

Siding, brake - Mark Series 1 -M1060

Operating Information

SETUP (see parts list in Specifications for reference numbers in parenthesis).

1. Attach Lock Handle (No. 12) to Lock Handle Brackets (No. 13) with 1/4-20 x 1 3/4 Bolts and 1/4-20 Hex Nuts supplied with Brackets.
2. Attach Bending Handle (No. 10) to Front Hinge (No. 3) by loosening Thumbscrews and installing Handle Brackets over lower edge of Hinge. Re-tighten Thumbscrews. Note: Handle should be positioned center of Brake.

TRANSPORTING

1. When transporting your brake, keep it in an unlocked, open position or insert cardboard or another type of cushioning material between F-Bar (No. 2) and Rear Hinge (No. 4). This will prevent abrasion and marks, which could transfer to your material.
2. During all stages of use and transportation, ensure your brake is level and evenly supported to prevent warpage.

ADJUSTMENT

NOTE: Your Mark 1 has been pre-adjusted at Factory for even locking pressure at each casting. However, due to Nylon Wedge wear and/or a wide range of material thicknesses, it may be necessary to readjust lock pressure. Proceed as follows:

1. Cut scrap siding or aluminum coil stock into approximately 2" square test pieces. All test pieces must be of the same thickness and one piece is required for each Casting (No. 20)
2. Unlock brake by pulling Lock Handle (No. 12) towards operator.
3. Insert one inch of the test piece into the brake at each Casting and lock brake.

NOTE: Brake is properly locked when flat surface of Locking Cam (No. 15) is at rest against slope of Nylon Wedge (No. 16), located on top of Pivot Arm (No. 19).

4. Try to pull each test piece straight out and determine through feel whether each piece is held with equal pressure.
5. If you can pull a test piece out, that Casting requires adjustment. Follow Step 6.
6. CASTING ADJUSTMENT: Unlock brake, loosen screw that secures Wedge to Pivot Arm and slide Wedge towards back of brake in 1/8" increments until desired locking pressure is achieved. Re-test, follow steps 2-4.
7. If Wedges are worn and adjustments cannot be obtained, replace all Wedges with one (1) Replacement Wedge Kit #3900 for Contractor Models, or two (2) Kits #3900 for Commercial Models.
8. If brake is properly adjusted and material continues to slip, material is beyond the brake capacity. Switch to a thinner material, different alloy, or different temper.

OPERATION

Techniques and examples explained are not intended to be fully-exhaustive and definitive. The best method depends on the specific construction of the building worked on, the brand and type of material used, and the particular skills of the applicator.

BASIC

1. Mark both ends of material to be bent (use pencil, punch or snips).
2. Insert material in brake to marks, lock brake by pushing Lock Handle (No. 15) all the way to the stop position.
3. Bend to desired angle in one continuous, smooth motion.

NOTE: During bend, hold Bending Handle equal distance from ends of Handle. If overbend on one end occurs while standing at center of brake, move your body in opposite direction of overbend.