



K-Type Nuts

Spare Parts Replacement Instructions

K-Type Nuts are pressurized through the tightening of their actuator assemblies located on the end face (axial surface) or on the OD (radial surface) of the nut by a hex wrench.

1. Amtec repair kits (series 714) contain all components for a complete K-Type Nut rebuild; each model has a specific kit number.
2. Remove only one of the two M6 filling screws and the 4 mm ball under the screw (part no. 719.001.006.001), using a 3 mm hex wrench.
3. Support the thrust ring flush with the nut face using a steel plate with a diameter larger than the diameter of the K-Type Nut and clamp in a press. C-clamps or a central bolt and nut arrangement will also work.
4. Screw a filler nipple with M6 thread (part no. 710.101.006.010) into the open filling screw hole and hand tighten with a wrench.
5. Remove the actuator screw (hex socket set screw) from one piston assembly.
6. Apply handpump to the filler nipple and pump grease into the nut until the piston and seal come out of the nut. If the piston comes out without the seal, use a cotton swab and a clean non-metallic probe to remove the seal and remaining grease. (DO NOT USE SOLVENT)
7. If more than one piston seal requires replacement, then re-install the actuator screw only into the piston bore just completed to retain grease pressure. Repeat step 6 for second (or third) piston removal.
8. Inspect the piston bores to ensure there is no scoring and all dirt particles have been removed. Scrap the nut if scoring has cut the seal lip.
9. Fill the U-cup face of each piston seal with clean grease and apply a thin coat of grease on the piston bore. Insert the seal by hand, sideways past the threaded area. Using a clean, non-metallic probe, turn the seal so the lips of the seal are resting flat on the bottom of the piston bore. Lay the 1 mm thick scuff ring flat on top of the seal.
10. Insert the new piston with the pin projection toward seal. Using a clean non-metallic dowel, tap the piston firmly to insert the pin projection through the scuff ring and seal. A metallic sound will be heard as the pin projection strikes the bottom of the piston bore.
11. Insert the new actuator screw and hand tighten with the hex wrench provided.
12. Upon completion of the installation of all piston assemblies, remove the second filling screw and 4 mm ball using a 3 mm hex wrench.
13. Apply a handpump to the filler nipple and pump grease through the nut until the grease exiting from the open filling screw hole is clean and free from air bubbles. Remove the handpump.
14. Replace the 4 mm ball and the M6 filling screw into the open filling screw hole and tighten the screw with the 3 mm hex wrench.
15. Apply a handpump to the filler nipple again and pump grease into the nut to just indicate a slight pressure. While maintaining slight pressure, gradually return one actuator screw to a flush position on the counter-bore for K-6 Type Nuts or with the end face of the nut on K-7 Type Nuts.
16. Additional actuator screws should be returned to the flush position, under slight pressure, as described above.
17. To ensure all air bubbles have been purged from the grease chamber, again remove the second M6 Filling Screw and 4 mm ball.
18. Tighten all actuator screws until the pistons stop moving and the grease and any air bubbles have exited the filling screw hole.
19. Apply a handpump to the filler nipple and pump grease through the nut until the grease emission (EP1) from the open filling screw hole is clean and free of air bubbles. Remove the handpump and repeat steps 14, 15, and 16.
20. Remove the handpump from the filler nipple, unscrew the filler nipple and replace the 4 mm ball and M6 filling screw. Hand tighten with the 3 mm hex wrench.
21. Refill is complete. Test the Amtec K-Type Nut under working conditions.
22. Contact your local Amtec agent or Amtec direct, for rebuild service or genuine Amtec repair kits.