

VBG640TM

TECHNICAL MANUAL



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OUR MISSION

Pro-Cut International is dedicated to providing our customers with the most advanced, precise, and profitable tools for brake repair. We have worked with, learned from and solved problems for people at all levels of the brake repair business - from the largest auto manufacturers and national service chains to one-bay, one-man operations. It is a business our entire staff lives, eats, and breathes. We welcome you to our table and look forward to working with you to improve your brake service business.

Limited Warranty

This warranty extends to the original owner of the the equipment. Pro-Cut International warranties this equipment against defects in materials or workmanship as follows.

Labor

For the period of one (1) year from the original date of purchase, if we determine that the equipment is defective subject to the limitations of this warranty, we will replace it at no charge for labor. Pro-Cut International warrants any such work done against defects in materials or workmanship for the remaining portion of the original warranty period.

Parts

For the period of one (1) year from the original date of purchase, we will supply, at no charge, new or rebuilt replacement parts in exchange for parts we determine are defective subject to the limitations of this warranty. Pro-Cut International warrants any such replacement parts against defects in materials or workmanship for the remaining portion of the original warranty period.

What Your Warranty Does Not Cover

This warranty does not apply to damage due directly to misuse, abuse, negligence or lack of maintenance.

CONTENTS

1	INTRODUCTION	8	Mount the Lathe to the Adapter
1	SAFETY AND WARNINGS	10	Position Cutting Head & Set Shutoff Cam
2	Brake Concerns	11	ADJUSTMENT FOR LATERAL RUNOUT
3	SETTING UP A NEW LATHE	13	MAKING THE CUT
3	Assemble the Trolley	14	MACHINING THE OPPOSITE SIDE
3	Mount the Lathe to the Trolley	15	REASSEMBLY
4	OVERVIEW	16	MAINTENANCE
5	VEHICLE PREPARATION	16	Daily
6	LATHE PREPARATION	16	Weekly
6	Check Bits	18	Common Causes of Poor Surface Finish
6	Where To Start- Driver or Passenger's Side?	20	TROUBLE SHOOTING
7	MOUNTING THE LATHE	24	PART DIAGRAMS
7	Mount the Adapter	28	ASSEMBLY INSTRUCTIONS: LATHE TROLLEY

IMPORTANT SAFETY INSTRUCTIONS

The VBG640 Rotor Matching System is a precision instrument which requires close attention while in operation. It will provide many years of service if it is operated safely. Basic Safety precautions should always be followed, including the following:

1. Read all instructions
2. Care must be taken as burns can occur from touching hot parts.
3. Do not operate equipment with a damaged cord or if the equipment has been dropped or damaged - until it has been examined by a qualified service person.
4. Do not let a cord hang over the edge of the table, bench, counter or come in contact with hot manifolds or moving fan blades.
5. If an extension cord is necessary, a cord with a current rating equal to or more than that of the equipment should be used. Cords rated for less current than the equipment may overheat. Care should be taken to arrange the cord so that it will not be tripped over or pulled
6. Always unplug equipment from electrical outlets when not in use. Never use the cord to pull the plug from the outlet. Grasp the plug and pull to disconnect.
7. Let equipment cool completely before putting away. Loop cord loosely around equipment when storing.
8. To reduce the risk of fire, do not operate equipment in the vicinity of open containers of flammable liquids (gasoline).
9. Adequate ventilation should be provided when working on operating internal combustion engines.
10. Keep hair, loose clothing, fingers, and all parts of the body away from moving parts.
11. To reduce the risk of electric shock, do not use on wet surfaces or expose to rain.
12. Use only as described in this manual. Use only manufacturer's recommended attachments.
13. ***ALWAYS WEAR SAFETY GLASSES.*** Everyday eyeglasses only have impact resistant lenses. *THEY ARE NOT SAFETY GLASSES.*

SAVE THESE INSTRUCTIONS

INTRODUCTION

WELCOME TO THE PRO-CUT TEAM.

Congratulations on your purchase of the **PRO-CUT VBG640**, the world's fastest and most accurate computerized on-car brake lathe.

For many years, on-car lathes were used only for rotors that were difficult to remove. Due to current trends, virtually all auto manufacturers now require or recommend the use of on-car technology to match every rotor to every hub. By matching a rotor to the hub, the chance of a vehicle returning for a lateral run-out induced brake pedal pulsation is virtually eliminated. There is simply no better way to refinish and match a rotor than with the patented ROTOR MATCHING SYSTEM.

The following pages are designed to guide you through set-up, operation, and maintenance of your lathe. We also recommend that you view the enclosed training video.

If you have any questions along the way, please call us. Our technical support team is standing by from 8 a.m. to 5 p.m. Eastern time. Or browse our website for technical information and tips: www.procutusa.com.

YOUR LATHE PACKAGE

Every Pro-Cut VBG640 Lathe Package comes complete, ready to assemble and use. Setup and training is included by a local, certified Pro-Cut Rep. Please contact Pro-Cut at 800-543-6618 immediately if you have not already made arrangements for on-site training. Here's what's included in a standard lathe package:

Adapter Packages	4 to 8 adapter packages	50-246	Small Spacer
50-380	Adjustable Disc-Lock Trolley	30-791	Large Spacer
50-220	Speed-Lock Cutting Head	50-179	Nut & Bolt Kit
50-046	Nose Cone Extension	50-742	Premium Pro-Cut Cutting Tips (10pcs.)
50-703	Disc Silencer	50-660	Tool Box Complete
50-754	Double-Thick Disc Silencer	(2)37-034	S-Hooks
50-752	Lathe Cover	50-729	Brake Specification Guide

NOTE: *Kit contents may vary by market.*

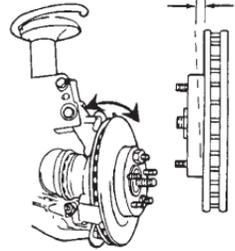
LATERAL Run-out leads to ...
THICKNESS VARIATION which results in ...
BRAKE PEDAL PULSATION.

Brake pedal pulsation is most often the result of thickness variation in the brake rotor. Thickness variation is the technical term for a rotor that is not uniformly thick. New rotors are uniformly thick, and stop the vehicle smoothly. But thickness variation can develop over time and eventually lead to brake pedal pulsation.

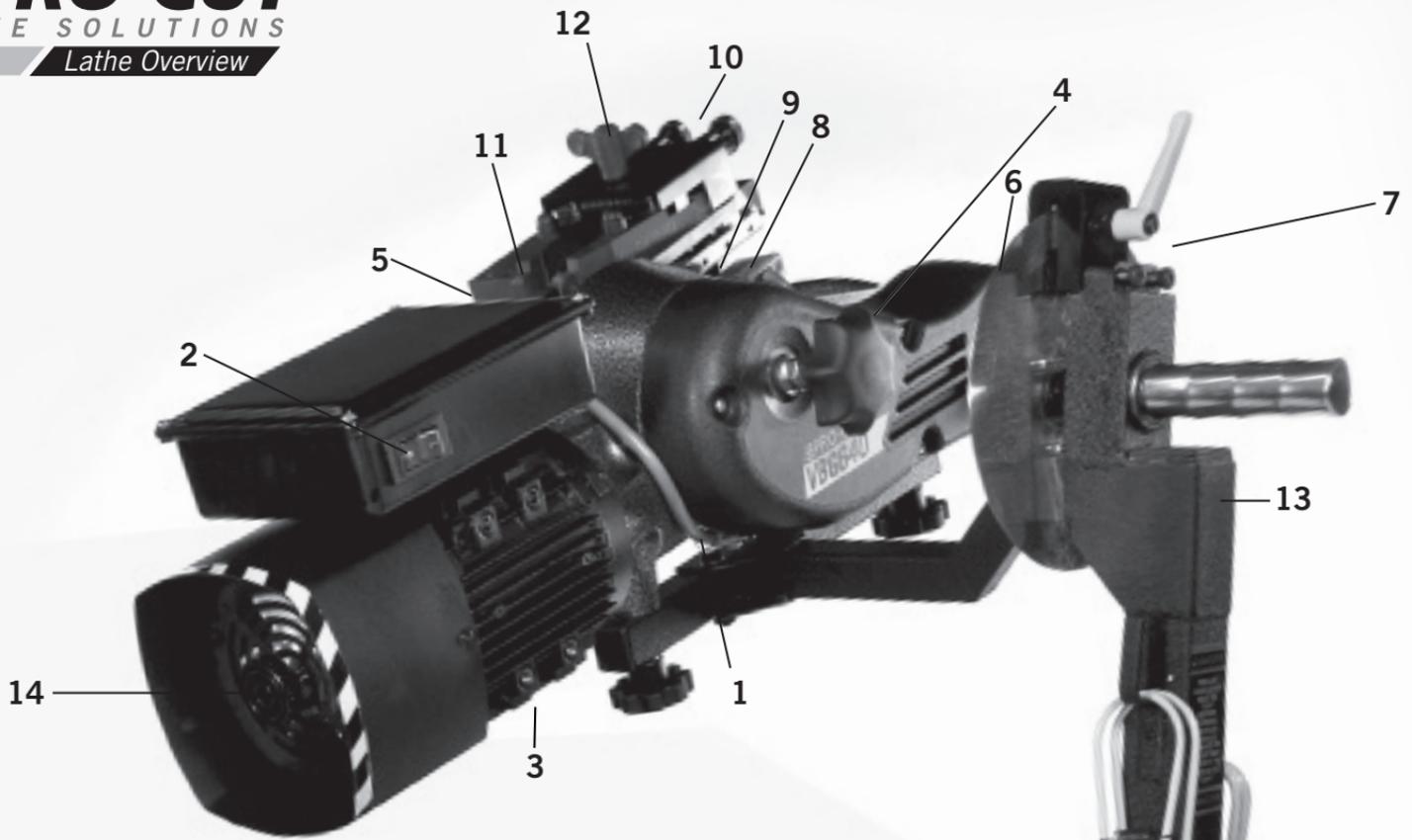
How does thickness variation develop? Through lateral run-out in the face of the rotor. Lateral run-out is the technical term for “wobble”, and is a measurement of how much the surface of the disc wobbles from side to side as it rotates .

A rotor with lateral run-out will not wear evenly, and uneven wear increases over time. As the vehicle moves down the road with the brakes relaxed, the rotor will brush each pad once per revolution, resulting in a thin spot on the rotor.

Since vehicle hubs often have lateral run-out due to stacked component tolerances, a new or newly machined rotor will often exhibit excessive lateral run-out as it turns on the hub. Most manufacturers require rotor run-out to be below 0.002” (0.05mm). The VBG640 Rotor Matching System allows you to match every rotor to the hub on which it turns. The on-board computer delivers a precise alignment between the lathe axis and the hub axis, thereby guaranteeing that a Pro-Cut machined rotor will have less than 0.001” (0.025mm) lateral run-out every time.



By match-matching the rotor to the hub assembly on which it resides, lateral run-out will be reduced to below OEM specs every time!



COMPONENTS

1. VBG640 Computer Box
2. On/Off Switch
3. 120V 60 Hz or 1.5 hp 230V 50/60 Hz hp Motor
4. Draw Bar Knob
5. Adjustment Flange (*obscured*)
6. Feed Engagement Knob (*obscured*)
7. Disc-Lock Lever
8. Automatic Shut-off Switch
9. Automatic Shut-off Cam
10. Cut Depth Adjustment Dials
11. Cutting Tips/Inserts
12. Cutting Head Lock Knob
13. Trolley
14. Motor Knob

Before you begin setting up, check contents against the parts diagram enclosed in the lathe package. If you are missing any parts, call Pro-Cut immediately.

Cutting Edge Tip

Assemble the trolley completely then get assistance from another person to mount the lathe on the trolley.

ASSEMBLE THE TROLLEY

Open the trolley box and check contents against the parts diagram . If you are missing any parts, call Pro-Cut immediately. Proceed with assembly, following the instructions enclosed in the box.

MOUNT THE LATHE TO THE TROLLEY

Once the trolley is assembled you will need to mount the lathe to the trolley. Locate lathe arm on trolley so that lathe will be in upright horizontal position when it is installed, then lock the disc-lock lever firmly.

- 1) Remove the lathe body from the shipping pallet and install mounting studs under lathe in two threaded holes the pallet bolts were removed from.
- 2) Remove the lathe body from the shipping pallet and turn it upside down. Slide the support arm (complete with spacer and rubber washer) vertical post through the hole in the main lathe body. Position the support arm so that the slot on the flat portion rests over the mounting lug on the bottom of the lathe body. Place the other rubber washer (37-519) between the mounting lug and the flat portion of the support arm and then thread the male trolley knob (37-518) through the support arm and into the mounting lug.
- 3) Turn the lathe back over and secure the top of the support arm vertical post with the female trolley knob (37-517). Position the serrated lock washer (37-620) over the horizontal stud on the support arm. Using proper back protection and lifting procedure, lift the support arm and lathe and fit them into the L-tube (50-509). Slide the thrust washer over the threaded portion of the support arm and re-attach the trolley handle (37-456).

Before lifting the vehicle, the front wheels should be straight and the parking brake should be off, with the transmission in neutral.

1. Raise the vehicle according to the lift manufacturer's instructions. Raise until the wheel hub is about belt level.
2. Check wheel bearings for damage or excessive play. If this or any other wheel service is required, it should be performed before match-machining the rotors as loose or damaged bearings will keep the lathe from doing the most accurate job possible.
3. Remove the wheels. Remove the brake calipers and suspend them out of the way of moving parts such as half shafts and CV joints using the yellow S-hooks provided (pn 37-034K). Be sure to remove all wheels that may turn when the lathe is turned on.
4. If the rotor is free on the hub, mark and remove it in order to assess the mating surface. Use a ScotchBrite™ type wheel on a die grinder, or other suitable wheel hub cleaning tool to remove rust or debris. Clean all material from the mounting area.
5. The rotor on the side of the wheel that is not to be machined should be marked and removed if it is free on the hub or secured with at least 2 lug nuts. Match marking the rotors to the hub is very important.
6. Use a micrometer to measure rotor thickness and determine how much material may be removed from the rotor by comparing to brake spec guide provided. Visually inspect for deep rust or grooves. This inspection will help determine the depth of the cut.

NOTE: Remember to index mark rotors before removing them so you can be sure they are returned to the same positions on the hub.

LATHE PREPARATION CHECK CUTTING TIPS

Before mounting the lathe, check the cutting tips and make sure they are ready for use. The cutting tips are one of the most critical components of the machine. It is vital that they are Pro-Cut brand tips in good condition and properly mounted. Each cutting tip has three corners which may be used. The correctly installed tip is wider on the top and has a groove, or dots, facing up. A tip mounted upside down will produce a surface finish that looks like a record.

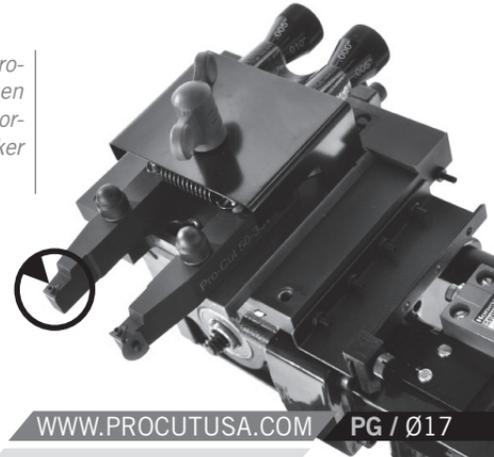
You should get at least 7 cuts per corner. However, tip life is affected by variables such as rust or ridges. In order to determine when to rotate tips, monitor rotor finish. If the rotor finish begins to look inconsistent, or feels rough to the touch, tips should be rotated. Tips that are chipped or cracked should never be used.

Be sure that the tip pocket is clean before positioning the tip. Any foreign material pinched under the tip will cause problems.

NOTE 1: The lathe has a powerful 1 hp motor which requires 20 amp service. All extension cords must be at least 12 gauge and less than 25 feet; drop light cords are not recommended.

NOTE 2: Use only Pro-Cut Cutting Tips (50-742). Although other tips may fit the machine, only Pro-Cut tips have been specifically engineered in tandem with the Pro-Cut lathe. Using a non-Pro-Cut tip may compromise lathe performance and result in poor surface finish.

This is the premium Pro-Cut tip (50-742). When the tip is mounted correctly, the chip breaker and dots face up.



In just 4 steps in about 7-9 minutes, any tech can perform top-quality brake work.

Step 1: Mount the Adapter (2 mins.)

Step 2: Set up the Lathe (1-2 mins.)

Step 3: Adjust for Lateral Run-out (1 mins.)

Step 4: Make the Cut (3-4 mins.)

If the four steps are followed properly on each brake job, the Pro-Cut VBG640 RMS will operate accurately and efficiently.

STEP 1: MOUNT THE ADAPTER (2 Minutes)

The First step is to choose the proper adapter. Most passenger cars require either the four (50-687) or five lug (50-688) Direct Fit® adapter. Some larger passenger cars and smaller trucks use the (50-695) adapter. For most trucks and vans, use the larger adapter (50-691) or the Asian / European variant, the 50-681. This fits 5, 6, 7, and 8-lug vehicles. See the adapter guide on pages 72-73 of this manual, or use the adapter search on the Pro-Cut website for more specific information.

Once you've selected the correct size adapter, try each bolt pattern until you find the one that fits the vehicle evenly. When possible, use the nuts provided with the machine. Hand tighten nuts with an open box end wrench or a torque wrench in a star pattern. Do not use impact wrenches to mount adapters. Nuts should be hand-tightened to 25-30 ft. lbs. / 30-40 N-m. Excess torque may damage the adapter.

Some vehicles require the use of a spacer (30-791 or 50-246) which are provided in the lathe package. If the adapter doesn't fit flush and square, use the spacer. Sometimes the holes in the spacer are not needed as the entire bolt pattern will fit in the center of the spacer.

WARNING

The adapters are made of cast iron, not aluminum or steel like wheels. They are not designed to withstand the use of impact tools. **DO NOT USE IMPACT GUNS TO ATTACH THESE ADAPTERS!** 20-30 ft. lbs. / 30-40 N-m applied by hand is plenty to secure the adapter to the vehicle. Excess torque applied with an impact wrench will damage the adapters. **Warranty does not cover this misuse.**

STEP 2: SET UP THE LATHE (2 Minutes)

A. Mount the Lathe to the Adapter

Move the cutting head out so that the tips will not strike the rotor as you mount the lathe.

Next, roll the machine into place and match it up with the adapter. Note that the trolley moves up and down to accommodate different heights. The small dowel pin on the face of the adapter will fit into either of several holes on the run-out adjustment flange. Turn the draw bar knob to thread into the adapter securely connecting the lathe to the vehicle.

NOTE: It is very important that the machine be mounted smoothly on the adapter without prying or forcing. Take the time to align the machine properly in order to avoid damage to the run-out adjustment flange. The large draw bar knob will spin on very easily when the machine is properly aligned, much like installing an oil filter. Tighten it by hand only.

B. Position the Lathe for Cutting

Loosen the trolley handle so that the machine is free to rotate. Rotate the machine so that the cutting head is in a position where there is clearance to make the cut. Be sure to check the back side of the rotor for obstacles. Make sure there will be clearance for the chip deflector as well. **Lock the trolley lever securely so the machine will not rotate when the motor is started.**

SECURING THE CUTTING HEAD

Vibration is the root cause of most surface finish problems. Be sure the cutting head is securely locked in place. Tight connections here reduce the chance of vibration.

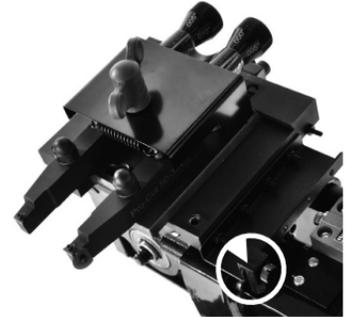
STEP 2: SET UP THE LATHE (2 Minutes) (CONTINUED)

C. Position Cutting Head and Set Shut-off Cam

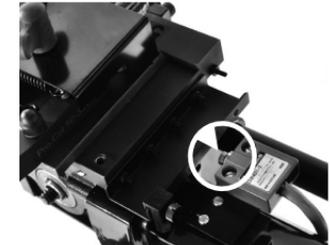
Notice that there are several mounting holes in the slide plate that can be used to lock the cutting head. The cutting head assembly can be secured into any one of the holes. It is a good idea to clean out these holes as well as the dovetail and plate surfaces when you change cutting head position, as they can easily fill up with metal chips. Use the T-handle 6mm allen wrench to remove the securing screw and center the head so the cutting arms will straddle the rotor. It is critical that you pull the tool holder plate back into the dovetail so that it is square as you tighten the securing screw. You can use one hand to push the cutting head firmly back into the dovetail as you tighten the set screw with your other hand. If the tool holder is not squarely and firmly pressed into the dovetail, a poor surface finish will result.

NOTE: The Pro-Cut will mount cutting head up on one side and cutting head down on the other. Always start right-side up; this way, when you proceed to the other side of the vehicle, the offset of the cutting head, and the shut-off cam will already be set.

Next you will set the shut-off cam. Crank the feed knob in until the tips clear the outside edge of the rotor. Loosen the cam screw and slide the cam back until it contacts the automatic shut-off switch plunger. Tighten the cam screw. The cam will press the shut-off switch when the tips clear the rotor.



Set the shut-off cam (circled) by loosening the thumbscrew and positioning on the rail so that the cam will depress the stop button when the cutting tips clear the rotor.



Note the Automatic Shut-Off Switch Above. The shut-off cam will depress the stop button when the cutting tips clear the rotor.

STEP 3: COMPENSATE FOR LATERAL Run-out (1 Minute)

Since the lathe is bolted to the hub, any wobble or runout in the hub will be passed on to the machine. Before you can cut the rotor, you must measure the runout in the machine and compensate for it with two of the four runout adjustment screws. When the dial indicator reads less than 0.003", proceed with your cut.

Set Up the Indicator and Measure the Run Out

Attach the Visegrip to the vehicle hub and position the dial indicator tip against a flat surface on or near the cutting head or on a flat surface on the motor. Whichever surface you choose, it should be parallel to the rotor surface, smooth and not curved.

Disengage the feed by pulling out the feed knob. Pull the knob until you feel it click. This will stop the cutting head from feeding when the motor is turned on.

Turn on the lathe, observe the movement in the dial indicator. You may wish to turn the face of the indicator so that zero is at the low (furthest counter clockwise) point.

Determine the total needle sweep between the high (furthest clockwise) and low (furthest counterclockwise) reading by counting the number of lines on the dial indicator.

WARNING!

YOUR LATHE IS FITTED WITH A KNOB ON THE BACK OF THE MOTOR. DO NOT TOUCH THE KNOB WHEN THE MOTOR IS TURNING OR REMOVE THE SAFETY COVER.

MACHINING ROTORS

STEP 3: COMPENSATE FOR LATERAL Run-out (1 Minute) *CONTINUED*

Stop the lathe so that the needle reaches the extreme low (counter clockwise) or high (clockwise) end of its sweep. Use the motor crank knob in the back of the motor.

Give the lathe two test pulls, one at either end of the lathe. The test pulls will instruct you which runout screw you will tighten first. Pulling on one end of the lathe will move the dial indicator needle towards the middle of the sweep. Pulling on the other end will move the needle out of the sweep range. If pulling on the cutting head end caused the needle to go towards the middle of the sweep tighten the screw nearest the cutting head. If pulling on the motor end caused the needle to go towards the middle of the sweep tighten the screw nearest the motor end. Remember the number that is stamped next to this screw. Tighten the screw (but watch the indicator, not the screw!) until the dial needle moves half of the sweep. A little less than half is preferable.

Turn the lathe on and note the new runout. (The runout will be decreased unless you made your adjustment when the lathe was not at precisely the high or low spot of its runout.) If runout is still above 3 thousandths of an inch, repeat the above process, with one exception: If the test pulls instruct you to tighten the runout screw directly opposite one that you previously tightened, loosen on the original screw instead.

Runout adjustment is accomplished by turning one, possibly two, screws adjacent or next to one another. Never turn screws that are across from one another. For example, if you have turned screw #1, you will not adjust screw #3.

When your dial indicator shows less than 0.003" you may begin cutting. Since the dial indicator is much farther out than the rotor you will be machining, you get an exaggerated reading. By ensuring less than 0.003" on the indicator, you will guarantee less than 0.002" on the cut rotor.

STEP 3: COMPENSATE FOR LATERAL Run-out (1 Minute) CONTINUED

Note: you may notice a circular motion in the lathe body parallel to the vehicle centerline. This 'scrubbing' motion up and down is not harmful in any way.

If you notice that the dial indicator does not make an even back and forth motion like a windshield wiper, this may be an indication of another problem. There may be foreign matter behind the rotor, causing a wobble, or there may even be a driveline part that has been damaged. You will not be able to totally eliminate the runout if it is not an even once per revolution sweep. Causes from lathe setup can include:

- Loose dial indicator or gooseneck
- Dial indicator tip is on an uneven surface or edge
- Loose dial indicator tip
- Vise-grip attached to a loose part on the vehicle
- The lathe is not fully engaged to the adapter
- The adapter is not fully seated
- Run-out screws were not backed off before you began.
- The lug nuts are loose on the adapter

Uneven motion can indicate other vehicle problems and warrants further investigation if one of the issues listed above is not the problem.

Step 4: MAKE THE CUT (4 Minutes)

1. With the motor still running, loosen the forward lock lever on the cutting head to allow cutting depth adjustment.
2. Turn cut-depth knobs counter-clockwise until the tips can clear both sides of the rotor. Crank the cutting head in to the middle of the braking surface of the rotor.
3. Start with the inside (behind the rotor) tool arm. Turn the depth knob clockwise (tighten) until the tool tip just barely makes contact (scratches) with the rotor surface. You can listen for the contact. Next move the outside tool arm in until it also makes contact.
4. Now advance the cutting head in towards the center of the rotor making a "running light scratch". If there is a large ridge on the outer edge of the rotor, you may remove that as well by manually feeding the cutting head slowly over that ridge. Be careful not to crank the cutting arms into the "hat" of the rotor. **Damage caused by advancing the cutting arm into the hat of the rotor is not covered by warranty.**
5. When you are at the inside edge of the pad contact surface, you may adjust for depth by turning the depth knobs clockwise. Each line of the knob represents cutting tip movement of 0.0025" / 0.064mm. Cut at least 0.005" / 0.13mm (or two lines) on each side with each pass. The maximum depth is 0.020" / 0.51mm per side, per pass. The exceptions to this rule would be extremely large and thick rotors such as on a Medium Duty truck like the Ford F550 or larger, or very thin solid rotors such as on the rear of a Cadillac DeVille. In these applications, the depth rule is reversed and the minimum cut can be reduced to 0.0025" / 0.13mm per side per pass, and the maximum cut depth should be limited to 0.005" / 0.13mm per side per pass. Other specialty rotors, such as cross-drilled or slotted, may also require a reduced cut depth. **Note: see our web site for tech-tips on cutting larger and specialty rotors.**

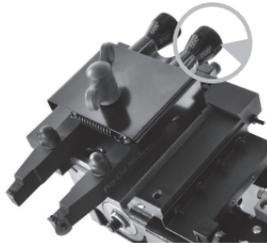
WARNING

It is extremely important not to touch the hat of the rotor with the outer tool holder. This will damage or break the tool holder plate. This type of damage is **NOT COVERED BY THE WARRANTY.**

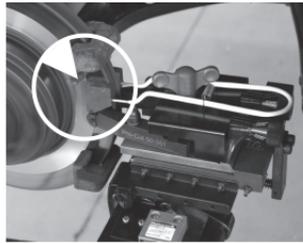
MACHINING ROTORS

Step 4: MAKE THE CUT (4 Minutes) *CONTINUED*

- Now that you have adjusted for depth, tighten the forward lock lever (over the tool arms). This lever must be tight to minimize vibration. **For safety, it is advised at this time that you turn the motor off. Place the chip deflector/silencer around the rotor and over the cutting tips.** Grooves in the chip deflector/silencer will fit snugly over the cutting tip screw heads when installed correctly. This silencer is very important, and it should be used on every rotor. There are currently two types of chip deflector/silencers. The first, the 50-703 standard version, is used in most applications. The second, the 50-754, has double thick silencer blocks and a lock clip to increase pressure on the rotor. The 50-754 chip deflector/silencer works well on the thin solid rear rotors. In 2012 Pro-Cut will introduce a third type, which has wide pads and a wider wire loop which will make this type function better on thicker rotors.
- Once cut depth is set, tool arms are locked down, and silencer is secure, you may turn the motor back on. Press the feed engagement knob to engage the automatic feed. Provided that you previously set the shut-off cam correctly, the lathe will shut off when the cut is complete. The cut will take two to four minutes depending on the size of the rotor.



Turn the dials clockwise to advance the cutting tip depth. Each line on the dial indicates 0.0025"



The chip deflector rides over the cutting arms as shown above. The chip deflector should be used every time. **Guard not shown for clarity.**



Move the cutting head by turning the knob shown above, clockwise for away from the rotor, counter-clockwise for towards the rotor.



Pictured above is the 50-754, which has double thick silencer heads and a lock clip to increase pressure on the rotor.

Step 4: MAKE THE CUT (4 Minutes) *CONTINUED*

8. When you are finished cutting, loosen the cutting arm lock lever, and turn the dials counter clockwise so they will clear the larger thickness of the second rotor. Loosen the draw bar knob and remove the lathe from the adapter. Be careful not to bump either the rotor or the wheel with the cutting head as you dismount the lathe. Take special care not to bump the tips into the rotor.

9. Before removing the adapter from the first side, measure and record the lateral run-out on the rotor. Also measure and record the thickness to ensure that it is above “machine to” specification. You may compare to factory specifications in the Pro-Cut Brake Spec Guide provided, or other reliable certified source. When you have finished your measurements, be sure to clear the hub, caliper bracket, and speed sensors of any brake chips, dust or debris. **Optional but recommended:** With the motor running, finish sanding with a 150 grit sandpaper on a sanding block on each side of the rotor for 1 minute will serve to improve the surface roughness average (Ra) by up to 25%. Excellent surface finishes provide the least amount of initial brake noise and the best customer satisfaction.

10. Cleaning the rotor surface after machining to remove all dust and debris is very important in the overall quality of the brake job. Pro-Cut recommends using liberal amounts of warm water with a mild detergent and drying thoroughly with clean towels to be certain all loose material is removed.

MACHINING THE OPPOSITE SIDE

1. Loosen the trolley disc lock lever and rotate the machine into the upside-down position.
2. The procedure for cutting in the upside-down position is the same, though fewer steps are needed as the lateral orientation of the cutting head relative to the rotor is already set. The lathe mounts in the same manner. Often, the shut-off switch will still be depressed from the previous cut, so the machine will not turn on until you advance the cutting head slightly. The cutting arms will also still be advanced in from the last cut, so be sure to loosen the forward lock lever and spread the tool arms before feeding the head towards the center of the rotor. Measuring and adjusting for run-out is exactly the same as in the upright position. The entire cutting process is also the same, right down to the chip deflector/silencer which mounts in the exact same position.

NOTE

Be sure the auto shut-off is not still engaged from your first cut!

WARNING

Advancing the cutting head towards the hat of the rotor requires even more care when upside down. Be careful not to bump the hat of the rotor!



After loosening the trolley handle, the lathe can be flipped over to machine the opposite side of the vehicle.

**NOTE: Guard 50-1730 not shown - 9.2DRO shown as example only.*

VEHICLE REASSEMBLY

Be sure to torque all lug nuts to manufacturer's specification with a torque wrench or other calibrated tool. Excess or uneven torque can deflect the rotor and actually induce additional run-out, destroying the accuracy of the rotor matching process.

When machining (and any optional sanding) is complete on both sides, all debris must be removed and rotor surfaces completely cleaned with soap and water. Cast iron dust left on the rotor can cause brake noise. All surfaces should be cleaned of chips and dust. Special care should be used in making sure that ABS sensors are free of debris. Reassemble the brakes and wheels to the manufacturer's specifications.

HELPFUL HINTS FOR CUTTING ROTORS USING A PRO-CUT LATHE

- Inspect cutting tip edge for wear and damage.
- Be Sure that the gib is properly adjusted on the slide plate.
- Be sure that the vehicle is in neutral
- Remove the wheel and caliper on both sides of the vehicle and stabilize the opposing rotor so it does not rock.
- Be sure that the Emergency Brake is released.
- If ambient temperature is well below freezing and the vehicle is all-wheel drive, warm vehicle up by driving for 5 minutes.
- If cutting a vehicle with limited slip, disconnect the drive shaft if resistance is too great.
- If there is an electronic traction control control switch, turn it to 'off'.

HELPFUL HINTS FOR CUTTING ROTORS USING A PRO-CUT LATHE

- If the vehicle has a floating locking rear axle, remove the axle prior to attaching lathe.
- If AWD vehicle and all 4 wheels turn, remove all 4 wheels and calipers.

MAINTENANCE

The Pro-Cut lathe is simple and rugged. With just a few maintenance tips you can ensure a long and profitable life for your machine.

DAILY

- Check tool bit edges. If there are chips or dings, index or replace the bit. Be sure they are right side up so that the groove is visible. Each bit has three cutting points. When worn out, replace them (part #50-701). When indexing or changing tool bits, clean the threads and put a spot of Vaseline (or thick grease) in the bottom of the screw hole before tightening the tool bit screw. The Vaseline will stop chips from accumulating in the hole and rusting in place. If chips do rust in place they can often be dislodged by poking a needle through the hole.
- Clean the tool holder plate (50-499), taking special care that there are no chips or dirt wedged in the dovetail.
- Check the electrical connections and cord for cuts in insulation or wear.

WEEKLY

- Lubricate the cut depth adjustment wedge threads with a thin coat of light machine oil.
- Check the tool holder plate for damage. Slide a 0.003" feeler gage between the tool holder plate and the base plate (50-499). If it can be inserted freely your tool holder plate may be damaged. A damaged tool holder plate will often cause a vibration during the cut. This will leave a characteristic herringbone pattern on the rotor.

WEEKLY MAINTENANCE

- Check the tool holder for lateral play. Lateral play often causes ridges and matching grooves when a rotor is resurfaced. To check for lateral play, grab the tool arm assembly and try and rotate it diagonally. There should be no motion. If there is motion, you will need to adjust the gib.
- To adjust the gib, first loosen all four set screws by freeing the 7mm lock nut and loosening the allen set screw. Then remove the plate and gib completely, and clean the contact surfaces. Use steel wool or a sharp tool if buildup is difficult to remove. Once these surfaces are clean, slide the plate back on and perform the adjustment. The procedure is to locate the plate in the middle of the rail, and then tighten each allen set screw individually until you feel it snug against the gib. Lock the screw down with the 7 mm lock nut. After tightening each nut, slide the plate to make sure you have not over-tightened the screw. If you have, then the plate will be seized and you will not be able to force it to move. When the gib is adjusted properly, the plate will have some resistance as it slides. There will be no lateral movement possible.
- To re-attach the feed block, position the slide plate as far in as it can travel, and wind the feed block in using the feeder wheel. This ensures that the feed block will mount squarely. Wind the head back out and the machine is ready to go.

TROUBLESHOOTING ASSURING A SMOOTH FINISH

NOTE

The Pro-Cut VBG640 should provide a smooth surface finish on every cut, free of chatter, tone, or roughness. If your machine leaves a sub-standard, "chattery" or rough finish, you need to find the problem. The following pages are the common sources of poor surface finish and ways to remedy the problem.

Brake performance is dependent upon rotor surface finish as well as minimizing lateral run-out. The Pro-Cut lathe is designed to give you a superior surface finish on any rotor as long as proper maintenance is followed.

Minimizing vibration during machining is the key to high-quality surface finish. It is critical that all contact points between the rotor and the lathe are secure – specifically, the connections between lathe and adapter; the slide plate and the lathe; the cutting head and the plate; and the tips and the tool holders. Looseness in any of these areas will compromise lathe performance and surface finish.

CHECK CUTTING TIPS

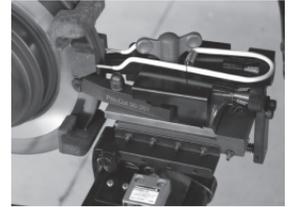
The cutting tips must be right-side up. Dots face up. The cutting tips should not have chips or dings in the surface of the points. Do not take cuts of less than 5 thousandths of an inch / 0.13mm unless necessary for nonvented, drilled, or rear of dual wheel trucks. Cuts of 5 to 10 thousandths / 0.13-0.25mm will provide the best surface finish and the longest tip life for vented rotors of normal size.

MAKE SURE THE CUTTING HEAD IS SNUG

On each brake job, the technician must center the cutting head. Once the head is centered, it is vital that the technician seat the cutting head dovetail and secure the M8 position screw securely. Failure to do this may result in chatter.

USE THE CHIP DEFLECTOR

The chip deflector included with the lathe is a critical component. The pressure of its pads provides a great deal of dampening that reduces the chance of vibration while cutting. The chip deflector must be used on every cut to ensure proper finish. New chip deflectors can be purchased directly from Pro-Cut. For thin, solid rotors a heavy-duty chip deflector/silencer (**50-751**) is available.



The chip deflector reduces vibration and must be used on **EVERY** cut.

CHECK FOR BENT TOOL HOLDER PLATE

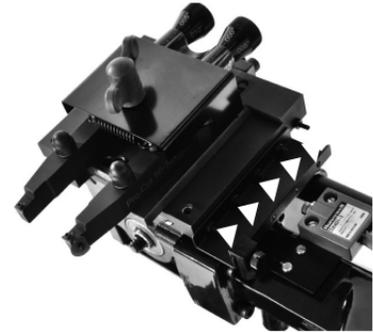
Check the tool holder plate for damage. Slide a 0.003" / 0.08mm feeler gauge between the tool holder plate (50-292) and the tool arms. If it can be inserted freely your tool holder plate is damaged. A damaged tool holder plate will often cause a vibration during the cut. This will leave a poor surface finish on the rotor.

Poor finish quality can be the result of a loose cutting head. As wear occurs between the slide plate and the gear box it rides on, you must take up the slack. You do this by tightening the moveable wedge we call the “gib” (50-463). **If the cutting head can be moved from side to side at all, it should be tightened.**

TO ADJUST THE GIB (50-463):

1. First loosen all five set screws (with 2mm allen wrench) by freeing the 8mm lock nuts and loosening the allen set screws, and remove the 2 feed block screws with a 6 mm allen wrench.
2. Remove the **50-498** plate and gib completely, and clean the contact surfaces. Locate the plate in the middle of the rail with the gib between the plate and the rail. Be sure the 5 notches of the gib are aligned to catch the allen set screws as they're tightened through the plate.
3. Tighten each allen set screw until you feel it snug against the gib.
4. Hold light pressure with the allen wrench as you lock the screw down with the 8mm lock nut.
5. After tightening each nut, slide the plate to make sure there is no binding. When the gib is adjusted properly, the plate will have some resistance as it slides, with no lateral movement possible.

To reattach the feed block, move the slide plate as far forward as it can travel, wind the feed block in to meet the plate, and then install and tighten the two 6mm allen cap screws. This ensures that the feed block will be properly centered. Wind the head back out and the machine is ready for use.



| Detail of the gib adjustment screws

LATERAL Run-out ADJUSTMENT *The VBG640 can be calibrated to adjust to tighter or looser standards.*

If the machine is having difficulty adjusting for lateral run-out, first assess the vehicle being serviced. If lateral movement is rough or uneven due to damaged vehicle components, these components must be repaired or replaced before rotors are match-machined. It is also important that the machine be supported by the trolley during adjustment.

5 7 STANDARD ADAPTER PACKAGES



50-687

4-HOLE ADAPTER
Fits most 4-lug vehicles.



50-688

5-HOLE ADAPTER
Fits most smaller 5-lug vehicles.



50-695

SMALL TRUCK/LARGER CAR ADAPTER
Fits many small trucks and SUV's as well as larger passenger cars.



50-691

1/2-TON TRUCK ADAPTER/COMMON
Fits most pickups and sport utility vehicles.



50-694

TALL HUB TRUCK ADAPTER

Primarily used to fit the 2003+ Expedition and 2004+F150, this adapter shares patterns with other common trucks that have tall hubs which may interfere with the 50-691 adapter.



50-683

3/4 TON TRUCK ADAPTER/COMMON

Fits most 3/4 ton single wheel trucks front and rear.



50-935

DUAL WHEEL TRUCK ADAPTER

Fits 1-ton Ford, Dodge, and Chevy trucks and vans with dual wheels.



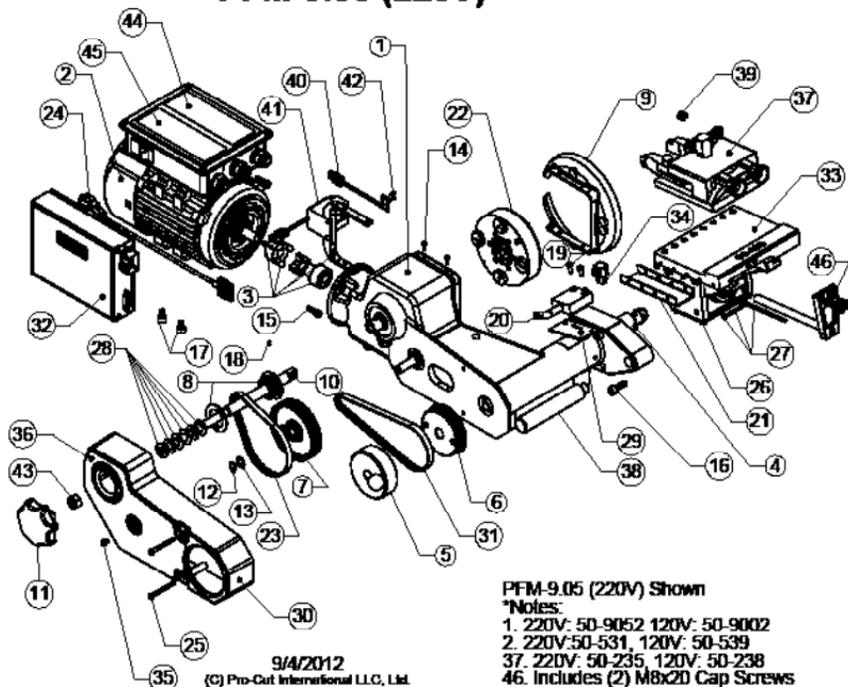
50-681

TOYOTA SPECIALTY & ALTERNATE TRUCK ADAPTER

Fits most pickups and SUVs including the Toyota Land Cruiser and VW Touareg (does NOT have common Ford pattern found on the 50-691 adaptor).

ITEM NO.	PART NUMBER	QTY.
1	50-9052*	1
2	50-531*	1
3	50-658	1
4	50-661	1
5	50-570	1
6	50-566	1
7	50-565	1
8	50-564	1
9	50-041	1
10	50-625	1
11	50-651	1
12	37-494	1
13	37-493	1
14	35-411	4
15	35-717	5
16	35-236	4
17	35-289	2
18	37-725	1
19	35-936	2
20	50-560	1
21	50-074	1
22	50-1400	1
23	50-567	1
24	50-1121	1
25	35-925	2
26	50-139	1
27	50-463	1
28	37-070	1
29	50-465	1
30	50-679	1
31	50-568	1
32	50-1165	1
33	50-496	1
34	50-643	1
35	35-926	1
36	50-513	1
37	50-235*	1
38	50-646	1
39	35-269	1
40	50-1826	1
41	50-1110	1
42	50-364	2
43	36-113	1
44	50-837	1
45	50-638	1
46	50-1247*	1

PFM-9.0 (120V) PFM-9.05 (220V)



PFM-9.05 (220V) Shown

*Notes:

1. 220V: 50-9052 120V: 50-9002

2. 220V: 50-531, 120V: 50-539

37. 220V: 50-235, 120V: 50-238

46. Includes (2) M8x20 Cap Screws

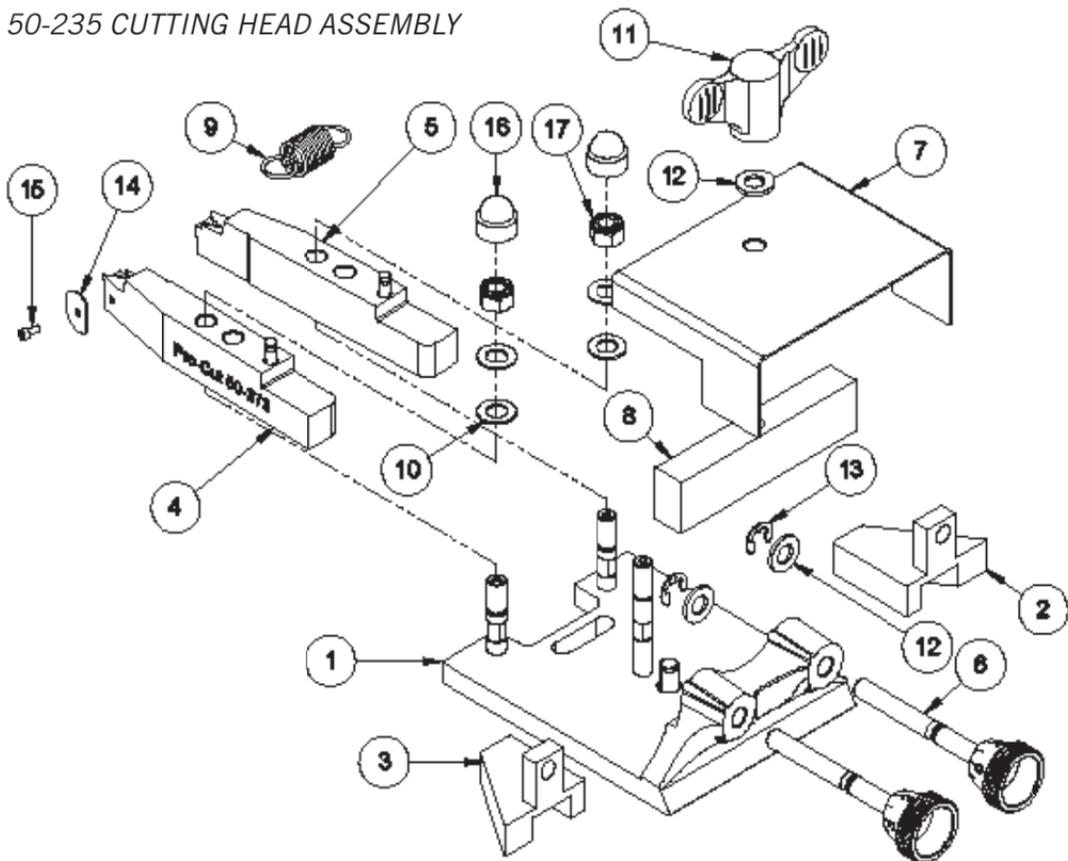
9/4/2012

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ITEM NO.	PART NUMBER	QTY.
1	50-292	1
2	50-253	1
3	50-254	1
4	50-373	1
5	50-374	1
6	50-085	2
7	50-251	1
8	50-252	1
9	50-053	1
10	37-077	4
11	37-184	1
12	37-003	3
13	37-082	2
14	50-265	1
15	50-364	1
16	38-010	2
17	38-002	2

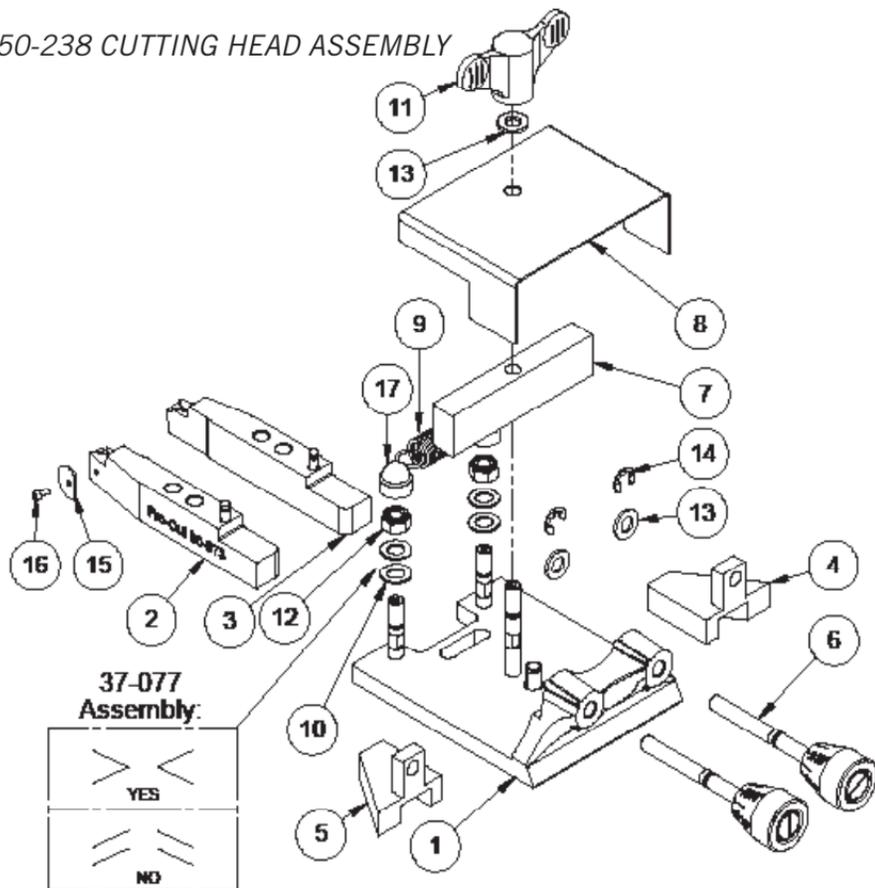
Note:
37-077
 Arrange like this:) (

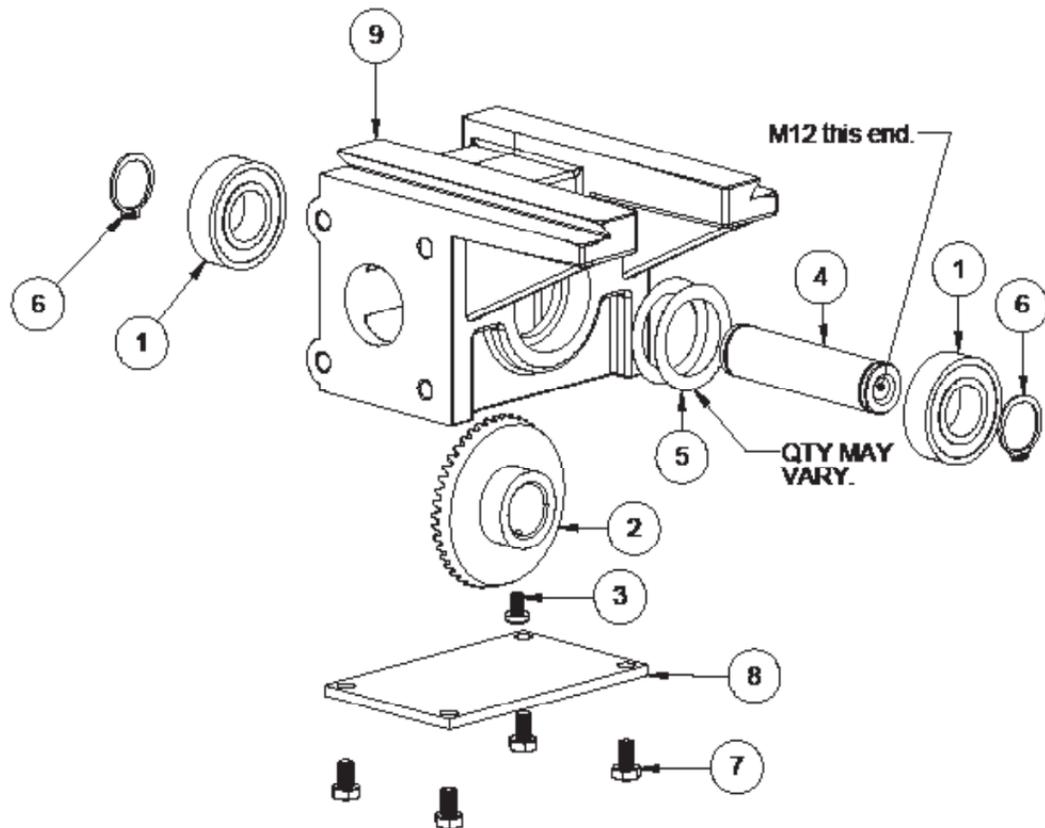
9/4/2012



ITEM NO.	PART NUMBER	QTY.
1	50-292	1
2	50-373	1
3	50-374	1
4	50-253	1
5	50-254	1
6	50-098	2
7	50-252	1
8	50-251	1
9	50-053	1
10	37-077	4
11	37-184	1
12	36-002	2
13	37-003	3
14	37-082	2
15	50-365	1
16	50-364	1
17	36-010	2

9/4/2012



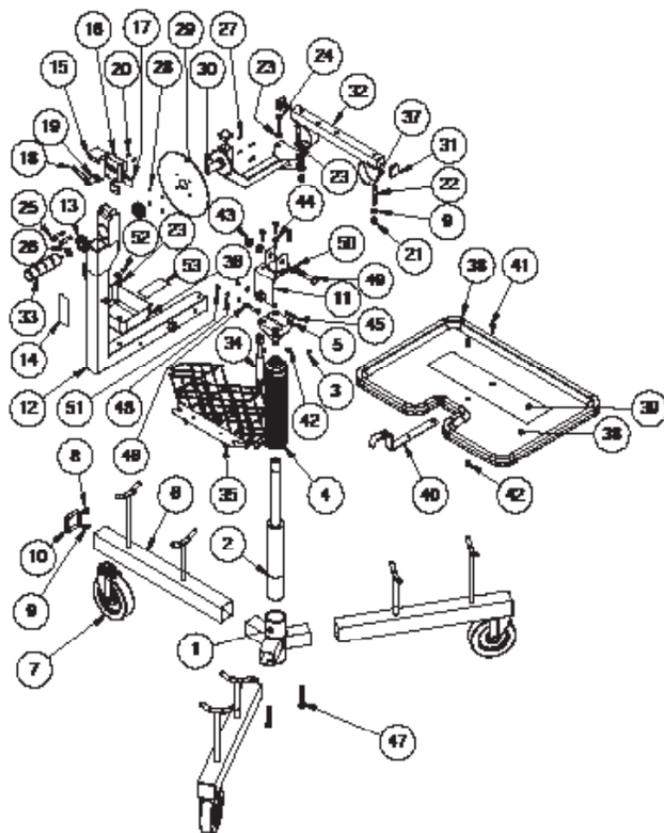


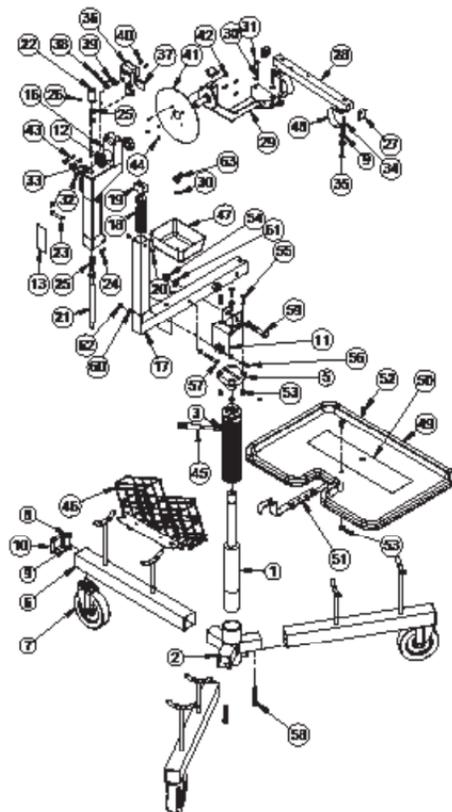
ITEM NO.	PART NUMBER	QTY.
1	37-056	2
2	50-021	1
3	35-926	1
4	50-016	1
5	50-018	2
6	37-057	2
7	37-927	4
8	50-062	1
9	50-014	1

9/4/2012

ITEM NO.	PART NUMBER	QTY.
25	35-425	2
26	37-015	1
27	35-258	4
28	38-021	4
29	50-1034	1
30	50-1030	1
31	37-817	3
32	50-1042	1
33	50-1038	1
34	37-475	1
35	50-1057	1
36	50-312	1
37	50-338	2
38	50-750.2	1
39	50-750.1	1
40	50-753	1
41	35-282	2
42	38-002	6
43	38-003	1
44	35-248	4
45	35-249	1
46	35-251	1
47	35-245	3
48	37-454	4
49	35-250	1
50	37-004	2
51	38-020	2
52	35-243	1
53	50-825	1

ITEM NO.	PART NUMBER	QTY.
1	50-348	1
2	37-485	1
3	35-253	4
4	37-488	1
5	37-487	1
6	50-307	3
7	37-032	3
8	38-001A	3
9	37-108	5
10	37-822	3
11	50-329	1
12	50-1071	1
13	37-059	2
14	50-828	1
15	37-818	1
16	50-1081	1
17	50-1082	2
18	37-474	1
19	35-307	2
20	35-815	2
21	38-001B	2
22	35-158	2
23	37-003	3
24	35-252	2

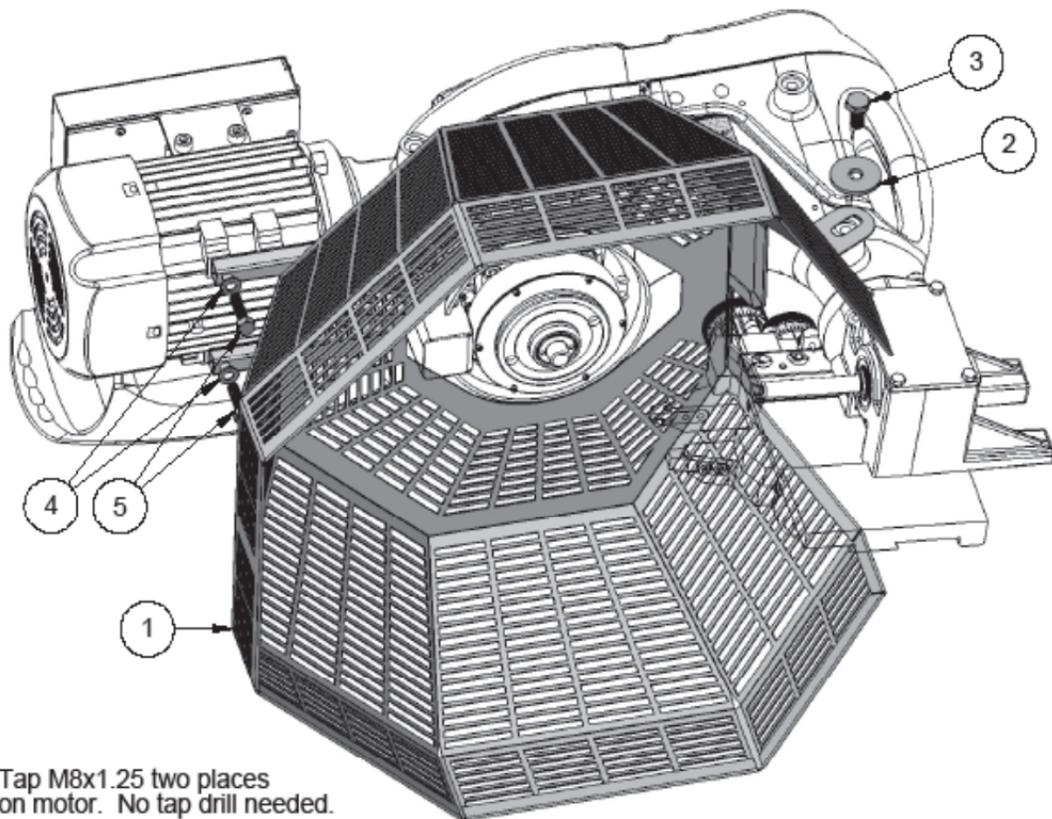




ITEM NO.	PART NUMBER	QTY.
1	37-485	1
2	50-348	1
3	37-488	1
4	35-253	2
5	37-487	1
6	50-307	3
7	37-032	3
8	38-001A	3
8	37-108	5
10	37-622	3
11	50-329	1
12	37-059	2
13	50-826	1
16	50-1081	1
17	50-1082	1
18	50-057	1
19	50-305	1
20	35-242	2
21	50-1083	1
22	50-318	1
23	50-1084	1
24	37-081	2
25	37-109	4
26	35-247	2
27	37-617	3
28	50-1037	1
29	50-1035	1
30	37-003	3
31	35-252	2
32	35-238	1
33	37-015	1

ITEM NO.	PART NUMBER	QTY.
34	35-158	2
35	38-001B	2
38	50-1081	1
37	50-1082	2
38	37-474	1
38	35-307	2
40	35-815	2
41	50-1034	1
42	35-258	4
43	35-425	2
44	38-021	4
45	37-475	1
48	50-1057	1
47	50-312	1
48	50-338	2
48	50-750.2	1
50	50-750.1	1
51	50-753	1
52	35-262	2
53	38-002	6
54	38-003	1
55	35-248	4
58	35-248	1
57	35-251	1
58	35-245	3
58	35-250	1
60	37-454	4
61	37-004	2
62	38-020	2
63	35-243	1

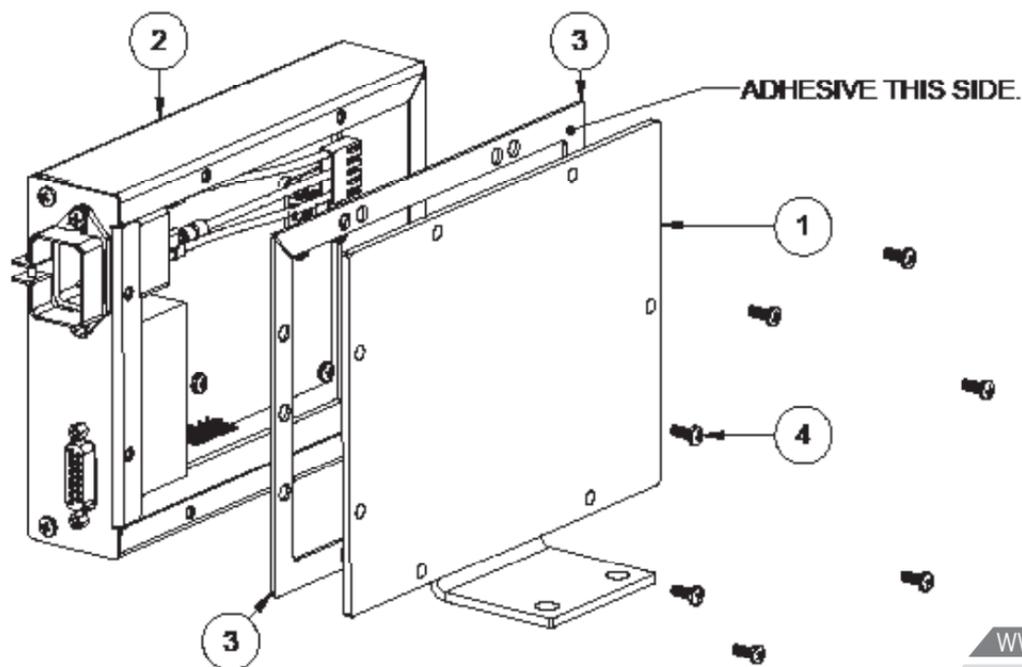
ITEM NO.	PART NUMBER	QTY.
1	50-1731	1
2	37-1730	1
3	35-275	1
4	37-003	2
5	35-819	2



Tap M8x1.25 two places
on motor. No tap drill needed.

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	50-1812	Electronics Box Base	1
2	50-1175	9.0 DRO Electronics Assembly with 50-1154 PCB	1
3	50-1814	Electronics Box Gasket	2
4	35-806	CR-PHMS #6-32x3/8-SS	7

9/4/2012





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