

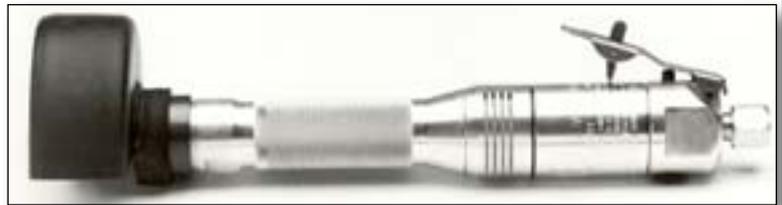
Henrytools

Industrial Tools at Work

MODELS

40 GH
 40 GHLS
 40 GHLSK
 40 GHLS+2"
 40 GHLS+3"

General Safety and Maintenance Manual



**OLD STYLE Pre-
Year 2009**



Model Number	Exhaust Direction	Spindle Type	Throttle Type	Speed	Power Output	Case Material	Weight		Length	Diameter	Air Consumption
							Aluminum	Steel			
40 GH	Side	3/8-24 X 1.0 Inch (3/8-24 X 25 mm)	(L) Lever or (K) Safety Lever	15000- 22000 R.P.M. (18000PM is standard)	0.9 H.P .675 W	(S) Steel or Aluminum	2 3/4-lbs 1.2 kg		12" 304mm	1.500"/ 38.1 mm	25 cfm (11.8 L/S)
40 GHLS								4 lbs 1.8 kg			
40 GHLSK								4 lbs 1.8 kg			
40 GHLS+2"								4 lbs 1.8 kg			
40 GHLS+3"								4 lbs 1.8 kg			

THE HENRY TOOL CO., MANUFACTURED BY HENRY TOOLS

498 SO. BELVOIR BLVD., SOUTH EUCLID, OH 44121 U.S.A.

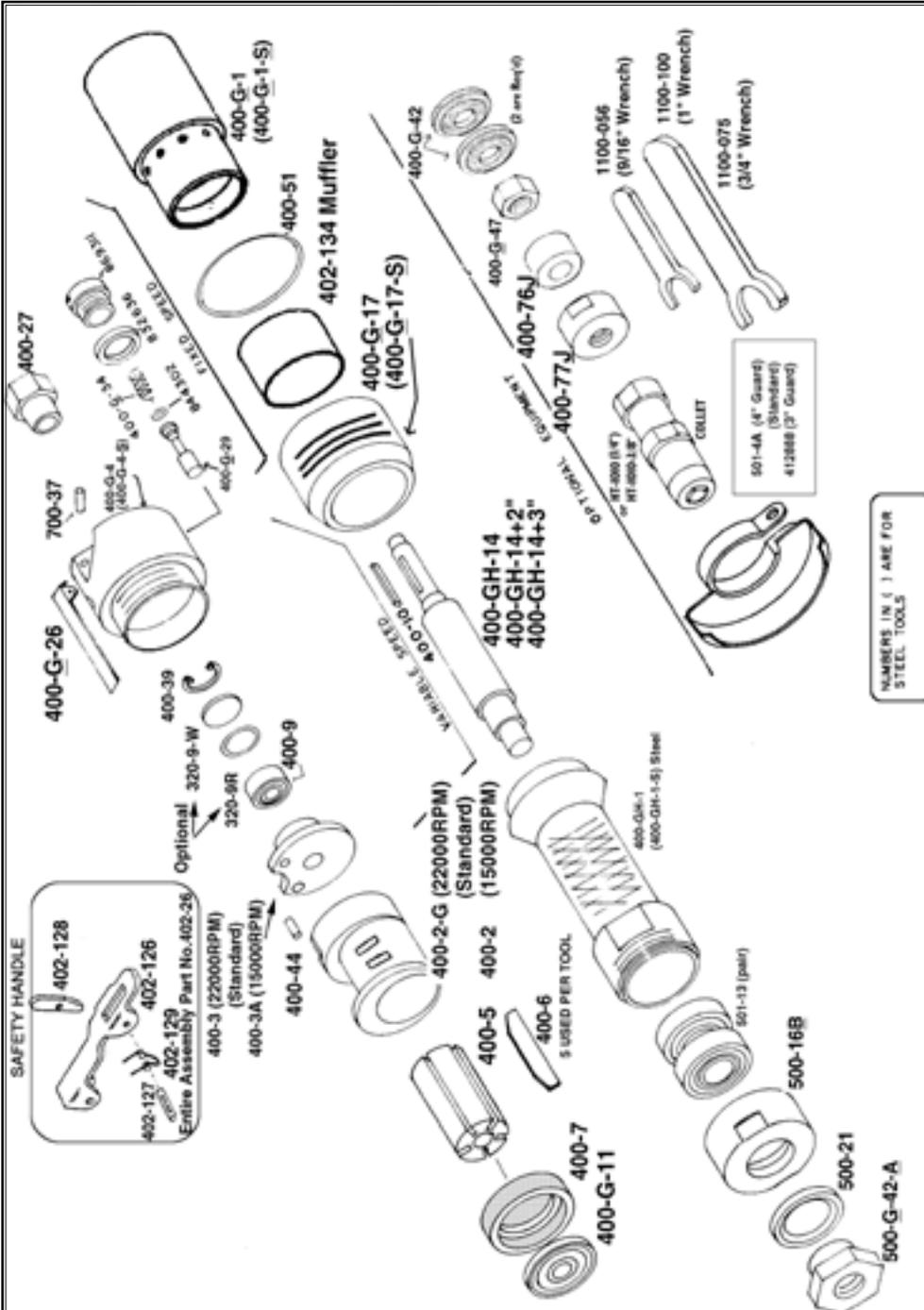
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Original STYLE Pre-Year 2009

MODELS
40 GH
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40 GHLSK
40 GHLS+2"
40 GHLS+3"



This tool is designed to operate on 90 psig(6.2 bar) maximum air pressure with 1/4"(8mm) hose. Do not use any wheel having an operating speed lower than the actual free speed on grinder.

SAFETY

1. Check speed of tool with tachometer before every wheel & burr change. If RPM exceeds rated speed stamped on tool, servicing is required.
2. Inspect grinding wheels for bends, chips, nicks, cracks or severe wear. If the wheel has any of these, or has been soaked in liquids do not use. On brushes check for loose wires that may fly off in operation.
3. Start new grinding wheels under a steel bench. Run at full throttle for one minute. Defective wheels usually come apart immediately. When starting a cold wheel apply to the work slowly, allow wheel to warm up gradually.
4. Model 40GH grinders are equipped with a guard from the manufacturer. A guard is not needed for:
 - a.) mounted wheels two inches (50 mm) or smaller;
 - b.) grinders used for internal work, while within the work being ground.
5. If your tool is purchased with a collet. At least one-half of the mandrel length (i.e. mounted wheel, burr, etc.) must be inserted into the collet. Secure collet chuck tightly.
6. Before mounting or removing a wheel or carbide burr disconnect grinder from air supply. The wheel should fit properly on arbor; do not use bushings or wheel flanges to adapt

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ORIGINAL STYLE Pre-Year 2009

MODELS
40 GHL
40 GHLS
40 GHLSK
40 GHLS+2"
40 GHLS+3"



PART NO.	DESCRIPTION
320-9R	O-Ring
320-9-W	Wafer
400-10	Key
400-2	Cylinder 15000RPM
400-27	Bushing
400-2-G	Cylinder(18000RPM STANDARD)(with Pin installed)
400-3	Rear Plate(Standard)
400-39	Lock Ring (844941)
400-3A	Rear Plate(15000RPM)
400-44	Pin
400-5	Rotor
400-51	O-Ring
400-6	Blade(5 req'd)
400-7	Front Thrust
400-9	Rear Bearing (Sealed) (590004)
400-G-1	Case (Alum.) (412431)
400-G-11	Bearing(2 Req'd)
400-G-17	Alum. Exhaust Sleeve
400-G-17-S	Steel Exhaust Sleeve
400-G-1-S	Case (STEEL)
400-G-26	Valve Lever
400-G-29	Valve (412451)
400-G-34	Spring
400-G-4	Alum.Coupling
400-G-4-S	Steel Coupling
400-GH-1	Extended Case (Alum.) (412475)
400-GH-14	Spindle (40GHL) (412477)Non-Govrned
400-GH-14+2"	Spindle for (40GHL) Plus 2" length
400-GH-14+3"	Spindle for (40GHL) Plus 3"length
400-GH-14-5	Spindle (1/2-13 Thread)
400-GH-1-S	Extended Case (STEEL)
402-134	Muffler Screen
500-16B	Front Bearing CAP
500-21	Seal(Optional)
500-G-42-A	Flange Nut, 1/2-20 Thread
501-13	Bearings (412891)(PAIR)
501-G-42A	Flange (1/2-13 Thread)
700-37	Lever Pin
832636	T.V. Cap Gasket
869311	Throttle Valve Cap
ACCESSORIES	
400-76-J-3/8"	Collet Spacer 3/8"
400-77J	Cone Wheel Adaptor (3/8" Threaded)
400-G-42	Flange Washer (for 2" and 3" Wheels)

PART NO.	DESCRIPTION
400-G-47	3/8" Nut
500-G-44	Flange (3/8" for 4" and 5" Wheels)
500-G-45	Flange (1/2-13 Thread) for 4" Wheels.
500-G-47	Spindle Nut (1/2-13 Thread)
HT-1010	Heavy Duty Collet Assembly (1/4")
HT-1010-3/8	Heavy Duty Collet Assembly (3/8")
1100-056	Wrench 9/16"
1100-100	Wrench 1"
1100-075	Wrench 3/4"
REPAIR KITS	
510084	Repair Kit (Same as 5000-40GHL Kit) Includes all bearings, rotor blades and snap rings.
GUARDS	
501-4A	4" Guard
412888	3" Guard (501-3A)

Safety (continued)

a wheel to any arbor unless recommended by manufacturer. (Wheel flanges should be at least 1/3 the diameter of the grinding wheel.)

7. Wear safety goggles and other protective clothing. Continuous exposure to vibration may cause injury to hands and arms.

8. Properly maintained air tools are less likely to fail or cause accidents. If tool vibrates unusually or produces an unusual noise, repair immediately.

LUBRICATION

Check for wet or dirty air. Excessive moisture in the air supply tends to wash lubricant away from the working parts of the tool and rust or corrode the interior. Grit will damage the interior by scoring closely fitted parts, and impede the action of the tool.

If the above are found in order, disconnect tool and pour a liberal amount of recommended oil or an SAE #10 oil cut with an equal quantity of kerosene into the air inlet. Operate the tool to allow lubricant to flush accumulated gum and grit out the exhaust.

If outside factors are not to blame, disassemble the tool, clean and inspect all parts and replace those worn or broken. Coat parts with airtool oil and reassemble. Pour about 1/2 oz. in air inlet and run tool to allow oil to be carried to interior.

DISASSEMBLY

1. Disconnect air and remove all wheels and accessories.
2. Clamp wrench flats of case(400-GH-1) in vise and unscrew backhead(400-G-4). Unscrew case (400-G-1) and remove it. Lift off exhaust sleeve (400-G-17).
3. Remove snap ring(400-39) and(320-9R) and (320-9R).
4. Remove assembly from vise. Place brass jaws in vise. Clamp cylinder and rear thrust assembly in vise. Using a 3/16" punch, tap out lightly on the end of the spindle(400-GH-14). This will allow the cylinder(400-2[G]), end plate(400-3), bearing(400-9), and blades(400-6) to be removed.

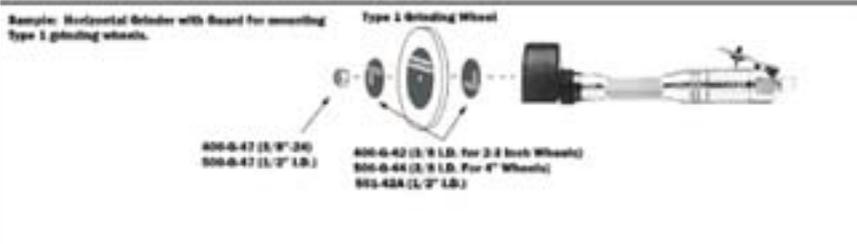
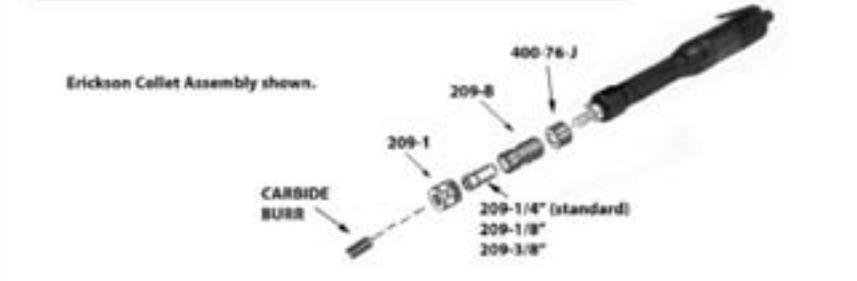
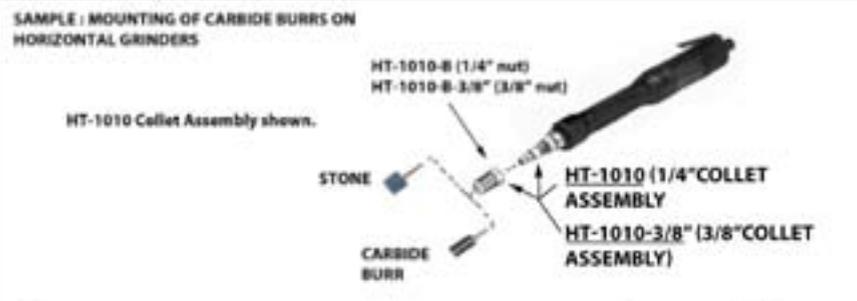
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OLD STYLE Pre-Year 2009

MODELS

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REASSEMBLY

1. Press bearings (501-13) into recess in front of the case(400-GH-1). Spin (500-16B) back onto (400-GH-1) (NOTE: Left Hand Thread) a. Press spindle (400-GH-14) through bearings from the rear.
2. Press bearing (400-G-11) into case from the rear and place the front thrust plate (400-7) over the bearing.
3. Place case (400-GH-1) in vise by the flats. Tighten bearing cap(500-16B)(LEFT HAND THREAD). Make sure (500-16B) is tight.
4. Replace key(400-10) and drop rotor(400-5) into place. With BRASS jaws installed on vise, grab hold of rotor(400-5). Replace flange(500-G-42A) onto spindle (400-GH-14) and tighten.
5. Place cylinder (400-2) over rotor (400-5). Place rear thrust (400-3) on cylinder(make sure pin in cylinder lines up with hole in rear plate(400-3). Press bearing(400-9) into rear thrust with a suitable bearing driver.
6. Place o-ring(320-9R), washer(320-9W) in rear thrust. Place snap ring(400-3) into groove.
7. Place O-ring (400-51) onto case(400-G-1). Place case(400-G-1) into sleeve (400-G-17). Slide this assembly onto case(400-GH-1) and hand tighten.
8. (OPTIONAL STEP): To make sure there are no air leaks in handle, unscrew cap (869311) and lift out spring(400-G-34) and throttle valve (400-G-29). Remove oring(400-G-31) with a sharp tool and replace with a new O-ring.
9. **CHECK THE OPERATING SPEED WITH A RELIABLE TACHOMETER. THE SPEED MUST BE AT OR BELOW THE STAMPED SPEED ON THE TOOL.**

5. Using a 5/16"punch, tap out bearing(400-9) from end plate(400-3).
6. Place rotor(400-5), which is still attached to the spindle, in a vise with brass jaws. Unscrew wheel flange(500-G-42A)(NOTE: right hand thread). Remove rotor, key(400-10), and front thrust plate(400-7).
7. Remove brass jaws from vise. Clamp wrench flats of case(400-G-1) in vise. Remove bearing cap(500-16B)(LEFT HAND THREAD). Using an arbor press, press on the front of the spindle. This will enable the rear bearing(400-G-11) to drop out and the spindle to be removed.
8. Using a 3/4" round bar, tap out bearing (501-13) from case (400-GH-1).

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