INSTRUCTION MANUAL

Model 11040

OTR Tire Bead Breaker

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INSTRUCTION MANUAL

! WARNING !

To avoid serious personal injury, always wear proper protective gear, such as hard hats, safety glasses, gloves, and steel toe shoes when using hydraulic equipment. Failure to chock the wheels and crib the vehicle can result in Serious injury or death. Always deflate tires before removing a wheel, a rim, or part of a rim clamp or nut. If you do not deflate the tire, the tire could explode, causing serious injury of death. Always stand to one side of the rim when using the bead breaker. Standing to one side of the bead breaker allows you to maintain control of the bead breaker. If it is not seated properly and flies off the rim, the bead breaker could cause serious injury or death.

IMPORTANT RECEIVING INFORMATION

Visually inspect all parts for shipping damage. If you find shipping damage, notify the carrier at once. Shipping damage is not covered by your warranty. The carrier is responsible for all costs of replacement or repair caused by shipping damage.

⚠ CAUTION

Follow the tire manufacturer's instructions and the vehicle manufacturer's instructions to deflate, demount, mount, and inflate tires.

If the following procedure does not apply to your specific rim, contact the rim manufacturer for the correct procedure. A contact the United States Department of Transportation, Washington DC 20594 for the publication "Multipiece Rim/Wheel Matching Charts."

⚠ DANGER

To help prevent the possibility of serious personal injury or death.

- Do NOT use the Bead Breaker without reading and understanding the following safety precautions and operating instructions.
- Wear safety glasses at all times.
- Only trained professional technicians who are familiar with this type of equipment and its correct usage should use the Bead Breaker.
- Use hardwood blocks under the jack regardless of the type of surface. Crib the vehicle with blocks while raising it.
- Stand to one side when applying hydraulic pressure. The Bead Breaker creates an extremely high force at a moderate hydraulic pressure; if the Bead Breaker slips off the flange, it could cause serious injury or death.
- **NEVER** hammer on an inflated or partly inflated tire/rim assembly.
- **NEVER weld, heat, brase, or rework rim components that are broken cracked or damaged. Replace bad parts with new or undamaged used parts of the same size and shape. If you are in doubt, contact the wheel distributor or manufacturer.**
- **Do NOT weld on an inflated tire/rim assembly because an explosion could occur.**

Always use a safety cage or safety chains when you are inflating a tire.

Operating Instructions

MOUNTING and INFLATION

1. Block the wheels opposite the jack before placing the jack in position.
2. Inspect all rim components for damage. All badly worn, cracked, severely rusted components must be replaced.
3. Clean and repaint as required. Be careful to keep paint out of the lock ring groove in the gutter.
4. Do not use a steel hammer on the rim or rim components. If you have to reposition tire components before inflation, use a rubber, plastic, or brass-faced hammer.
5. All side and lock rings must be in place before inflating a tire.
6. Inflate the tire to 10 PSI and check all components for the correct position.
7. Continue inflating the tire until the tire bead fully seats. Let the tire fully deflate. Inflate the tire again to the recommended pressure.

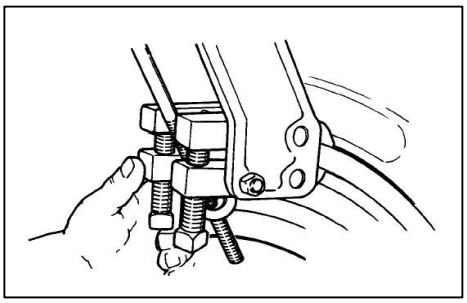
NOTE: Tires must be inflated and loaded only to the manufacturer's limit. Under no circumstances should a vehicle be run with only one tire of a dual assembly. If a tire/rim assembly does no slide over a cast spoke wheel. **Do NOT** try to force the assembly by hammering. Deflate the tire and inspect the components for distortion or incorrectly seated components or lock rings.

OPERATING INSTRUCTIONS

DANGER: To help prevent the possibility of serious personal injury or death,

- **Do not remove a wheel or a rim component (such as rim clamps or nuts) without first removing the valve core and letting the tire (s) deflate. Insert a thin piece of wire through each valve stem to be sure the passage is not blocked.**
- **Always crib the vehicle with blocks in case the jack slips or fails.**
- **Always stand to one side of the rim when applying hydraulic pressure.**

1. Attach the TO-100 frame assembly to the outer rim flange by slipping the clamping jaws over the outer edge of the flange. (See Figure 1.) Use Bead Breaker Models BB1600 or 64110 if the TO-100 Bead Breaker cannot be attached to the flange.



2. Securely tighten adjusting screws at bottom of jaws. Set hand screw against lock ring and adjust until jaw assembly is in a right angle position to the plane of the flange. (See Figure 2.)

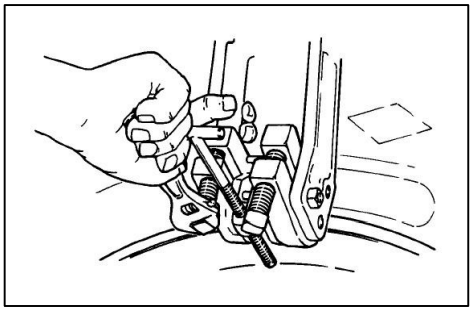


Figure 2

3. With spade tip down and cylinder in retracted position, insert spade and cylinder assembly between open sides of frame. Place spade tip between tire bead and rim flange. (See Figure 3.)

4. Lift cylinder until trunion engages frame shoulder and move stop screw into support cylinder. (See Figure 3.)

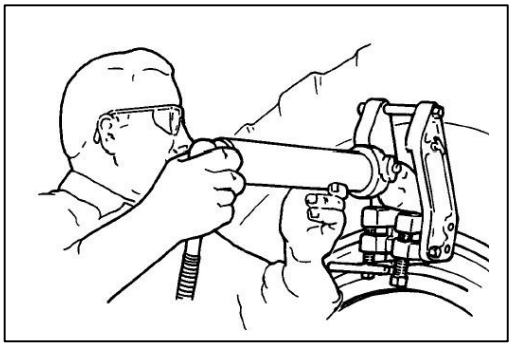


Figure 3

5. Apply pressure to cylinder and spade by means of pump until spade has moved tire bead toward center of rim assembly far enough to permit the placing of a bead wedge between bead and flange on each side of the tool. Do not stand in front of tool is under pressure. (See Figure 3.)

6. Release pump pressure. Remove spade and cylinder assembly from frame. Loosen clamping jaw bolts and remove from flange. Move to spot approximately 90° from first application (either direction) and repeat entire procedure. Repeat procedure until tire bead is free. Four or five applications usually accomplishes this. (See Figure 3.)