



*9.2DRO ROTOR MATCHING SYSTEM
TECHNICAL MANUAL*





PRO-CUT[™]
ROTOR MATCHING SYSTEMS

9.2DRO Rotor Matching System

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.

IMPORTANT SAFETY INSTRUCTIONS

The 9.2DRO 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

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YOUR LATHE PACKAGE

Every Pro-Cut 9.2DRO 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	5 or 7 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	37-034k	S-Hooks
50-752	Lathe Cover		

INTRODUCTION

Congratulations on your purchase of the **PRO-CUT 9.2DRO**, 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 9.2DRO 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.

WELCOME TO THE PRO-CUT TEAM.

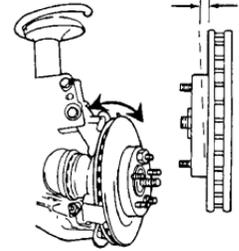
LATERAL Run-out leads to ...
THICKNESS VARIATION which results in ...
BRAKE PEDAL PULSATION.

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 .

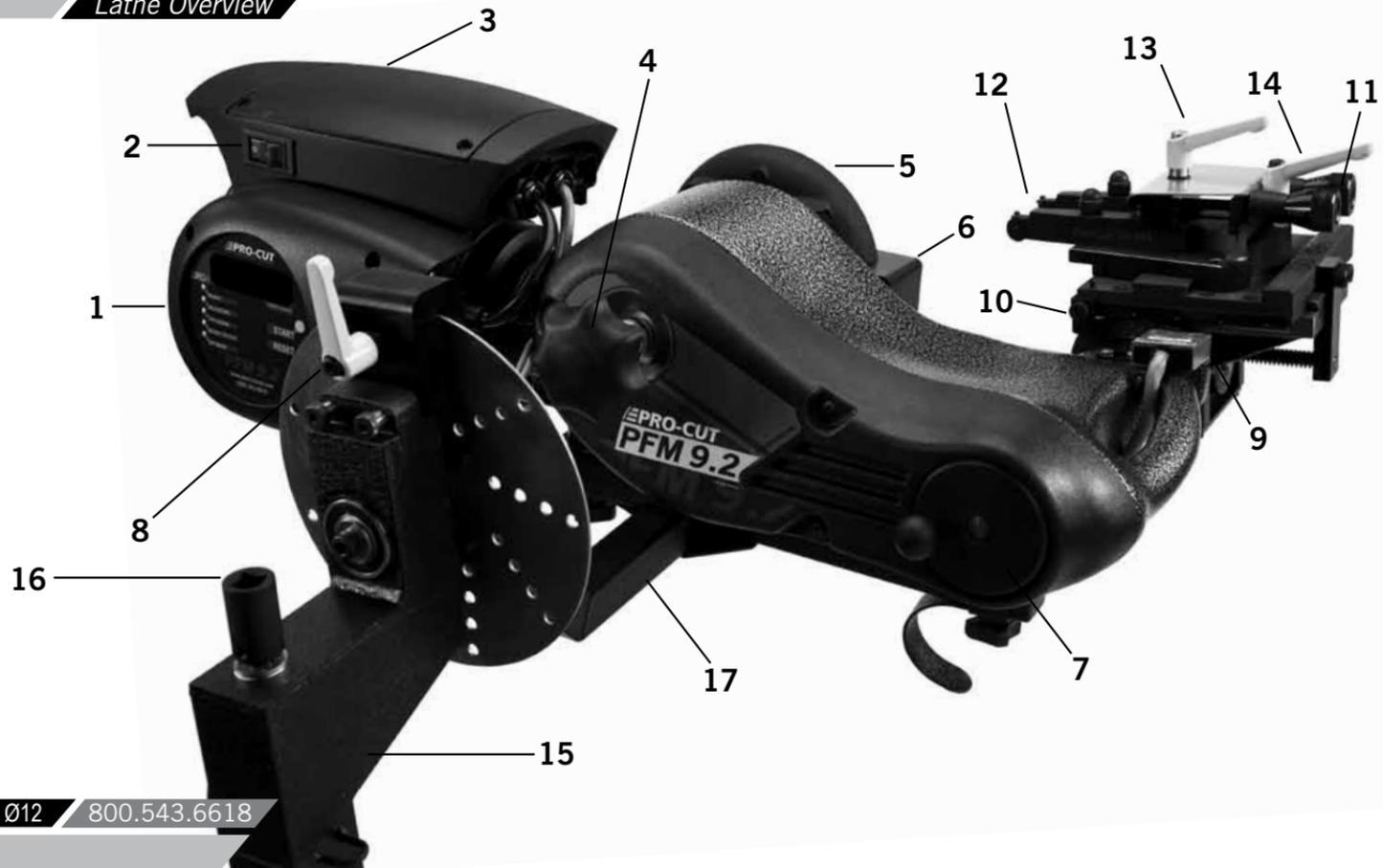
A rotor with lateral run-out will not wear evenly, and uneven wear increases over time. As the vehicle moves down the road with the brakes relaxed, the rotor will brush each pad once per revolution, resulting in a thin spot on the rotor.

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”. The 9.2DRO 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” 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!

Lathe Overview



COMPONENTS

1. 9.2DRO Computer Box
2. On/Off Switch
3. 1 hp Motor
4. Draw Bar Knob
5. Adjustment Flange
6. Adjustment Solenoid
7. Feed Engagement Knob
8. Disc-Lock Lever
9. Automatic Shut-off Switch
10. Automatic Shut-off Cam
11. Cut Depth Adjustment Dials
12. Cutting Tips/Inserts
13. Tool Arm Lock Lever
14. Cutting Head lateral Lock Lever
15. Trolley
16. Optional Height Adjustment (*Use 1/2" Driver*)
17. Lathe Mounting Bar

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.

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) Find another person to help lift the lathe using the handles on either end, and insert the lathe mounting studs into trolley arm. Secure with two nuts (36-001B) and flat washers (37-108).

Cutting Edge Tip

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

VEHICLE PREPARATION

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 all stacked tolerance between components should be eliminated.
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.*

It is important to start on the proper side. The Pro-Cut mounts directly to the hub of the vehicle. With the lathe right-side up (FIG:1) the cutting head is to the right of the hub as you face the vehicle wheel well. When machining a rotor, the cutting head is most often positioned where the caliper rides. On a vehicle where the calipers ride in front of the hub, always start on the passenger side. If the caliper rides to the rear of the hub, begin on the driver's side.

When you flip the lathe to machine the opposite side of the vehicle (FIG:2), no lateral cutting head adjustments are required since they were made in the upright position.

NOTE

The Pro-Cut 9.2DRO machines both front and rear rotors. The lathe's operations do not change at all in the rear of the vehicle.



FIG:1 | Lathe in upright position. Note that adjustments to cutting head are simpler in this position.



FIG:2 | Lathe in upside-down position. You will need to flip the lathe over into this position to machine one side of the vehicle if there is a dust shield, or other interference behind the rotor.

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.

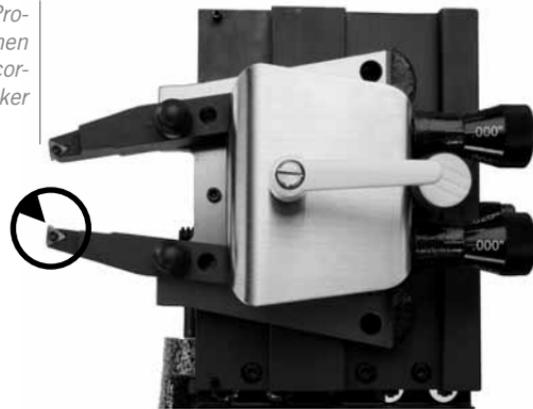
You should get at least 7 cuts per corner. However, tip life is affected by variables such as rust or ridges. In order to determine when to rotate tips, monitor rotor finish. If the rotor finish begins to look inconsistent, or feels rough to the touch, tips should be rotated. Tips that are chipped or 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.



MACHINING ROTORS

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 9.2DRO 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 40-41 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. 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 case 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!** Twenty to thirty ft.-lbs. 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.*

MACHINING ROTORS CONTINUED

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 the two 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.

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.

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.**

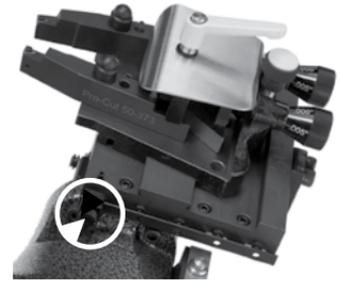
STEP 2: SET UP THE LATHE (2 Minutes) (CONTINUED)**C. Position Cutting Head and Set Shut-off Cam**

The new Speed-Lock Cutting Head has two lock levers, one closer to the brake rotor (Forward) to release the tool arms, and one farther from the brake rotor (rear) that allows you to lock the cutting head in position once centered over the rotor. The cutting head can slide laterally but is limited by two roll pins; one on either side of the leading edge of the **50-496** plate.

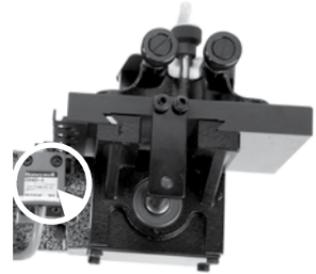
Loosen the forward lever and the rear knob. Slide the cutting head laterally and adjust the tool arm depth knobs (at the rear of the cutting head) so the tool arms are evenly spaced and will clear the rotor. Once centered over the rotor, tighten the rear lock knob to secure the cutting head. If the cutting-head lock knob is not secure, a poor surface finish will result; over-tightening is not required.

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.

MACHINING ROTORS

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

You must adjust for lateral run-out to eliminate wobble (run-out) from the machine before cutting. This procedure ensures the resulting machined rotor will have minimal run-out after cutting. The 9.2DRO Rotor Matching System has been calibrated to reduce run-out to less than 0.001" or less as measured on the rotor face.

COMPENSATE FOR Run-out

The 9.2DRO Rotor Matching System compensates for run-out automatically. With the machine mounted securely to the adapter and all potential interfering items clear of the rotating assemblies, press the motor on switch. With the machine running smoothly, wait approximately 8 seconds, then press and hold the start button on the DRO computer board for 2 seconds. The lateral movement of the lathe as measured at a 12" diameter (6" from the center of hub) will be displayed on the Digital Read Out (DRO) screen. A clicking sound will be heard throughout the adjustment process, which is the adjustment solenoid changing the angle (at the adjustment flange face) until run-out is reduced to within vehicle specification or less.



Detail of the computer box.

This procedure will usually take between 10 to 90 seconds. Total adjustment time depends on a number of factors including initial run-out and the resistance in the hub. Average adjustment time is less than 30 seconds, but may take up to 120 seconds depending on vehicle set-up. When the Machine is done adjusting, green lights and a displayed lateral run-out value on the digital display will give feedback on the compensated status of the lathe.

When the machine is done adjusting, a displayed value on the DRO will give feedback on the status of the lathe. To make the DRO easier to read at a glance, we removed leading zeros and set the output to show whole thousandths to the left of the decimal point and tenths of a thousandth to the right of the decimal point. For example, a measurement of 0.0015" will be displayed on the DRO as 1.5, or one and a half thousandths. Green lights for "READY TO CUT" and "OPTIMUM" will also be illuminated as a backup to the DRO.

MACHINING ROTORS**STEP 3: ADJUST FOR LATERAL Run-out (1 Minute) CONTINUED**

If the TRY AGAIN light is illuminated, the machine is unable to fully adjust for run-out. This difficulty could be due to looseness of fittings, irregular run-out, damage to wheel bearings or other components, or other factors relating to set-up. The best procedure is to loosen the machine from the adapter, check adapter and vehicle setup, rotate the adapter locator pin 180 degrees, and attach the machine again. Make sure that the machine is adequately supported by the trolley. Run the adjustment procedure and the machine will again adjust for run-out. If TRY AGAIN appears repeatedly, there is most often a problem with the vehicle. You should dismantle the machine and check for a damaged wheel bearing or CV joint. Such problems will have to be addressed before match-machining is possible.

If the machine seems to be having excessive difficulty in adjusting for lateral run-out, consult the troubleshooting section on Page 33.

NOTE

DRO computer in READY mode.



DRO computer compensated for lateral run-out to 0.0006" and ready to cut.

MACHINING ROTORS

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.**

WARNING

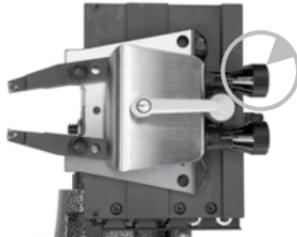
It is extremely important not to touch the hat of the rotor with the outer tool holder. This will damage or break the tool holder plate. This type of damage is **NOT COVERED BY THE WARRANTY.**

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". Cut at least 0.005" (or two lines) on each side with each pass. The maximum depth is 0.020" 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" per side per pass, and the maximum cut depth should be limited to 0.005" 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.**

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 some passenger vehicles have.
- 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.



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.

MACHINING ROTORS

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 ROTORS**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.

MACHINING ROTORS

VEHICLE REASSEMBLY

*Be sure to use the correct **TorkStik** or a torque wrench when remounting the wheel. 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.

MACHINE CARE

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.
- After cutting rotors, sand each side for 1 minute with 150 grit sandpaper, then wash with soap and water until all residue is removed.

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.

Check cutting tip edges. If there are chips or dings, turn or replace the tip. Be sure they are right-side up so that the groove and dots are visible. Each tip has three cutting points. When worn out, replace them using a 2mm allen wrench as the one provided with the tool kit. Although the tips must be securely tightened, do not over-tighten them either. When changing tool tips, 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 / grease 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 slide plate **(50-496)** and tool holder plate **(50-293)**, taking special care that there are not chips or dirt wedged in the dovetails or under the tool arms. Clean loose cast-iron chips from the magnetic tip on the adjustment flange to maintain a clear signal to the computer. Check the electrical connections and cord for cuts in the insulation or for wear.

WEEKLY MAINTENANCE

Lubricate the cut depth adjustment wedge threads with a thin coat of light machine oil.

Check the slide plate (50-496) for lateral play. Lateral play often causes ridges and machining grooves when a rotor is resurfaced. To check for lateral play, grab the slide plate assembly and try to wiggle it side to side. If there is motion, you will need to tighten the Gib (See “Tightening the Gib” on Page 32).

TROUBLESHOOTING ASSURING A SMOOTH FINISH

NOTE

The Pro-Cut 9.2DRO 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.

TROUBLESHOOTING

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 unless necessary for non-vented, drilled, or rear of dual wheel trucks. Cuts of 5 to 10 thousandths 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 tighten the cutting head lateral lock knob 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 (**50-754**) is available.



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

CHECK FOR BENT TOOL HOLDER PLATE

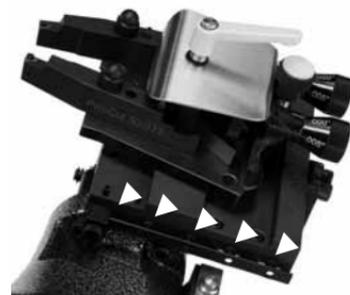
Check the tool holder plate for damage. Slide a 0.003" feeler gauge between the tool holder plate (50-293) and the tool arms. If it can be inserted freely your tool holder plate is damaged. A damaged tool holder plate will often cause a vibration during the cut. This will leave a poor surface finish on the rotor.

TIGHTENING THE GIB

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 **50-496** 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.



| Detail of the gib adjustment screws

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.

TROUBLESHOOTING

LATERAL Run-out ADJUSTMENT *The 9.2DRO 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.

CALIBRATION PROCEDURE

The Pro-Cut 9.2DRO Rotor Matching System is calibrated with an acceptance number from the factory. Normally, this will never need to be changed. **Please call Pro-Cut Service Department before attempting calibration procedure to confirm that this is the problem.** To *tighten the calibration* you need to *lower the acceptance number*. To *loosen the calibration*, you need to *raise the acceptance number*.

Please see pages 34 - 35 to raise or lower the acceptance number.

TROUBLE SHOOTING HOW TO RAISE OR LOWER THE ACCEPTANCE NUMBER

1. With the brake lathe plugged in **but not turning**, push RESET and release, and wait for the READY TO START light to be illuminated
2. With the READY light illuminated, press and hold the CALIBRATION button (located just below the lights) until the ADJUSTING light illuminates, then release the CALIBRATION button.
3. Now the machine is displaying the acceptance number. Generally this should be 18.
4. To raise the acceptance number (loosen the calibration), press the START button once. To lower the acceptance number (tighten the calibration), press the CALIBRATION button once. The acceptance number will change in increments of two. After raising or lowering, hit the RESET button to save the change.
5. Once you have raised or lowered the acceptance number by two and hit RESET, test the machine to ensure that the problem has been solved. You may need to repeat the procedure once or twice to fully solve the problem.

If you have any difficulty or questions about executing this procedure, call Pro-Cut.

TROUBLESHOOTING

All 9.2DRO DRO machines are calibrated to a value of 18 from the factory. This value should give the best performance and should only be changed at the direction of a qualified Pro-Cut service tech.



NOTE

Higher binary codes will yield a wider acceptance range. Lower binary codes result in tighter acceptance bands.

- START BUTTON
- RESET BUTTON
- CALIBRATION BUTTON

DRO COMPENSATION INSTRUCTIONS

Your new 9.2DRO DRO On-Vehicle Lathe is equipped with our latest innovation, the all new DRO. DRO, which stands for "Digital Run Out," combines several new features to offer you increased accuracy as well as lathe diagnostics and efficiency tracking. By checking these values on a monthly basis, managers can track their ROI based on the machine usage. Pro-Cut Service Technicians can also check the accuracy of the machine over time.

The first screen that you will see when the machine is plugged in (after the computer "boots up") is the Ready Mode.

Once you initiate the run-out compensation process by pressing the START button, the "live" lateral run-out will be displayed. In this mode, the lathe will display actual run-out, or how much the lathe is moving laterally, as recorded in thousandths and tenths of a thousandths of an inch. To make the display easier to read at a glance, we've removed the leading zeros from the display and simply have one digit to the left of the decimal, or the whole thousandths, and one digit to the right of the decimal, or the tenths of a thousandth. Once the compensation cycle is complete, the final run-out will be displayed on the screen for four minutes, or about the duration of one cut cycle. After four minutes the screen will revert back to the READY screen.



| Ready Mode.



| This display of final compensation equals .0006"

DRO EFFICIENCY TRACKING

The remaining screens are accessed through the START button and are scrolled through by continued pressing of the START button. The machine first must be in the Ready mode and the **motor must be off**. Press and hold the START button until all of the lights come on, then release and the Hour screen will be displayed. Then, press the START button again and the number of hours that the motor has run will be displayed in hours and tenths of an hour.



| The first diagnostic screen



| This value represents hours and tenths of an hour that the motor has to run.

DRO EFFICIENCY TRACKING

Press the START button again and the word "Total" will be displayed. Press the START button once more and the total number of times the machine has compensated will be displayed.



This value represents the total number of completed compensation cycles. Estimating one cycle per cut, we can begin to establish ROI.

DRO DIAGNOSTICS

Press the START button once more and the "A.Adj." will be displayed. Press the START button once again and the average adjustment (compensation) time over the course of the total number of compensations the machine has completed will be displayed in seconds. (Following Page)

DRO DIAGNOSTICS CONTINUED



This value represents the average compensation time recorded in seconds over the life of the lathe.

Press the START button again and the word "5 Adj." screen will be displayed. Press the START button once more and the last five adjustment cycle times will be displayed in seconds.



Display of average compensation time of the last 5 successful compensation cycles.

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.



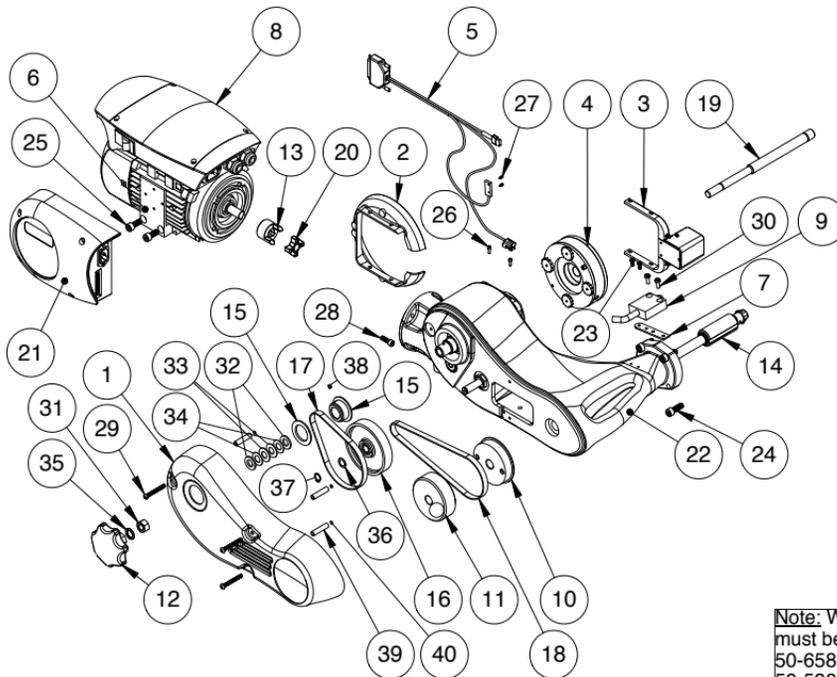
50-935

DUAL WHEEL TRUCK ADAPTER

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

9.2DRO PARTS DIAGRAM PFM 9.2 Lathe Body

ITEM NO.	P/N
1	50-033
2	50-041
3	50-100
4	50-410
5	50-436
6	50-447
7	50-462
8	50-530
9	50-560
10	50-566
11	50-570
12	50-651
13	50-658
14	50-661
15	50-564
16	50-565
17	50-567
18	50-569
19	50-625
20	50-655
21	50-1151
22	50-9201
23	35-160
24	35-236
25	35-239
26	35-411
27	35-412
28	35-717
29	35-923
30	35-936
31	36-113
32	37-004
33	37-078
34	37-079
35	37-492
36	37-493
37	37-494
38	37-725
39	37-806
40	37-808

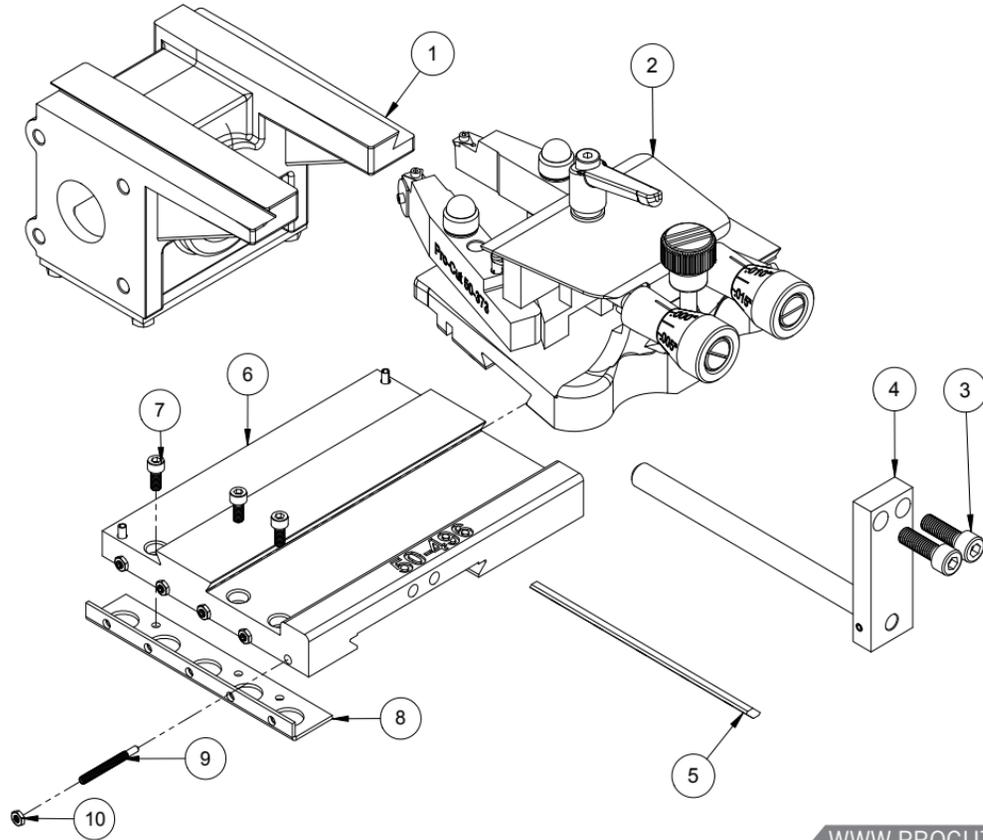


10/22/2007

Note: Washers 37-078 (#33) must be cupped like this: ((
 50-658 is the entire coupling assembly.
 50-530 is 1hp 120V 60Hz
Not shown:
 Motor key: 37-445
 Cord clamp: 37-628
 Keypad: 50-1150

9.2DRO PARTS DIAGRAM

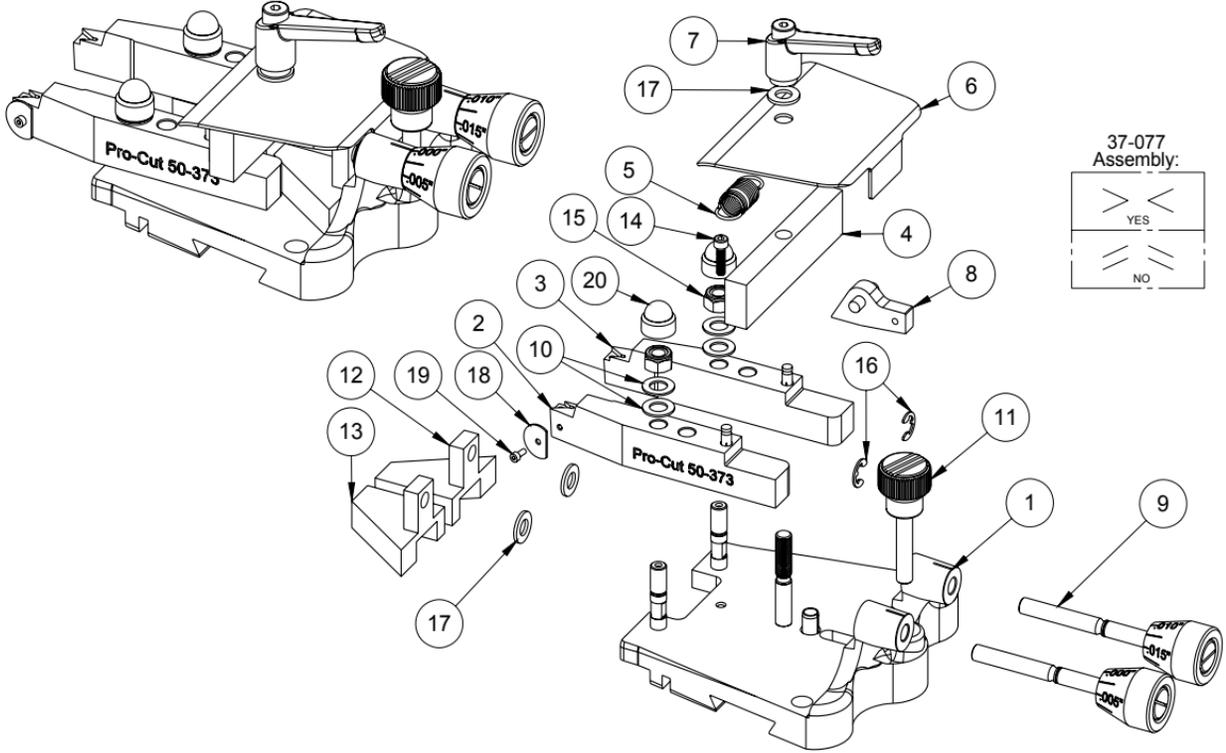
CUTTING HEAD / GEAR BOX ASSEMBLY



ITEM NO.	PART NO.	QTY.
1	50-139	1
2	50-220	1
3	35-236	2
4	50-034	1
5	50-463	1
6	50-496	1
7	35-235	3
8	50-075	1
9	35-934	5
10	36-019	5

9.2DRO PARTS DIAGRAM CUTTING HEAD ASSEMBLY

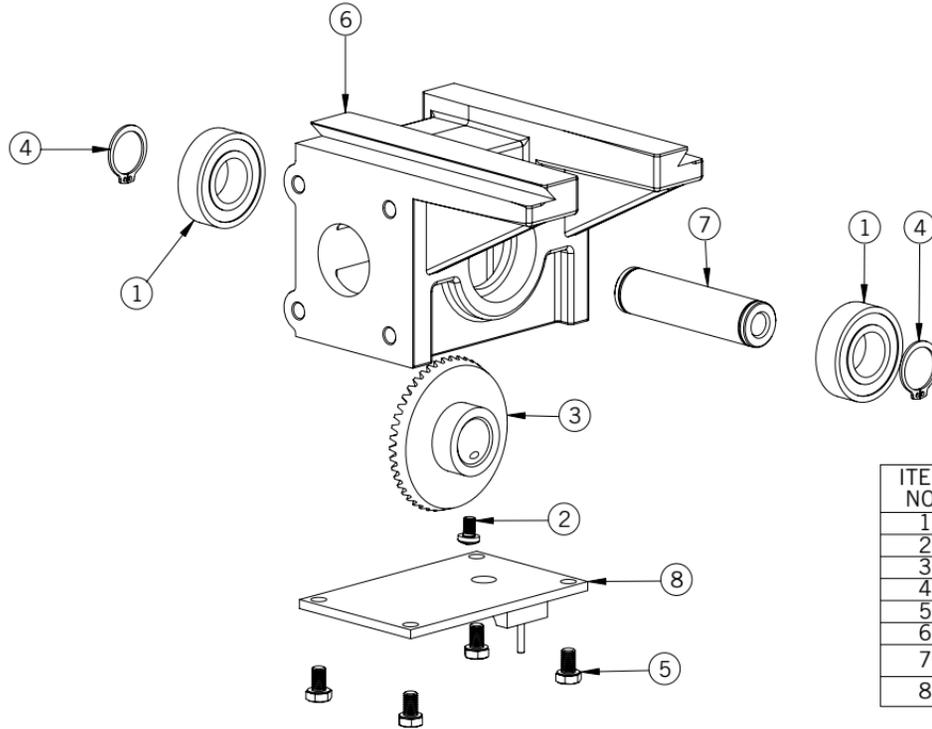
ITEM NO.	PART NUMBER	QTY
1	50-293	1
2	50-373	1
3	50-374	1
4	50-252	1
5	50-053	1
6	50-250	1
7	37-473	1
8	50-249	1
9	50-098	2
10	37-077	4
11	37-812	1
12	50-253	1
13	50-254	1
14	35-259	1
15	36-002	2
16	37-082	2
17	37-003	3
18	50-365	1
19	50-364	1
20	36-010	2



10/15/2009

9.2DRO PARTS DIAGRAM

BEVEL GEAR BOX

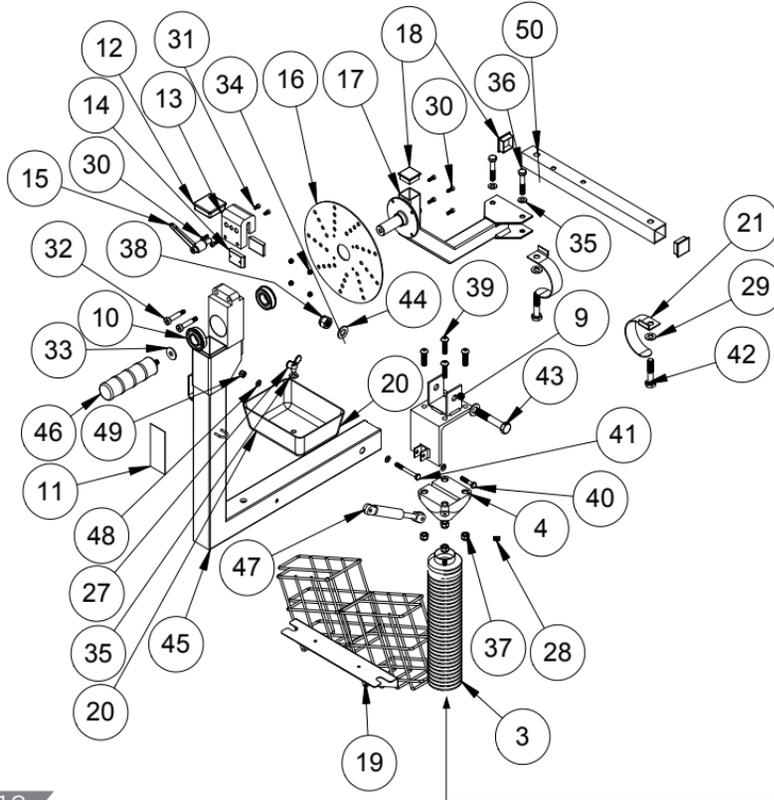


ITEM NO.	PART NUMBER	QTY.
1	37-056	2
2	35-928	1
3	50-021	1
4	37-057	2
5	37-927	4
6	50-014	1
7	50-016	1
8	50-039	1

9.2DRO PARTS DIAGRAM

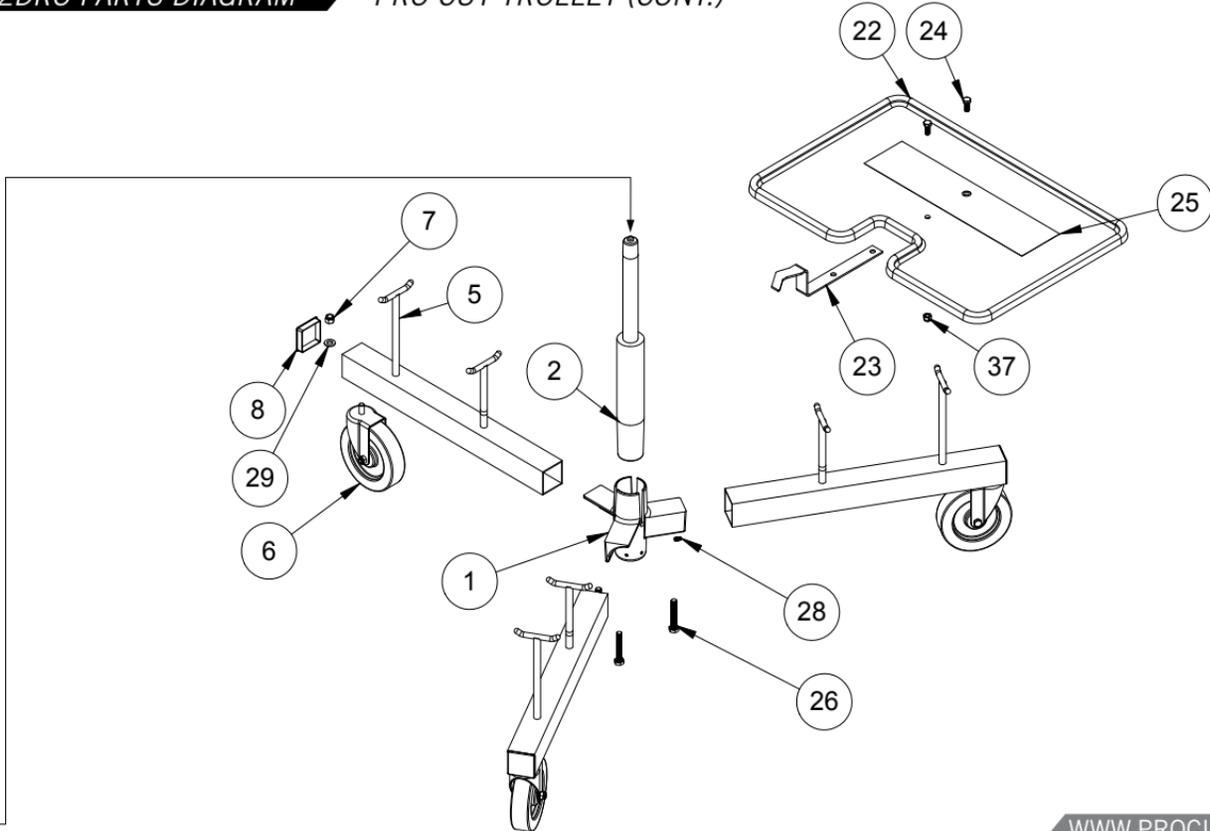
PRO-CUT TROLLEY

ITEM NO.	PART NUMBER	QTY.
1	50-328	1
2	37-465	1
3	37-468	1
4	37-467	1
5	50-307	3
6	37-032	3
7	36-001A	3
8	37-622	3
9	50-329	1
10	37-059	2
11	50-826	1
12	37-618	1
13	50-1061	1
14	50-1062	2
15	37-474	1
16	50-1034	1
17	50-1035	1
18	37-617	3
19	50-1057	1
20	50-312	1
21	50-336	2
22	50-750	1
23	50-753	1
24	35-262	2
25	50-750.1	1
26	35-245	3
27	35-243	1
28	35-253	5
29	37-108	5
30	35-258	6
31	35-257	2
32	35-425	2
33	37-015	1
34	36-021	4
35	37-003	3
36	35-252	2
37	36-002	6
38	36-003	1
39	35-248	4
40	35-249	1
41	35-251	1
42	35-246	2
43	35-250	1
44	37-004	2
45	50-1071	1
46	50-1038	1
47	37-475	1
48	37-454	4
49	36-020	2
50	50-1037.1	1



9.2DRO PARTS DIAGRAM

PRO-CUT TROLLEY (CONT.)



MAINTENANCE SCHEDULE

<i>DATE</i>	<i>NOTES</i>	<i>DRO READINGS</i>			
		HOURS	TOTAL	AVERAGE	LAST 5
MONTH / DAY / YEAR					



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