



## **Trim-A-Brake® II**

### **ASSEMBLY, OPERATION, MAINTENANCE, LUBRICATION AND ADJUSTMENT**

#### **ASSEMBLY**

1. Attach Locking Handle (No. 19) to Lock Handle Clevis (No. 22) with Clevis Pin and Cotter.
2. Attach Bending Handle (No. 15) to Front Hinge (No. 5), tighten Thumbscrews.

#### **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.

NOTE: DURING BENDING, HOLD BENDING HANDLE AND EQUAL DISTANCE FROM ENDS OF UNIT TO INSURE UNIFORMLY BENT MATERIAL. IF OVERBEND OCCURS WHILE STANDING AT CENTER OF BRAKE, MOVE YOUR BODY OFF CENTER IN THE OPPOSITE DIRECTION OF OVERBEND.

#### **MAINTENANCE**

1. DO NOT USE YOUR TRIM-A-BRAKE II FOR SLITTING
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**

MOST BRAKE PROBLEMS RESULT FROM A UNIT THAT IS DIRTY AND NOT LUBRICATED.

1. Regularly remove old grease and dirt.
2. 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 to the touch.
3. Re-lubricate these surfaces using light grade oil, silicone spray, or similar lubricant.
4. Top of Wedges (No. 17) and Wedge Block (No. 18) can be lubricated with petroleum jelly or light waterproof grease.

## To Disassemble:

- A. Unlock Brake.
- B. Disconnect Locking Handle (No. 19) from Lock Handle Clevis (No. 22).
- C. Remove Round Springs (No. 23).
- D. Remove L-Bar (No.3) and slide Bar (No. 1).

## TRANSPORTING

1. When transporting your brake, keep it in an unlocked, open position, or insert cardboard or other cushioning material between L-Bar (No.3) and Rear Hinge (No.6). This will prevent abrasion and marks 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.

## ADJUSTMENT

### 1. READ SECTION ON LUBRICATION FIRST

### 2. CLAMP TEST PROCEDURE

- A. Unlock brake slightly, to opening of approximately 1116"
- B. Cut aluminum coil stock into approximately 2" x 4" pieces. Test pieces must all be of same thickness and are required for each C-Member. (ie: T850 requires 4, T1050 requires 5 etc.)
- C. Insert test pieces about halfway into the brake attach at each C-Member position, then lock brake in closed position.
- D. Try to pull each piece straight out. If test piece feels snug or is held tight, no additional adjustment is required. If test piece pulls easily out, adjustment is required.

### 3. Total and simultaneous adjustment at all C-Members (No. 24).

- A. Unlock Brake Fully.
- B. Remove Clevis Pin and Cotter that connects Locking Handles (No. 19) to Lock Handle Clevis (No. 22).
- C. Loosen Hex Jam Nut located next to clevis.
- D. To reduce locking force, rotate Clevis clockwise 112 revolution. This will shorten overall length of Clevis Assembly. To increase locking force, rotate clevis counterclockwise 112 revolution.
- E. Re-test per Clamping Test Procedure.

### 4. INDIVIDUAL C-MEMBER ADJUSTMENT

- A. After determining C-Members that require additional adjustment, disassemble as per instructions in Lubrication section.
- B. Remove and replace the wedge at the station requiring adjustment or make a shim piece from coil stock the same shape as the Wedge. Punch 2 holes in shim for screws, and re-install Wedge with shim in between Wedge and Slide Bar. You have now raised the Wedge. C. Re-test via Clamp Test Procedure.

NOTE: The toggle locking principle does not require much locking pressure to generate a great deal of locking force. That is, when adjusted properly, the handle should be very easy to lock, almost to a point of feeling too loose, and still provide much holding power.



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