

**PAM**®

FASTENING TECHNOLOGY, INC.



## Premium Autofeed Systems

OPERATORS MANUAL (P13 and P12 Series)  
MANUAL DEL OPERADOR  
MANUEL D'UTILISATION

[www.pamfast.com](http://www.pamfast.com) PAM Fastening // 800-699-2674

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# *General Autofeed System Safety and Warnings*



**Safety Instructions** User protection information: to avoid accidents and the potential for injury, please refer to the following information.

- Read entire screwdriver (and motor) manuals provided for safety and warnings
- Always disconnect power before performing maintenance or repairs.
- Repair-work should only be carried out by professional personnel, using original spare parts.
- This tool should be used only with collated screws provided by the manufacturer. Do not attempt to re-load belts or use with screws not supplied or recommended by the manufacturer.
- Only use this tool when you are aware of possible risks.
- Refer to safety regulations as well as the local regulations for your country before use.



## **Operating Instructions**

- Operate the tool only with motors advised by the manufacturer.
- Refer always to the safety and operating instructions manual supplied by the motor manufacturer.
- Never push the tool against another person while the tool is in operation
- Load the belt guide only when the motor is switched off
- Make sure all work surfaces are secure
- Do not touch the autofeed screw attachment or moving parts while operating the tool.
- Always use the Depth Control, Belt Guide and handle as they are intended by the manufacturer.
- When depressing the tool be aware that the spring is under force.



## **Operation Safety Instructions**

- Always consult the manufacturer for information regarding the proper fasteners recommended for each application.

- **Only use original bits and change them as soon as they are worn or damaged.**
- **Make sure the motor is in the FORWARD position when using the tool. Removing screws with “reverse” rotation is not advised with the autofeed attachment.**
- **To maximize bit life and productivity always start the motor in the lock position before attempting to drive fasteners.**



## SCREWDRIVER WARRANTY POLICY

PAM Fastening Technology, Inc products are covered by a Limited One-Year Warranty. Warranty does not cover repairs attempted, normal wear and tear, abuse, misuse, improper maintenance (lubricating gliding piece, etc), and continued use after partial failure, or product used with screws manufactured by other than PAM or not used for its intended purpose. PAM will repair or replace any product which examination proves to be defective in material or workmanship. This warranty is in lieu of all other warranties, whether written or oral, expressed or implied. PAM Fastening Technology, Inc shall in no way be liable for any other damages, direct or indirect. All warranty claims must be accompanied with a Return Goods Authorization number (RGA#) issued by PAM customer service at (800) 699-2674. Warranty material should be returned to PAM postage paid. If the product is deemed warranty, it will be repaired or replaced and sent postage paid to the customer. If the product is not covered under PAM warranty a quotation will be provided to the customer before repairs will be made to the product. If a replacement product needs to be sent before warranty inspection, the replacement product will be invoiced. Credit will be issued if the used product is covered under warranty.

*Screwdrivers carry their own warranty per the manufacturer. All Milwaukee (800-729-3878), DeWalt (800-433-9258), Makita (800-462-5482) and Porter Cable (888-848-5175) screwdrivers should be sent to their local authorized service center. Call the listed numbers to find the local authorized service center in your area. The warranty claim against the above listed screwdrivers should not be sent to PAM for warranty; these must be handled by the manufacturer.*

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# PAM Autofeed Screw Systems

## Adjustment Settings



Fig. 1

### Screw Size Adjustment

Screw size adjustment is easily made using a 3mm Allen wrench supplied with the PAM Autofeed Screw System. Loosen the shoulder screws on both sides of the Depth Control and slide it to the

appropriate setting - using the numbers stamped on the Depth Control.

Tighten both screws (Fig. 1.)



Fig. 2

### Bit Replacement

Replacing the bit takes mere seconds and requires no tools to be done.

Pull the collar down at the exposed end of the inner rod and remove the bit.

Unscrew the wing nut on the side of the Attachment assembly (Fig. 2).

After inserting the new bit, release the collar to lock the bit into place.

Remove the Attachment assembly to reveal the bit (Fig. 3).



Fig. 3

### Screw Strip Belt Guide Adjustment

The belt guide has an orange adjustment wheel that controls tension on the collated screw belt. This helps ensure proper feeding in the assembly.

**DO NOT OVERTIGHTEN.** This will cause feeding problems. Proper tension prevents screws from falling out of the belt guide and ensures correct feeding.



Fig. 4

Once the screw strip is loaded, simply hand tighten the orange adjustment wheel until some resistance is felt (Fig.4)

### Countersink Adjustment

Countersink depth is set by simply turning the adjustment ring. Turning the ring to the LEFT increases depth. Turning to the RIGHT decreases depth (Fig. 5)

One click of the depth control ring is a 1/64<sup>th</sup> inch adjustment to countersink.



Fig. 5

### Extension

The P13KUE allows the user to remove the extension pole for applications that require a shorter version of the tool.

Pull the extension pole off the motor by turning and pulling at the same time. The extension pole requires force to pull off. Next remove the inner rod.



Fig. 6

Unscrew the black handle to loosen the handle assembly. Slide the entire handle down the extension pole to expose the two hex screws. Using a 3mm Allen wrench, unscrew the hex screws to loosen the extension pole from the screw gun (Fig. 6)

Insert the bit holder and slide the Short Adapter over it until it snaps on the motor (Fig. 7). Replace the Attachment assembly onto the screw gun and tighten the wing nut.

Fig. 7

## Tips:

- **DO NOT USE OIL or GREASE** on any parts.
- Blow dust and dirt from gliding piece regularly, once a day is recommended. This single action will do more to promote proper operation and reduce wear than any other preventive maintenance item.
- Correct bit size for 1”-2” attachment is 120mm and for 1”-3” is 140mm. This number can be found on one hex flat edge of the bit.
- To avoid jamming, be sure motor is running before down-stroke begins

## Set Up

### Bit Removal and Selection

- **Use only PAM bits**, every tool comes with one PAMDRIVE bit installed on tool (P13KDE & P13KUE). Additional bits such as Phillips, Square and Torx may be purchased.
- P12K & P13K series tools will have one extra bit (Phillips).
- Bit should be approximately the same length as housing.
- To remove bit, loosen wing nut (**Fig. 2**) and remove attachment.
- Hold collar (**Fig. 3**) and pull down towards the motor then remove bit.
- Ensure bit type (Phillips, Square Drive or PAMDrive) matches screw recess

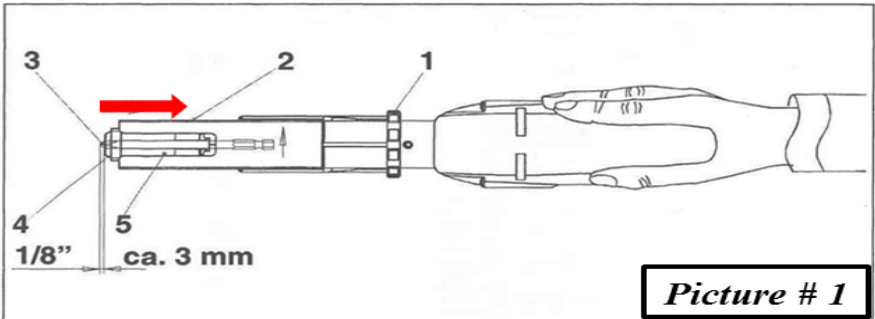
### Depth Control Adjustment (Nosepiece) (Fig. 1)

- Adjust the Depth Control for the length of screw (sizes stamped on Depth Control). Screw should be in slot just in front of the appropriate number.
- **Note** that the screws holding the Depth Control/Nosepiece have collars so be sure that the collars of the screws sit down in the cutouts of the Depth Control. If they are not fully recessed, the gliding piece will not go back into the housing fully and screw will not countersink.

### Countersink Adjustment, inserting screws and Belt Guide:

- (Set the Depth Control to correct screw size, see Depth Control Adjustment above) then fully depress the Gliding Piece and adjust the countersink adjustment ring until the tip of the bit protrudes 3mm (1/8”) beyond the tip of the Depth Control. (**Picture #1**)
- Insert screw strip into the belt guide. Feed the screws into the gear wheel by pushing forward until the screw is just below the Depth Control. (This tool feeds on the down stroke, so if the first screw is in the Depth Control, it will be wasted when the tool begins operation.) Ensure the tip of the screw sits approximately half way through the end of the Depth Control throat.
- If the strip falls forward out of the belt guide from the weight of the screws, adjust the orange belt tension knob (**Fig.4**) to just hold it in place. If it is necessary to remove screws from the attachment, pull strip forward, not backwards.
- **Make sure the motor switch is set on forward!** Lock the motor on full speed. Push the depth control against a piece of scrap material to drive the first screw. Use sufficient and continuous pressure to make sure screw is in contact with surface, but let the screw do the work. Make final countersink adjustments (**Fig.5**). Repeat as necessary until you are comfortable with the countersink depth. Note that each click of the ring equals 1/64”.

## Countersink Adjustment



1. Countersink Ring
2. Housing
3. Bit tip
4. Depth Control
5. Bit

### Removal of Extension Pole or Adapter:

- Refer to adjustment settings on page 2

### **⚠** Common Wear Parts

#### Nose Piece or Depth Control: (Picture #1 Fig. 8)

- Nose Piece or Depth Control naturally wears over time due to constant abrasion of the screws and contact with the surface being screwed down. A good rule of thumb is if the nibs on the front of the nose piece are worn down, it is time to replace the Depth Control or nose piece. Another sign is if the channel for the screw is elliptical rather than somewhat circular, replace the nose piece. As this channel expands, the screw will have a much greater chance of going into the material off vertical, causing countersink problems, jamming problems and excessive bit wear.

#### Gear Wheel: (Picture #3 Fig. 5)

The gear wheel will wear out with use. Mode of failure will likely be freezing in place or the wheel will spin freely. In either case the belt does not advance. Replacement requires removal of the gliding piece from the housing by unscrewing the roller screw (3mm Allen key), removal of the spacer (Phillips screw) at the bottom of the gliding piece, and removal of the friction pin holding the wheel in place.

- Gear wheel must turn free and lock at each position. Roll wheel forward until it clicks then put pressure backwards with your thumb. Gear wheel must lock in all positions. If it does not lock, Gear Wheel is likely damaged and needs to be replaced. The purpose of the wheel is to allow the belt to advance and not allow it to roll back during or after the advancing movement.

#### Spring for the Gliding Piece: (Picture #3 Fig. 2)

The spring for the gliding piece will eventually become fatigued and the tool will move sluggishly or more likely will not move back to the fully extended position completely. Simple remedy is just to replace spring.

### **⚠** Cleaning and Repair



- **DO NOT USE OIL!** (Oil will hold dirt and interfere with tool operation)
- Graphite may be used to lubricate.
- Clean gear wheel and gliding piece with compressed air. Be sure to focus air up into gliding piece along screw strip path. There is a small metal stamping that is held in place by a spring and must move in order for strip to advance. If the hole for the spring clogs with dirt or dust, screw belt may not advance properly. Most effective means of keeping this hole clear is use of compressed air.
- Gliding piece must move freely in the housing. Check periodically for damage. If burrs or obstructions are found, smooth with a file.

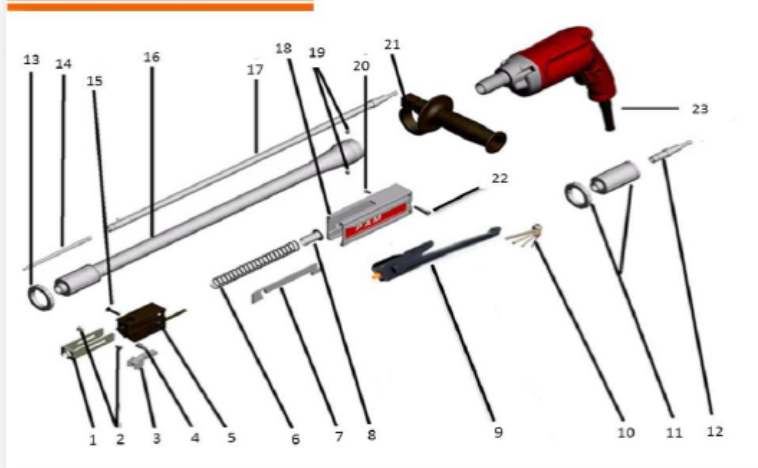
## ***Troubleshooting:***

<b>Symptom</b>	<b>Remedy</b>
Motor turns and bit engages, but screw does not insert or falls to the side when tool is raised	Check that motor reversing switch is in forward position. Check Depth Control screw setting may be too long.
Screw inserts but does not go in all the way	<ul style="list-style-type: none"> <li>• Check to see that the bit is the correct length for the attachment</li> <li>• Check to be sure that collars on the depth control/nosepieces screws are seated correctly (see Set Up, Depth Control Adjustment above)</li> </ul>
Screw strip falls forward out of belt guide when tool is raised into position	Turn orange knob attached to at the front of belt guide to increase tension.
Screw does not countersink properly	<ul style="list-style-type: none"> <li>• Turn countersink adjustment ring until the proper countersink is achieved</li> <li>• Check bit to be sure it is the right type and length.</li> </ul>
Screw tip drags on surface before installation of screw	Screw tip is likely beyond the outside of the Depth Control so adjust Depth Control until screw tip protrudes half way into Depth Control Throat.
First few screws advance then the belt stops moving	<ul style="list-style-type: none"> <li>• Lighten tension control on the belt guide to allow movement</li> <li>• Check gear wheel movement as described under <i>Cleaning and Repair</i>.</li> </ul>
Gliding piece will not retract fully into housing on down-stroke	<ul style="list-style-type: none"> <li>• Check that screws holding Depth Control in place are fully seated into cut outs in Depth Control.</li> </ul>
Gliding piece jams or is difficult to move in the housing.	<ul style="list-style-type: none"> <li>• Check first that there are no burrs on the front of the housing that are interfering with the movement of the gliding piece.</li> <li>• Check the width of the housing opening to ensure that a bump or blow from something else has not forced the front of the housing inward.</li> </ul>
Screw is inserted only part way before bit tip starts to spin in recess.	Maintain constant downward pressure while screw is being inserted. Too little or inconsistent pressure on down-stroke will cause bit tip to lose full contact with screw recess and potentially strip out recess.

Jammed fastener	<ol style="list-style-type: none"><li>1. Stop motor</li><li>2. Pull screws completely through Gliding Piece</li><li>3. Reinsert in belt guide and gliding piece</li></ol>
Screw becomes jammed in Depth Control, gliding piece or housing	Remove the fastener and test the tool. Most of time the jam will cause no damage

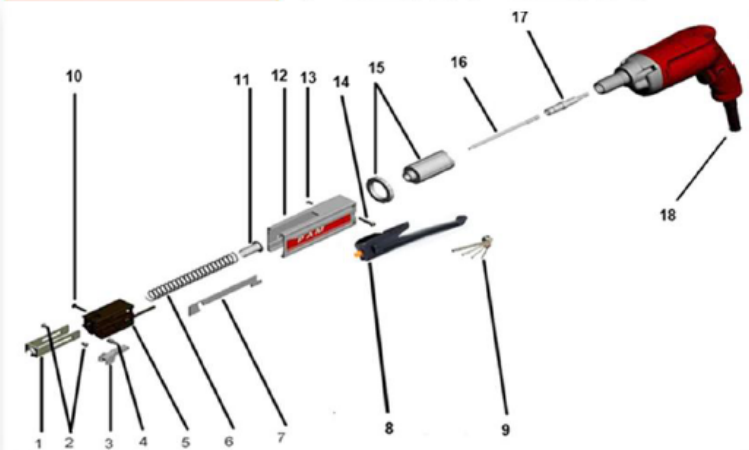
## 1 1/4" - 3" Autofeed System

### **PAM** P13KUE/P13KDE /P13K



Pos. #	Part #	Tools Used On	Description	Retail	Cost
1	BCS0083	All	1 1/4"-3" Depth Control	\$	\$
2	KFS0060	All	Depth Control Screws (2x)	\$	\$
3	FXS0008	All	Gear Wheel Unit	\$	\$
4	KFS0004	All	Screw with Roller	\$	\$
5	EXS0060	All	Gliding Piece	\$	\$
6	NFS0305	All	Yellow Spring	\$	\$
7	HAS0013	All	Curve	\$	\$
8	KBS0015	All	Spring Guide	\$	\$
9	DXS0043P	All	Plastic Belt Guide	\$	\$
10	BZS0002	All	Allen Key Set	\$	\$
11	BAS0266	K/KUE	Adapter F/Milwaukee	\$	\$
12	BDS0012	K/KUE	Bit Holder 1/11, Milwaukee	\$	\$
13	GXS0010	All	Depth Control Ring Complete	\$	\$
14	BITD2140	All	#2 x 140mm bit (PAM Drive)	\$	\$
15	KDS0022	All	Pin for Gear Wheel Unit	\$	\$
16	BHS0218	KDE/KUE	Milwaukee Dedicated Extension Pole Tube	\$	\$
17	BHS0208	KDE/KUE	Milwaukee Dedicated Inner Rod	\$	\$
18	CXS0064	All	Housing Complete with Back Plate and Curve	\$	\$
19	NAS0394	KDE/KUE	Extension Pole Set Screws (2x)	\$	\$
20	NAS0420	All	Screw for Curve Plate	\$	\$
21	BCS0011	KDE/KUE	Extension Pole Handle	\$	\$
22	KFS0001	ALL	Clamping Screw	\$	\$
	KFS0066		Wing Nut Screw	\$	\$
23	MILW01	All	Milwaukee 2500 RPM Motor	\$	\$

## 1" - 2 1/4" Autofeed System

**PAM****P12K/P12K4**

Pos. #	Part #	Tools Used On	Description	Retail	Cost
1	BGS0081	All	1 - 2 1/4" Depth Control	\$	\$
2	KFS0060	All	Depth Control Screws (2x)	\$	\$
3	FXS0008	All	Gear Wheel Unit	\$	\$
4	KFS0004	All	Screw with Roller	\$	\$
5	EXS0070	All	Gliding Piece	\$	\$
6	NFS0227	All	Blue Spring	\$	\$
7	HAS0010	All	Curve	\$	\$
8	KBS0015	All	Spring Guide	\$	\$
9	DXS0043P	All	Plastic Belt Guide	\$	\$
10	BZS0002	All	Allen Key Set	\$	\$
11	BAS0266	All	Adapter F/Milwaukee	\$	\$
12	BDS0012	All	Bit Holder Milwaukee	\$	\$
13	GXS0010	All	Depth Control Ring Complete	\$	\$
14	BITD2120	All	#2 x 120mm bit (PAM Drive)	\$	\$
15	KDS0022	All	Pin for Gear Wheel Unit	\$	\$
18	CXS0016	All	Housing Complete with Back Plate and Curve	\$	\$
20	NAS0420	All	Screw for Curve Plate	\$	\$
22	KFS0001	All	Clamping Screw	\$	\$
	KFS0066	All	Wing Nut Screw	\$	\$
23	MILW02	All	Milwaukee 4000 RPM Motor	\$	\$