

Eastwood®

DO THE JOB RIGHT.®

Item #74130

48" HD BOX AND PAN BRAKE

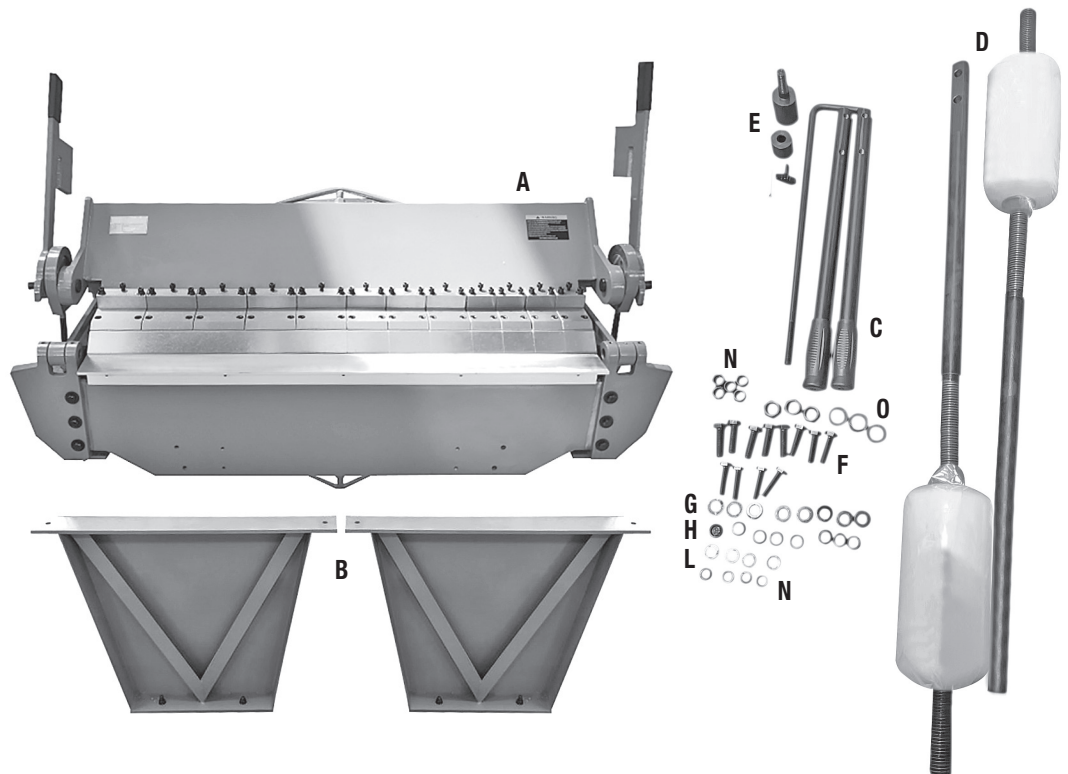
INSTRUCTIONS



The **EASTWOOD 48" HD BOX & PAN BRAKE** is a heavy-duty sheet metal forming tool for creating precise, variable length bends up to 135°. Full 48" length bends are possible with up to 0.0985" mild steel, 0.157" aluminum, and 0.059" stainless steel. Create complex shapes such as floor reinforcement channels and ribs, sections of corrugated pickup bed floors; truck bedside panels, inner fender structures and much more, all with one convenient bench-mounted tool. This floor standing unit includes legs, counterweights and handles for easy bending of tough metals.

INCLUDES

- (1) Eastwood 48" HD Box and Pan Brake Assembly [A]
- (2) Legs [B]
- (2) Brake Handles [C]
- (2) Counterweight Assemblies [D]
- (1) Stop Gauge Components [E]
- (8) M12x40 Hex Head Bolts [F]
- (8) M12 Washers [G]
- (8) M12 Lock Washers [H]
- (5) M12 Nuts [J]
- (4) M10x40 Hex Head Bolts [K]
- (4) M10 Washers [L]
- (4) M10 Lock Washers [M]
- (3) M16 Nuts [N]
- (3) M16 Washers [O]



SPECIFICATIONS

Maximum Material Width:	48" [1220mm]
Maximum Material Thickness:	12 gauge (0.0985") [2.5mm] mild carbon steel 7 gauge (0.157") [4mm] aluminum 16 gauge (0.059") [1.5mm] stainless steel
Maximum Bending Angle:	135°
Overall Assembled Dimensions (L x W x H):	61.02" x 71.65" x 66.93" [155 x 182 x 170cm]
Overall Assembled Weight:	1091 lbs. [495kg]

SAFETY INFORMATION

The following explanations are displayed in this manual, on the labeling, and on all other information provided with this product:

DANGER

DANGER indicates a hazardous situation which, if not avoided, will result in death or serious injury.

WARNING

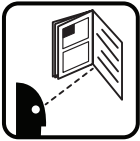
WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

CAUTION indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

NOTICE

NOTICE is used to address practices not related to personal injury.



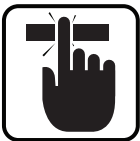
READ INSTRUCTIONS

- Thoroughly read and understand this manual before using this machine.
- Save for future reference.



WARNING HEAVYWEIGHT COMPONENTS!

- The Eastwood 48" HD Box & Pan Brake has a total weight of 1091 lbs. [495kg]. During assembly, the brake **MUST** be lifted with the use of a mechanical lifting device capable of lifting at least 1200 lbs. [544kg] such as an engine hoist, overhead crane or other suitable method only! To avoid serious injury, **DO NOT** attempt to lift the brake by hand or with multiple persons.
- Use only lifting straps, chains or hooks rated for 1200 lbs. [544kg] or greater.
- Keep hands, feet and other body parts away from under the brake during assembly. Keep children, pets and unauthorized persons away from the work area during assembly. The use of safety shoes is strongly recommended.



WARNING PINCH AND CUT HAZARD!

- Handling sharp metal can cause serious cuts. Wear thick, well-fitting work gloves to prevent cuts from handling sharp metal.
- The heavy metal components of the brake present a serious hand/finger pinch hazard which could cause potentially serious injuries. Keep fingers and hands away from moving parts when operating.



WARNING EYE INJURY HAZARD!

- Metal particles can be ejected from the metal surface when bending. Sheet metal edges and corners are sharp and can injure eyes. Always wear ANSI approved eye protection when operating this tool.



WARNING INJURY HAZARD!

- Before beginning ANY work with this tool, it is absolutely necessary that it be securely bolted to the floor. Failure to do so may result in sudden tipping causing serious personal injury.
- Strenuous physical force may need to be applied to the box and pan brake during use. Failure to ensure proper footing can quickly result in a fall which could inflict serious personal injury or property damage. Always work in a clean, uncluttered environment.
- Be sure there is sufficient working room around the tool to allow for safe handling of various sizes of metal.



CAUTION INJURY HAZARD!

- The Eastwood 48" HD Box and Pan Brake was specifically designed to be operated by one person only. Never have one person operate the brake while another handles the workpiece or serious injury could occur.

NOTICE

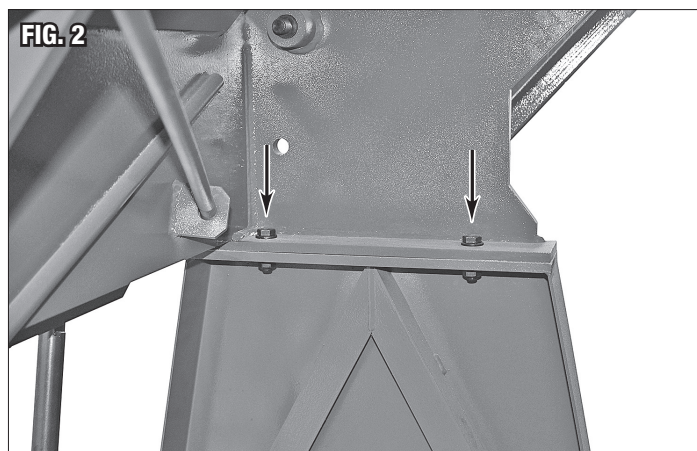
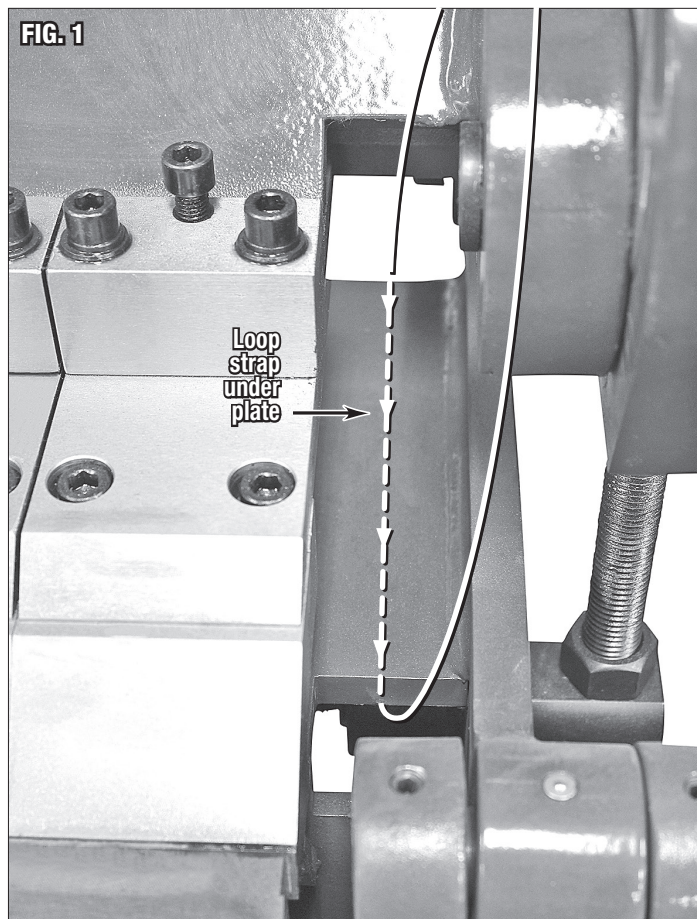
- Excessive resistance while operating could indicate a defect with the workpiece material or broken or damaged box and pan brake components. To avoid injury, stop work immediately and inspect workpiece material for nicks, dents, welds, excessive scale or remaining coatings. Clean or repair as necessary or discard and begin with a new piece. Also inspect box and pan brake components for looseness or damage.

SET UP

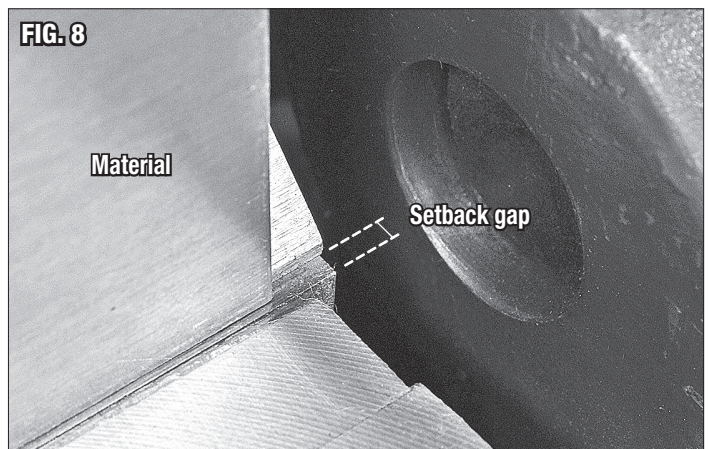
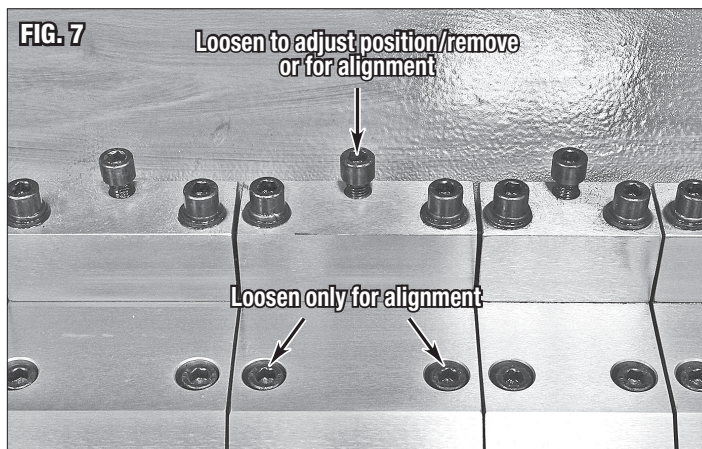
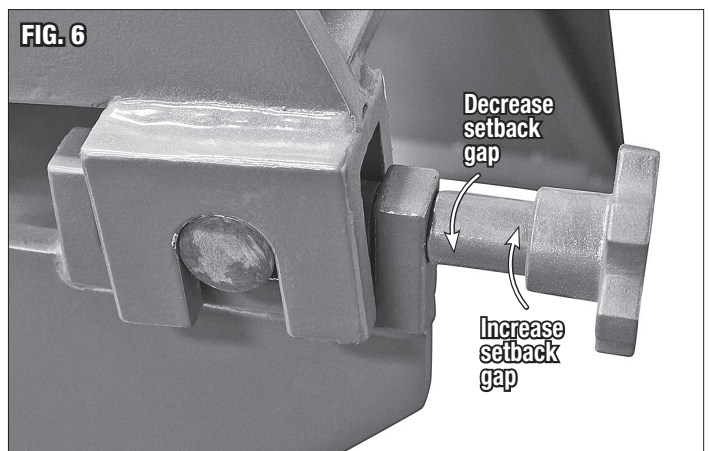
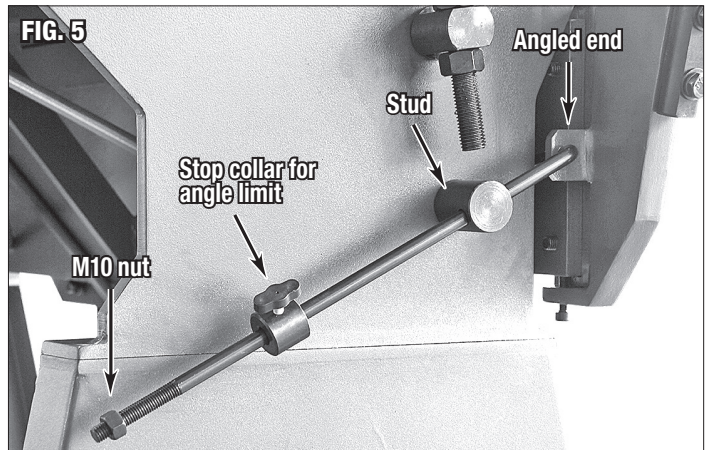
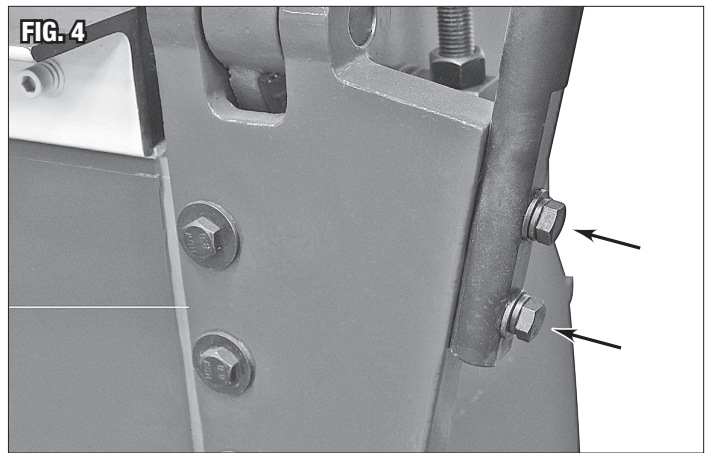
- The Eastwood 48" HD Box & Pan Brake must be securely anchored to a solid floor capable of supporting the static weight of the unit 1091 lbs. [495kg] plus the stresses from operation. The use of 3/8" anchoring hardware with substantial washers is absolutely necessary.
- Assembled the Box & Pan Brake over the chosen location then mark mounting hole locations by tracing the holes in the legs.

ASSEMBLY

- Uncrate the brake and verify all components are present. To install the Legs **[B]** to the Eastwood 48" HD Box and Pan Brake Assembly **[A]**, it must be lifted with a suitable lifting device and two or more straps rated for 1200 lbs. [544kg]. Loop the straps around the lower base of the brake (**FIG 1**) at both sides to prevent possible damage.
- Hoist high enough to install the Legs. Fasten with the M12 hardware **[F, G, H, J]** in each of the four holes (**FIG 2**). Carefully lower onto the legs and verify stability in final mounting position before removing straps. Anchor to the floor using 3/8" anchoring hardware with substantial washers.
- Mount the Brake Handles **[C]** to the bending wing with the included M10 hardware **[K, L, M]** in the positions shown in (**FIG 3**).



- Install the Counterweight Assemblies **[D]** to the bending wing. The easiest way to do this is to remove the weights from the rods, install the rods with the remaining M12 hardware **[F, G, H, J]**, then reinstall the weights (**FIG 4**). Depending on the resistance of the metal typically being bent, you can adjust and add or remove counterweight as desired to make bending almost effortless.
- Install the Stop Gauge Components **[E]** stud to the hole in the brake base (**FIG 5**). Secure stud the backside with the nut. The stud should be well retained but rotate freely.
- The rod slides through the stud. The angled end of the rod locates in the bending wing. The M10 nut goes on the end to prevent the stop collar with T-bolt from falling off.



SET-UP

FINGER ALIGNMENT AND SETBACK

- The fingers on the brake have been aligned by the factory. However, if they shift out of alignment or are removed for cleaning, realignment is easy.
- Verify no clamping pressure is on the fingers and the fingers are not hanging over the edge of the brake base. Adjust setback knobs (**FIG 6**) if necessary. Flip the bending wing up, perpendicular to the brake base and keep it in that position.
- Loosen three screws (center upper, both lower) on the fingers that require alignment (**FIG 7**). Adjust the setback knobs evenly until the fingers barely contact the bending wing. Use the bending wing as a straight edge to align and tighten all fingers.
- Now that the fingers are aligned, the setback gap can be adjusted correctly for material thickness. This distance roughly defines the bending radius that will result. If the setback gap is too small, causing the bend radius to be too tight, this will fatigue and weaken the metal; possibly cracking it too.
- Typically, the setback (**FIG 8**) is adjusted to 1 - 2 times the material thickness (e.g. 18 gauge mild steel = 0.0478", adjust setback to 0.0478" - 0.0956").

▲ NOTICE

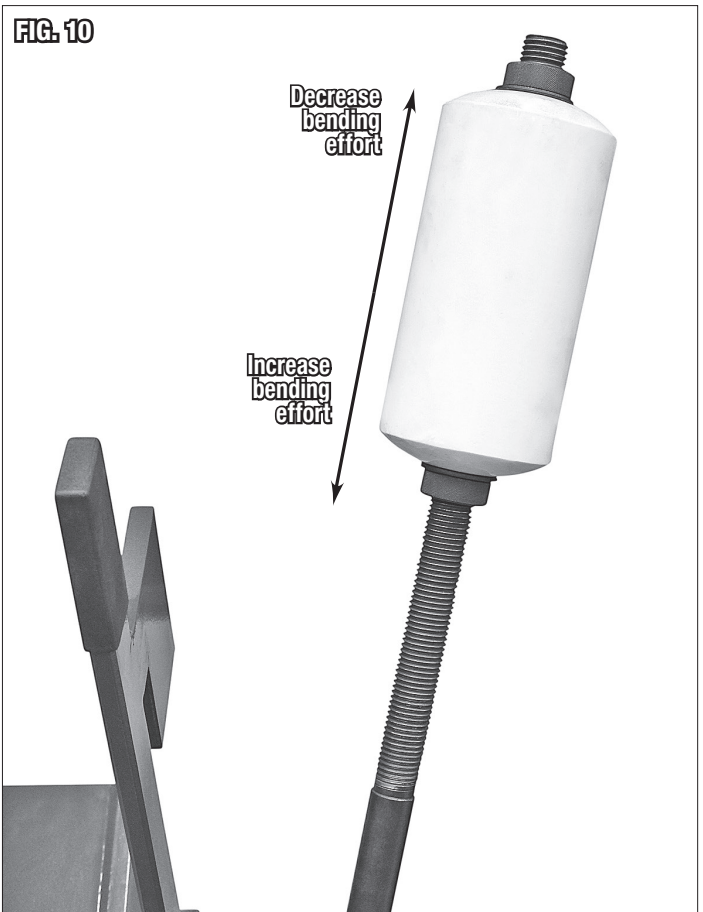
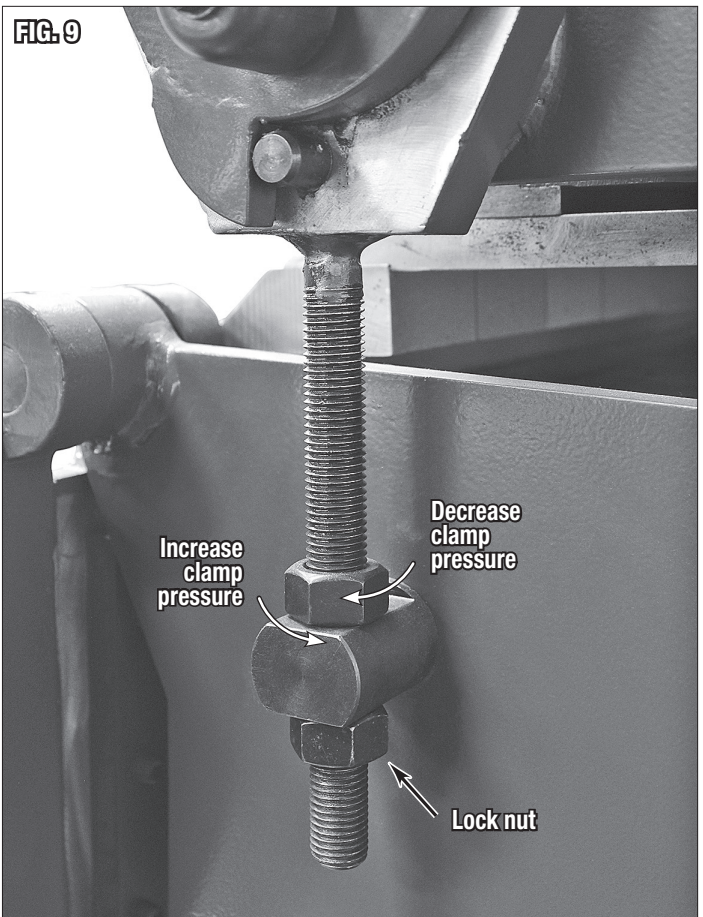
Do not allow the knife-edge of the fingers to protrude beyond the edge of the machined brake base or permanent damage to the fingers and bending bar will occur.

CLAMPING PRESSURE ADJUSTMENT

- Optimal clamping pressure will vary depending on the material thickness being bent. Ideally, resistance on the clamping handles is medium before lightening and locking at the end of the eccentric throw.
- If adjustment is necessary, release clamping pressure and evenly adjust the clamping linkage at either side of the brake. Tightening the linkage will increase resistance, loosening it will decrease resistance (**FIG 9**). Adjust the nuts one turn at a time and test clamping force again.

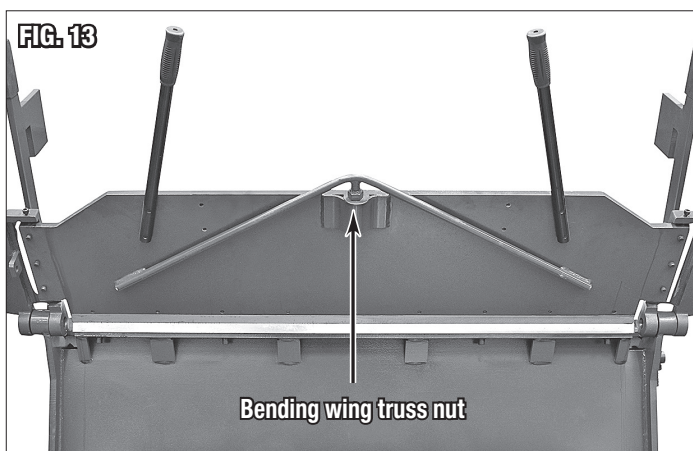
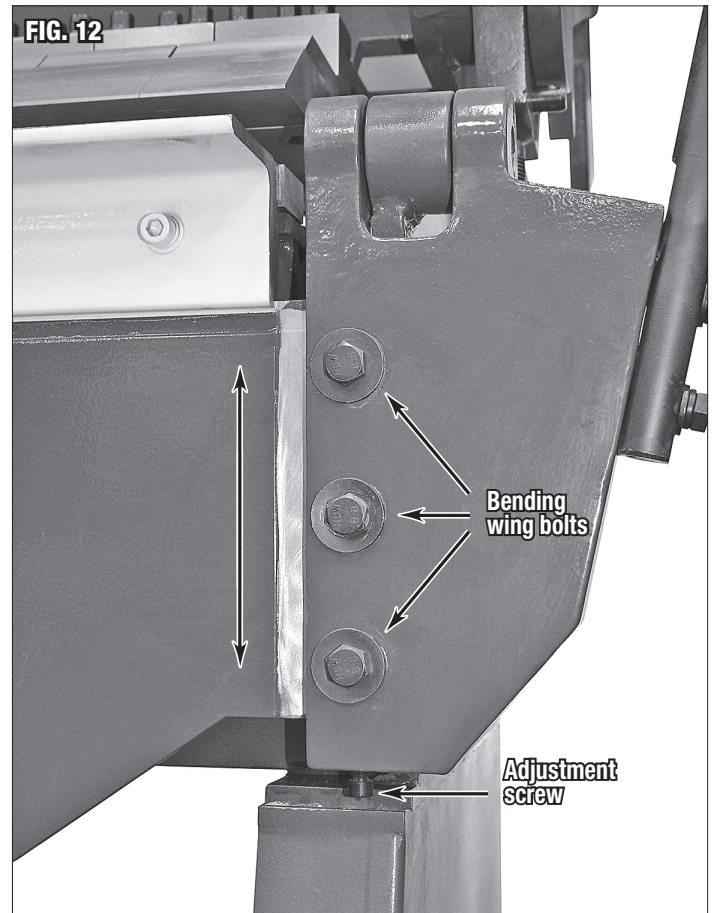
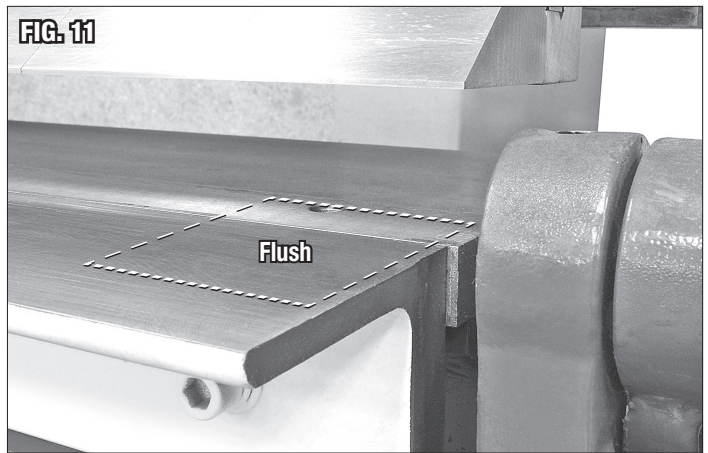
COUNTERWEIGHT ADJUSTMENT

- The counterweights serve to ease the force input required to make a bend. Depending on the resistance of the material and thickness at hand, you can adjust the weights out to ease bending (**FIG 10**), or in to add more resistance. You can also adjust the weights asymmetrically or remove a counterweight entirely if there is too much assistance with both.



BENDING WING ALIGNMENT

- The bending wing should be aligned from the factory, however if misalignment is present the brake will need to be adjusted. The contact surface and extension of the bending wing and the brake base should be flush (**FIG 11**). If there is misalignment, continue below.
 - First, verify the machined surfaces of the bending wing and brake base are flush at both sides. If adjustment is necessary, loosen the bending wing bolts then you can use the adjustment screw to push the wing up or let it lower down (**FIG 12**). After both sides are aligned, retighten the bolts snug.
 - If the bending wing is then high or low at the center, one of the two truss nuts must be adjusted to counter the bow.
 - If the bending wing center surface is below the brake base, tighten the truss nut under the bending wing carefully until it pushes into alignment (**FIG 13**).
 - If the bending wing center surface is above the brake base, tighten the truss nut under the brake base (**FIG 14**) carefully until it is drawn into alignment.
- NOTE:** Verify the truss nuts stay tight, or rigidity will be lost and bending accuracy will be affected.

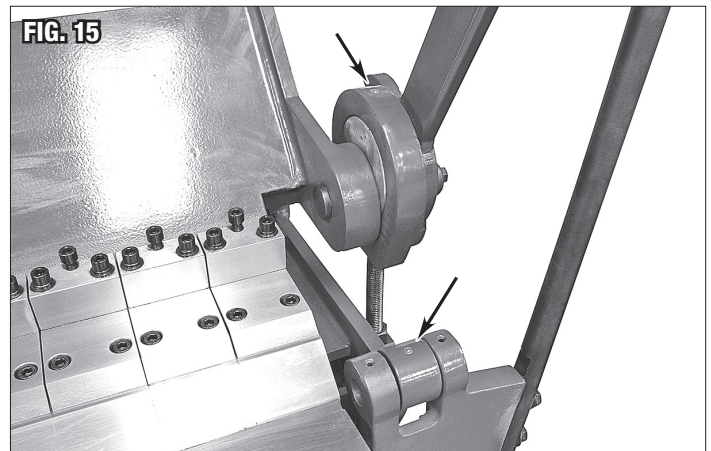


OPERATION

- Select the finger width or combination of fingers required to bend the desired width of sheet metal. Add or remove fingers as required by loosening the top center socket head cap screw to remove fingers (**FIG 7**).
- Verify the finger setback distance is appropriate for the material at hand.
- Ideally, the full length of the bend should be supported by the fingers, but particularly at the ends. Having a small gap in the center of the bend is ok.
- Mark the bend line(s) on your workpiece, raise the clamping handles, and insert the workpiece. Align the bend line with the tip of the fingers. The tip is where your bend will start.
- Clamp down on the workpiece and begin bending by lifting the brake handles. Slowly lift up until the desired angle is achieved. Verifying the angle with a protractor or angle gauge is ideal. All metals will have some spring back.
 - Spring back is the elastic tendency of the metal to return to its original shape. This means that for a perfect 90° bend you will have to bend slightly past 90° indicated on the machine. When bending pressure is released the piece will spring back to 90°. Spring back varies by material and bend size/thickness. High carbon steel will generally have more “spring back” than milder steels and aluminum.
 - The best way to know your spring back is to make a test bend. Note what is indicated before releasing peak bending pressure. Measure the actual degrees of the bend and subtract that from the indicated number to get spring back (eg. indicated 90° - measured 88° = 2° spring back)
 - “Over bend” the next piece by that amount for an accurate bend.
- If you need to reliably repeat a bend, adjust the stop gauge to stop the bending wing at the peak of the bend (**FIG 5**).

MAINTENANCE

- Store in a clean & dry environment when not in use and cover for additional protection, ideally. Coat all machined surfaces with a light film of oil or suitable protectant to prevent rust formation.
- Provide several drops of 30W engine oil or similar to the four pivot point oil ports (**FIG 15**) periodically to promote smooth action and prevent binding. Applying a dry lube to all threaded adjustment locations to promote smooth action and prevent binding is recommended.
- Keep all areas of the tool clean, particularly those surfaces that contact sheet metal work pieces. Dirt and metal chips can cause uneven clamping and inaccurate bends.



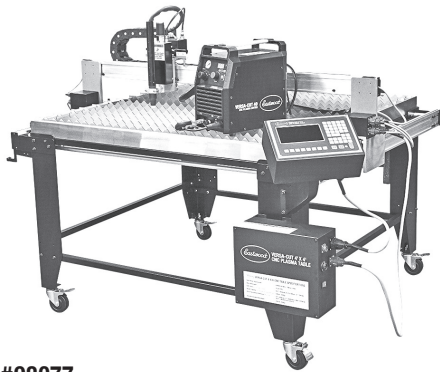
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ADDITIONAL ITEMS

R&D MUST-HAVE ACCESSORIES



#98077
Eastwood Versa-Cut 4X4 CNC Plasma Table
with CNC Cut 40 and Machine Torch



#67510
Eastwood 5" Throatless Shear



#73834
Rockwood Tig 180 AC/DC Tig Welder

OPTIONAL ITEMS

- #28038** Eastwood Sheet Metal Gauge
- #13475** Eastwood Electric Metal Cutting Shears
- #51088** Eastwood Shrinker/Stretchers Set
- #21327** Eastwood Elite 27" Bead Roller
- #21489** Eastwood Elite Deep Jaw Shrinker Stretcher
- #20254** Eastwood 24" Slip Roll

Visit eastwood.com for complete info and pricing.

If you have any questions about the use of this product, please contact

The Eastwood Technical Assistance Service Department: 800.343.9353 >> email: tech@eastwood.com

PDF version of this manual is available at eastwood.com

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