

# 30" SHOCK ABSORBER



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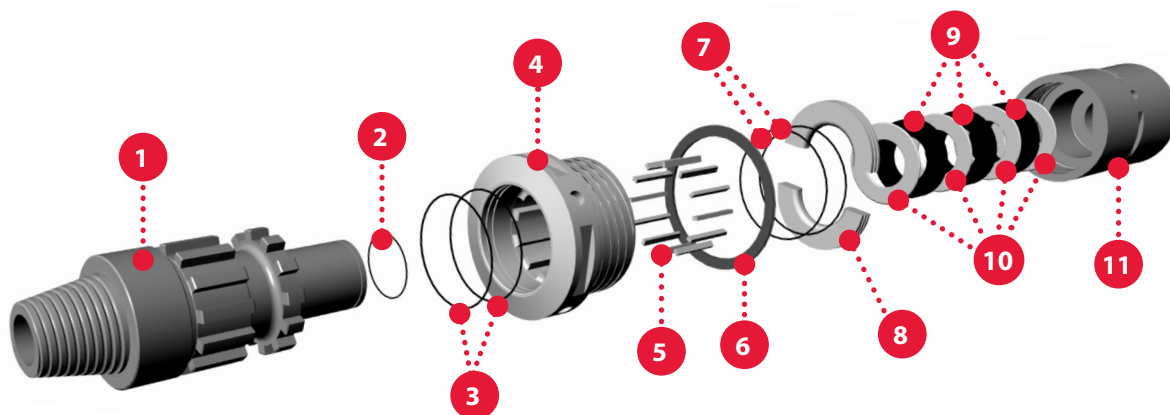
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ALWAYS THINK  
SAFETY FIRST!

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## 1. Parts List & Specifications



Size	HDSA30
Effective length	950 mm / 37.42"
Outside diameter	508 mm / 20.00"
Net weight	1256 kg / 2769.0 lbs

Ref	Description	Part number
		30" HD S/A
1	30" HD S/A Shaft 10" BECO Pin	4000051
2	30" HDS/A Shaft 'O' Ring	9000425
3	30" HDS/A Nut 'O' Ring x 2	9000426
4	30" HD S/A Nut	4000052
5	30" HD S/A Drive Plates x 12	9000467
6	30" HD S/A Breakout Washer	9000468
7	30" HD S/A Retainer 'O' Ring x 2	9000427
8	30" HD S/A Split Retaining Ring	4000057
9	30" HD S/A Rubber Buffers x 3	9000469
10	30" HD S/A Steel Plates x 4	9000428
11	30" HD S/A Bottom Connector 10" BECO Box	4000059
	<b>Complete Shock Absorber 10" BECO PIN/BOX</b>	<b>4000060</b>

**Important:**

Refer to the above component parts table when following the servicing and maintenance guidelines, as internal configuration may vary slightly depending on the shock absorber model you are using.

## 2. Servicing & Maintenance

The Robit HD range of Shock Absorbers, suitable for 30"-33" DTH hammers should be serviced after every 500 hours of operation or every 6 months of intermittent use.

To disassemble the unit the Nut (item 4) needs to be unscrewed from the Bottom Connector (item 11). This can best be achieved by locking the Bottom Connector either in a vice or hammer splitting bench.

If the Shock Absorber is proving particularly difficult to break open, then by cutting through the Breakout Washer (item 6) with a pencil grinder or similar, this should facilitate easier opening. Take care not to cut into the Locking Nut.

Remove and carefully inspect the Rubber Buffers (item 9). If they are showing any signs of wear, distortion or fatigue they must be replaced.

Remove the Split Retaining Ring (item 8) and Slide the Nut (item 4) off the Shaft. Examine the Shaft 'O' Ring (item 2) and also the Nut 'O' Rings (item 3) and if they are showing any signs of wear or distortion, they must be replaced.

It is inevitable that there will be progressive wear on the Drive Plates (item 5), which need to be replaced once they wear down to 8mm thickness from their original 11.75mm. Excessive wear will eventually lead to failure of the Shaft with the consequent loss of both hammer and bit.

Before re-assembling the Shock Absorber, make sure all the components are cleaned and then apply a good quality, heat resistant grease to the splines of the Shaft and the splines of the Nut. This will both reduce wear and help in splitting when the unit is next ready for service.

With the Shaft (item 1) held in the vertical position, slide over the Nut (item 4) and insert the Drive Plates (item 5) between the drive faces of the Nut and Shaft. Slide the Breakout Washer (item 6), over the threaded section of the Nut (item 4), until it sits on the lockup face of the Nut.

Assemble the two halves of the Split Retainer (item 8) around the Shaft (item 1), using the Bit Retainer 'O' Rings (item 7) to keep it in place. Assemble the Steel Plates (item 10) and Rubber Buffers (item 9) onto the parallel section of the Shaft (item 1). Make sure that this assembly conforms to the diagram with Steel Plates at both ends of the assembly and each Rubber Buffer separated by a Steel Plate.

Coat the threads on both the Nut (item 2) and the Bottom Connector (item 11) with a heat resistant grease, and then screw the Nut into the Bottom Connector. Fully tighten these two parts together using a maximum assembly torque of 7000 kgm.

