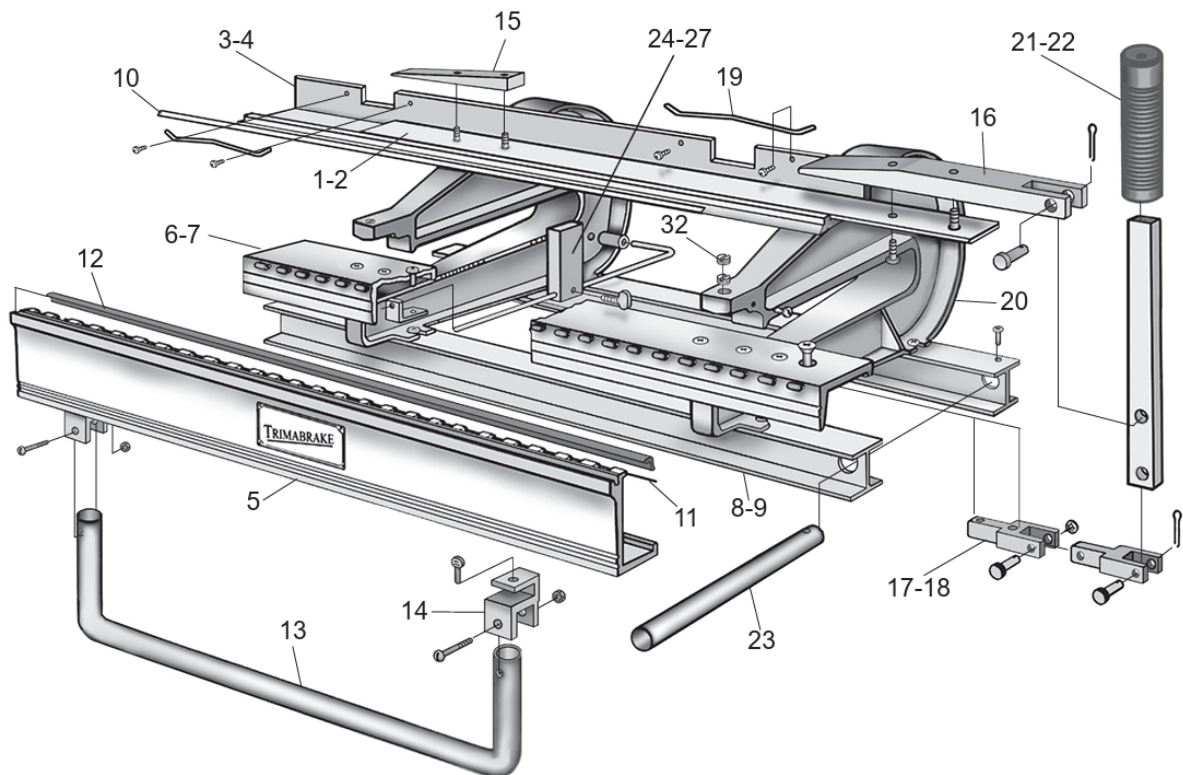




Trim-A-Brake® I

OPERATION, MAINTENANCE, LUBRICATION AND ADJUSTMENT



OPERATION

1. Mark both ends of material to be bent (use pencil, punch, or tin snips).
2. Insert material in brake to the appropriate marks, lock the unit, and bend in one continuous, smooth motion. unlock the Brake and remove material. Repeat for other bends.

NOTE: THE HANDLE SHOULD BE INSTALLED IN THE CENTER OF THE BRAKE DURING INITIAL ASSEMBLY. IF THE HANDLE IS INSTALLED OFFSET TO ONE SIDE YOU CAN END UP APPLYING UNEVEN FORCE DURING THE BEND WHICH CAN LEAD TO AN UNEVEN BEND ALONG THE LENGTH OF THE BRAKE. ALWAYS BEND MATERIAL WHILE STANDING CENTERED IN FRONT OF THE BRAKE.

MAINTENANCE

1. WE RECOMMEND AGAINST USING THE BENDING EDGE AS A GUIDE FOR SCORING YOUR MATERIAL.
2. Protect working edges and surfaces from scratches, nicks, or gouges.
3. Periodically tighten screws and nuts.
4. Keep bottom of L-Bar (No.3) and top of Rear Hinge (No.6) clean. (This is where material is inserted and held for bending). This cleaning operation takes only a few seconds and should be done at least once a day.

LUBRICATION

1. MOST BRAKE PROBLEMS RESULT FROM A UNIT THAT IS DIRTY AND NOT LUBRICATED.
2. Regularly remove old grease and dirt.
3. Use fine sandpaper or emery cloth on bottom of Slide Bar (No. 1) and top of L-Bar (No.3). These surfaces should be fairly smooth.
4. Re-lubricate these surfaces using light grade oil, silicone spray, or similar lubricant.
5. Top of Wedges (No. 17) and Wedge Block (No. 18) can be lubricated with lithium grease, petroleum jelly or light waterproof grease.

DISASSEMBLE

- A. Unlock Brake.
- B. Disconnect Locking Handle (No. 21) from Wedge Block (No. 16).
- C. Remove Round Springs (No. 19).
- D. Remove retaining nut and screw from right front side of C-Member (No. 20) on opposite end from Locking Handle.
- E. Remove Upper L-Bar (No. 3) by pulling forward.
- F. Remove Slide Bar (No. 1) from Upper L-Bar

TRANSPORTING

1. When transporting your brake, keep it in an unlocked/open position. This will prevent abrasion and marks on Upper L-bar and Rear Hinge (which could transfer to your material).
2. Whether transporting, storing, or using your Brake, it should be on an even solid base to prevent possible sagging/bowing.

ALUMINUM SET SCREW ADJUSTMENT

The Aluminum Set Screws (No. 32) located in the top and front of each casting (No. 20) are there to permit adjustments should material slippage occur particularly on small bends. THEY SHOULD NOT BE TAMPERED WITH UNTIL MATERIAL SLIPPAGE BECOMES A PROBLEM.

NOTE: TIGHTENING THE ALUMINUM SET SCREWS WILL NOT HOLD MATERIAL TIGHTER IN THE BRAKE. The more the Aluminum Set Screw is screwed down, the smaller the opening you will have in which to insert material.

IF ADJUSTMENT IS REQUIRED, PROCEED AS FOLLOWS:

1. READ SECTION ON LUBRICATION FIRST
2. Cut scrap siding or aluminum coil stock into approximately 2" square test pieces. test pieces must all be of the same thickness and are required for each casting.
3. Unlock the Brake placing the Locking Handle in the two o'clock position.

- Using a proper sized, wide bladed screwdriver, remove the top jam screw from each C-Member. Unscrew the lower set screw so no portion of the set screw is protruding below the C-Member.
- Regularly clean and lubricate bottom of Slide Bar (No. 1), top of L-Bar (No. 3) and top of Wedge (No. 15). In addition, keep the Wedge Block (No. 16) and Bottom Yoke (No. 18) lubricated. Lubricant may be a silicone spray, petroleum jelly, light waterproof grease, or similar lubricant.
- Tighten each lower Set Screw until a light and equal pressure is established on each test chip. Each C-Member should be exerting an equal amount of clamping pressure, and the aluminum test pieces should now be snugly locked in the Brake.
- Try to pull each aluminum test piece straight out and determine through feel whether each piece is held in the Brake with equal pressure. If you can pull the test piece out, that Set Screw requires additional adjustment. A 1/6 or 1/8 turn will normally be enough to establish the necessary clamping pressure. (A 1/4 turn will move the Set Screw approximately .020-- the thickness of standard painted coil stock.) Recheck by repeating step 7.
- When you are certain all Aluminum Set Screws are properly adjusted, replace the top jam screw.
- If Brake is properly adjusted and lubricated and material continues to slip out, the material is beyond the Brake's capacity. Switch to a thinner material, different alloy, or different temper.

FLAT SPRING TO ROUND SPRING CONVERSION:

- Disassemble brake (read Disassemble section).
- Remove old flat springs & L-brackets.
- Locate & drill new spring holes on L-bar (sketch #1).
- Install screws provided halfway into L-bar.
- Locate & drill spring retainer holes on top of C-members (sketch #2).
- Clean and reassemble. (Refer to maintenance & lubrication section)
- Slip springs under L-bar screw heads and over top of casting -- (Do Not Tighten).
- Install screws in tops of casting so that screw head tightens down on top of round springs.

NOTE: In the reference image below, "Left End Only" has a different set of measurements to determine the location for additional holes.

