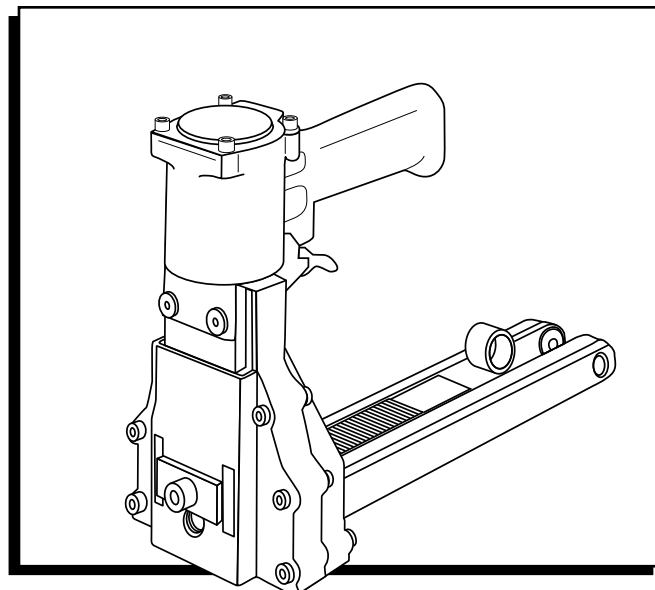


**ULINE** H-1027, H-1028  
H-3064  
**PNEUMATIC STICK  
STAPLER**

**1-800-295-5510**  
uline.com



### STAPLER SPECIFICATIONS

Dimensions: L x H x W	13.5 x 8.75 x 6"
Weight (Without Fasteners)	6 lb.
Compressed Air:	
Maximum psi:	110 psi
Recommended Operating Pressure:	71–100 psi
Air Consumption:	2.4 CFM
Staple Specification:	S-1397 A58 Stick
Staple Specification:	S-1396 C34 Stick
Staple Specification:	S-289 C58 Stick
Staple Capacity:	100 Staples
Noise Levels:	89 dBa

### WARNING

Before operating this stapler familiarize yourself with the safety warnings and instructions in this manual. Keep these instructions with the stapler for future reference. If you have any questions, contact Uline at 1-800-295-5510.

# SAFETY INSTRUCTIONS

## GENERAL SAFETY

1. Read the manual and understand all safety instructions before operating the stapler. If you have questions, contact Uline at 1-800-295-5510.
2. Never use flammable gases as a power source for the stapler. Only use filtered, compressed air.
3. Never use gasoline or other flammable liquids to clean the stapler. Vapors left on the stapler could ignite and cause the stapler to explode.
4. Do not exceed 110psi of air pressure when operating the stapler.
5. Disconnect the stapler from the air supply before making adjustments, cleaning or clearing jams and when not in use.
6. Do not pull the trigger when carrying or holding the stapler.
7. Never carry the stapler by the hose or pull on the hose to move the stapler.
8. Always wear protective equipment; i.e., safety glasses, hearing protection and head protection.
9. Do not use a check valve or any other fitting which allows air to remain in the stapler.
10. Do not place your hand or any other body part in the staple clinching area or adjustment window when connecting or disconnecting the air supply.
11. Never point the stapler at yourself or anyone else

## LUBRICATION & MAINTENANCE

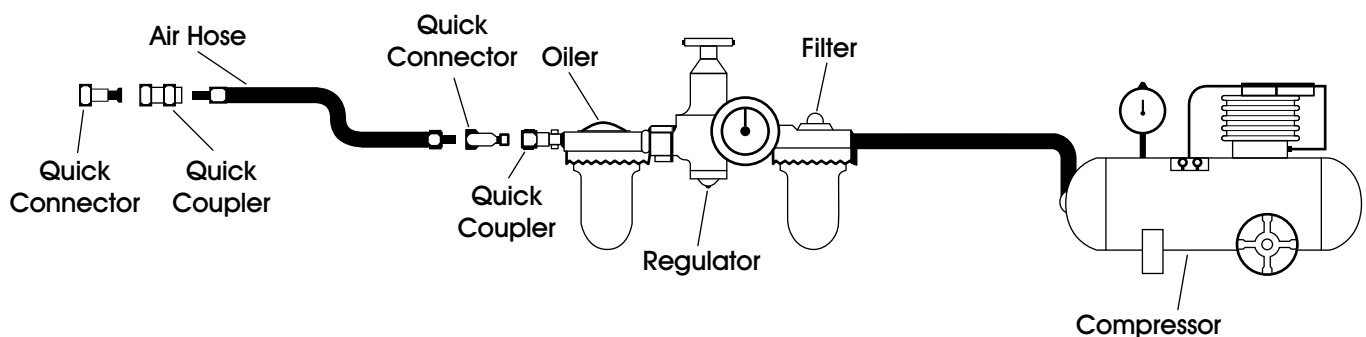
1. Lubricate the stapler prior to initial operation.
2. Disconnect the stapler from the air supply prior to servicing.
3. Turn the stapler so that the inlet is facing up and put one drop of high-speed spindle oil, UNOCOL RX22, or 3-in-1 oil, into air inlet. Never use detergent oil or additives.
4. Operate the stapler briefly after adding oil.
5. Wipe off excessive oil at the exhaust. Excessive oil will damage the O-rings. If inline oiler is used, manual lubrication through the air inlet is not required on a daily basis.

## AIR SUPPLY AND CONNECTIONS



**NOTE:** The following illustration shows the correct mode of connection to the air supply system which will increase the efficiency and life of the stapler.

1. Many air stapler users find it convenient to use an inline oiler to provide oil circulation through their stapler. Check oil level in the oiler daily.
2. A filter is recommended on your air compressor. Check the filter and drain on a daily basis.



## SAFETY INSTRUCTIONS CONTINUED

### LOADING THE STAPLER

1. Disconnect the air supply.
2. Pull the pusher back until it stops on pusher pivots. Rotate pusher to position. (See Figure 1)
3. Insert 2 sticks of appropriate staples into the magazine. Let the sticks slide forward to the front of the magazine. (See Figure 2)
4. Pull the pusher back to an upright position and gently let the pusher slide forward against the staples. Do not let the pusher slide forward and strike the staples at high speed as this may deform the staples and damage the stapler.

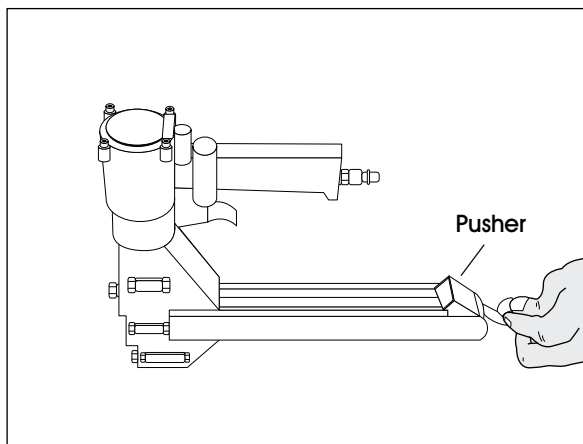


Figure 1

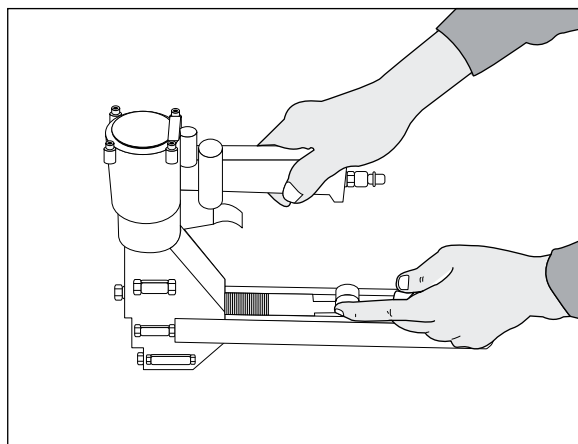


Figure 2

### STAPLE LEG LENGTH

1. Loosen the set screw on the bottom with a 3 mm Allen wrench. (See Figure 3)
2. Adjust L/S screw with a screwdriver to the desired setting. (See Figure 4)
  - a. If you are using  $\frac{3}{4}$ " staples set L up.
  - b. If you are using  $\frac{5}{8}$ " staples set S up. (See Figure 5)
3. Tighten the set screw on the bottom.

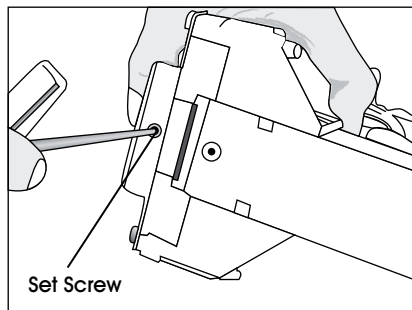


Figure 3

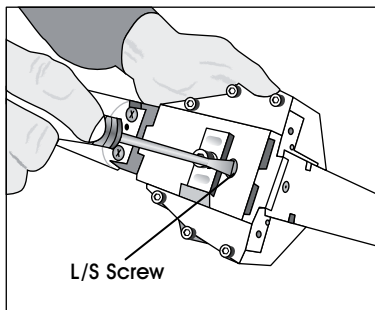


Figure 4

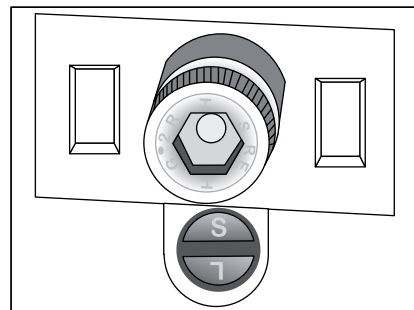


Figure 5

## SAFETY INSTRUCTIONS CONTINUED

### CLINCH ADJUSTMENT

Use 2.5 mm Allen wrench and turn collar through window clockwise to tighten clinch. (See Figure 6)

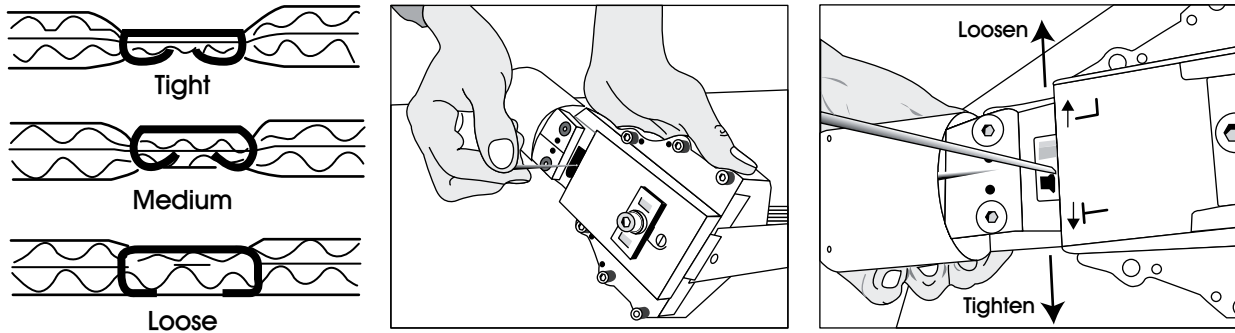


Figure 6

### DEPTH ADJUSTMENT

1. Loosen front screw with a 6 mm Allen wrench. (See Figure 7)
2. Push the body up and adjust to the desired depth. (See Figure 8)
3. When the top edge of the adjustment plate is at its highest setting the teeth are at their shallowest penetration. (See Figure 9)
4. If set at No. 1 the teeth are at their deepest penetration. (See Figure 10)

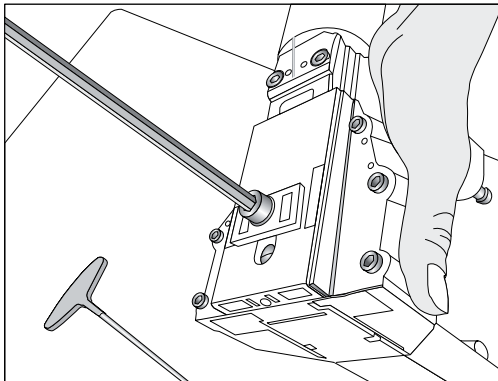


Figure 7

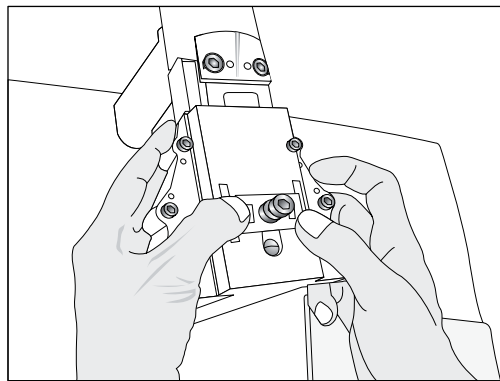


Figure 8

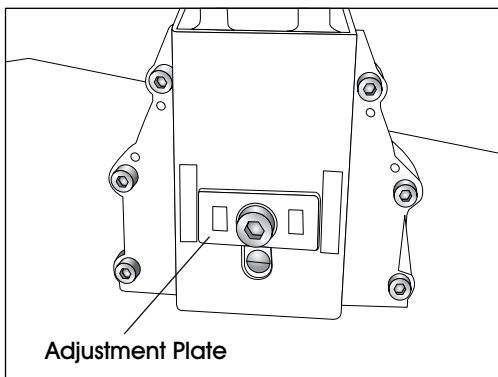


Figure 9

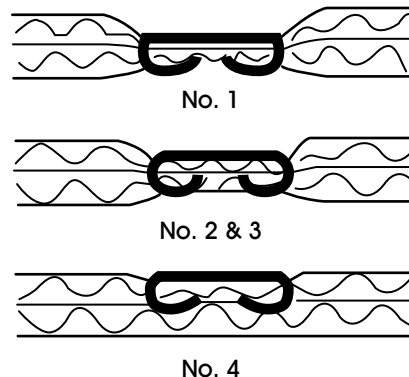


Figure 10

# OPERATING INSTRUCTIONS

## WARNING

1. Protect your eyes and ears.
  - a. Wear safety glasses with side shields
  - b. Wear hearing protection.
  - c. Ensure that anyone in the vicinity wears safety protection.
2. To prevent accidental injuries, never place a hand or any other body part in the staple clinching area or adjustment window.
3. Never point the stapler towards you or anyone else.
4. Always handle the stapler with care. Never pull the trigger unless stapler is ready for operation.
5. Check and replace any damaged or worn components on the stapler.

1. Add a few drops of oil into the air inlet.
2. Install a quick connect fitting to the stapler.
3. Regulate the air pressure to attain 80–100psi.
4. Insert the staples into the stapler following the loading instructions.
5. Reconnect the air hose to the stapler.
6. Grasp the handle with one hand on box in line with the desired staple location. There is a small projection on either side of the magazine seat as an aid in locating the position of the staple.
7. The strongest closure requires staples close to the ends of the box.

## WARNING

Never use gasoline or other flammable liquids to clean the stapler.  
Vapors in the stapler could be ignited by a spark and cause the stapler to explode.

## CLEANING THE STAPLER

1. Disconnect the air supply from the stapler
2. Remove tar buildup with non-corrosive cleaner.



**CAUTION!** Do not allow solvent to get into the cylinder or damage may occur.

3. Dry the stapler completely before use.

# OPERATING INSTRUCTIONS CONTINUED

## CLEARING A JAM

1. Disconnect air supply.
2. Pull pusher back and rotate to a locked position.  
(See Figure 11)
3. Insert needle nose pliers or screwdriver to clear jam.  
(See Figure 12)
4. Slowly release pusher back to position.

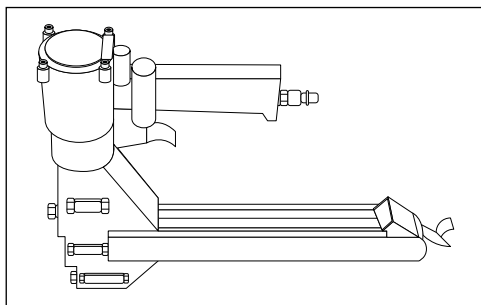


Figure 11

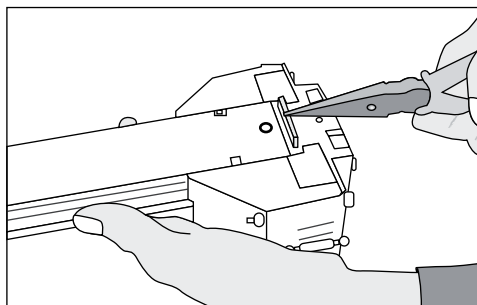


Figure 12

## WARNING

**Stop using the stapler immediately if any of the following problems occur. Serious personal injury could occur. Any repairs or replacements must be done by a qualified person or authorized service center only.**

## TROUBLESHOOTING

PROBLEM	CAUSE	REMEDY
Air leak from trigger	O-ring on valve or on tube is damaged.	Replace O-ring.
Air leak from exhaust port	O-ring on valve or on tube is damaged. O-ring on piston is damaged.	Replace O-ring.
Air leak from cylinder	Piston rod port O-ring is damaged.	Replace O-ring
Slow and short travel cycling	Check for loose screw or wear of parts.	<ol style="list-style-type: none"> <li>1. Position eccentric pin and tighten screw.</li> <li>2. Recheck for maximum efficiency. <ol style="list-style-type: none"> <li>a. Adjust pin slightly upward if due to short travel.</li> <li>b. Adjust pin slightly downward if due to slow cycling.</li> </ol> </li> </ol>
Excessive jams	<ol style="list-style-type: none"> <li>1. Slow and short travel cycle.</li> <li>2. Teeth screws are loose.</li> <li>3. Wrong staple size.</li> <li>4. Insufficient lubrication.</li> </ol>	<ol style="list-style-type: none"> <li>1. Adjust as noted above.</li> <li>2. Tighten screws.</li> <li>3. Check staples.</li> <li>4. Clean and lubricate.</li> </ol>
Uneven clinch	Wrong staple size.	Check for proper leg length adjustment and clincher size.
Unclinched staple	<ol style="list-style-type: none"> <li>1. Teeth are loose or broken.</li> <li>2. Slow and short travel cycle.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check and replace teeth as needed.</li> <li>2. Adjust as noted above.</li> </ol>

## OPERATING INSTRUCTIONS CONTINUED

### TEETH REPLACEMENT

1. Loosen screws and nut with an 8 mm wrench and 4 mm Allen wrench. (See Figure 13)
2. Remove the magazine assembly. (See Figure 14)
3. Loosen screws with 3 mm Allen wrench. (See Figure 15)
4. Change teeth one at a time to prevent reverse teeth.

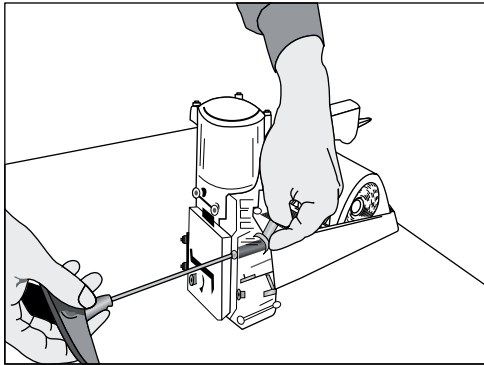


Figure 13

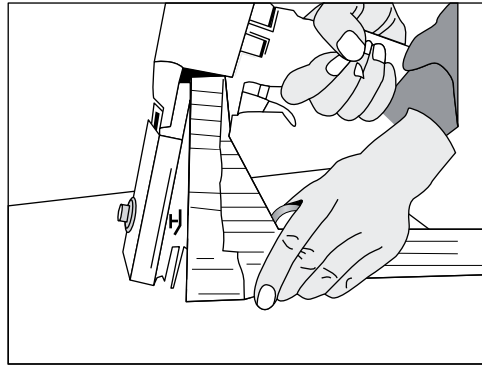


Figure 14

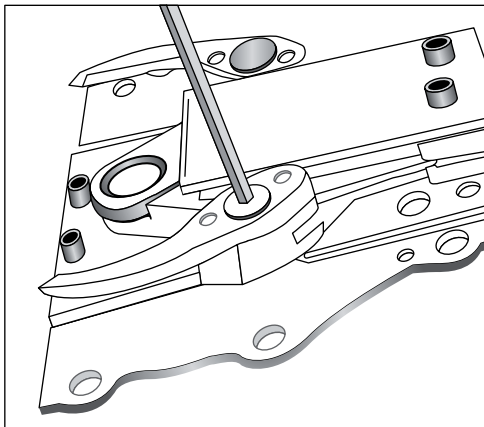


Figure 15

## OPERATING INSTRUCTIONS CONTINUED

### DRIVER REPLACEMENT

1. Disconnect the air supply.
2. Loosen screw and nut with a 8 mm spanner wrench and a 4 mm Allen wrench. (See Figure 16)
3. Remove the magazine assembly. (See Figure 17)
4. Loosen the set screw with a 3 mm Allen wrench to unlock the adjusting rod.
5. Slide the linkage mechanism and adjusting rod simultaneously from the collar. (See Figure 18)
6. Loosen the screws with a 3 mm Allen wrench. (See Figure 19)
7. Take off the spring pin with a hammer and 6 mm straight rod. (See Figure 20)

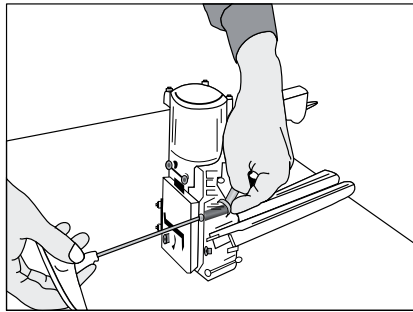


Figure 16

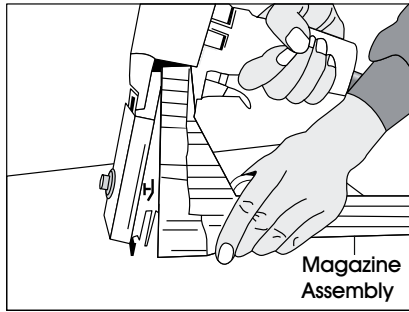


Figure 17

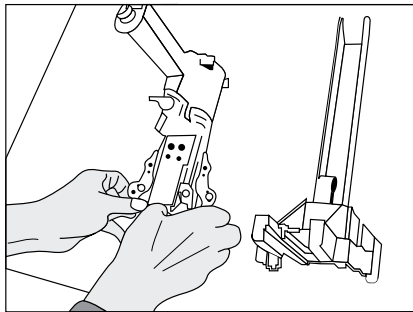


Figure 18

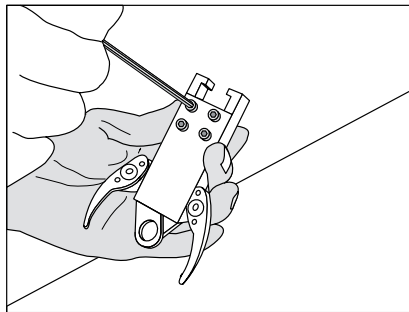


Figure 19

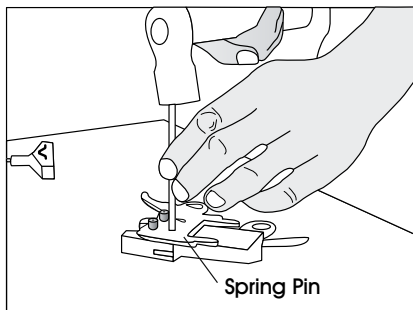


Figure 20



## OPERATING INSTRUCTIONS CONTINUED

### PUSHER SPRING REPLACEMENT

1. Loosen the screws and nut with a 8 mm spanner wrench and a 4 mm Allen wrench. (See Figure 21)
2. Remove the magazine assembly. (See Figure 22)
3. Pull the pusher back until it stops on the rod, then rotate the pusher to position. (See Figure 23)
4. Push the magazine seat back and remove it from the magazine.
5. Loosen the screw and nut with a 2.5 mm Allen wrench and 7 mm socket wrench. (See Figure 24)
6. Loosen the rod with a 6 mm offset wrench and remove the pusher guides. Remove the pusher. (See Figure 25)
7. Remove the spring pin with a hammer and 4 mm straight rod. (See Figure 26)

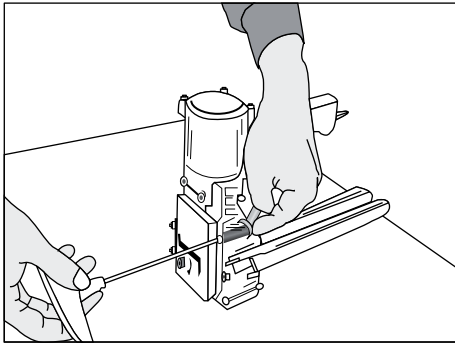


Figure 21

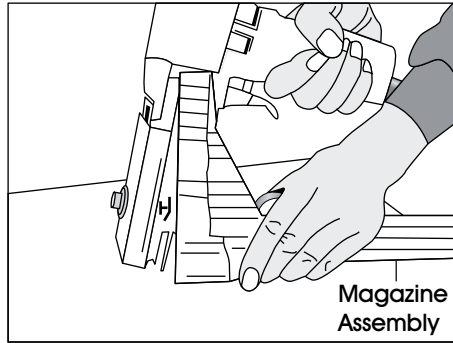


Figure 22

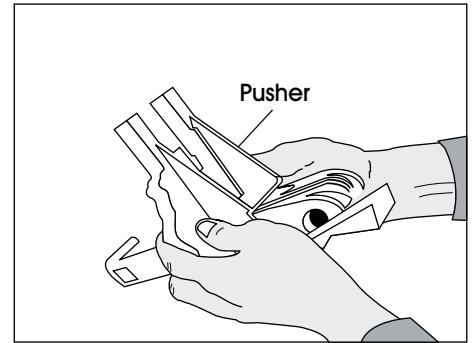


Figure 23

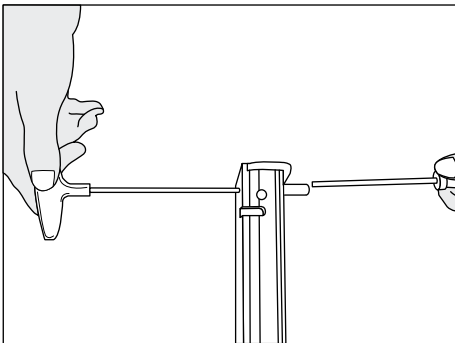


Figure 24

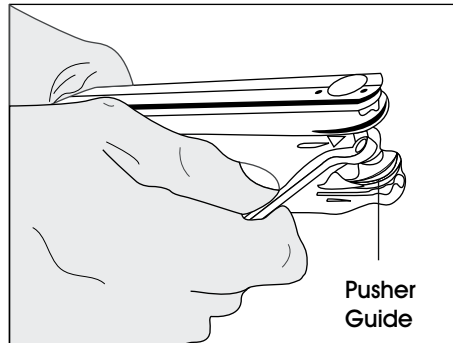


Figure 25

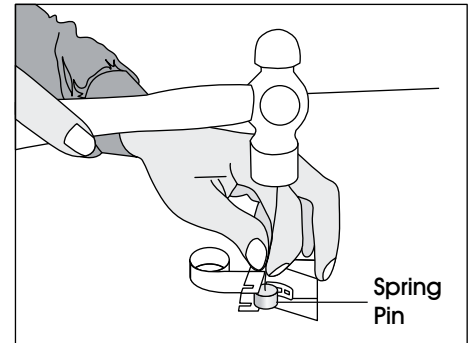


Figure 26

## OPERATING INSTRUCTIONS CONTINUED

### VALVE AND TUBE O-RING REPLACEMENT

1. Loosen screws with a flat screwdriver. (See Figure 27)
2. Remove spring with needle nose pliers. (See Figure 28)
3. Remove C-ring with C-ring pliers. (See Figure 29)
4. Remove valve and tube with needle nose pliers. (See Figure 30)

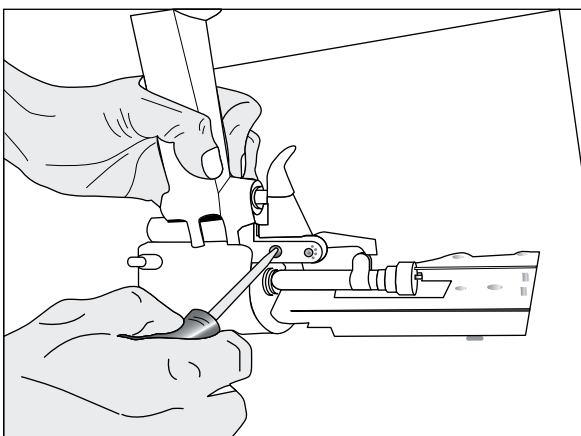


Figure 27

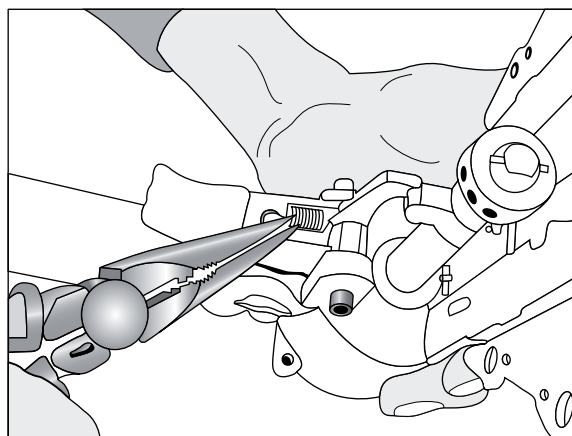


Figure 28

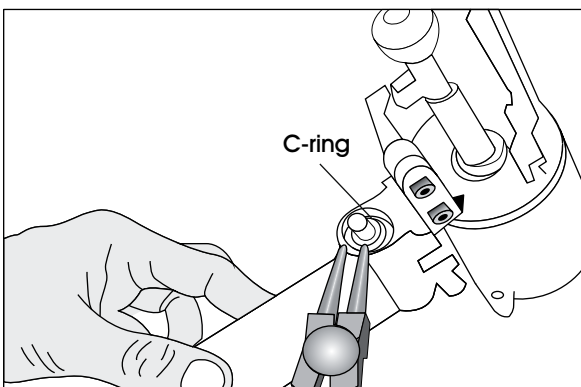


Figure 29

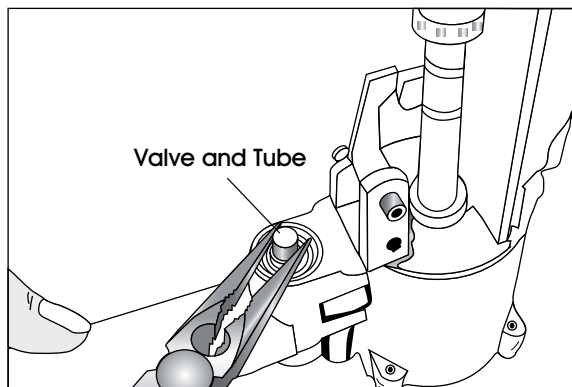


Figure 30

## OPERATING INSTRUCTIONS CONTINUED

### PISTON REPLACEMENT

1. Remove screws and nut with 8 mm spanner wrench and 4 mm Allen wrench. (See Figure 31)
2. Remove magazine assembly. (See Figure 32)
3. Loosen set screw with a 3 mm Allen wrench to unlock the adjusting rod.
4. Slide linkage mechanism and adjusting rod simultaneously from collar.
5. Loosen collar with a 3 mm Allen wrench to remove the spring. (See Figure 33)
6. Loosen screw with a 3 mm Allen wrench and remove the block through the window.
7. Loosen screws with a 3 mm Allen wrench and remove the cap. (See Figure 34)
8. Remove the piston assembly with a 10 mm spanner wrench. (See Figure 35)
9. Remove piston and replace.

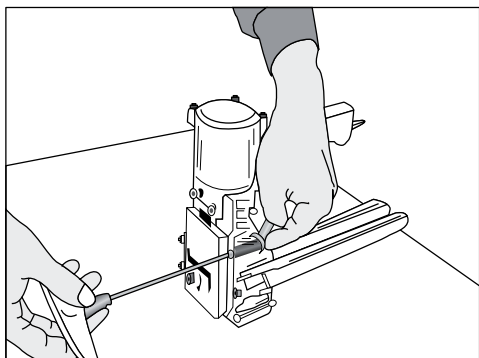


Figure 31

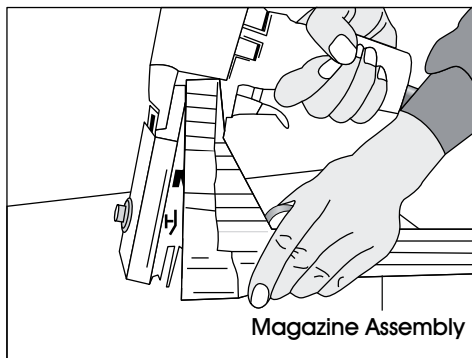


Figure 32

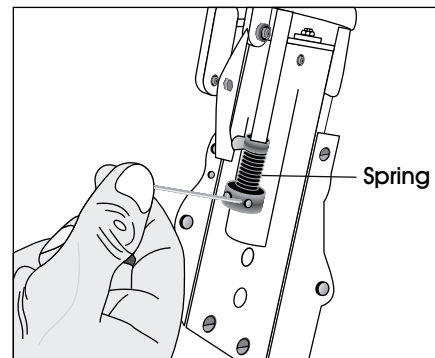


Figure 33

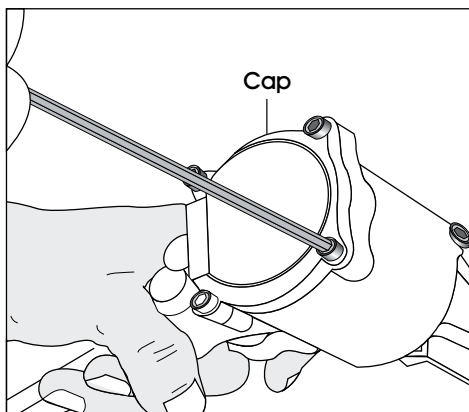


Figure 34

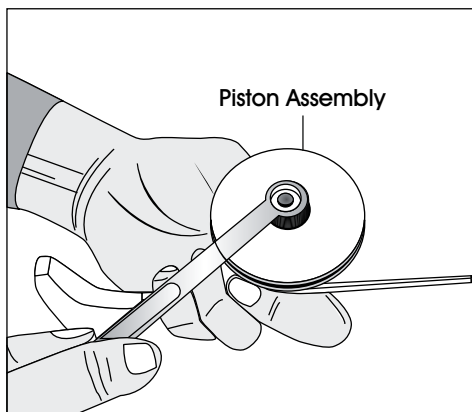


Figure 35