



<b>12</b>	<b>X</b>	<b>2</b>	<b>2</b>	<b>XX</b>	<b>-</b>	<b>XX</b>	<b>XX</b>	<b>OH</b>
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Product Classification

**12** = Ergo Grinder/Sander

Trottle Type

**L** = Locking Lever

**S** = Locking Lever

Motor Size

**2** = 0.6 hp

Handle Style

**2** = Angle

Speed Options (RPM)

**12** = 12,000      **14** = 14,500

**13** = 13,500      **18** = 18,000

Termination Code

**27** = 3" Type 1 Cut-Off Wheel

**28** = 4" Type 1 Cut-Off Wheel

**32** = 1/4-28 Internal Thread Spindle

**36** = 300 Series, 3 piece collet

**45** = Universal (short) Collet

**83** = 3" Depressed Center Wheel

**84** = 4" Depressed Center Wheel

Optional Collet (no extra cost)

**08** = 1/8"      **18** = 9/32"      **M6** = 6mm

**10** = 5/32"      **20** = 5/16"      **M8** = 8mm

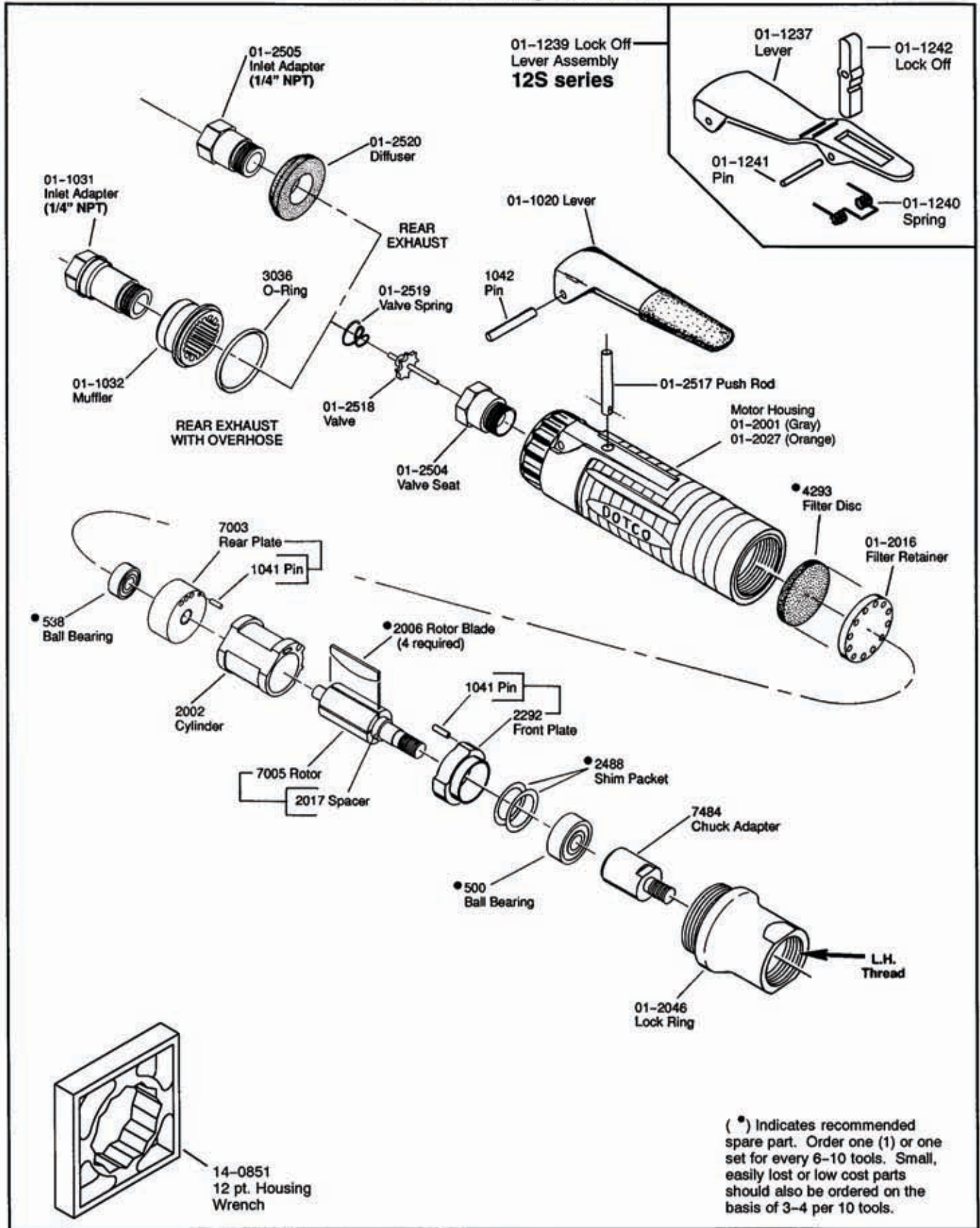
**12** = 3/16"      **22** = 11/32"

**14** = 7/32"      **24** = 3/8"

Overhose Option (extra cost)

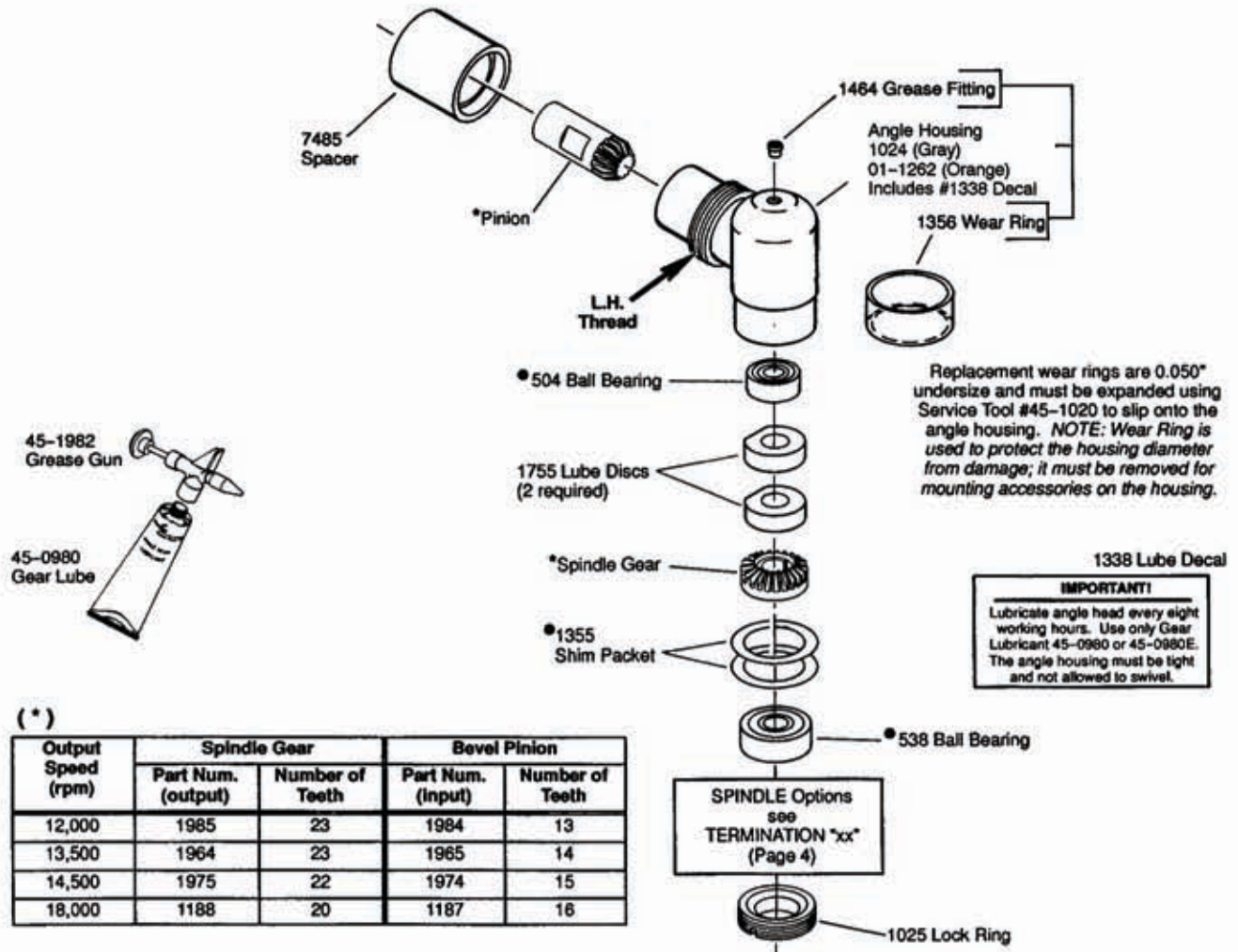
**OH** = Overhose (rear exhaust models only)

**DOTCO®**  
**12-22 Series ERGO Short Coupled Right Angle Grinders**  
**Motor & Motor Housing Assemblies**



**DOTCO®**  
**12-22 Series ERGO Short Coupled Sanders & Grinders**  
**Angle Head Assemblies**

(\*) Indicates recommended spare part. Order one (1) or one set for every 6-10 tools. Small, easily lost or low cost parts should also be ordered on the basis of 3-4 per 10 tools.



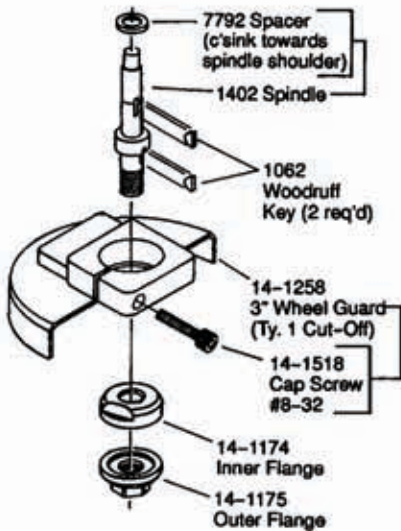
(\*)

Output Speed (rpm)	Spindle Gear		Bevel Pinion	
	Part Num. (output)	Number of Teeth	Part Num. (Input)	Number of Teeth
12,000	1985	23	1984	13
13,500	1964	23	1965	14
14,500	1975	22	1974	15
18,000	1188	20	1187	16



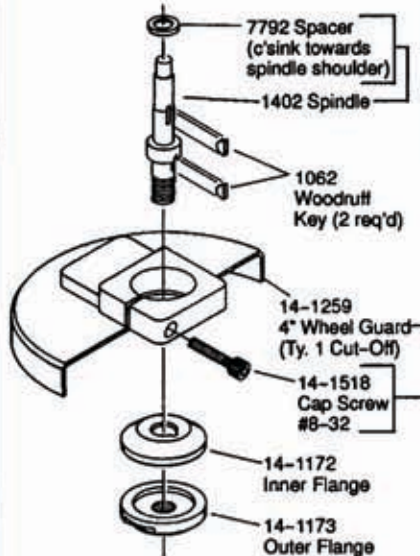
**DOTCO®**  
**12-22 Series ERGO Right Angle Sanders & Grinders**  
**TERMINATIONS**

**TERMINATION 27**  
 3" Type 1 Cut-Off Wheels  
 3" x 3/16" x 3/8"



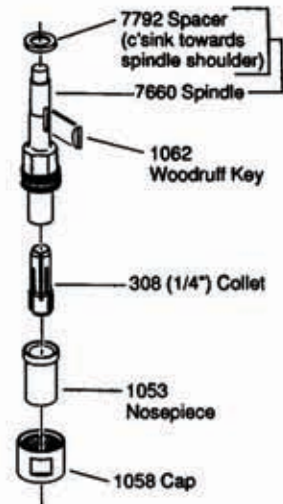
Includes:  
 14-0186 (3/16") Hex Wrench  
 14-0809 (9/16") Wrench  
 14-0812 (3/4") Wrench

**TERMINATION 28**  
 4" Type 1 Cut-Off Wheels  
 4" x 3/16" x 3/8"



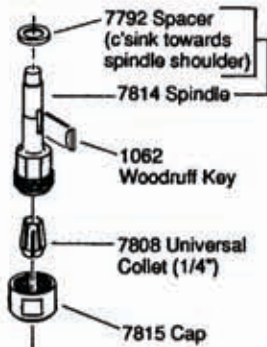
Includes:  
 14-0186 (3/16") Hex Wrench  
 14-0820 (1-1/4") Wrench

**TERMINATION 36**



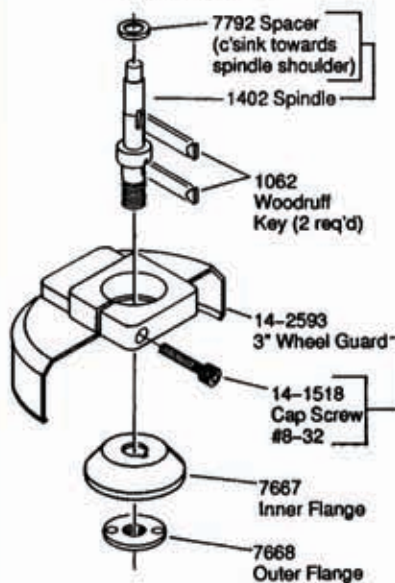
Includes:  
 14-0807 7/16" Wrench  
 14-0811 11/16" Wrench

**TERMINATION 45**  
 Short Collet



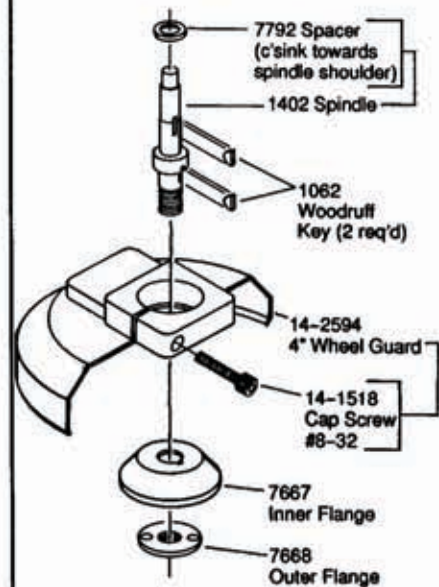
Includes:  
 14-0807 (7/16") Wrench  
 14-0811 (11/16") Wrench

**TERMINATION 83**  
 3" Depressed Center Wheels  
 3" x 1/4" x 3/8"



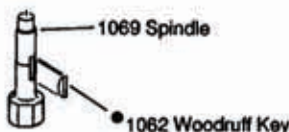
Includes:  
 14-0186 (3/16") Hex Wrench  
 7666 Spanner

**TERMINATION 84**  
 4" Depressed Center Wheels  
 4" x 1/4" x 3/8"



Includes:  
 14-0186 (3/16") Hex Wrench  
 7666 Spanner

**TERMINATION 32**  
 1/4"-28 Spindle



Includes:  
 14-0807 (7/16") Wrench



## INSTALLATION

For best tool performance, a working air pressure of **90 pounds per square inch** is recommended. Piping, fittings and hose should be adequate to maintain **90 psig** while the tool is in operation. An air line filter and lubricator, such as Cooper Power Tool's #F02-M Filter (1/4" NPT) and #L02-EP Lubricator (1/4" NPT) should be used (**refer to Cooper's "F-R-L" brochure**). Hose should be blown out before attaching to the tool.

## LUBRICATION

The gears in the angle head must be lubricated every 8 hours of operation with a high quality gear grease. Cooper Power Tool's Grease #45-0980 is recommended. Cooper's Grease Gun # 45-1982 is furnished with each tool. Insert the nozzle into the flush type lube fitting, located in the side of the angle head, and pump four or five times. The motor must be lubricated and free of moisture. Use a high grade SAE #5

spindle oil, such as Cooper's Lubricating Oil #45-0918 (*one quart*). Two or three drops per minute should be sufficient.

## LOSS OF POWER

It is seldom necessary to disassemble this tool for loss of power. A loss of power may not be related to the tool. First, check the air line regulator. Also check the air line pressure; it should be 90 psig at or near the tool while it is running. Check the size of hose and fittings to be certain they are not causing air restrictions. Make certain they are not plugged with dirt, rust or scale.

## SERVICE INSTRUCTIONS

Do not squeeze tool or parts in a vise except as specified. Care must be used in their assembly and disassembly. When pressing bearings onto a shaft, press only on the inner race. When pressing bearings into a bore, press on the outer race only. NOTE: ball bearings are the shielded type. They are lubricated for life by the bearing manufacturer and should not be washed out with solvents to clean.

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## DISASSEMBLY INSTRUCTIONS

### To Disassemble Complete Sander

1. Place the special 12—point socket wrench, *part #14-0851*, horizontally in a vise and insert the tool's housing vertically into the wrench. Unscrew Lock Ring (*part #01-2046*) and remove the angle head assembly.

2. **To remove & disassemble motor:** Unscrew Lock Ring (*part #01-2046*) and pull motor from housing. Hold motor in one hand and tap the rear of rotor (*part #7005*) with a brass drive punch until Rear Plate (*part #7003*) and Ball Bearing (*part #538*) are free from rotor. Remove Cylinder (*part #2002*) and four Rotor Blades (*part #2006*).

Chuck Adapter (*part #7484*) and Pinion may be removed by

holding the rotor in soft vise jaws and unthreading the chuck adapter and pinion from the rotor. (*Adapter & pinion are threaded together and may unscrew from the rotor together; if so, disassemble with open end wrenches*). The Front Plate (*part #2292*) and Ball Bearing (*part #500*) can now be pressed off (NOTE: do not lose Spacer - *part #2017*).

3. **To disassemble angle head:** Remove Spacer (*part #7485*) from the rear of angle head assembly. To disassemble the output spindle assembly, unscrew Lock Ring (*part #1025*) and pull out spindle assembly. Remove Bearing (*part #504*) and press off bevel gear. After Key (*part #1062*) is removed, Bearing (*part #538*) can be pressed off of spindle.

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## ASSEMBLY INSTRUCTIONS

All parts should be thoroughly cleaned and inspected before assembly. Ball bearings are normally replaced in most repairs.

### To assemble motor:

4. Make sure all parts are clean and oiled. Press Pins (*part #1041*) — if necessary — into the motor end plates. To correct for bearing tolerances, it is necessary to use shims to maintain correct clearances between the ends of the rotor and the bearing plates. Shim Packet (*part #2488*) contains a 0.001" shim and two 0.002" shims. Insert a 0.002" Shim in the Front Bearing Plate's pocket and install #500 Ball Bearing into the Front Plate. Also, install #538 Ball Bearing into the Rear Bearing Plate, #7003. Slip Spacer, *part #2017*, onto the threaded end of the Rotor. Support the rotor on the *rear end* and assemble the front plate assembly onto the rotor by

pressing on the bearing's inner race. Thread Chuck Adapter (*part #7484*) onto rotor tightly by holding rotor in soft vise jaws.

5. Hold rotor in left hand and front bearing plate in the other hand. Apply an outward (pulling) pressure and observe the spacing between the end of the rotor and bearing plate. This must be from flush, not rubbing, to 0.002" maximum. If the rotor rubs the bearing plate, reduce the spacing between the bearing and bearing plate by removing the 0.002" shim entirely or by substituting the 0.001" shim for the 0.002" shim. However, if there was more than 0.002" between the bearing and bearing plate, **add 0.001"** between the bearing and bearing plate. Install Cylinder (*part #2002*) — NOTE: **BE SURE CYLINDER IS NOT ON BACKWARDS**, air inlet in cylinder must line up with air inlet in Rear Plate (*part #7003*) when Pin (*part #1041*) is engaged in mating slot of cylinder.



## ASSEMBLY INSTRUCTIONS

6. Insert all four Rotor Blades (*part #2006*) in rotor. Support the assembly on the face of the Chuck Adapter (*part 7484*). Press on the Rear Plate (*part #7003*) by pressing on the inner race of Ball Bearing (*part #538*) just enough to bring the bearing plate up against the cylinder. There should be only a slight drag between the bearing plate and the cylinder when these are moved in the fingers. Position cylinder until motor turns freely.

7. Insert motor assembly into housing. Screw in Lock Ring (*part #01-2046*) but do not tighten Lock Ring at this time. Check the assembly by spinning the pinion – it must spin finger free.

### To assemble angle head:

NOTE: do not place grease in angle head assembly until the proper gear mesh is obtained. Refer to instructions, below.

8. Make certain all parts are properly cleaned. Press Ball Bearing (*part #538*) against spindle shoulder; press only on bearing's inner race. Insert Key (*part #1062*) in slot of spindle. Align keyway of bevel gear with key and press gear onto spindle until it seats on inner race of bearing. Complete the spindle assembly by pressing on Ball Bearing (*part #505*) until it seats on spindle's shoulder.

NOTE: LUBE DISCS ARE NOT INSTALLED UNTIL AFTER GEAR MESH IS OBTAINED BY PROPER SHIMMING.

Insert this assembly into housing and thread Lock Ring (*part #1025*) into housing until tight.

9. Install Spacer (*part #7485*) over rear end of angle housing (*part #1024*). Screw angle head assembly into Lock Ring making sure teeth of pinion (on end of rotor) properly engages teeth of output spindle gear.

### Gear mesh and shimming:

Output spindle assembly (without Lube Discs) should be in angle housing and held in place with Lock Ring tightened, per

above instructions. Gears must be shimmed at this time according to the following instructions.

When proper shimming is obtained, remove spindle assembly from the angle head, remove top Ball Bearing (*part #505*) and install two Lube Discs (*part #1755*). Discs must be filled with Cooper's Lube #45-0980 prior to assembly on the spindle. Reinstall spindle assembly into the housing aligning flats on lube disc with pinion gear and tighten lock ring.

10. Due to gear manufacturing and bearing tolerances, it is sometimes necessary to place a thin shim between the outer race of Bearing (*part #538*) and the internal shoulder of angle housing (*part #1024*) against which it seats. There should be a backlash of 0.002" - 0.003" between the two gears. After the angle head spindle and angle head pinion have been assembled and before any lubricant has been applied to the gears, slowly rotate the spindle back-and-forth a few degrees with the fingers. If the gears are in mesh but no backlash can be felt, remove the spindle's Lock Ring (*part #1025*), remove spindle assembly and position two shims, each 0.001" thick (*from shim packet, part #1355*) on the outer race of Bearing (*part #538*). Use a little grease to hold shims on bearing. Reassemble components and again follow procedure.

If there is still not sufficient backlash, add another shim. Shim Packet (*part #1355*) contains two 0.001" and one 0.003" thick shims. It is suggested that when a gear is worn out that **both** gears be replaced.

### To assemble complete angle head assembly to the motor:

Thread the angle head assembly into the Lock Ring (*part #01-2046*) – NOTE: LH threads. Before tightening, position the angle head assembly approximately in the desired position and hold both housings while tightening the Lock Ring.



## WARNING!

### CHECK SPEED OF TOOL WITHOUT WHEEL BEFORE IT IS RELEASED FOR USE

The SPEED TOLERANCE is rated speed minus 10%. The tool must NOT have a free speed higher than the RPM stamped on the housing. Use an accurate tachometer to check the speed, with 90 PSIG air pressure at the tool while running.



## Sales & Service Centers

**Note:** All locations may not service all products. Please contact the nearest Sales & Service Center for the appropriate facility to handle your service requirements.

Dallas, TX  
**Apex Tool Group  
Sales & Service Center**  
1470 Post & Paddock  
Grand Prairie, TX 75050  
Tel: 972-641-9563  
Fax: 972-641-9674

Detroit, MI  
**Apex Tool Group  
Sales & Service Center**  
2630 Superior Court  
Auburn Hills, MI 48326  
Tel: 248-391-3700  
Fax: 248-391-7824

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**Apex Tool Group  
Sales & Service Center**  
6550 West Sam Houston  
Parkway North, Suite 200  
Houston, TX 77041  
Tel: 713-849-2364  
Fax: 713-849-2047

Lexington, SC  
**Apex Tool Group**  
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Lexington, SC 29072  
Tel: 800-845-5629  
Tel: 803-951-7544  
Fax: 803-358-7681

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Sales & Service Center**  
15503 Blackburn Avenue  
Norwalk, CA 90650  
Tel: 562-623-4457  
Fax: 562-802-1718

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**Apex Tool Group  
Sales & Service Center**  
2865 152nd Avenue N.E.  
Redmond, WA 98052  
Tel: 425-497-0476  
Fax: 425-497-0496

York, PA  
**Apex Tool Group  
Sales & Service Center**  
3990 East Market Street  
York, PA 17402  
Tel: 717-755-2933  
Fax: 717-757-5063

Canada  
**Apex Tool Group  
Sales & Service Center**  
5925 McLaughlin Road  
Mississauga, Ont. L5R 1B8  
Canada  
Tel: 905-501-4785  
Fax: 905-501-4786

Germany  
Cooper Power Tools  
GmbH & Co. OHG  
a company of  
Apex Tool Group, LLC  
Industriestraße 1  
73463 Westhausen  
Germany  
Tel: +49 (0) 73 63 81 0  
Fax: +49 (0) 73 63 81 222

England  
Cooper Power Tools  
GmbH & Co. OHG  
a company of  
Apex Tool Group, LLC  
C/O Spline Gauges  
Piccadilly, Tamworth  
Staffordshire B78 2ER  
United Kingdom  
Tel: +44 1827 8741 28  
Fax: +44 1827 8741 28

France  
Cooper Power Tools SAS  
a company of  
Apex Tool Group, LLC  
25 rue Maurice Chevalier  
77330 Ozoir-La-Ferrière  
France  
Tel: +33 1 6443 2200  
Fax: +33 1 6443 1717

China  
Cooper (China) Co., Ltd.  
a company of  
Apex Tool Group, LLC  
955 Sheng Li Road,  
Heqing Pudong, Shanghai  
China 201201  
Tel: +86-21-28994176  
Fax: +86-21-51118446

Mexico  
Cooper Tools  
de México S.A. de C.V.  
a company of  
Apex Tool Group, LLC  
Vialidad El Pueblito #103  
Parque Industrial Querétaro  
Querétaro, QRO 76220  
Mexico  
Tel: +52 (442) 211-3800  
Fax: +52 (442) 103-0443

Brazil  
Cooper Tools Industrial Ltda.  
a company of  
Apex Tool Group, LLC  
Av. Liberdade, 4055  
Zona Industrial - Iporanga  
SP Brazil  
Tel: +55 15 2383929  
Fax: +55 15 2383260

Hungary  
Cooper Tools Hungaria Kft.  
a company of  
Apex Tool Group, LLC  
Berkenyefa sor 7  
Pf: 640  
9027 Győr  
Hungary  
Tel: +36 96 66 1383  
Fax: +36 96 66 1135

Apex Tool Group, LLC  
1000 Lufkin Road  
Apex, NC 27539  
Phone: 919-387-0099  
Fax: 919-387-2614  
www.apextoolgroup.com

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