

Instruction Manual
ESCO Part #10109

**BEADBREAKER FOR HEAVY DUTY 3-PIECE
EARTHMOVER RIMS**
That replace standard 5 Piece Rims
With A Flange Height Of 2” Or More

WARNING
SAFETY PRECAUTION

This product, as well as all Tire Tools, should never be used by persons unless they have been trained properly according to O.S.H.A. Regulation #29CFR 1910.177 entitled “Servicing Single-Piece & Multipiece Rim Wheels.” Copy of the Regulation is enclosed or contact this manufacturer.



PURPOSE

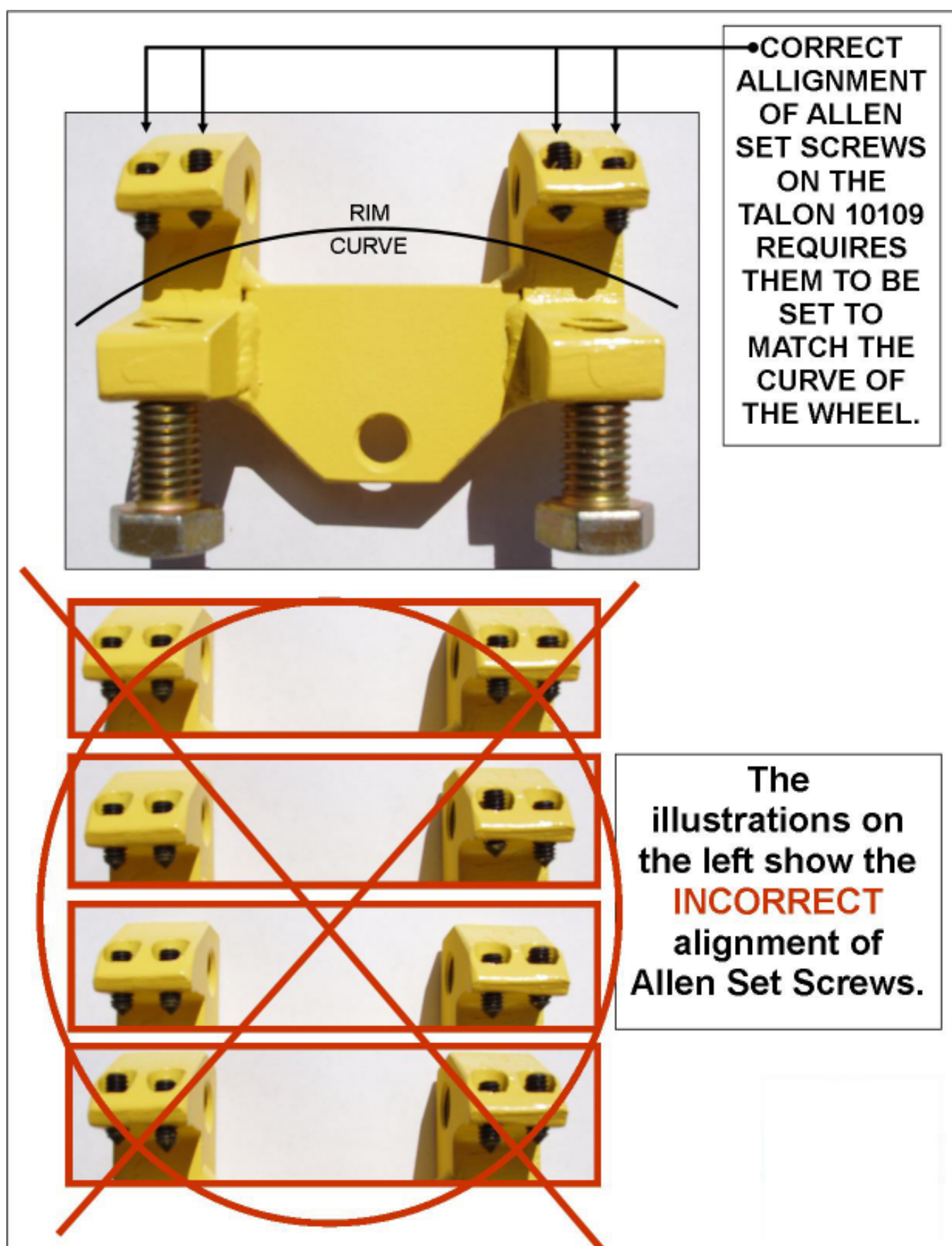
This tool is mainly used for the dismantling of 3 piece rims which have a flange height higher than 2”. That is the case of the 23.5, 26.5 x 25 and 29.5 x 25 wheels. It is used with a 10,000 p.s.i. - 700 bar pump either manual or hydraulic. This tool will work on open or closed center wheels and wheels equipped with Cat Shur-Lok™ Adapters.



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PLEASE NOTE:

Allen set screws must be replaced once they wear down to ensure proper alignment of the tool. Failure to replace set screws may damage the tool.



1. Deflate the tire and be sure it is completely empty of air before beginning any work. Run a wire through the valve stem to make sure it is not blocked.

2. First adjust the four allen screws to correctly align with the curve of the wheel as shown on page 1. Then attach the #1 clamp to the rim flange as shown in figure #1. Tighten the #2 clamp bolts as shown in figure #1 with a 15/16 wrench.



Figure 1

3. Tighten the adjustment bolt #3 shown in Fig. #1 by hand so the clamp is 90° to the face of the wheel.

4. **Apply a good tire mounting paste to the top and the point of the bead breaker spade #10 in figure #2. Apply tire mounting paste or lubricant to the area on the tire/rim on both sides of the bead breaker clamp.**

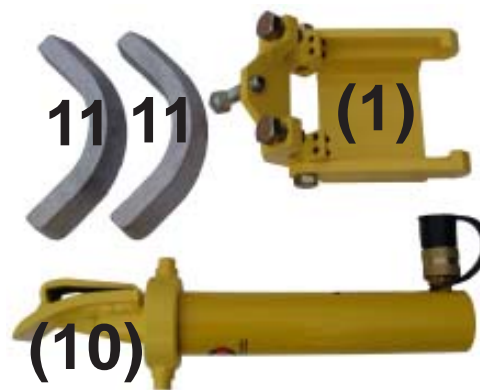


Figure 2

5. Install the #8 cylinder, #9 trunion and #10 spade into the #1 clamp with the two ears on the trunion in the slide groove of the clamp. Now position the spade between the rim flange and the tire bead. Figure #3

6. Activate the pump while holding the rear end of the cylinder keeping it positioned 60° to the face of the wheel for the spade to go down between the rim flange and the tire bead as in figure #3.

7. Make sure the top of the spade is driven down against the rim base and is pushing the heel of the bead off the taper. If not, release the pressure, adjust the position of the cylinder and push again as shown in figure #3.

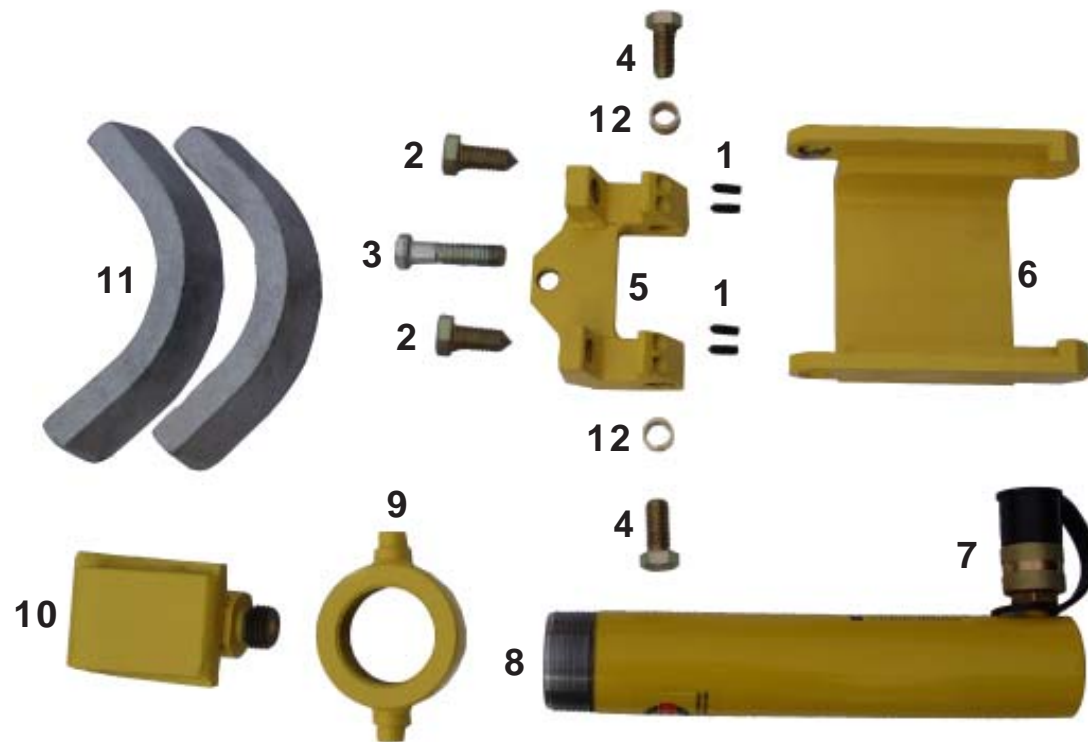


Figure 3

8. If the rim is rusted badly it may be necessary to block the first push. Use the #11 wedges, insert them between the tire bead and rim flange before releasing the pressure. Move the #1 clamp to the right or left and repeat steps #2 thru #7 again until the bead of the tire is pushed back far enough to push the rim flange back away for removal of the lock ring. Use a "dead blow" plastic hammer or a lead mallet. **Never hit the flange ring with a steel duck bill tire hammer as you may damage the flange.**

9. To unseat the back bead proceed the same way.

PARTS LIST



Item No.	Part No.	Description	Qty.
1	10115	Allen Screw	4
2	10111	Clamping Screw	2
3	10112	Adjusting Screw	1
4	10114	Joint Screw	2
5	10113	Clamp	1
6	10117	Adjusting Clamp	1
7	10606	Coupling, Ram Half	1
8	10304	Ram, Hydraulic, 10 Ton-8 1/8" Stroke	1
9	10118	Trunion	1
10	10119	Spade	1
11	TO-100-23	Wedge	2
12	10116	Spacer	2