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MARK I[®]

0350501 10 L

M 860 Serial 80290

ASSEMBLY, MAINTENANCE, ADJUSTMENT, TRANSPORTING, OPERATION

ASSEMBLY

1. Attach Lock Handle (No. 15) to Lock Handle Brackets (No. 16) with 1/4-20 x 1 3/4 Bolts and 1/4-20 Hex Nuts supplied with Brackets.
2. Attach Bending Handle (No. 13) to Front Hinge (No. 4), tighten Thumbscrews.
3. Do Not remove Nylon Wedges (No. 19). These are pre-adjusted at Factory for locking pressure.

MAINTENANCE

1. DO NOT USE YOUR MARK I BRAKE FOR SLITTING.
2. Protect working edges and surfaces from scratches, nicks or gouges.
3. Periodically tighten screws and nuts.
4. Keep bottom of F-Bar (No. 2) and top of Rear Hinge (No. 5) 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.
5. With the fewest moving parts of all portable brakes, no lubrication is necessary.

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. 5). 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 or bowing.

ADJUSTMENT

NOTE: Your Mark I 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 re-adjust 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. 22) (ie: M850 Brake requires 5 Pieces; M1050 requires 6 Pieces, etc).
2. Unlock brake by pulling Lock Handle (No. 15) towards operator.
3. Insert one inch of the test piece into the brake at each Casting position, then lock brake closed.



NOTE: Brake is properly locked when flat surface of Locking Cam (No. 18) is at rest against slope of Nylon Wedge (No. 19) located on top of Pivot Arm (No. 22).

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) Kit #3900's 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.

1. BASIC

- A. Mark both ends of material to be bent (use pencil, punch or snips).
- B. Insert material in brake to appropriate marks, lock brake by pushing Lock Handle (No. 15) all the way to the stop position.
- C. 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.

2. HEM

- A. Insert material into brake to the appropriate marks and overbend to maximum.
- B. Unlock brake and remove material, then re-lock.
- C. Place material against face of F-Bar (No. 2) with angle of material just bent resting between Stainless Edge (No. 10) and Yellow Vinyl Strip (No. 9) on Front Hinge (No. 4).
- D. Pull Front Hinge (No. 4) up to crush angle flat.