



Metal Master 20™ Mark I™ & TrimMaster® Series Brakes

Assembly, Maintenance, Adjustment, Transporting & Operation

For additional instruction, go online and navigate to your Brake's pages.

ASSEMBLY

1. Attach Locking and Bending Handles with Screws or Pins provided.
2. Do not remove Nylon Wedges. These are pre-adjusted at the Factory for locking pressure.

MAINTENANCE

1. Protect working edges and surfaces from scratches, nicks or gouges.
2. Periodically tighten screws and nuts.
3. Keep bottom of F-Bar and top of Rear Hinge clean. This is where the material is inserted and held for bending. This cleaning operation takes only a few seconds and should be done at least once a day.
4. With the fewest moving parts of any portable brake, only minimum spray lubricant is needed.

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 and Rear Hinge. 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 brake has been pre-adjusted at the 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 4" square test pieces. All test pieces must be of the same thickness and one piece is required for each Casting.
2. Unlock brake by pulling Lock Handle toward Operator.
3. Insert 2 inches 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 is at rest against slope of Nylon Wedge located on top of Pivot Arm Casting.

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 toward back of brake 1/8 inch. Re-test and repeat Steps 2-6 if necessary.
7. If Wedges are worn and adjustments cannot be obtained, replace all Wedges.
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 installer.

1. **Basic**

- A. Mark both ends of material to be bent (use pencil, punch or snips).
- B. Insert material into brake to appropriate marks, lock brake by pushing Lock Handle 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 with angle of material just bent resting between Stainless Edge and Vinyl Strip on Front Hinge.
- D. Rotate Front Hinge up to flatten angle against F-Bar (Mark I™ Series), or lift, then rotate Front Hinge to flatten angle (TrimMaster® & Metal Master 20™).

3. **Cutting Material**

Do not use a siding knife for slitting material on your brake. Use TrimCutter™ Part No. 3017, which was designed to provide accurate, clean cuts on siding materials.