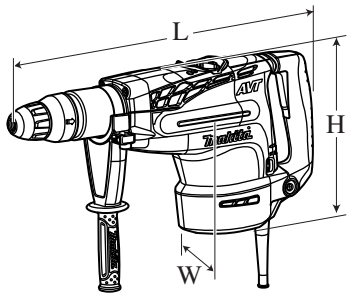
TECHNICAL INFORMATION

Models No. ► HR5211C, HR5210C, HR5201C

Description ► Rotary Hammer 52mm (2")



(The image illustrated above is Model HR5211C.)

CONCEPT AND MAIN APPLICATIONS

These Rotary hammers are successor models of the current HR5001C series models, featuring the same engineering concept of "Low vibration and High efficiency" as applied to Model HR4001C series models.

Listed below are specification differences among the three models.

Model No.	HR5211C	HR5210C	HR5201C
Active dynamic vibration absorber	Yes	Yes	No
Vibration absorbing handle	Yes	No	No
Selectable two on-off switches	No	Yes	Yes

Dimensions: mm (")		
	HR5210C HR5211C	HR5201C
Length (L)	599 (23-1/2)	
Width (W)	149 (5-7/8)	130 (5-1/8)
Height (H)	287 (11-1/4)	

► Specification

Voltage (V)	Current (A)	Cycle (Hz)	Continuous Rating (W)		Max. Output (W)
			Input	Output	
110	15	50/60	1,500	750	1,600
120	15	50/60	---	800	1,800
220	8	50/60	1,500	950	2,100
230	8	50/60	1,500	950	2,100
240	8	50/60	1,500	950	2,100

Specification \ Model			HR5210C/ HR5211C	HR5201C
No load speed: min-1= rpm			130 - 260	
Impacts per minute: min-1= ipm			1,075 - 2,150	
Shank	Shank type		SDS-Max	
	Shank diameter: mm (")		18 (11/16)	
Capacity: mm (")	Concrete	TCT bit	52 (2)	
		Core bit	160 (6-1/4)	
Torque limiter			Yes	
Electronic control	Variable speed control by dial		Yes	
	Soft start		Yes	
	Constant speed control		Yes	
	LED power light*1		Yes	
	LED service light*2		Yes	
Double insulation			Yes	
Power supply cord: m (ft)			Europe: 4.0 (13.1), Other countries: 5.0 (16.4)	
Net weight: kg (lbs)			11.6 (25.6)	10.8 (23.8)

***1** indicates trouble with the electric circuit. ***2** indicates when to replace carbon brush.

► Standard equipment

Side handle assembly (D-shaped) ..... 1 pc
Side handle (Bar-shaped) ..... 1 pc
Depth gauge ..... 1 pc
Bit grease ..... 1 pc
Plastic carrying case..... 1 pc
Cleaning cloth ..... 1 pc

Note: The standard equipment for the tool shown may differ from country to country.

► Optional accessories

TCT bits
Core bits
Bull points
Cold chisels
Scaling chisels
Tile chisels
Grooving chisel
Clay spade
Bushing tool
Rammer
Shank for Bushing tool/Rammer
Chemical anchor adapter
Bit grease
Hammer grease
Blow-out bulb
Safety goggle
Hammer service kit

Repair

CAUTION: Remove the bit from the machine for safety before repair/ maintenance in accordance with the instruction manual!

[1] NECESSARY REPAIRING TOOLS

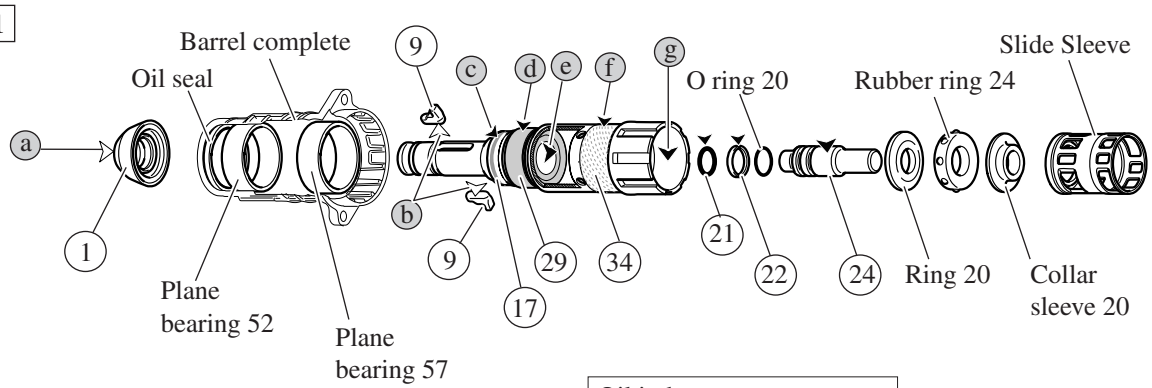
Code No.	Description	Use for
1R003	Retaining ring S pliers ST-2N	Removal of Ring springs
1R040	Armature holder 50 set for Vise	Supporting Jig for 1R213 when removing Cylinder from Barrel complete
1R045	Gear extractor	Removal of Armature from Gear housing complete
1R212	Tip for Retaining pliers	Attachment for 1R003 when removing Ring springs
1R213	Cylinder extractor	Removal of Cylinder from Barrel complete
1R214	Taper sleeve	Fitting Fluoride ring to Impact bolt
1R228	1/4" Hex shank bit for M4	Removal of Hex socket head bolt M4
1R231	1/4" Hex shank bit for M8	Removal of Hex socket head bolt M8
1R232	Pipe 30	Assembling Spur gear 24
1R258	V block (2 pcs.)	Supporting Jig for assembling / disassembling Spur gear 24
1R269	Bearing extractor	Assembling / Disassembling Ball bearings
1R346	Center attachment	Attachment for 1R045 when removing Armature
1R350	Ring 60	Supporting Jig for 1R213, when removing Cylinder from Barrel complete
		Stabilizing the machine

[2] LUBRICATION

Apply Makita grease to the following portions designated with the black triangle to protect parts and product from unusual abrasion.

Item No.	Description	Portion to lubricate
①	Tool holder cap	ⓐ Apply Makita grease N No.2 to the rip portion.
⑨	Tool retainer	ⓑ Apply Makita grease N No.2 to the portion where Bit shank contacts.
⑰	Tool Holder A	ⓒ To the portion where Oil seal in Barrel complete contacts
㉑	O Ring 18	To the whole portion
㉒	Fluoride Ring 25	To the whole portion
㉔	Impact Bolt	To the whole portion
㉙	Ring 47	ⓓ To the portion where Plane bearing 52 contacts.
㉞	Tool Holder B	ⓔ Apply **approx. 15g** to the portion where Ring 20 hits, when it is pushed by Slide sleeve.
		ⓕ To the portion where Plane bearing 57 contacts
		ⓖ To the Inside where Ring 20, Rubber ring 24, Collar sleeve 20 contact

Fig. 1



Plane Bearings 52 and 57 are factory-assembled parts.

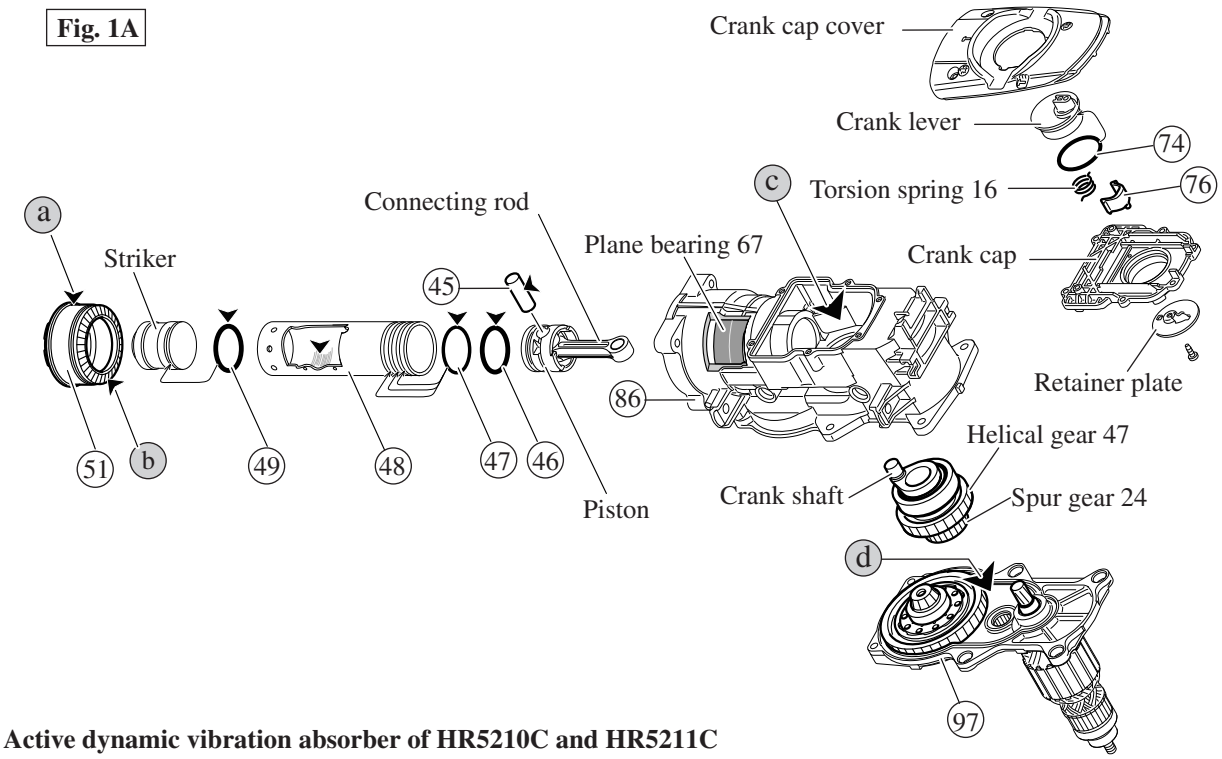
Oil index
▷ Makita grease N No.2
◗ Makita grease N No.00

Repair

[2] LUBRICATION (Cont)

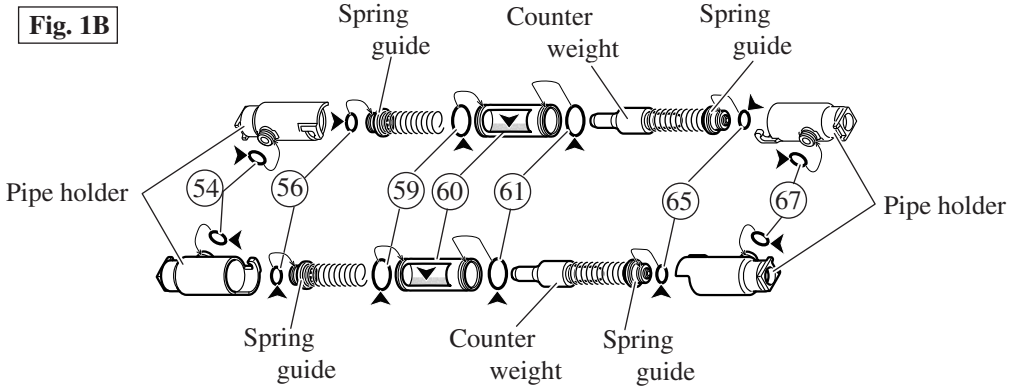
Item No.	Description	Portion to lubricate
(45)	Pin 12	Drum portion for smooth moving of Connecting rod and Piston
(46) (49)	O ring 34	Whole portion
(47)	O ring 36: 3 pcs.	Whole portion
(48)	Cylinder 40	Inside where Striker and Piston move. Apply **approx. 5g**.
(51)	Straight bevel gear 46	(a) Drum portion where Plane bearing 67 in Crank housing complete contacts.
		(b) Teeth portion which engages with the Spiral bevel gear of Torque limiter.
(54) (67)	O ring 12	Whole portion
(56) (65)	O ring 12	Whole portion
(59) (61)	O ring 24	Whole portion
(60)	Pipe 22	Inside where counter weight moves.
(74)	O ring 36	Whole portion
(76)	Link lever	Whole portion
(86)	Crank housing complete	(c) Crank room where Crank shaft rotates. Apply **approx. 40g**.
(97)	Gear housing complete	(d) Gear room where Helical gears 24 and 47, Torque limiter's gear and the drive end of Armature engage. Apply **approx. 40g**.

Fig. 1A



Active dynamic vibration absorber of HR5210C and HR5211C

Fig. 1B



Repair

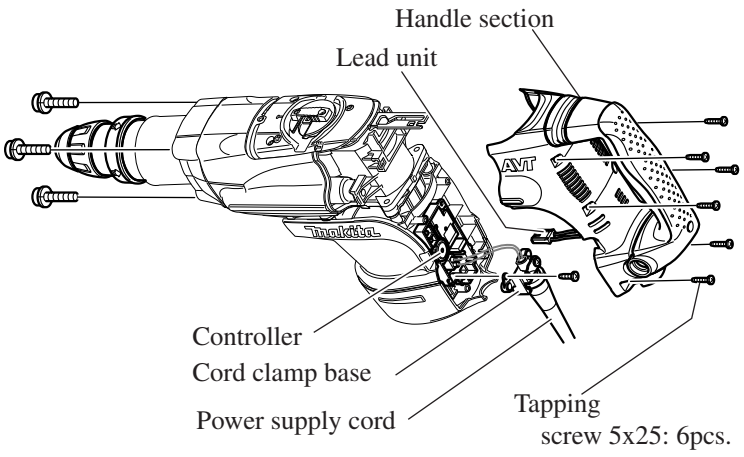
[3] DISASSEMBLY/ASSEMBLY

[3] -1. Chuck Section

DISASSEMBLY

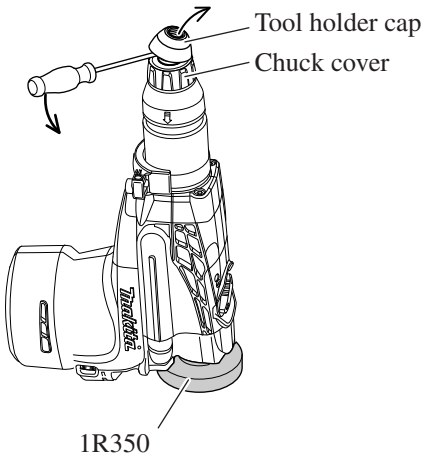
Chuck section can be disassembled in the order from **Fig. 2** to **6**.

Fig. 2



Remove six 5x25 Tapping screws, and disconnect Lead unit from Controller. Now Handle section can be separated from the Machine. And remove Power supply cord with Cord clamp base.

Fig. 3



Remove Tool holder cap with a slotted screwdriver.

Fig. 4

Put Ring spring 25 out of the ring installation groove on Tool holder using 1R003 and 1R212. Then remove the Ring spring 25 from Tool holder. Now Flat washer 28, Chuck cover and Spacer can be removed.

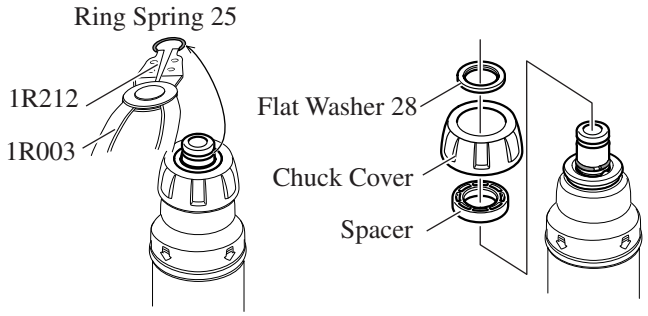


Fig. 5

Remove the other Ring spring 25 using 1R003 and 1R212. Now Chuck ring and Release cover can be removed.

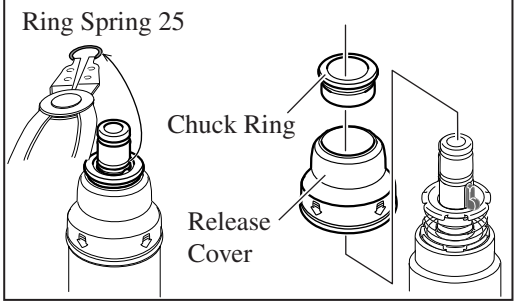
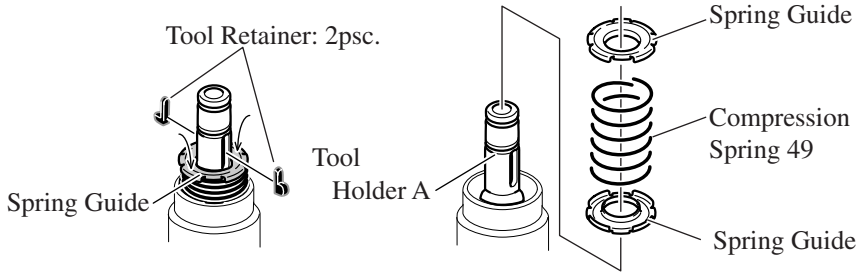


Fig. 6

Remove two Tool retainers while pushing down Spring guide toward Barrel cover side. Spring guide and Compression spring 49 can be removed from Tool holder A.



ASSEMBLY

Do the reverse of disassembling steps.

Repair

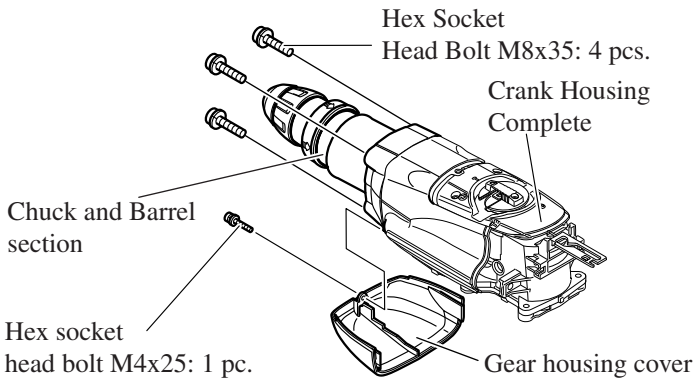
[3] DISASSEMBLY/ASSEMBLY

[3] -2. Parts in Tool Holder and Cylinder 40

DISASSEMBLY

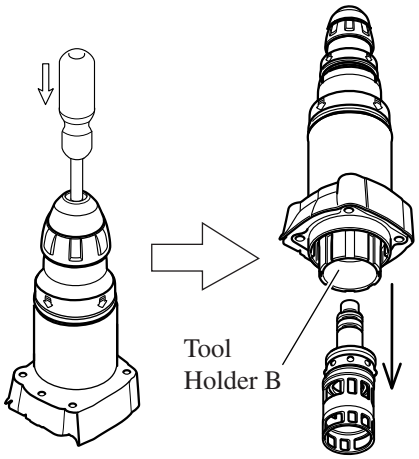
The Parts in Tool holder can be removed, without disassembling Chuck section.
1) Separate Chuck and Barrel section and Gear housing cover from Crank housing complete. (**Fig. 7**)
2) From Tool holder B, the Parts can be removed as illustrated in **Fig. 8 and Fig. 9**.
3) From Cylinder 40, the Parts can be removed as illustrated in **Fig. 10**.

Fig. 7



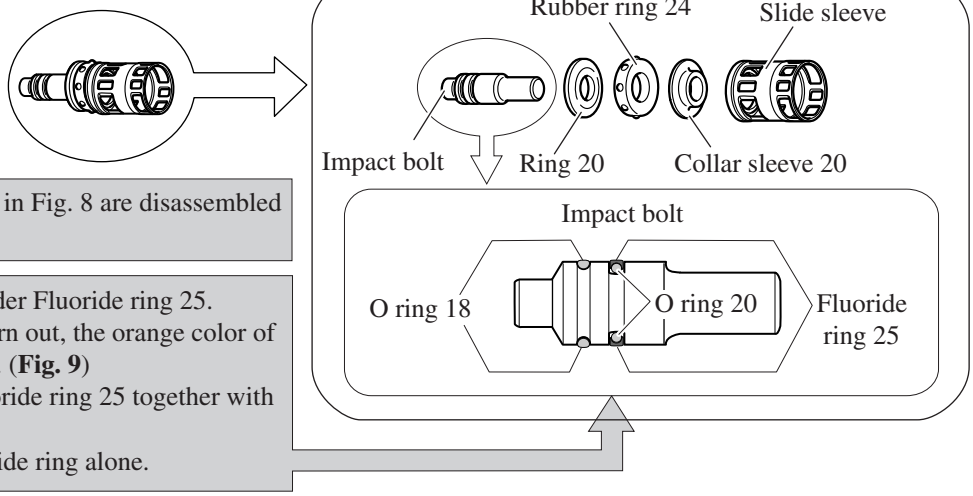
Unscrew a M4x25 Hex socket head bolt using 1R228 or the like.
Unscrew four M8x25 Hex socket head bolts using 1R231 or the like.
Now Chuck and Barrel section and Gear housing cover can be separated from Crank housing cover.

Fig. 8



Remove Impact bolt, Slide sleeve, etc. from Tool holder B by pushing with screwdriver or the like.

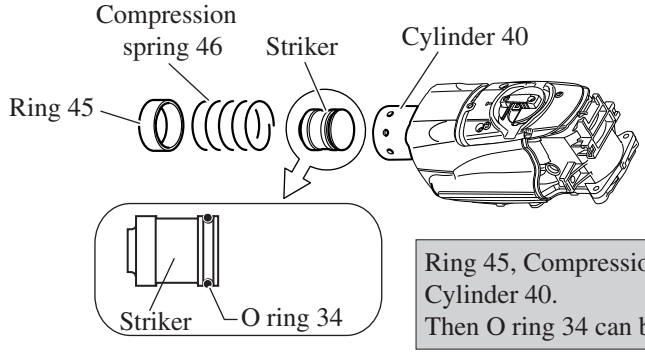
Fig. 9



The inner Parts removed in Fig. 8 are disassembled as illustrated to right.

O ring 20 is installed under Fluoride ring 25.
If Fluoride ring 25 is worn out, the orange color of O ring 20 will be visible. (**Fig. 9**)
In this case, replace Fluoride ring 25 together with O ring 20 and O ring 18.
Do not replace the Fluoride ring alone.

Fig. 10



Ring 45, Compression spring 46 and Striker can be removed from Cylinder 40.
Then O ring 34 can be disassembled from Striker.

Repair

[3] DISASSEMBLY/ASSEMBLY

[3] -2. Parts in Tool Holder and Cylinder 40

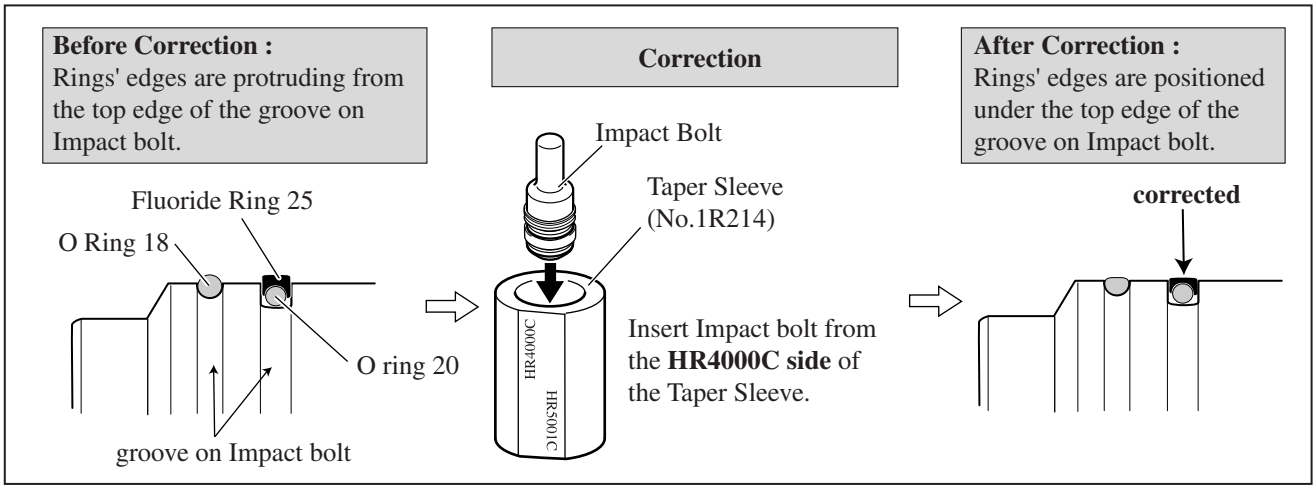
ASSEMBLY

Do the reverse of the disassembling steps. Be sure to remember the following notes.

Note 1) When assembling Fluoride ring to Impact bolt;

After installing Fluoride ring 25 on the groove of Impact bolt, the Ring is stretched and its edges are protruding from the groove. In order to correct the deformation, insert the Ring into the repairing tool, Taper Sleeve (Tool No.1R214), and leave it in the tool about one minute. (Fig. 11)

Fig. 11



Note 2) When assembling Parts to Tool holder (B) and Cylinder 40;

Pay attention to the matters in Fig. 12 and Fig.13.

Fig. 12

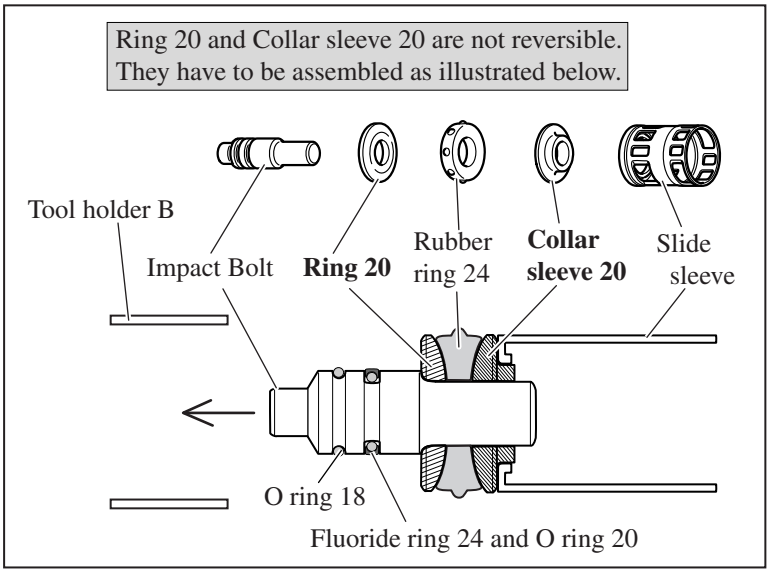
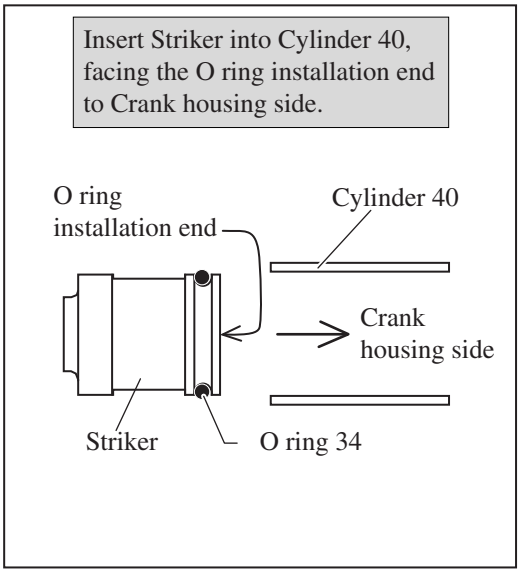


Fig. 13



Repair

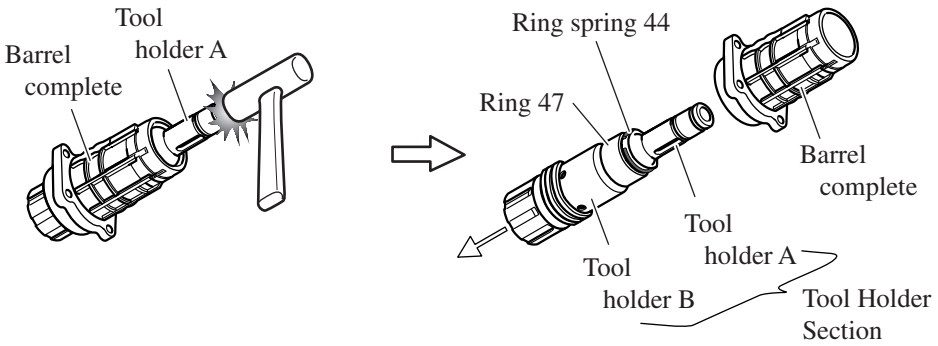
[3] DISASSEMBLY/ASSEMBLY

[3] -3. Tool Holder Section and Barrel Complete

DISASSEMBLY

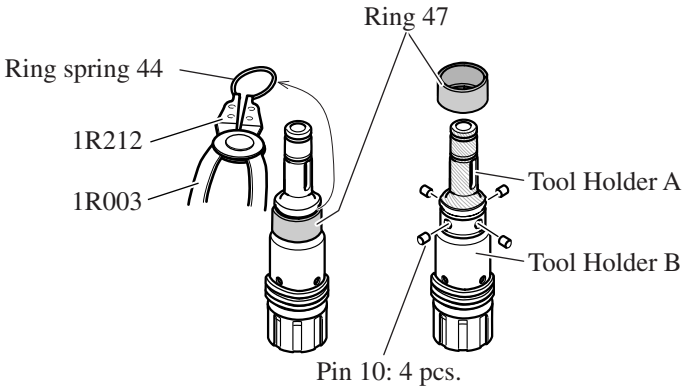
1) To come to the Stage of **Fig. 14**, do the following steps.
   1. Separate Chuck and Barrel section and Gear housing cover from Crank housing complete. (**Fig. 7**)
   2. Remove Impact bolt, Slide sleeve, etc. from Tool holder B by pushing with screwdriver or the like. (**Fig. 8**)
   3. Disassemble Chuck section. (**Figs. 3, 4, 5 and 6**)
2) Disassemble Tool holder section from Barrel complete. (**Fig. 14**)
3) Separate Tool holder B from Tool holder A in the order from **Fig. 15 to 17**.

Fig. 14



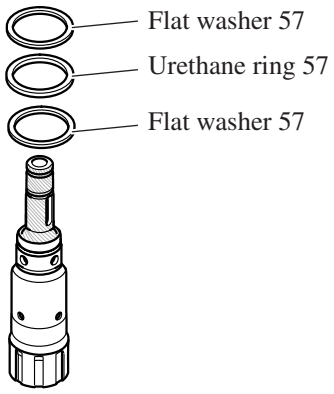
Disassemble Tool holder section by striking the tip of Tool holder A.

Fig. 15



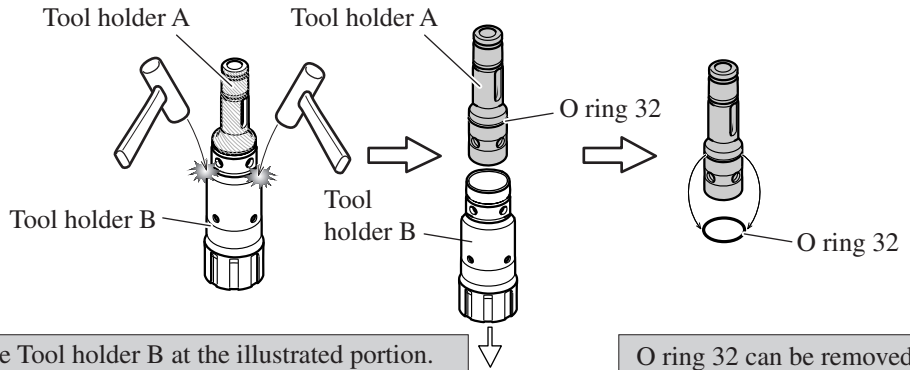
Remove Ring spring 44 using 1R003 and 1R212, and then remove Ring 47.
Remove Pin 10 which works as a jointer for Tool holders A and B.

Fig. 16



Remove Flat washers and Urethane ring from Tool holder B.

Fig. 17



Strike the Tool holder B at the illustrated portion. Now Tool holder B can be separated from Tool holder A.

O ring 32 can be removed from Tool holder A.

Repair

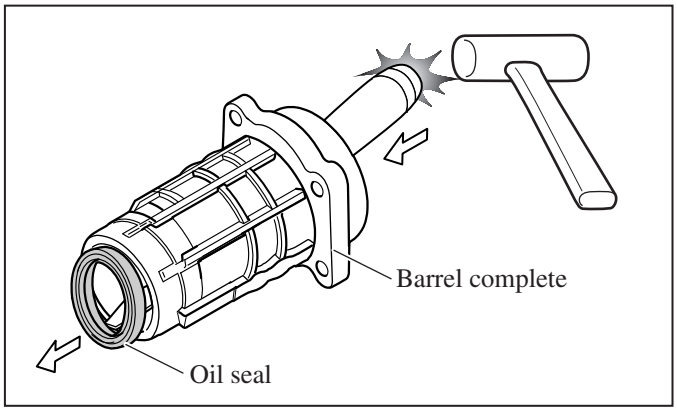
[3] DISASSEMBLY/ASSEMBLY

[3] -3. Tool Holder Section and Barrel Complete

DISASSEMBLY

4) Remove Oil seal from Barrel complete by striking a Slotted screwdriver which is applied to Oil seal from the Crank housing side. (**Fig. 18**)

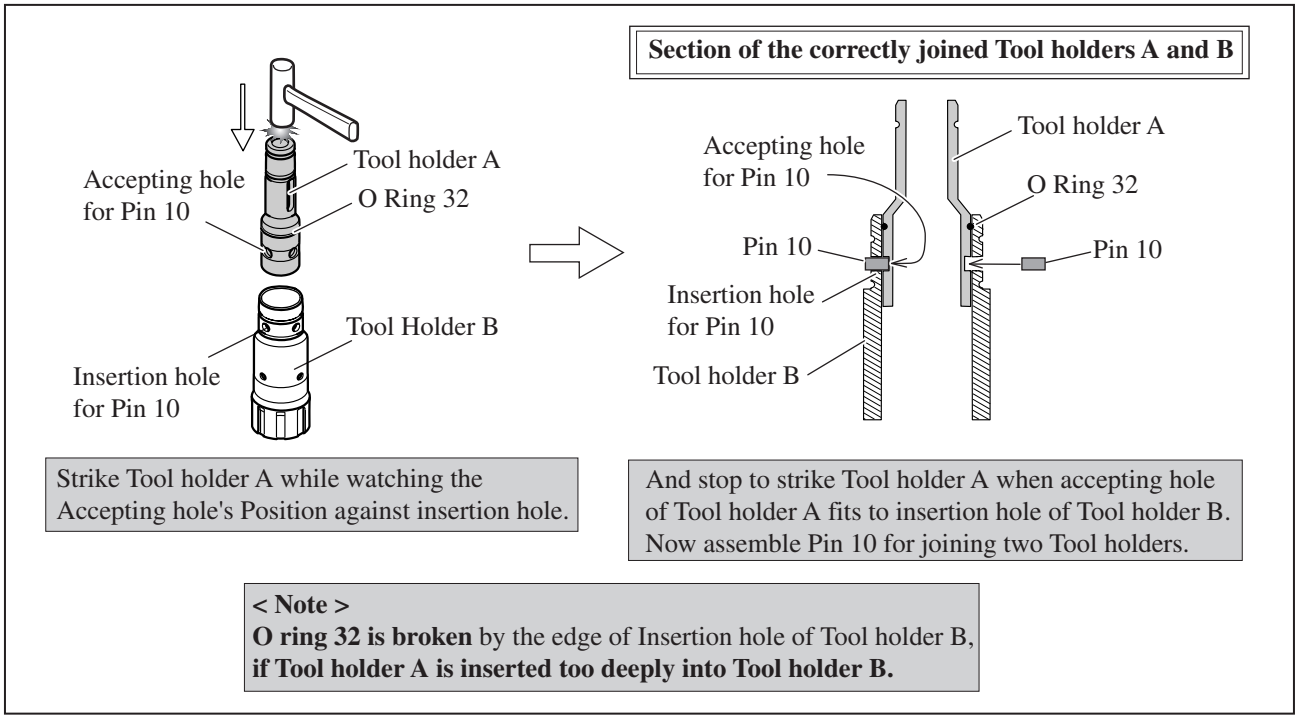
Fig. 18



ASSEMBLY

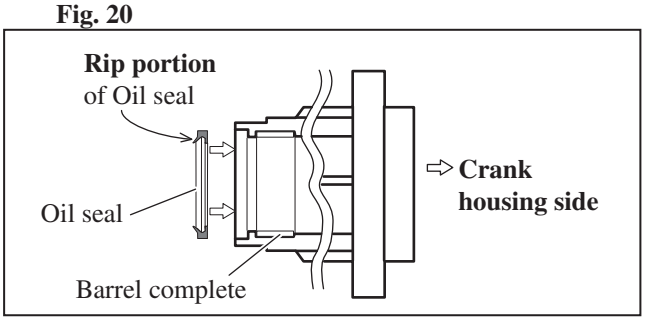
1) Mount O ring 32 to Tool holder A. Refer to **right Fig. 17.**
2) Mount Tool holder A to Tool holder B. (**Fig. 19**)

Fig. 19



3) Mount Flat washer 57 and Urethane ring 57 to Tool holder B in the following Order. **Refer to Fig. 16.**
   1. Flat washer 57
   2. Urethane ring 57
   3. Flat washer 57
4) Facing the Rip portion to the Front side (Opposite side of Crank housing), assemble Oil seal to Barrel complete. (**Fig. 20**)
5) Do the reverse of Disassembling Steps. Refer to **Figs. 15 and 14.**

Fig. 20



Repair

[3] DISASSEMBLY/ASSEMBLY

[3] -4. Crank Section

DISASSEMBLY

1) Do the following steps.
   1. Separate Chuck and Barrel section and Gear housing cover from Crank housing complete. (**Fig. 7**) And remove Crank housing cover.
   2. Remove Ring 45, Compression spring 46 and Striker from Cylinder 40. (**Fig. 10**)
2) Disassemble the following Parts by unscrewing three 4x14 Tapping screws.
   * HR5211C: Change lever, Crank cap cover, Spring guide, Compression spring 11 (**Fig. 21A**)
   * HR5210C and HR5201C; Change lever, Crank cap cover, Control plate (**Figs. 21B and 21C**)
3) Disassemble in the order of **Fig. 22 to 24.**

Fig. 21A

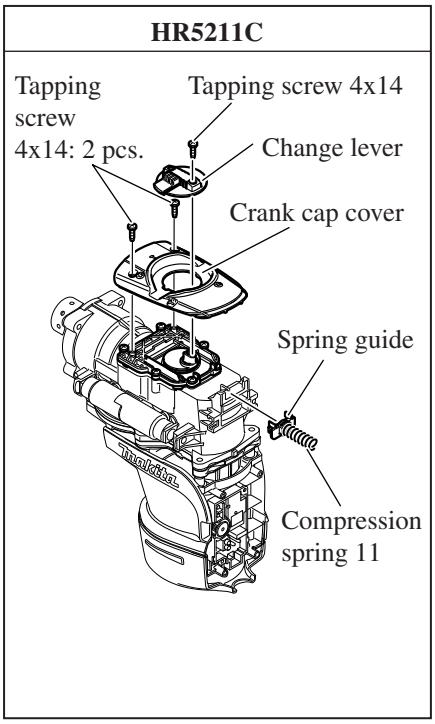


Fig. 21B

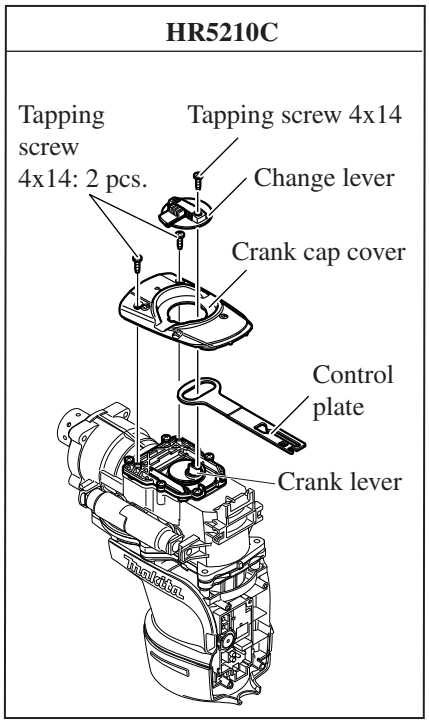


Fig. 21C

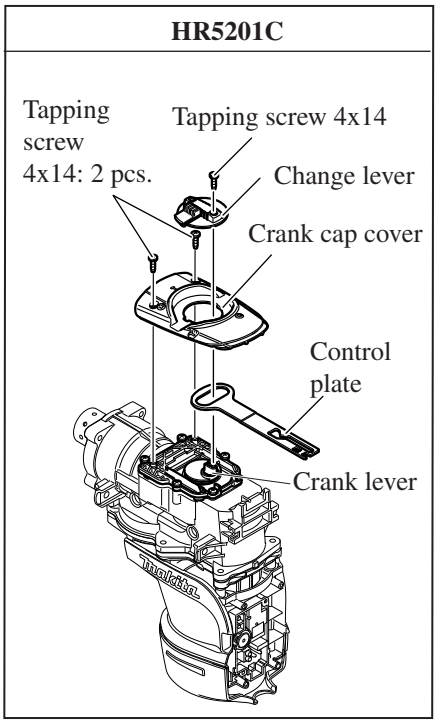


Fig. 22

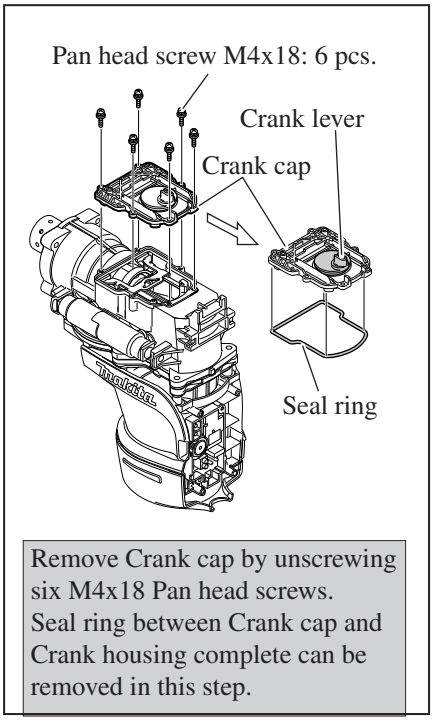


Fig. 23

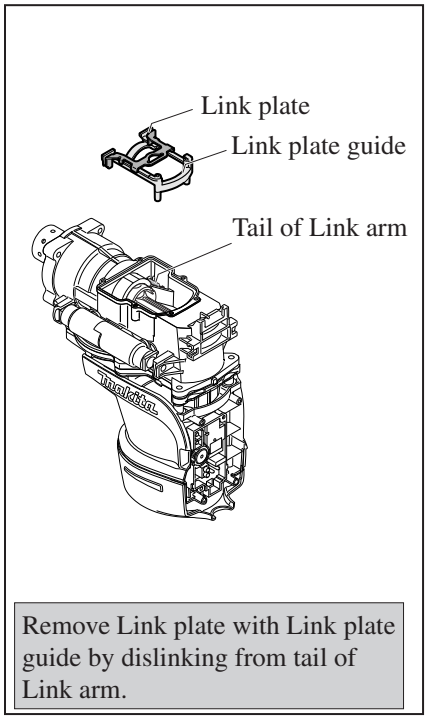
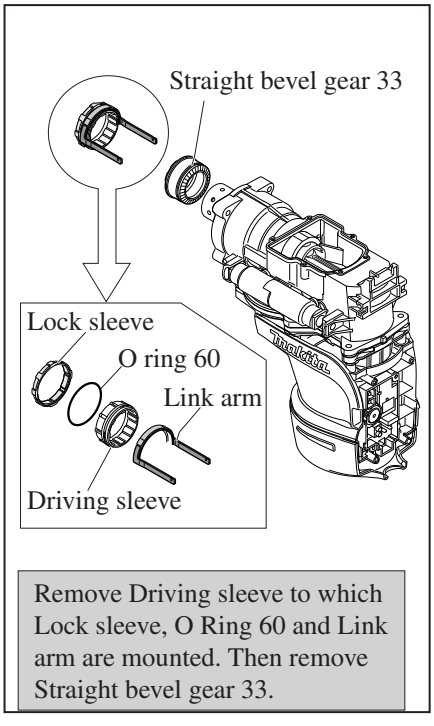


Fig. 24



Repair

[3] DISASSEMBLY/ASSEMBLY

[3] -4. Crank Section

DISASSEMBLY

4) Set 1R213, 1R350 and 1R040 on Cylinder 40 and Crank housing complete as illustrated in **Fig. 25**. And pull off the Cylinder by turning the handle of the 1R213 clockwise.
Use two Phillips screwdrivers as illustrated in **Fig. 26** if 1R213 and 1R350 are not available.
5) Remove Piston and Connecting rod as illustrated in **Fig. 27**.
6) Now O Ring 34 can be replaced. (**Fig. 28**)

Fig. 25

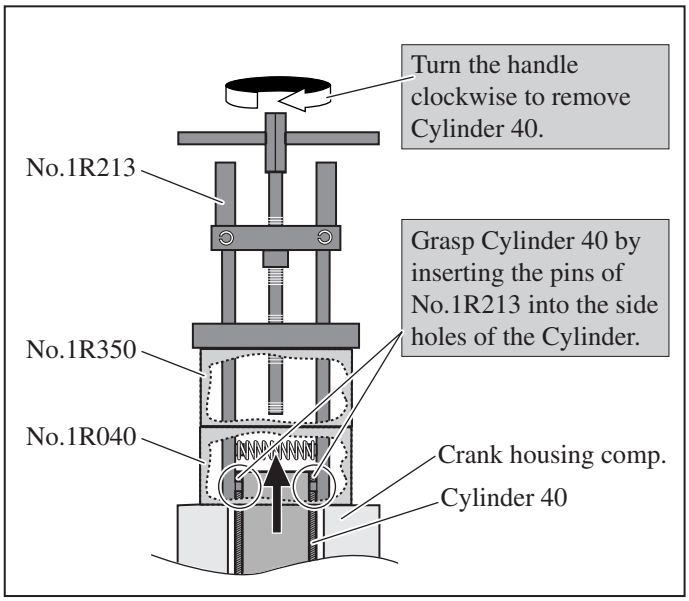


Fig. 26

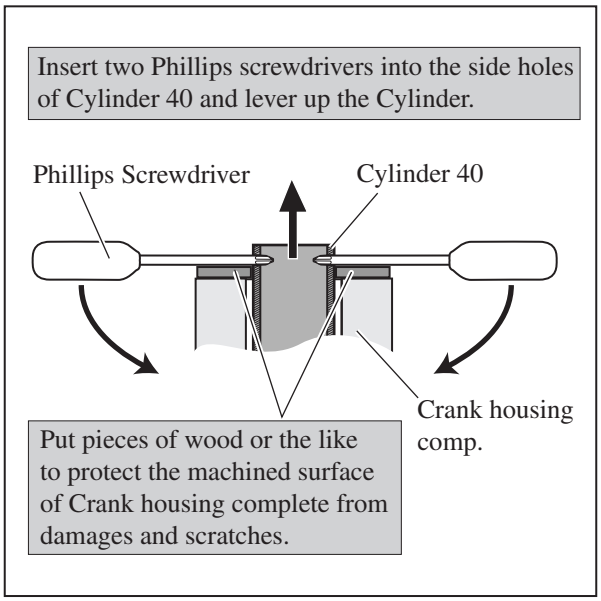


Fig. 27

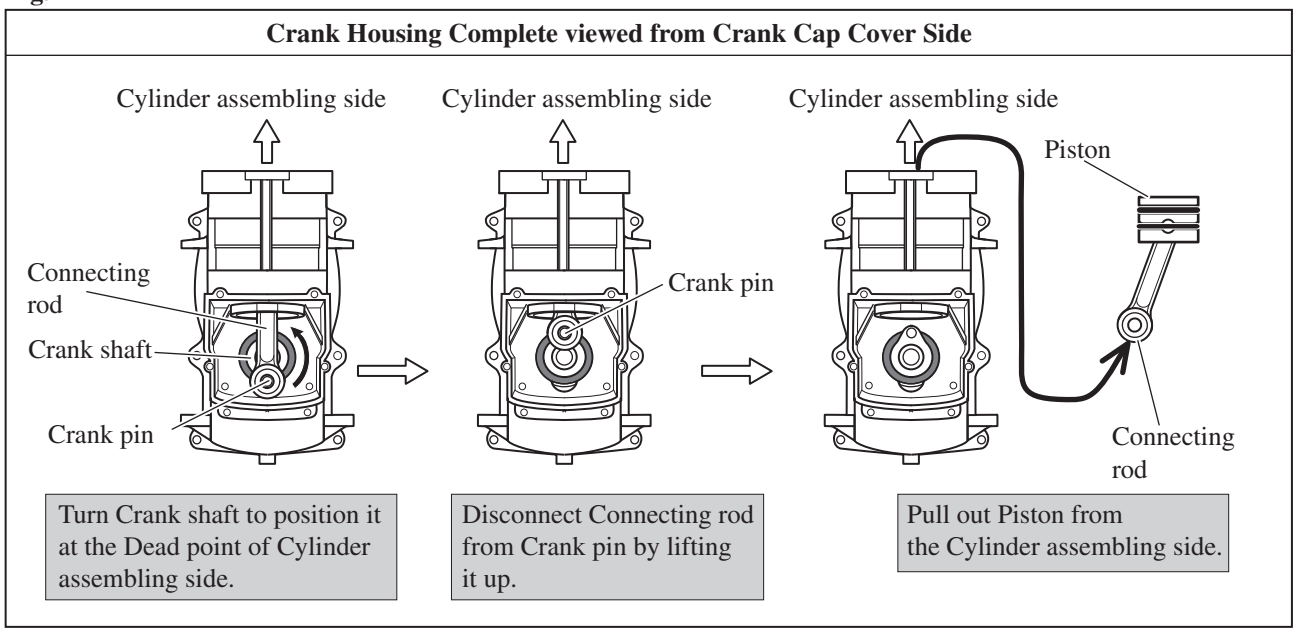
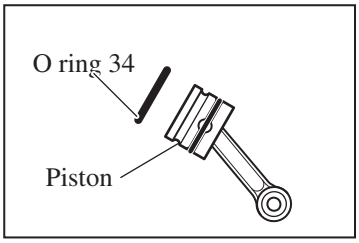


Fig. 28



Repair

[3] DISASSEMBLY/ASSEMBLY

[3] -4. Crank Section

ASSEMBLY

1) Assemble Piston by connecting Connecting rod with Crank shaft which is at the Dead point of Cylinder assembling side. Refer to **Fig. 27**.
2) Inserting over Piston, mount Cylinder 40 to Crank housing complete by pressing with Arbor press until it stops. (**Fig. 29**) And mount Straight bevel gear 33. Refer to **Fig. 24**.
3) Assemble Lock and Driving sleeve Section. (**Fig. 30**)
4) Insert Lock and Driving sleeve section into Crank housing complete until the tail of Link arm comes into your sight in Crank room. (**Fig. 31**)

Fig. 29

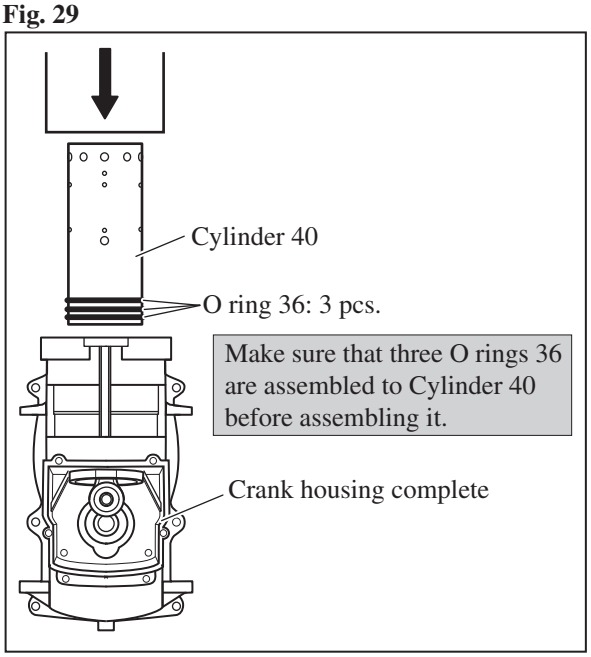


Fig. 30

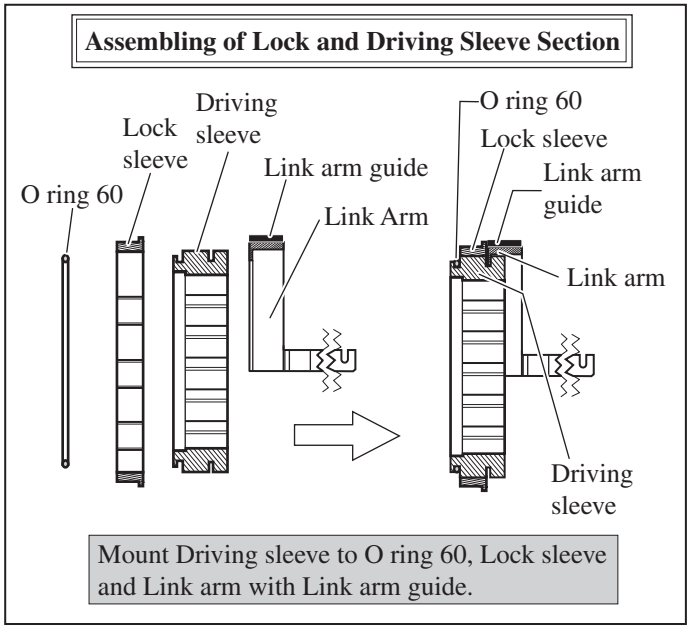
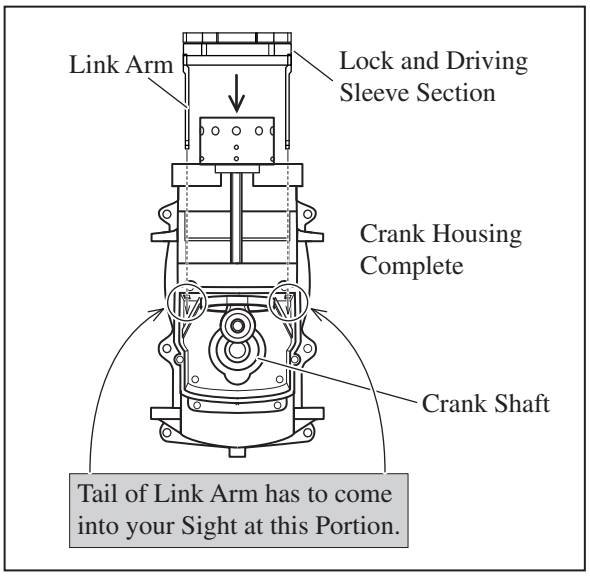


Fig. 31



5) Assemble Link plate with Link plate guide to Crank housing complete, while linking the End of Link plate to the tail of Link arm. Refer to **Fig. 23**.
6) Assemble Crank cap with Crank lever and Seal ring to Crank housing complete. Refer to **Fig. 22**.
7A) **HR5211C**: Assemble Spring guide with Compression spring 11 to Crank housing complete. And then mount Crank cap cover and Change lever. Refer to **Fig. 21A**.
7B) **HR5210C**: Assemble Control plate to Crank lever on Crank cap. And then mount Crank cap cover and Change lever. Refer to **Fig. 21B**.
7C) **HR5201C**: Do the same step as HR5210C. Refer to **Fig. 21C**.
8) As for the further Assembling, do the reverse of Disassembling steps.

Repair

[3] DISASSEMBLY/ASSEMBLY

[3] -5. Active Dynamic Vibration Absorber of HR5210C and HR5211C

DISASSEMBLY

1) Do the following Steps.
   1. Remove Handle section. (**Fig. 2**)
   2. Separate Chuck and Barrel section and Gear housing cover from Crank housing complete. (**Fig. 7**) And remove Crank housing cover.
2) Separate Active Dynamic Vibration Absorber from Crank housing complete. (**Figs. 32 and 33**)
3) The removed Active Dynamic Vibration Absorber is disassembled **as illustrated in Fig. 34**.

Fig. 32

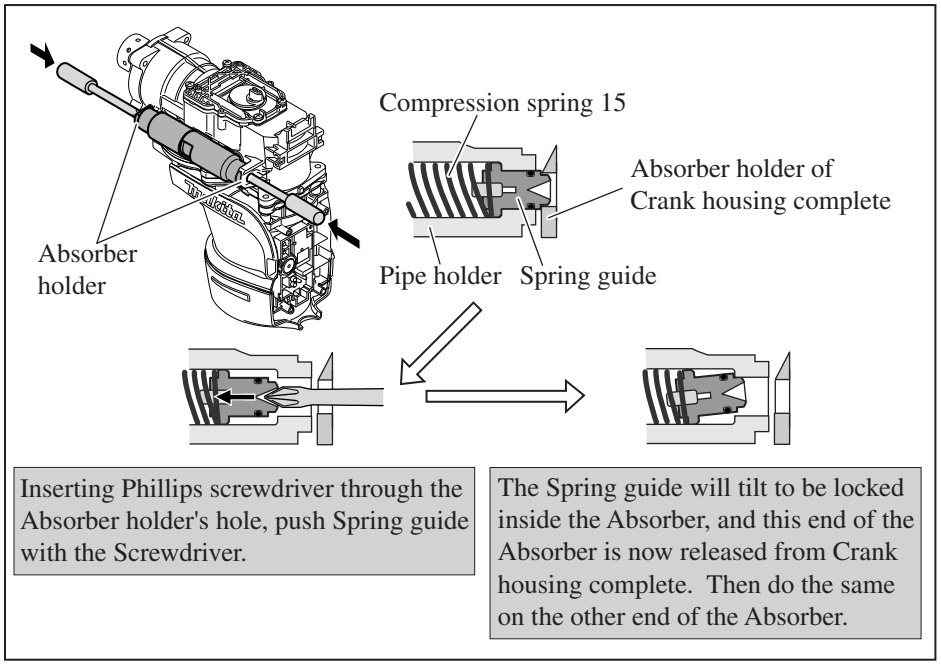


Fig. 33

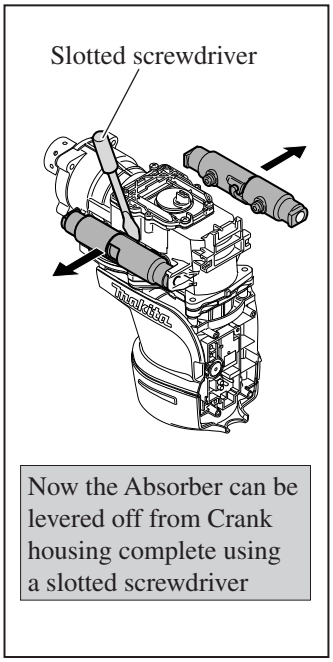
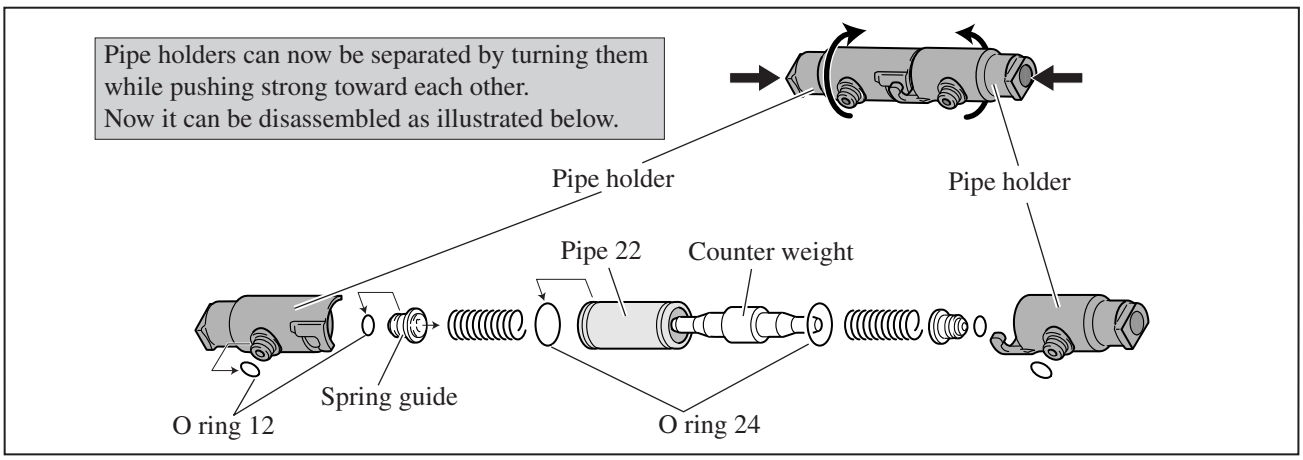


Fig. 34



ASSEMBLY

1) Push Spring guide again. So it is set in Place. (**Fig. 35**)
2) Attach Active Dynamic Vibration Absorber to Crank housing complete while keeping it parallel to Crank housing complete. (**Fig. 36**)

Fig. 35

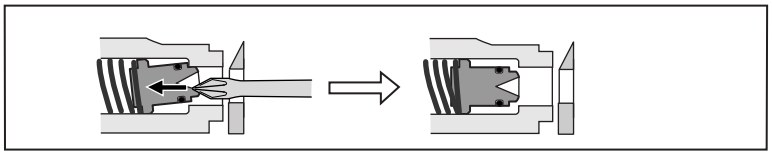
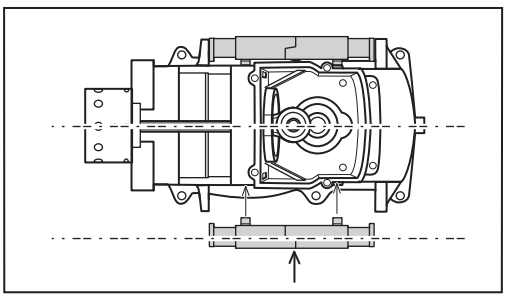


Fig. 36



Repair

[3] DISASSEMBLY/ASSEMBLY

[3] -6. Controller and Power Supply Cord

DISASSEMBLY

1) Remove Handle section. And disconnect Lead unit from Controller. (**Fig. 2**) Disconnect Lead wire of Power supply cord from Controller by unscrewing two 4x14 Tapping screws. Now Power supply cord can be replaced. (**Fig. 37**)
2) Remove Controller as illustrated in **Fig. 38**.

Fig. 37

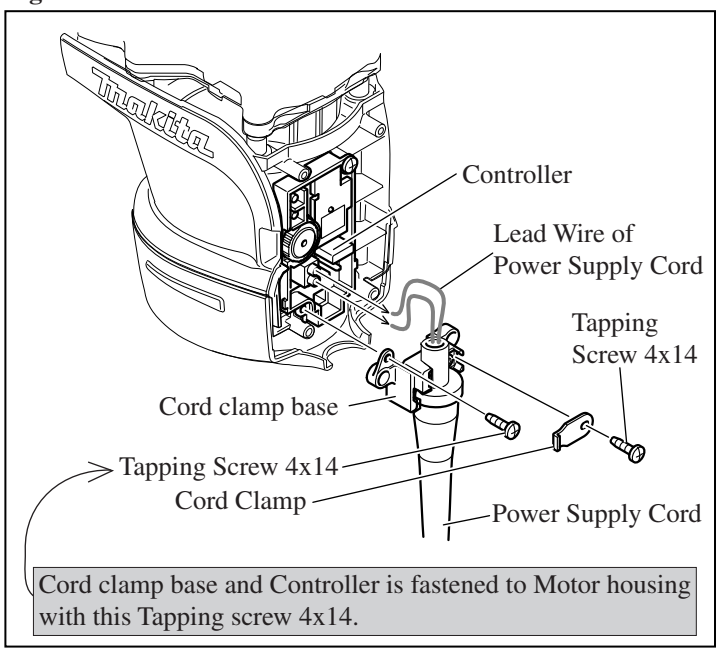
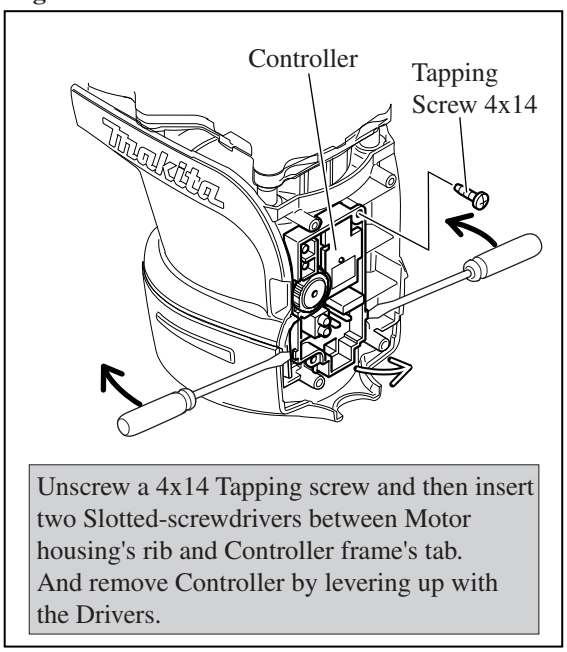


Fig. 38



ASSEMBLY

Do the reverse of Disassembling steps .

[3] -7. Armature

DISASSEMBLY

Fan 90 interferes with the Application of Finger or Tools for disconnecting the Contact of carbon brush with Commutator. Therefore, Fan 90 has to be disassembled.

1) Disassemble Rear cover from Motor housing by unscrewing two 5x25 Tapping screws. (**Fig. 39**)
2) Remove Fan 90 by unscrewing M8-12 Hex nut . (**Fig. 40**)

Note: Before disassembling Fan 90, make sure that your Impact driver is preset to Clockwise rotation. Otherwise, the Fan can not be removed any more because of the Deformation of its Insertion hole for Armature shaft.

Fig. 39

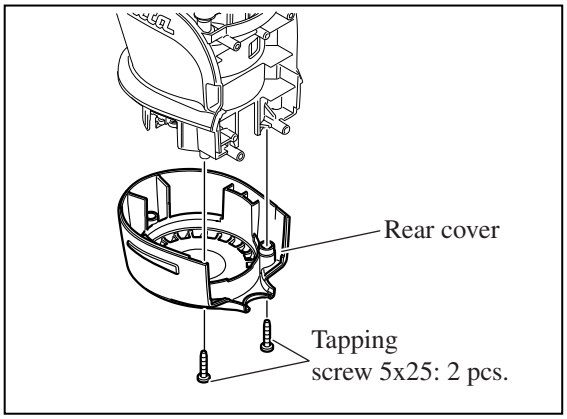
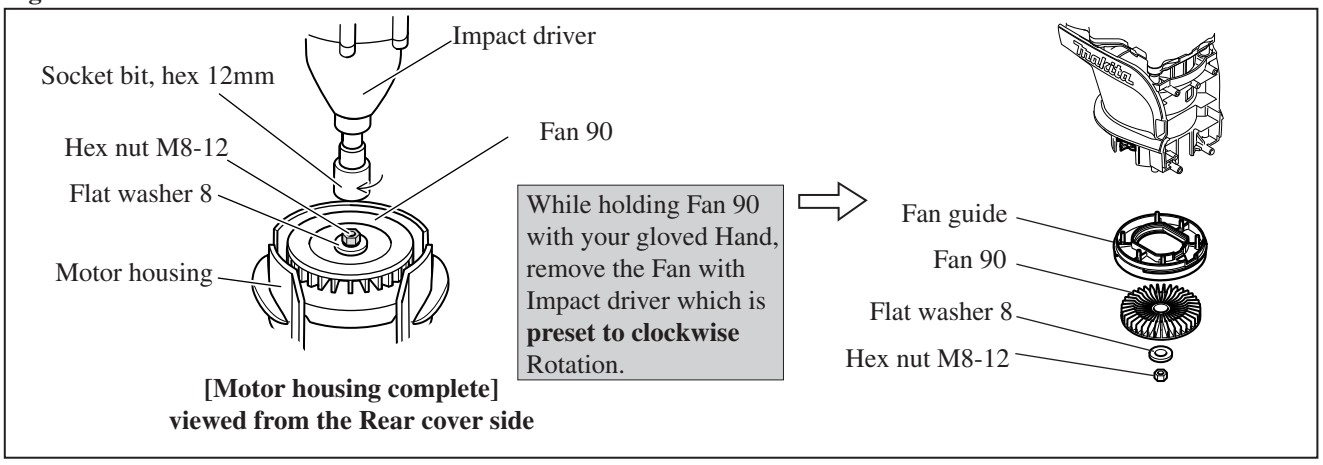


Fig. 40



Repair

[3] DISASSEMBLY/ASSEMBLY

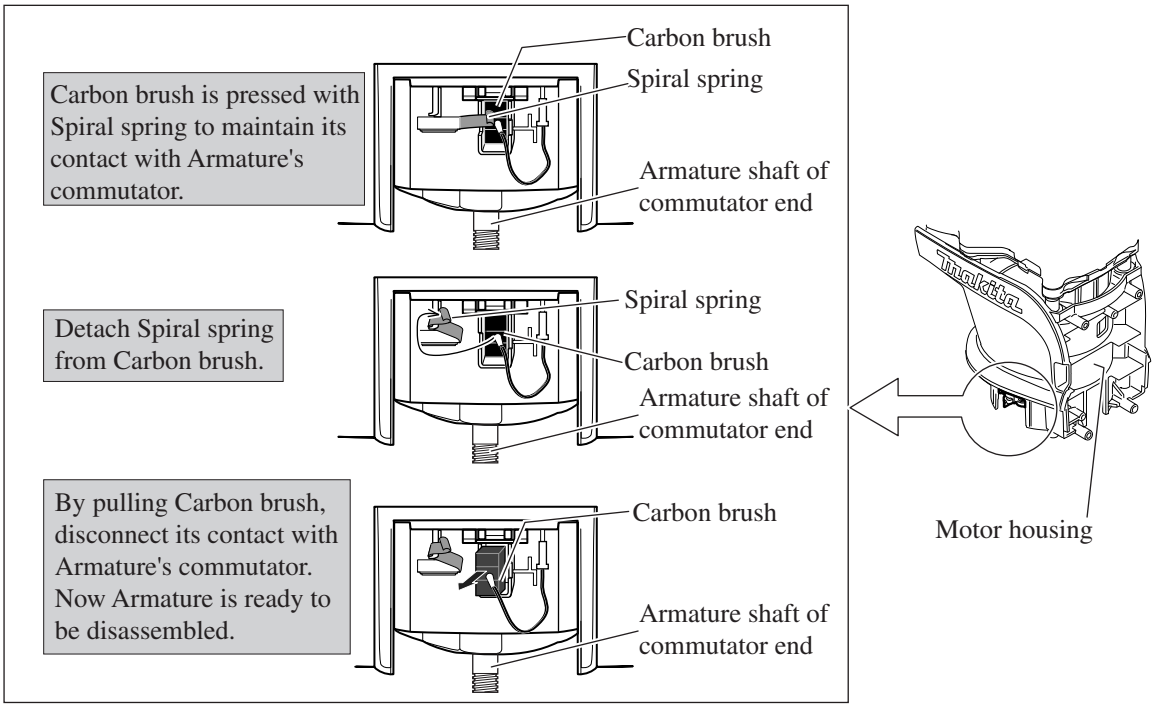
[3] -7. Armature

DISASSEMBLY

3) Disconnect the Contact of Carbon brush with commutator as illustrated in **Fig. 41**.

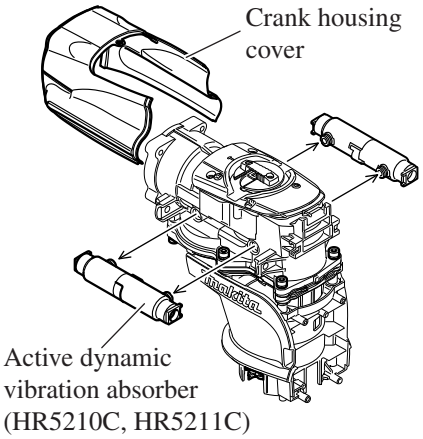
Fig. 41

Disconnection of the Contact of Carbon brush with Commutator



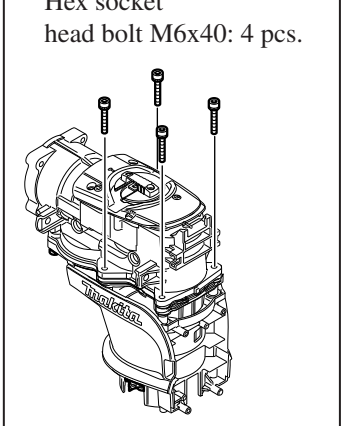
4) Separate Crank housing complete from Motor housing as illustrated in **Figs. 42, 43 and 44**.

Fig. 42



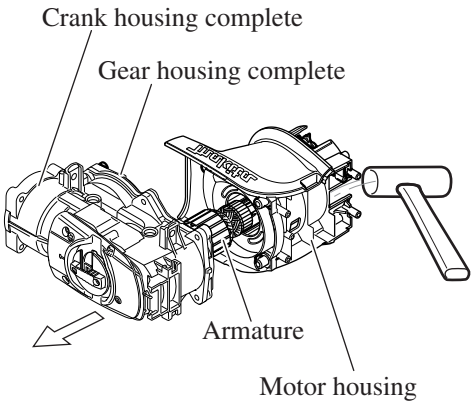
Disassemble Crank housing cover. And remove Active Dynamic Vibration Absorber, as illustrated in **Fig. 32**.

Fig. 43



Remove four M6x40 Hex socket head bolts.

Fig. 44



Strike Armature shaft with Plastic hammer. Crank housing complete with Gear housing can be separated from Motor housing.

Repair

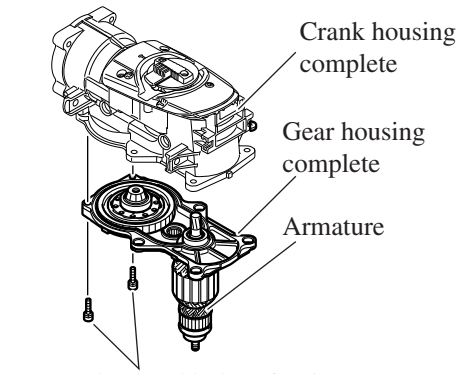
[3] DISASSEMBLY/ASSEMBLY

[3] -7. Armature

DISASSEMBLY

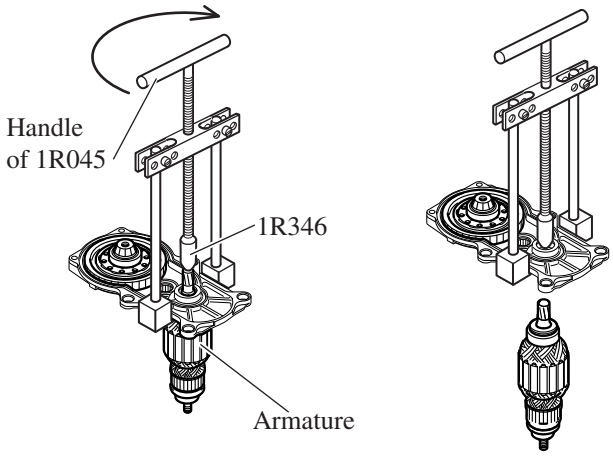
5) Separate Gear housing complete from Crank housing complete as illustrated in **Fig. 45.**
6) Disassemble Armature with 1R045 and 1R346 as illustrated in **Fig. 46**.

Fig. 45



Separate Gear housing complete from Crank housing complete by removing two M6x25 Hex socket head bolts.

Fig. 46



Set 1R045 and 1R346 on Armature, and turn the Handle of 1R045 clockwise as illustrated above.

ASSEMBLY

Do the reverse of Disassembling steps.

Note in assembling Fan 90: Before assembling Fan 90, make sure that your Impact driver is preset to counterclockwise rotation.

[3] -8. Torque Limiter

1) Separate Gear housing complete. And disassemble armature. (**from Fig. 39 to 46**)
2) Remove Torque limiter assembly from Gear housing complete by tapping the edge of Gear housing complete with plastic hammer. (**Fig. 47A**) If Torque limiter assembly remains on Crank housing complete, remove by tapping the edge of Crank housing complete. (**Fig. 47B**)

Fig. 47A

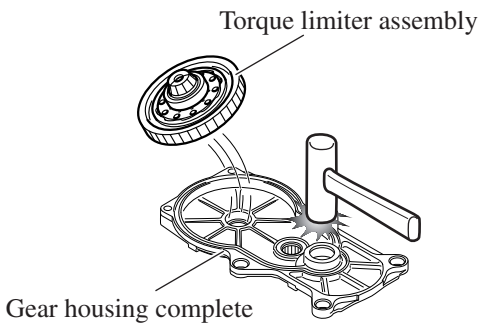
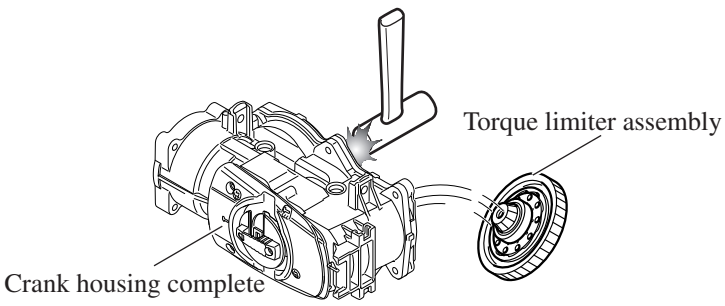


Fig. 47B



< Note >
Torque limiter assembly is factory-adjusted. Therefore, do not disassemble it.

Repair

[3] DISASSEMBLY/ASSEMBLY

[3] -9. Crank Shaft and Gears

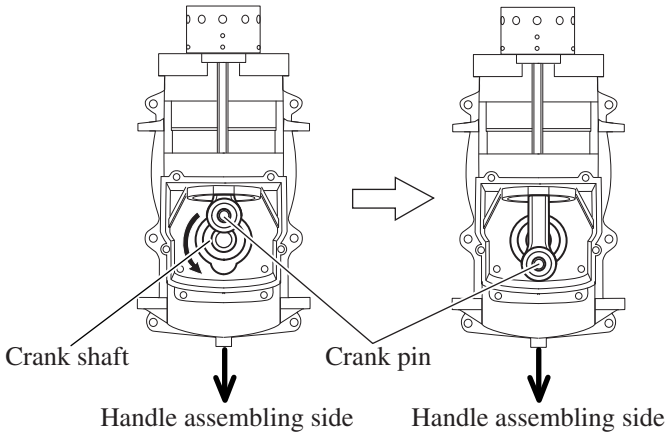
DISASSEMBLY

1) Disassemble the following Parts from Crank housing complete.
   * HR5211C: Change lever, Crank cap cover, Spring guide, Compression spring 11 (**Fig. 21A**)
   * HR5210C and HR5201C; Change lever, Crank cap cover, Control plate (**Fig.21B**, **Fig. 21C**)

2) Remove the following Parts from Crank housing complete.
   * Crank Cap with Crank Lever (**Fig. 22**) * Link Plate with Link Plate Guide (**Fig. 23**)
   * Lock and Driving Sleeve Section (**Fig. 24**) * Straight Bevel Gear 33 (**Fig. 24**)

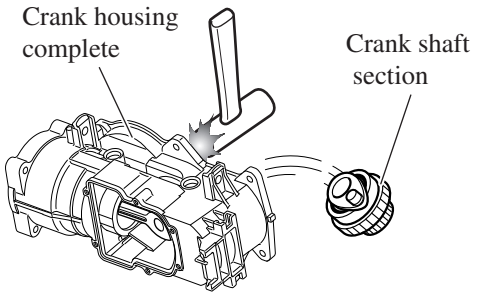
3) Separate Crank housing complete together with Gear housing complete from Motor housing. And disassemble Gear housing from Crank housing complete. (**from Fig. 39 to 45**)
4) Now Crank shaft section can be disassembled as illustrated in **Figs. 48, 49, 50 and 51**.
5) Piston can be also removed, if it is necessary to replace O Ring 34. (**Fig. 52**)

Fig. 48



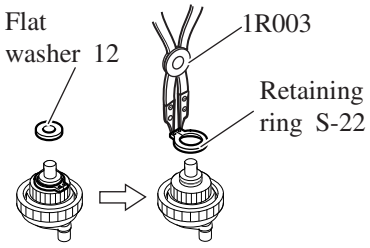
Turn Crank shaft to position it at the dead point of Handle assembling side.

Fig. 49



While keeping the Crank pin's Position at the dead point in **Fig. 48**, strike the Edge of Crank housing complete.
Now Crank shaft section can be removed from Crank housing complete.

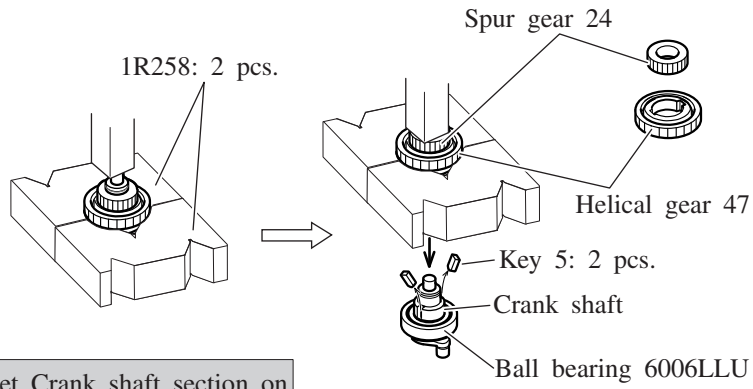
Fig. 50



Remove Flat washer 12.
And then disassemble Retaining ring S-22 using 1R003.

(Flat washer 12 may remain in Gear housing.)

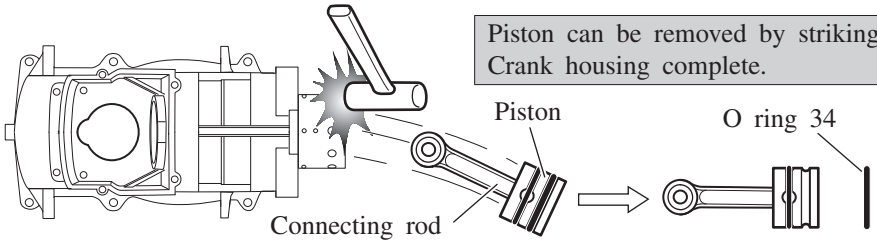
Fig. 51



Set Crank shaft section on 1R258, and then press Spindle with arbor press.

Now the Crank shaft section can be disassembled as illustrated above.

Fig. 52



Piston can be removed by striking the edge of Crank housing complete.

Repair

[[3] DISASSEMBLY/ASSEMBLY

[3] -9. Crank Shaft and Gears

ASSEMBLY

1) Set Helical gear 47 to Crank shaft as illustrated in **Figs. 53 and 54**.

Note: Helical gear 47 is not reversible. Pay attention to the position of its Drum portion. (Fig. 54)

2) Assemble Crank shaft section by pressing Spur gear 24 with arbor press. And mount Retaining ring S-22 for securing Spur gear 24. (**Figs. 55 and 56**)

3) Assemble the Crank shaft section to Crank housing complete. Refer to **Figs. 49 and 48**. And assemble Piston into by connecting Connecting rod with Crank shaft which is at the dead point of Cylinder assembling side.

4) As for the further step, do the reverse of disassembling steps.

Fig. 53

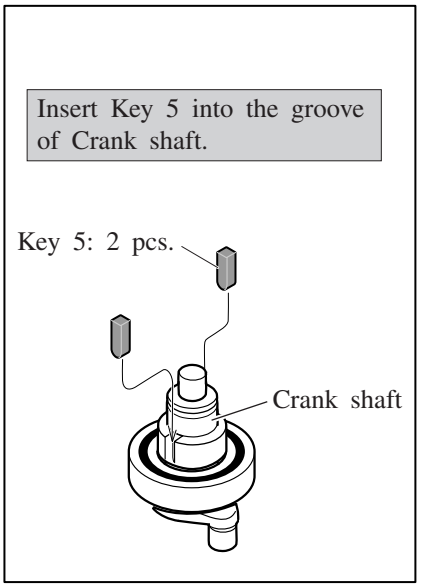


Fig. 54

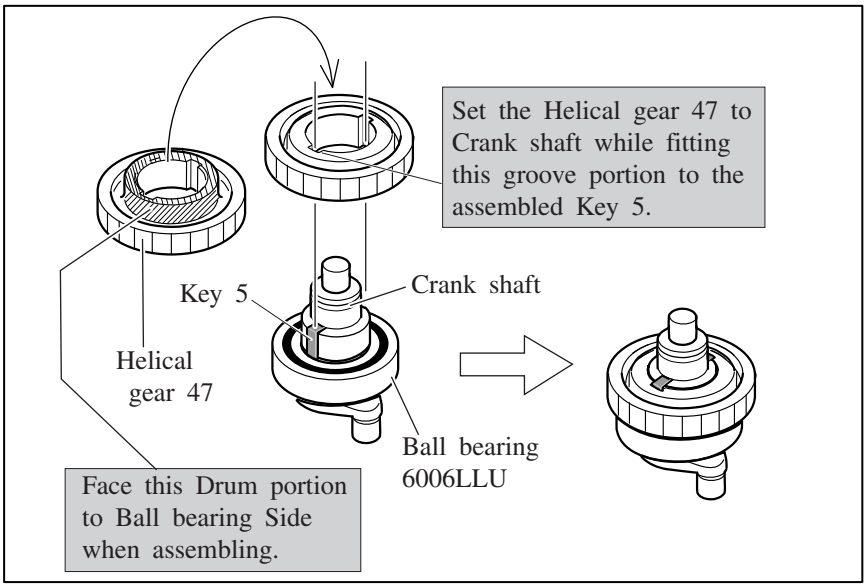


Fig. 55

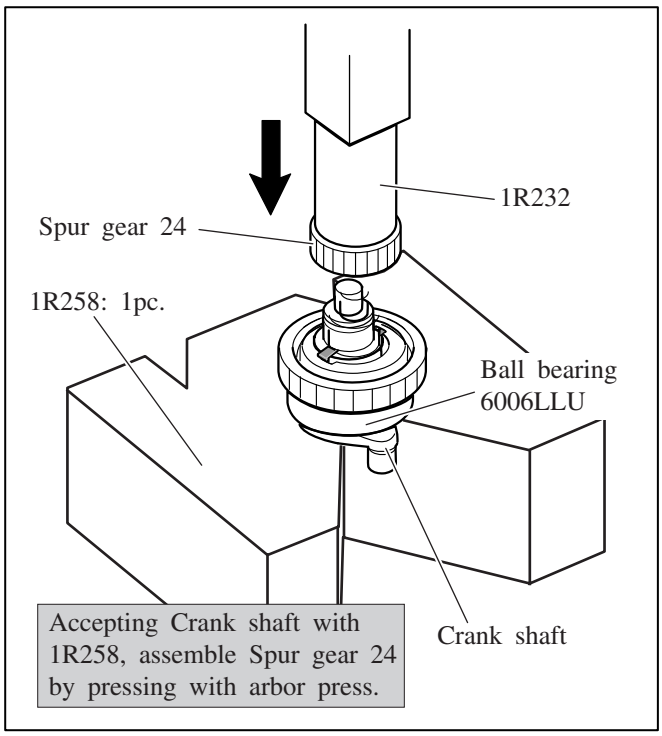
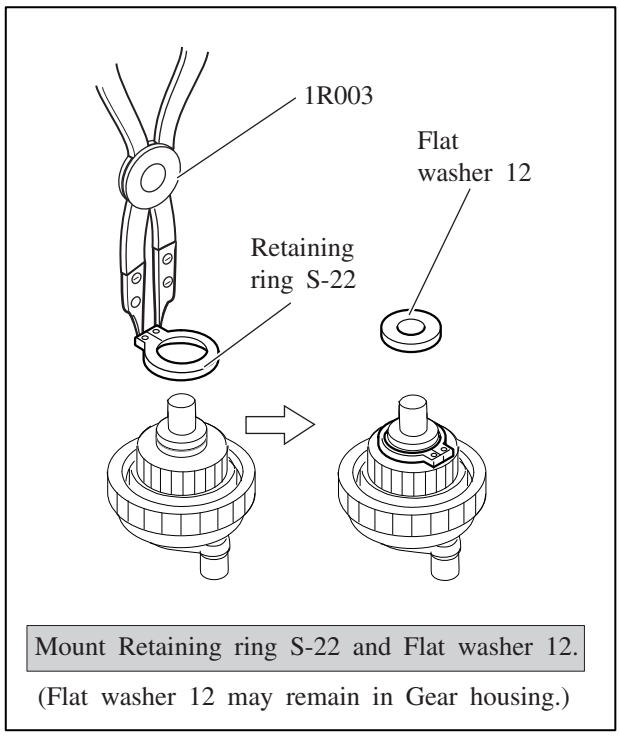


Fig. 56



Repair

[3] DISASSEMBLY/ASSEMBLY
[3] -10. Handle Section

HR5201C and HR5210C
(models with two selectable on-off switches)

DISASSEMBLING

1) After removing one 4x18 Tapping screw, Handle cover can be separated from Handle by levering off with a slotted screwdriver inserted between Handle and Handle cover- the portion designated by the circle in **Fig. 57**. Main switch can now be replaced. (**Fig. 57**)
2) Separate Handle from Motor housing by removing six 5x25 Tapping screws. By unscrewing two 4x14 Tapping screws, Controller and Power supply cord can now be replaced. (**Fig. 58;** Refer to **Figs. 37 and 38**)

Fig. 57

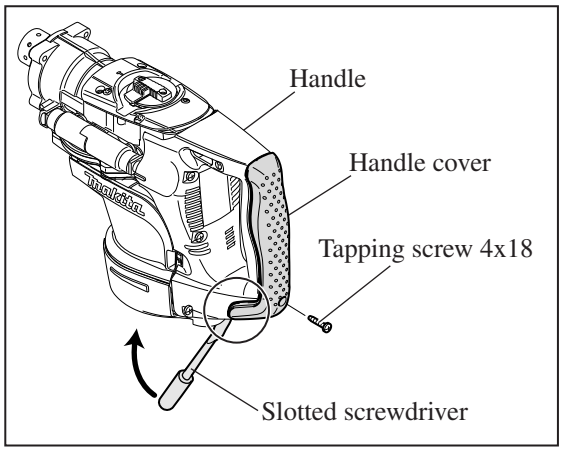
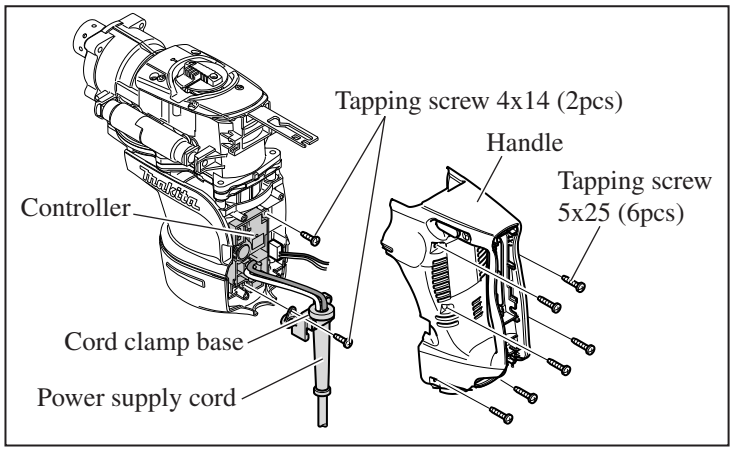


Fig. 58



3) Slide lever complete, Switch box and Slide switch can be removed from Handle by unscrewing one 4x14 Tapping screw. (**Fig. 59**)
Note: Be careful not to lose Leaf spring.

4) Remove Change lever and Crank cap cover from Crank housing. Control plate can now be removed. (**Fig. 60**)

Fig. 59

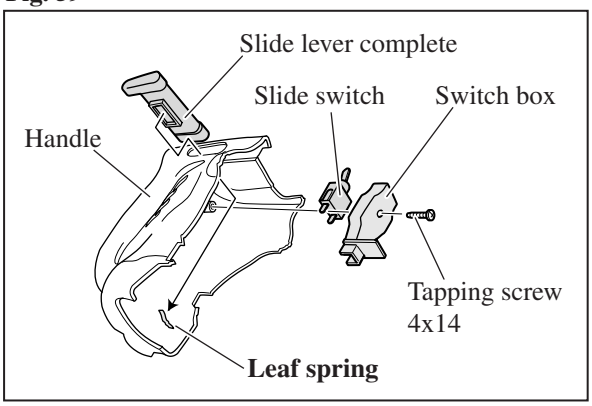
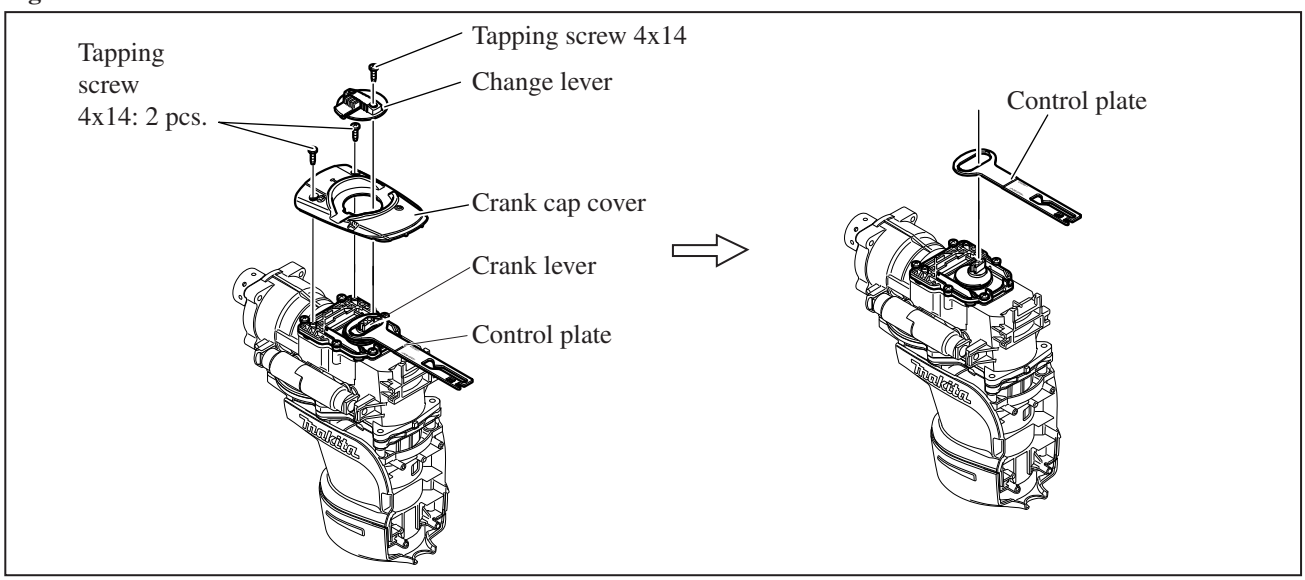


Fig. 60



Repair

[3] DISASSEMBLY/ASSEMBLY
[3] -10. Handle Section

HR5201C and HR5210C
(models with two selectable on-off switches)

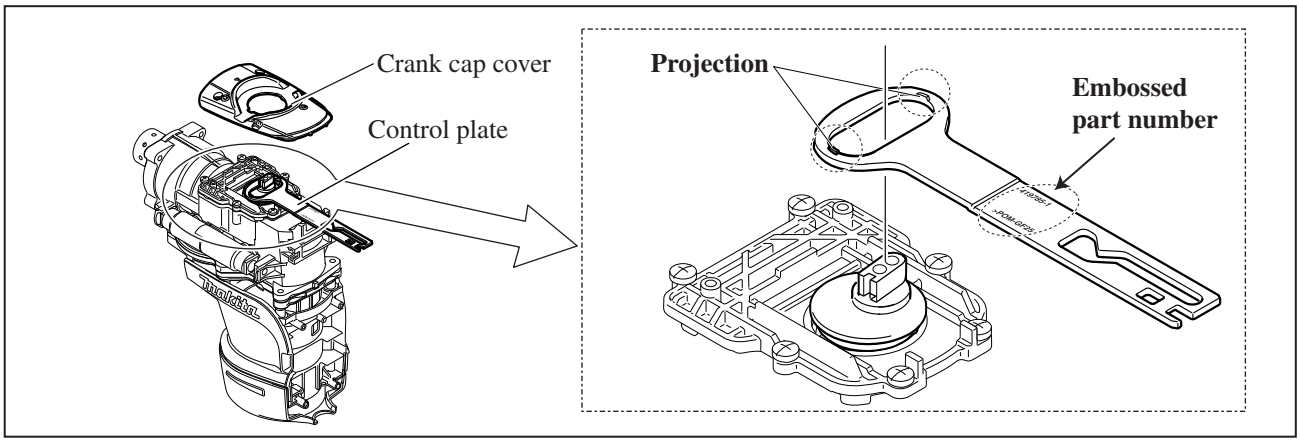
ASSEMBLING

Do the reverse of the disassembling steps.

Note 1: Control plate is not reversible when fit on Crank lever. Be sure to install so that the side having embossed part number and Projection is placed on the Crank cap cover side. (Fig. 61)

Note 2: Do not forget to mount Leaf spring between Slide lever complete and Slide switch when assembling them to Handle. (Fig. 59)

Fig. 61



HR4011C
(model without two selectable on-off switches)

DISASSEMBLING

1) After removing one 4x18 Tapping screw, Handle cover can be separated from Handle by levering off with a slotted screwdriver inserted between Handle and Handle cover- the portion designated by the circle in **Fig. 62**. Main switch can now be replaced. (**Fig. 62**)
2) Separate the assembly of Handle and Handle base from Motor housing by removing six 5x25 Tapping screws. By unscrewing two 4x14 Tapping screws, Controller and Power supply cord can now be replaced. (**Fig. 63**)

Fig. 62

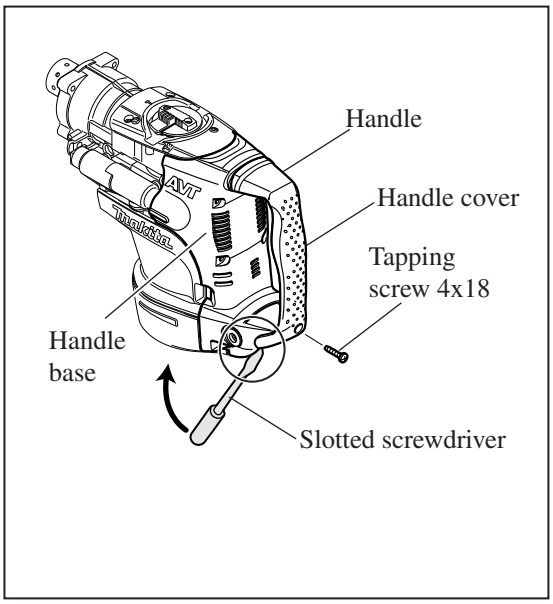
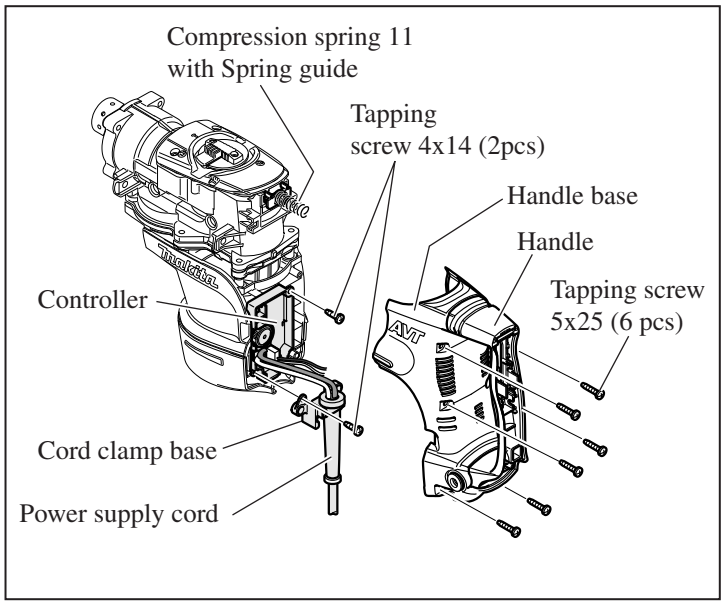


Fig. 63



Repair

[3] DISASSEMBLY/ASSEMBLY

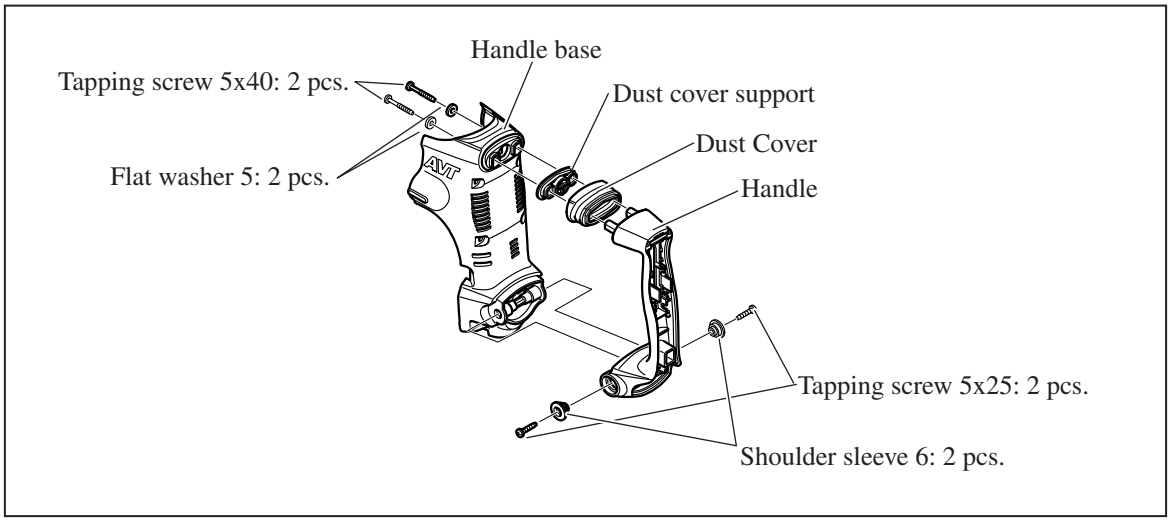
[3] -10. Handle Section

HR5211C
(model without two selectable on-off switches)

DISASSEMBLY

3) Separate Handle from Handle base by unscrewing two 5x40 Tapping screws and two 5x25 tapping screws. Now Dust cover support and Dust cover can be removed. (**Fig. 64**)

Fig. 64

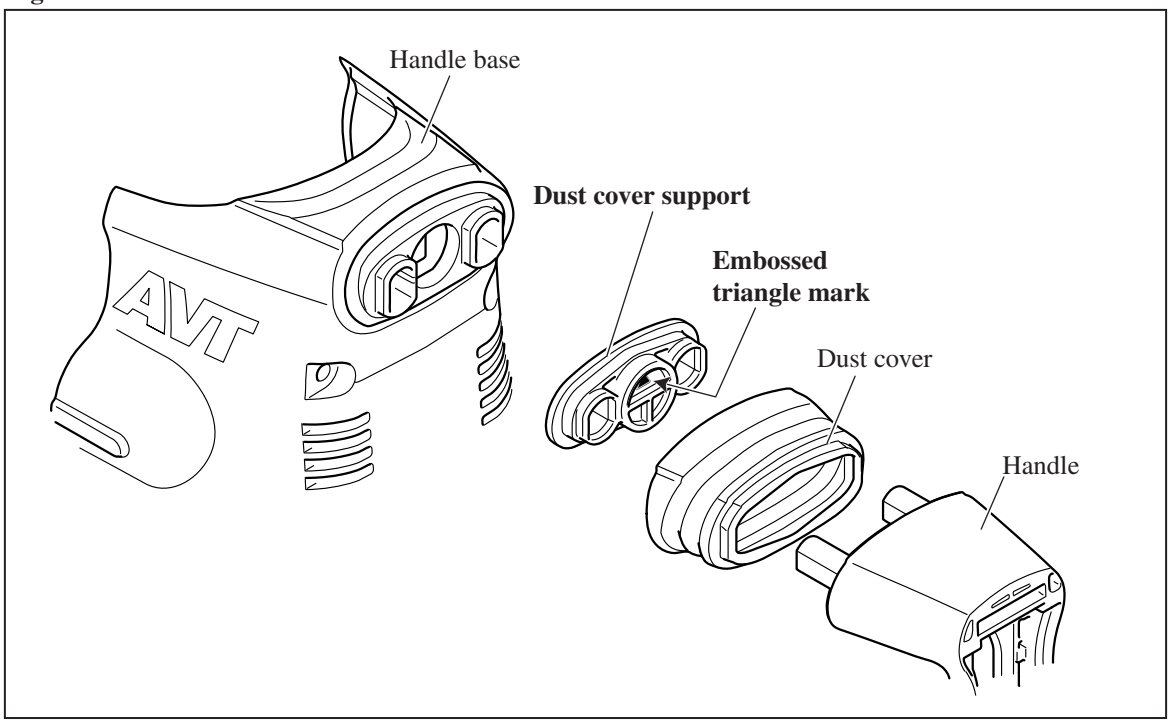


ASSEMBLY

Do the reverse of the disassembling steps.

Note: Dust cover support is not reversible when fit on Dust cover. Be sure to install so that the side having embossed triangle mark is placed on the Dust cover side. (**Fig. 65**)

Fig. 65



Repair

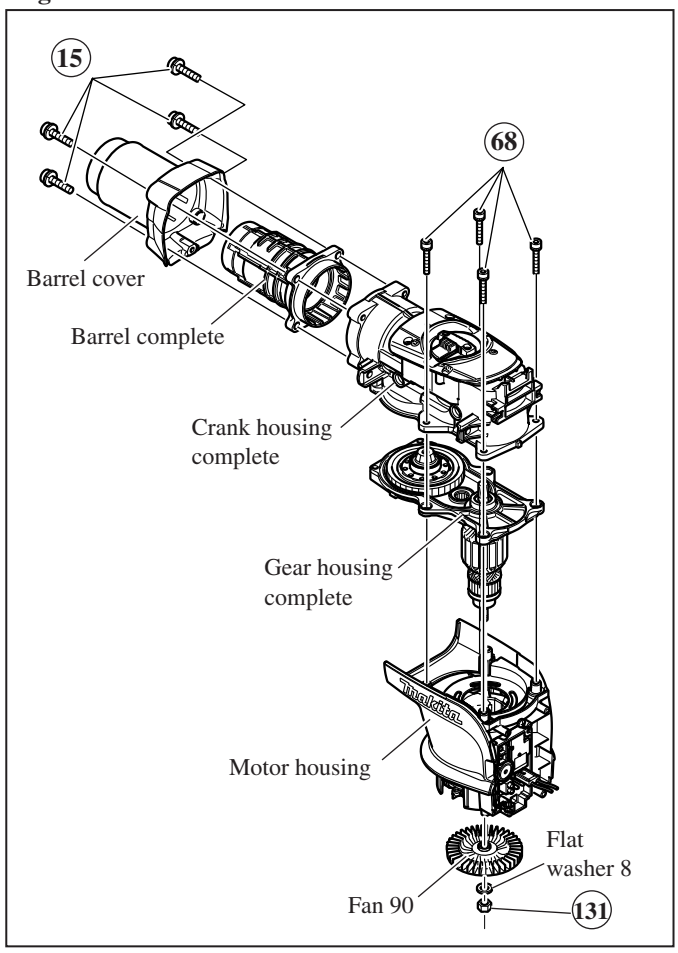
[3] DISASSEMBLY/ASSEMBLY

[3] -11. Fastening Torque of Screw and Bolt

Fasten the Bolts illustrated in **Fig. 66** with the fastening torque listed below.

Position No.	Size of Hex Socket Head Bolt	Used Q'ty	**Fastening Torque**
15	M8 x 35	4	**20 - 29 N.m**
68	M6 x 40	4	**4.9 - 7.8 N.m**
131	Hex Nut M8 - 12	1	**1.8 - 3.5 N.m**

Fig. 66



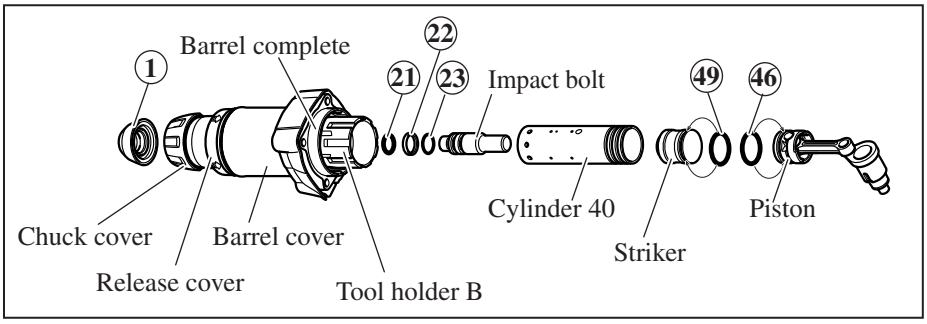
[4] Maintenance

When replacing carbon brush, it is recommended to do the following maintenance at the same time for longer service life of the machine.

1) Replace the following parts.

1. Tool holder cap
21. O ring 18 on Impact bolt
22. Fluoride ring 25 on Impact bolt
23. O ring 20 on Impact bolt
46. O ring 34 on Piston
49. O ring 34 on Striker

Fig. 67



2) Additionally apply approx. 100cc of Makita grease R No.00 to the inside of Crank housing complete.

Circuit diagram

Fig. D-1

HR5211C without Selectable Two On/Off Switches

Color index of lead wires' sheath	
Black	
White	
Blue	
Brown	

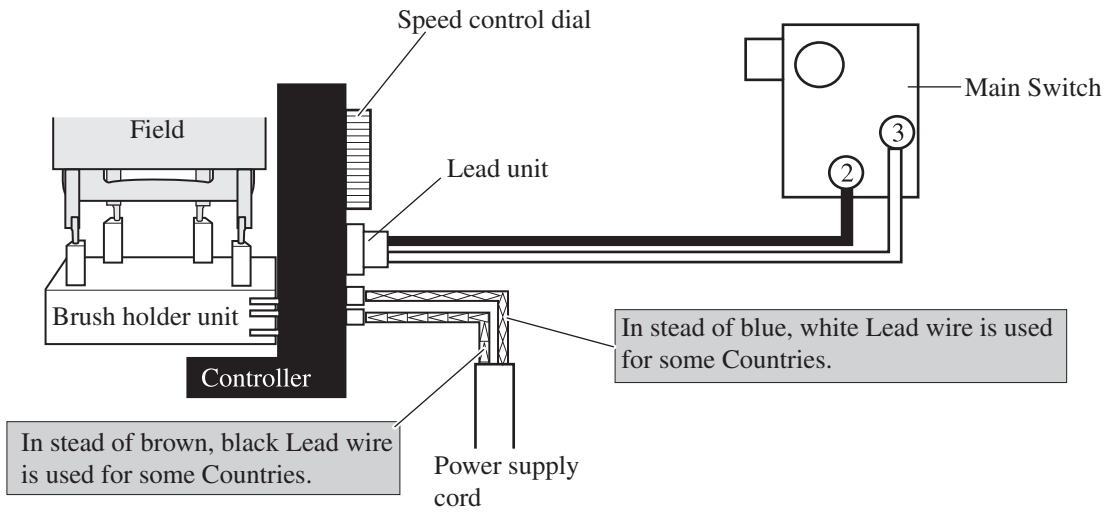
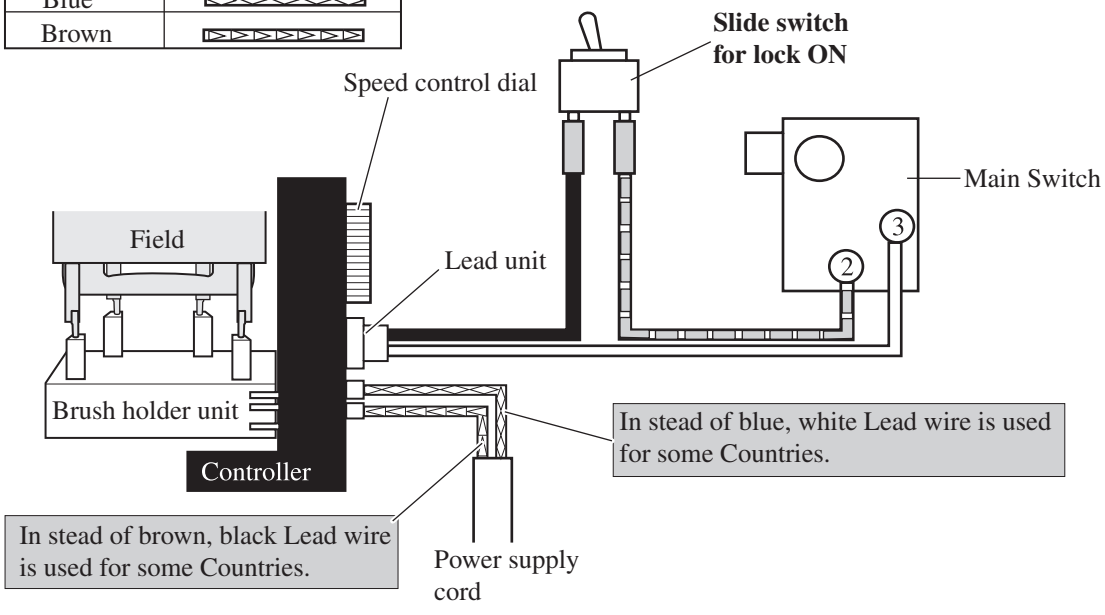


Fig. D-2

HR5201C and HR5210C with Selectable Two On/Off Switches

Color index of lead wires' sheath	
Black	
White	
Red	
Blue	
Brown	



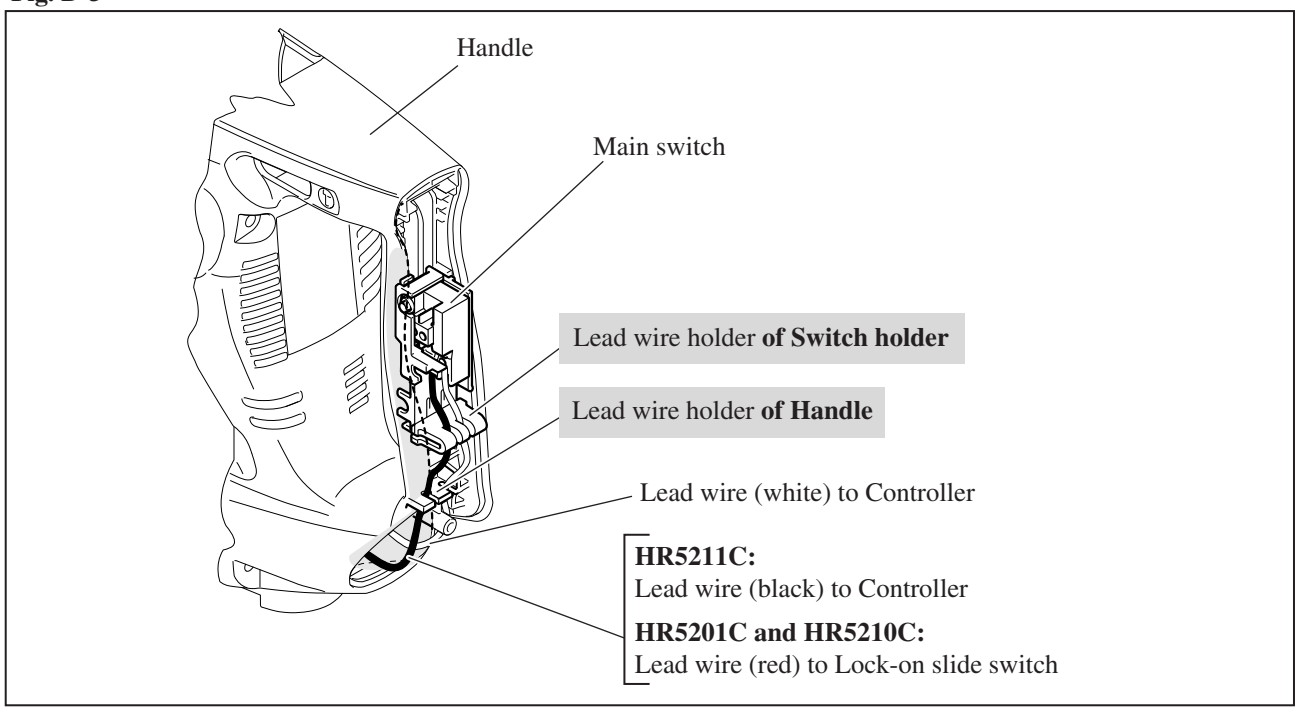
► Wiring diagram

[1] In Handle

Lead Wires from Main switch

Fix with the lead wire holders of Handle and Switch holder. (**Fig. D-3**)

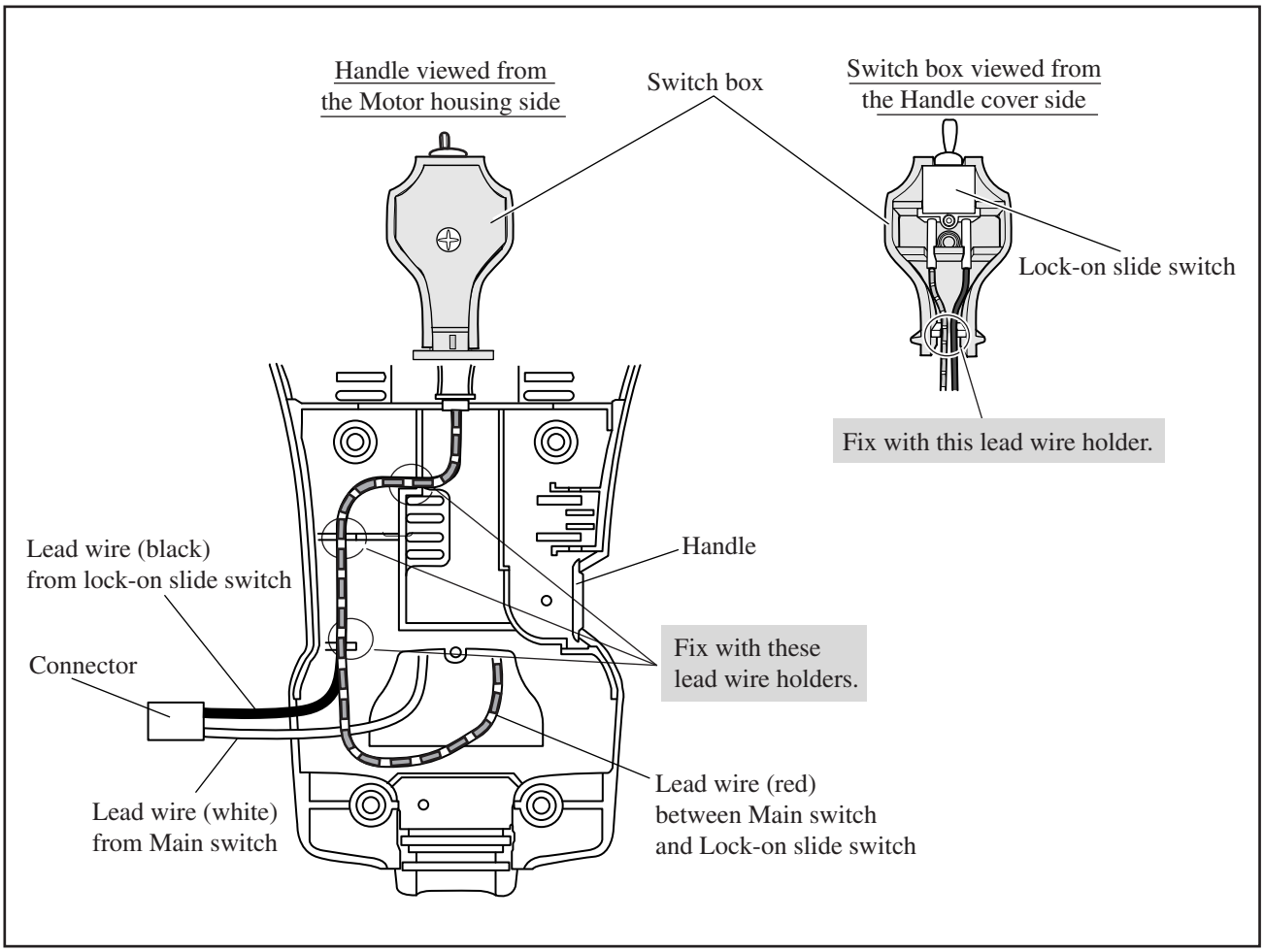
Fig. D-3



Lead Wires to Lock-On Slide Switch (HR5201C and HR5210C)

Fix with the lead wire holders on the inside surface of Handle. (**Fig. D-4**)

Fig. D-4



► Wiring diagram

[2] In Motor Housing

Lead Wires of Power Supply Cord

When assembling Handle to Motor housing, be careful not to pinch at the circled portion in **Fig. D-5**.

Fig. D-5