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INSTRUCTIONS AND MAINTENANCE FOR 44F WHEELING MACHINE

IMPORTANT: The tension adjuster is capable of producing in excess of 5,000 pounds of pressure. This is far more than you will ever require. GO EASY! Too much pressure can permanently distort the frame, or bend the axle in the top wheel. Very little pressure is required for the work this machine is intended for.

METAL PREPARATION: The capacity of this machine is 16 gauge mild steel. Whenever possible, use a low carbon, aluminum or silicon killed, drawing quality steel such as 1015 AKDQ. This type of steel is specially made for deep drawing and stretching. The time and money spent finding a local source for this material is worthwhile. Clean your metal carefully, removing all rust, paint, metal chips, dirt, and grit. Remove all burrs and sharp edges from the metal sheet. Tiny bits of grit left on the metal can damage your panel and the Wheels! If the machine will not be in service for a long time, a light coat of oil on the wheels will prevent rusting.

SAFETY: Gloves should be worn when operating the machine. Be careful not to pinch your fingers between the wheels when tracking the metal.

POINTERS ON USE: Remember, "Practice makes perfect". Start with a sample piece of metal the same gauge and alloy that you will be making your panels from. Place the metal between the wheels and adjust the tension so you can easily move the metal back and forth with only a slight amount of pressure on the metal. Your technique of tracking across the metal is far more important than having lots of pressure on the wheels. Use very light pressure when you are learning technique. The simplest tracking pattern is like mowing a lawn: you start at one corner, work very evenly across the panel, keeping your tracks closely spaced. Once you have developed some skill in tracking, you can experiment with a little more pressure. Remember, the machine is designed to work with light to moderate pressure, and too much pressure will do more harm than good. As you are shaping the panel, you should frequently check it against a pattern, form, buck or part you are shaping it to match. To retain the pressure setting, cam down the lower yoke, remove the metal and check, then place panel back between the wheels and cam up the lower yoke. Don't be easily discouraged! It will take time and patience to build your skill with this tool.

LUBRICATION: The upper wheel and all anvil wheels have sealed ball bearings and never require lubrication. The camshaft should not need lubrication for a very long time. To lubricate, remove snap ring and slide camshaft out, apply a liberal amount of grease to cam groove and tube and reassemble. The screw lift assembly has two thrust bearings at the very bottom of the tube, an oil hole is provided for lubrication.

RECOMMENDED READING: Metal Fabricators Handbook and Sheet Metal Handbook by Ron & Sue Fournier.