

# Instruction Manual

## AME Part#11090

### BEADBREAKER FOR HEAVY DUTY 3-PIECE EARTHMOVER RIMS

#### WARNING

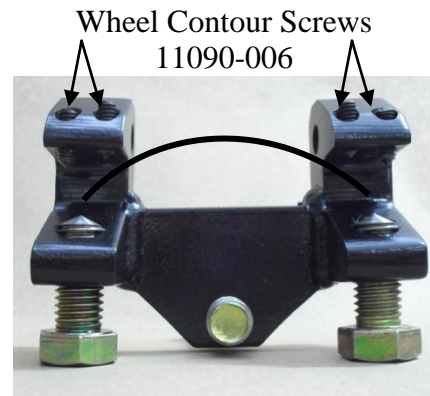
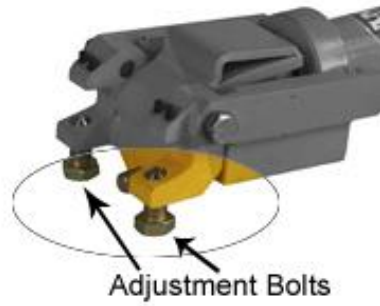
#### SAFETY PRECAUTION

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#29CFR1910.177 entitled” Servicing Single-Piece & Multi-Piece Rim Wheels.” Copies of the Regulation are 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.





**Figure 1**

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's not blocked.

2. First adjust retaining (48" Allen Key) screws to the contour of the Rim Flange. Then attach the #1 clamp to the rim flange as shown in figure above with a 15/16 wrench.



**Figure 2**

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

4. Apply a good tire mounting paste to the top and the point of the bead breaker spade #3 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 3**

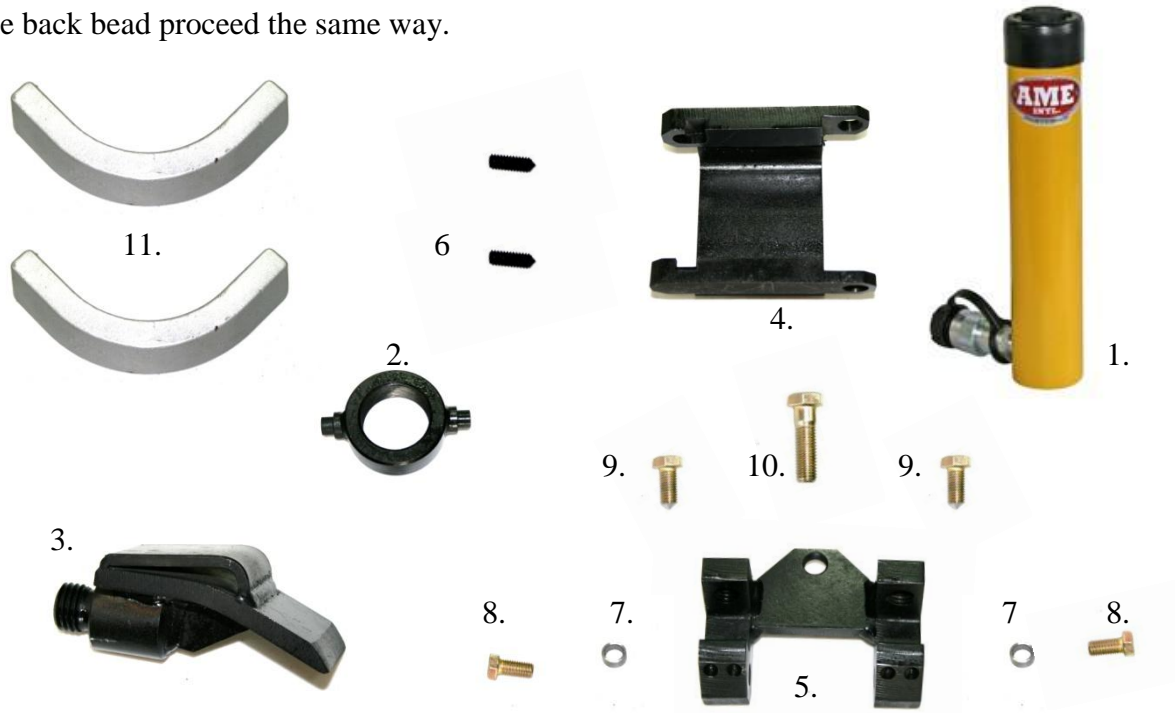
5. Install the #1 cylinder, #2 trunnion and #3 spade into the #5 clamp with the two ears on the trunnion in the slide groove of the clamp. Now position the spade between the rim flange and the tire bead.

6. Activate the pump while holding the rear end of the cylinder keeping it positioned at 60 degrees to the face of the wheel for the spade to go down between the rim flange and the tire bead as in figure 3. Do not hold the tool by the hose.

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.

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 #5 clamp to the right or left and repeat steps#2 through #7 again until the bead of the tire is pushed back 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 hammer as you may damage the flange.

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



Item	Part No.	Qty	Description
1	11090-001	1	10 Ton 8” Cylinder
2	11090-002	1	Trunnion
3	11090-003	1	Spade
4	11090-004	1	Frame
5	11090-005	1	Clamping Assembly
6	11090-006	4	Retaining Screw
7	11090-007	2	Bushing
8	11090-008	2	Machine Bolt
9	11090-009	2	Clamping Bolt
10	11090-010	1	Frame Bolt
11	11040-011	2	Spacer Wedge