily overcome, call our National Service Center, AIRMATIC INC, at 1-800-332-9770 before continuing use.

APPENDIX B: PARTS BREAKDOWN



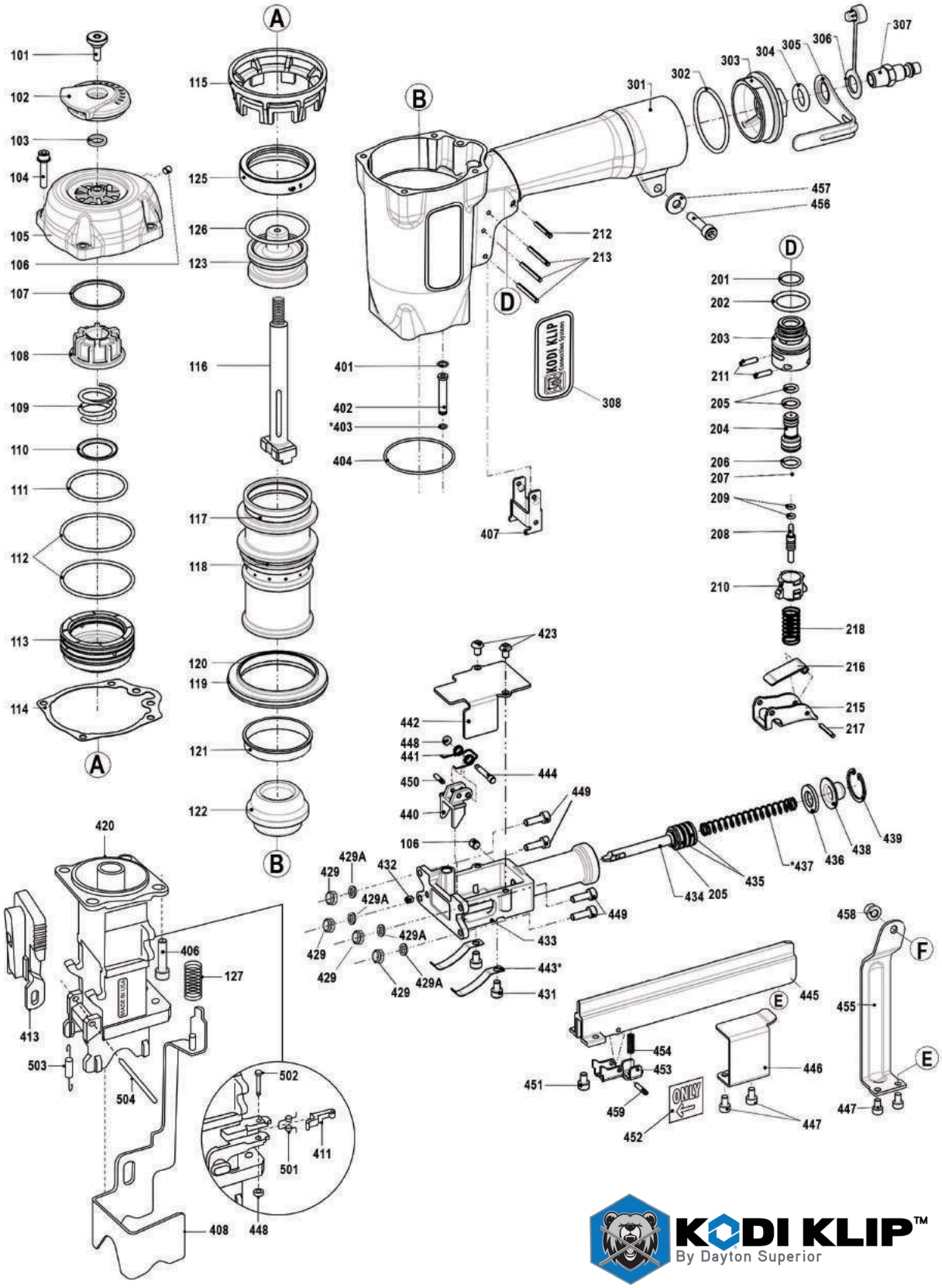
KODI KLIP™
By Dayton Superior

Model KTA-3

PARTS LIST KTA-3

Item #	Assy Part	Description	Qty
101		DEFLECTOR BOLT	1
102		DEFLECTOR	1
103		RUBBER PAD	1
104		BOLT	4
105		BACK CAP	1
106		SET SCREW	2
107		WASHER SEAL	1
108		SEAL	1
109		COMPRESSION SPRING	1
110		WASHER	1
111	***	O - RING	1
112	***	O - RING	2
113		HEAD VALVE	1
114	***	PACKING	1
115		CYLINDER PRESS RING	1
116		PISTON SHAFT	1
117		CYLINDER SLEEVE	1
118		O - RING	1
119		O - RING	1
120		CYLINDER SPACER	1
121		CYLINDER RING	1
122		BUMPER	1
123		PISTON HEAD	1
125		CYLINDER SEAL	1
126	***	O - RING	1
127		SPRING	1
140		SPRING PIN	1
141		BOLT	1
201		O - RING	1
202		O - RING	1
203		PLUNGER CAP	1
204		VALVE PLUNGER	1
205		O - RING	2
206		O - RING	1
207		SPRING	1
208		PLUNGER	1
209		O - RING	2
210		TRIGGER VALVE HEAD	1
211		SPRING PIN	2
212		SPRING PIN	1
213		SPRING PIN	3
215		TRIGGER	1
216		SECONDARY TRIGGER	1
217		SPRING PIN	1
218		SPRING	1
301		HOUSING	1
302		O - RING	1
303		END CAP	1
304		O - RING	1
305		BELT HOOK	1
306		AIR PLUG CAP	1
307		AIR PLUG	1
308		CUSHION	2
401	***	O - RING	1
402		INLET TUBE	1
403	***	O - RING	1
404	***	O - RING	1
405		BASE	1
406		BOLT	4

Item #	Assy Part	Description	Qty
408		SAFETY ACTUATOR	1
411		KLIP SENSOR	1
413		DOOR	1
418		BOLT	2
420		NOZZLE	1
422		SPRING COVER	1
423		BOLT	2
428		SAFETY SPRING	1
429		LOCK NUT	2
431		BOLT	2
432	**	SET SCREW	1
433	**	FEEDER HOUSING	1
434	**	FEED PISTON	1
435	**	O - RING	1
436	**	FEED BUMPER	1
437	**	PUSHER SPRING	1
438	**	FEED PISTON CAP	1
439	**	C - RING	1
440	**	FEED FINGER	1
441	**	FEED FINGER SPRING	1
442	**	FEEDER COVER	1
443	**	STOP PLATE	2
444	**	PIN FEED PISTON	1
445	*	MAGAZINE	1
446		HOOD COVER	1
447		BOLT	4
448		RETAINER	1
450		SPRING PIN	1
452		DIRECTION LABEL	1
453	*	KLIP STOP	1
454	*	SPRING	1
455		SUPPORT BRACKET	1
456		BOLT	1
457		WASHER	1
458		FLANGE NUT	1
459	*	SPRING PIN	1
460		LABEL; KTA-3	1
501		SPRING	1
502		PIN F/ KLIP SENSOR	1
503		DOOR SPRING	1
504		DOOR PIN	1



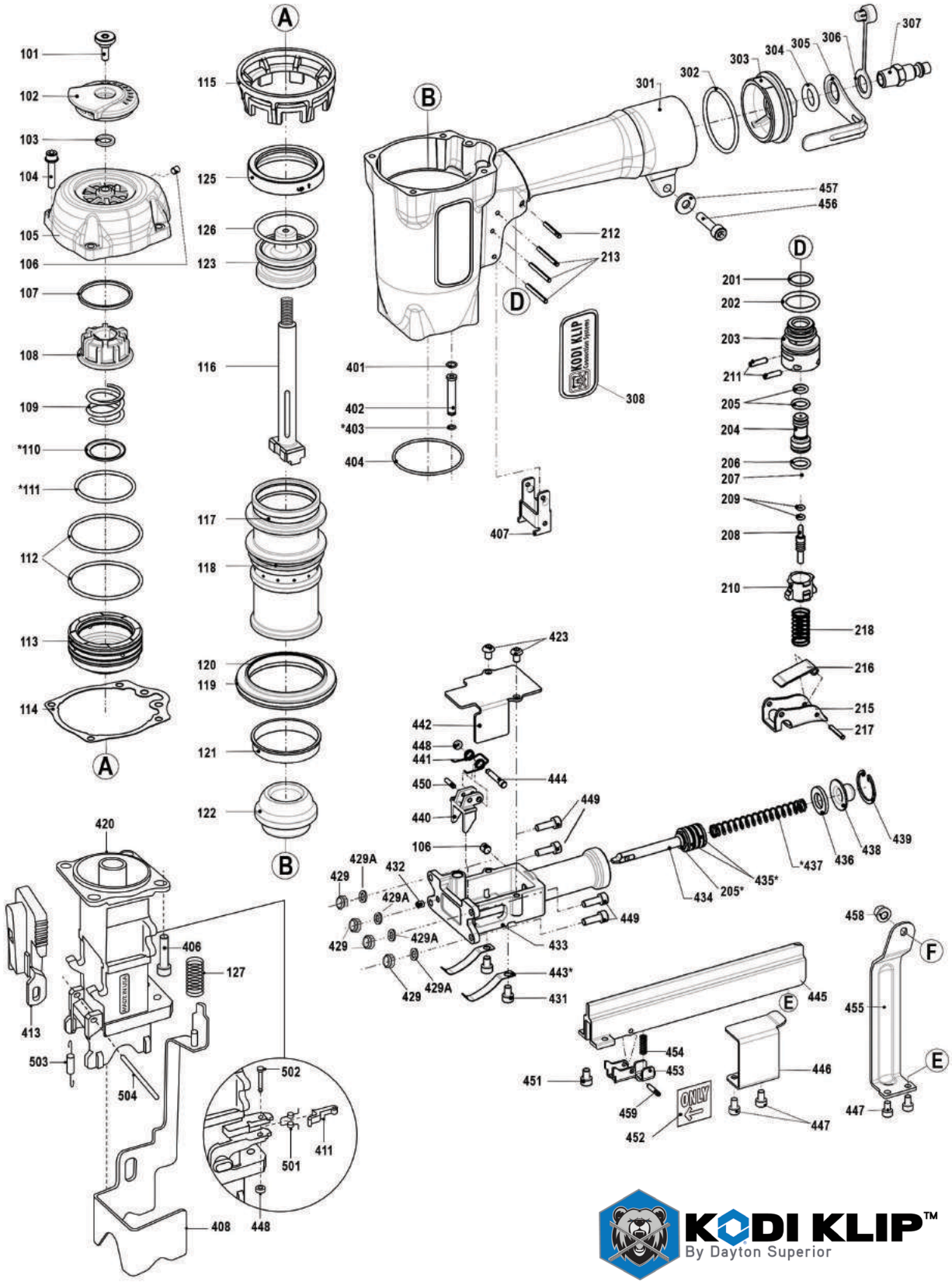
KODI KLIP™
By Dayton Superior

Model KTA-4

PARTS LIST KTA-4

Item #	Assy Part	Description	Qty
101		DEFLECTOR BOLT	1
102		DEFLECTOR	1
103		RUBBER PAD	1
104		BOLT	4
105		BACK CAP	1
106	**	SET SCREW	2
107		WASHER SEAL	1
108		SEAL	1
109		COMPRESSION SPRING	1
110		WASHER	1
111	***	O - RING	1
112	***	O - RING	2
113		HEAD VALVE	1
114	***	PACKING	1
115		CYLINDER PRESS RING	1
116		PISTON SHAFT	1
117		CYLINDER SLEEVE	1
118		O - RING	1
119		O - RING	1
120		CYLINDER SPACER	1
121		CYLINDER RING	1
122		BUMPER	1
123		PISTON HEAD	1
125		CYLINDER SEAL	1
126	***	O - RING	1
127		SPRING	1
201		O - RING	1
202		O - RING	1
203		PLUNGER CAP	1
204		VALVE PLUNGER	1
205	**	O - RING	2
206		O - RING	1
207		SPRING	1
208		PLUNGER	1
209		O - RING	2
210		TRIGGER VALVE HEAD	1
211		SPRING PIN	2
212		SPRING PIN	1
213		SPRING PIN	3
215		TRIGGER	1
216		SECONDARY TRIGGER	1
217		SPRING PIN	1
218		SPRING	1
301		HOUSING	1
302	***	O - RING	1
303		END CAP	1
304		O - RING	1
305		BELT HOOK	1
306		AIR PLUG CAP	1
307		AIR PLUG	1
308		CUSHION	2
401	***	O - RING	1
402		INLET TUBE	1
403	***	O - RING	1
404	***	O - RING	1
406		BOLT	4
407		SAFETY GUIDE	1

Item #	Assy Part	Description	Qty
408		SAFETY ACTUATOR	1
411		KIP SENSOR	1
413		DOOR	1
420		NOZZLE	1
423		BOLT	2
429		LOCK NUT	4
429A		LOCKWASHER	4
431	**	BOLT	2
432	**	SET SCREW	1
433	**	FEEDER HOUSING	1
434	**	FEED PISTON	1
435	**	O - RING	2
436	**	FEED BUMPER	1
437	**	PUSHER SPRING	1
438	**	FEED PISTON CAP	1
439	**	C - RING	1
440	**	FEED FINGER	1
441	**	FEED FINGER SPRING	1
442	**	FEEDER COVER	1
443	**	STOP PLATE	2
444	**	PIN FEED PISTON	1
445	*	MAGAZINE	1
446		HOOD COVER	1
447		BOLT	4
448	**	RETAINER	2
449		BOLT	4
451		BOLT	2
452		DIRECTION LABEL	1
453	*	KLIP STOP	1
454	*	SPRING	1
455		SUPPORT BRACKET	1
456		SOCKET HEAD BOLT	1
457		WASHER	1
458		FLANGE NUT	1
459	*	SPRING PIN	1
460		LABEL; KTA-4	1
501		SPRRING	1
502		PIN F/ KLIP SENSOR	1
503		DOOR SPIRNG	1
504		DOOR PIN	1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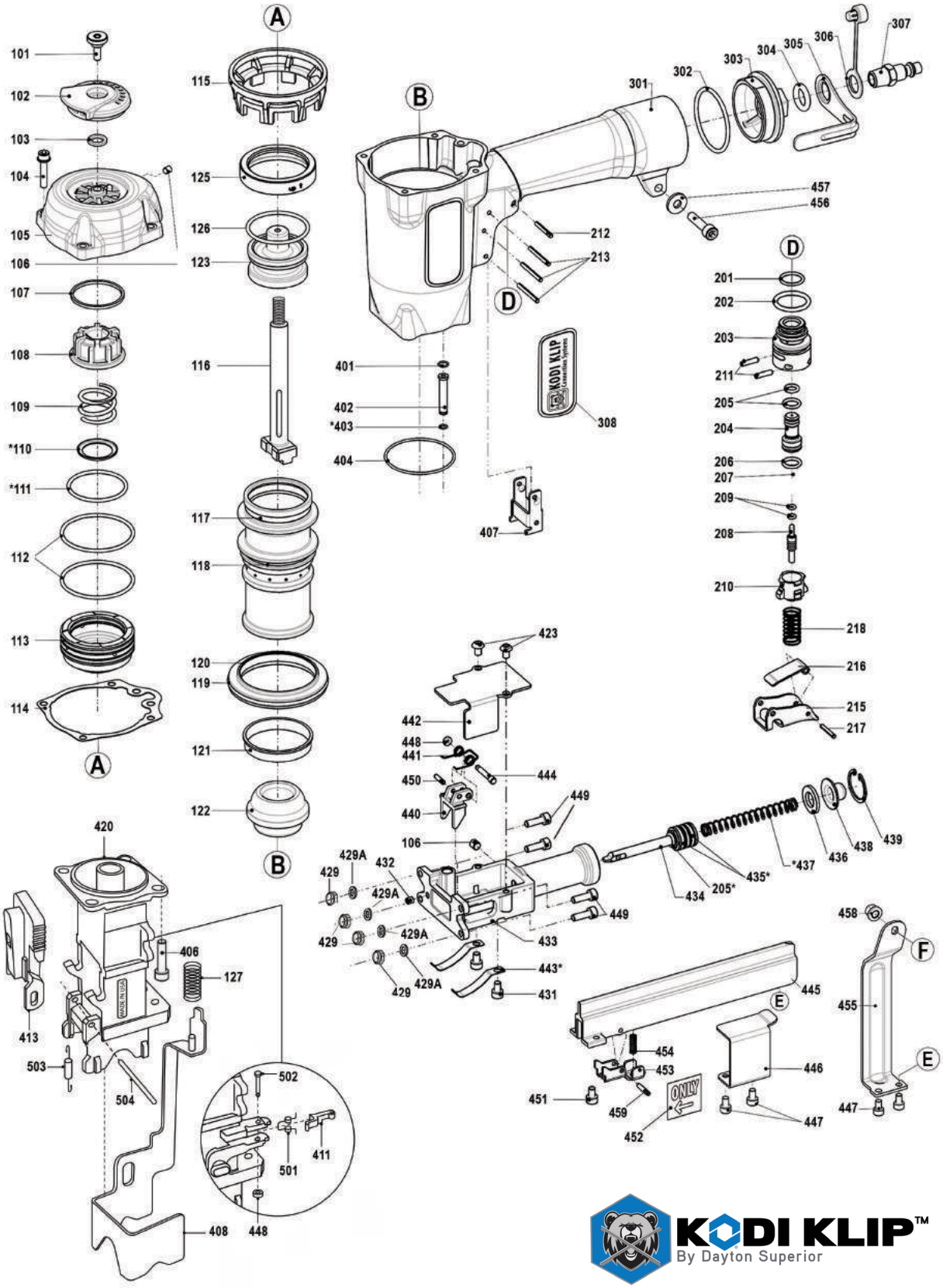
KODI KLIP™
By Dayton Superior

Model KTA-5

PARTS LIST KTA-5

Item #	Assy Part	Description	Qty
101		DEFLECTOR BOLT	1
102		DEFLECTOR	1
103		RUBBER PAD	1
104		BOLT	4
105		BACK CAP	1
106	**	SET SCREW	2
107		WASHER SEAL	1
108		SEAL	1
109		COMPRESSION SPRING	1
110		WASHER	1
111	***	O - RING	1
112	***	O - RING	2
113		HEAD VALVE	1
114	***	PACKING	1
115		CYLINDER PRESS RING	1
116		PISTON SHAFT	1
117		CYLINDER SLEEVE	1
118		O - RING	1
119		O - RING	1
120		CYLINDER SPACER	1
121		CYLINDER RING	1
122		BUMPER	1
123		PISTON HEAD	1
125		CYLINDER SEAL	1
126	***	O - RING	1
127		SPRING	1
201		O - RING	1
202		O - RING	1
203		PLUNGER CAP	1
204		VALVE PLUNGER	1
205	**	O - RING	2
206		O - RING	1
207		SPRING	1
208		PLUNGER	1
209		O - RING	2
210		TRIGGER VALVE HEAD	1
211		SPRING PIN	2
212		SPRING PIN	1
213		SPRING PIN	3
215		TRIGGER	1
216		SECONDARY TRIGGER	1
217		SPRING PIN	1
218		SPRING	1
301		HOUSING	1
302	***	O - RING	1
303		END CAP	1
304		O - RING	1
305		BELT HOOK	1
306		AIR PLUG CAP	1
307		AIR PLUG	1
308		CUSHION	2
401	***	O - RING	1
402		INLET TUBE	1
403	***	O - RING	1
404	***	O - RING	1
406		BOLT	4
407		SAFETY GUIDE	1

Item #	Assy Part	Description	Qty
408		SAFETY ACTUATOR	1
411		KLIP SENSOR	1
413		DOOR	1
420		NOZZLE	1
423	**	BOLT	2
429		LOCK NUT	7
429A		LOCKWASHER	7
431	**	BOLT	2
432	**	SET SCREW	1
433	**	FEEDER HOUSING	1
434	**	FEED PISTON	1
435	**	O - RING	2
436	**	FEED BUMPER	1
437	**	PUSHER SPRING	1
438	**	FEED PISTON CAP	1
439	**	C - RING	1
440	**	FEED FINGER	1
441	**	FEED FINGER SPRING	1
442	**	FEEDER COVER	1
443	**	STOP PLATE	2
444	**	PIN FEED PISTON	1
445	*	MAGAZINE	1
446		HOOD COVER	1
447		BOLT	4
448		RETAINER	1
449		BOLT	4
450	**	SPRING PIN	1
451	*	BOLT	2
452	*	DIRECTION LABEL	1
453	*	KLIP STOP	1
454	*	SPRING	1
455		SUPPORT BRACKET	1
456		BOLT	1
457		WASHER	1
458		FLANGE NUT	1
459	*	SPRING PIN	1
460		LABEL; KTA-5	1
501		SPRING	1
502		PIN F/ KLIP SENSOR	1
503		DOOR SPRING	1
504		DOOR PIN	1



KODI KLIP™
By Dayton Superior

Model KTA-6

PARTS LIST KTA-6

Item #	Assy Part	Description	Qty
101		DEFLECTOR BOLT	1
102		DEFLECTOR	1
103		RUBBER PAD	1
104		BOLT	4
105		BACK CAP	1
106	**	SET SCREW	2
107		WASHER SEAL	1
108		SEAL	1
109		COMPRESSION SPRING	1
110		WASHER	1
111	***	O - RING	1
112	***	O - RING	2
113		HEAD VALVE	1
114	***	PACKING	1
115		CYLINDER PRESS RING	1
116		PISTON SHAFT	1
117		CYLINDER SLEEVE	1
118		O - RING	1
119		O - RING	1
120		CYLINDER SPACER	1
121		CYLINDER RING	1
122		BUMPER	1
123		PISTON HEAD	1
125		CYLINDER SEAL	1
126	***	O - RING	1
127		SPRING	1
201		O - RING	1
202		O - RING	1
203		PLUNGER CAP	1
204		VALVE PLUNGER	1
205	**	O - RING	2
206		O - RING	1
207		SPRING	1
208		PLUNGER	1
209		O - RING	2
210		TRIGGER VALVE HEAD	1
211		SPRING PIN	2
212		SPRING PIN	1
213		SPRING PIN	3
215		TRIGGER	1
216		SECONDARY TRIGGER	1
217		SPRING PIN	1
218		SPRING	1
301		HOUSING	1
302	***	O - RING	1
303		END CAP	1
304		O - RING	1
305		BELT HOOK	1
306		AIR PLUG CAP	1
307		AIR PLUG	1
308		CUSHION	2
401	***	O - RING	1
402		INLET TUBE	1
403	***	O - RING	1
404	***	O - RING	1
406		BOLT	4
407		SAFETY GUIDE	1
408		SAFETY ACTUATOR	1

Item #	Assy Part	Description	Qty
411		KLIP SENSOR	1
413		DOOR	1
420		NOZZLE	1
423		BOLT	1
429		LOCK NUT	5
429A		LOCKWASHER	5
431	**	BOLT	2
432	**	SET SCREW	1
433	**	FEEDER HOUSING	1
434	**	FEED PISTON	1
435	**	O - RING	2
436	**	FEED BUMPER	1
437	**	PUSHER SPRING	1
438	**	FEED PISTON CAP	1
439	**	C - RING	1
440	**	FEED FINGER	1
441	**	FEED FINGER SPRING	1
442	**	FEEDER COVER	1
443	**	STOP PLATE	2
444	**	PIN FEED PISTON	1
445	*	MAGAZINE	1
446		HOOD COVER	1
447		BOLT	4
448		Urethane Retainer	1
449		BOLT	4
450	*	SPRING PIN	1
451		BOLT	2
452		DIRECTION LABEL	1
453	*	KLIP STOP	1
454	*	SPRING	1
455		SUPPORT BRACKET	1
456		BOLT	1
457		FLAT WASHER	1
458		FLANGE NUT	1
459	*	SPRING PIN	1
460		LABEL; KTA-6	1
501		SPRING	1
502		PIN F/ KLIP SENSOR	1
503		DOOR SPRING	1
504		DOOR PIN	1

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