FDT6000 USER GUIDE

Description:

Automec FDT6000 Disc Lathe is a machine produced for grinding discs with diameter between 150-380 mm. It is suitable for discs of all passenger cars and light commercial vehicles. You can remove the deformation that occurs on the disc surface over time by grinding it with our machine, and in this way, you can obtain the surface as you would have on a new disc. Lathe process can be done both automatically and manually. It is done by grinding both surfaces at the same time. All the tools required for the lathe process are available with the machine.

Max.disc thickness: 42 mm
Max. Disc diameter : 380 mm
Motor: 220V, 50HZ, 4.5A, 0.55KW, Monofaze

The machine arrives in 1 piece with its accessory box with it. You can the content list of accessories in the booklet.

FDT6000 arrives as almost ready to use.

HOW TO START:

- Connect the disc to the axile with the suitable apparatuses
- Mount the lathe(with long 1 screw, it is sent with the machine) (Also you can adjust the closeness of lathe to the disc by sliding its –holding arm-iron from with unscrewing two screws below.)
- Make sure the lathe small axile centerizes the disc the disc and there is space for the disc to turn
- Plug in the cables:
  Jack cable = 1 side is onto electric panel / 1 side is onto lathe.
  Electric cable= To electric panel
- Turn the machine by red power shift on electic panel.

- Start turning the axile by the black shift on elecric panel. Disc now begins turning.
- Adjust closeness of lathe to disc manually by turning handle (black handle at the back of lathe).
- Adjust turning speed of axile (disc).
- You can now either contunie using it manually by turning handle or swicth to automatic mode by turning the silver circle to right on the black turning the handle at the back of lathe.
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ELECTRIC PANEL BOX

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- UPPER LEFT= POWER
- UPPER RIGHT= AXLE TURNER (1 way is active)
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- LOWER LEFT = DISC LATHE SPEED ADJUSTER
- LOWER RIGHT = not active

ACCESSORY BOX

- Lathe
- Lathe Bed
- Key For Blades With Extra Screws T8
- Screw For Lathe To Mount On The Lathe Bed On The Machine
- Silencer Bands (3 Sizes)
- Eyeglass
- Work Gloves
- Cleaning Brush
- Connection Cable
- Power Cable
- Apparatus Set For Disc Mounting On The Shaft Of Machine

IMPORTANT NOTE

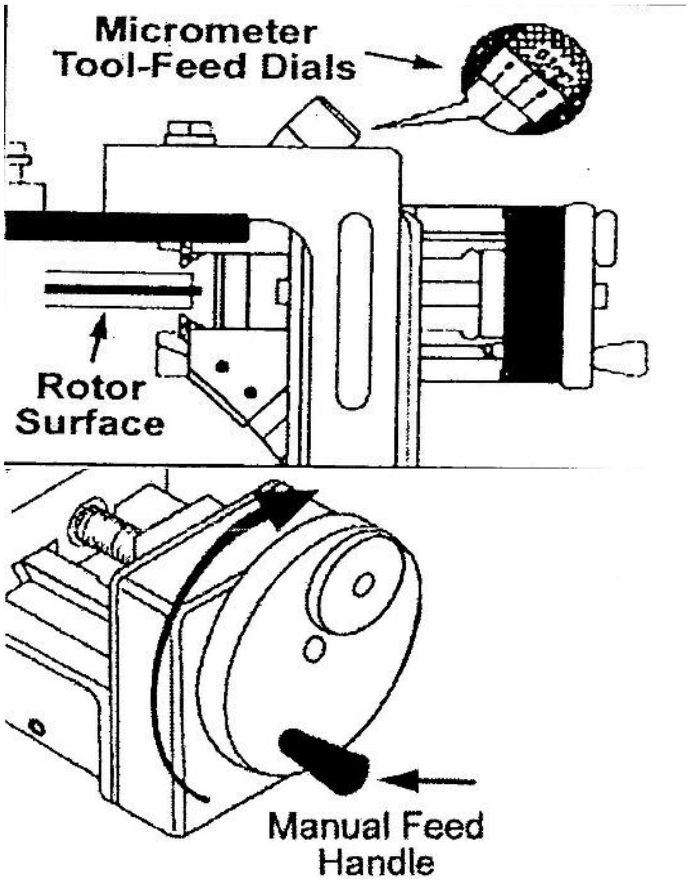
The rotor must always turn **INTO** the cutting edge of the tool bit. If you notice the rotation of the power-drive is incorrect, press the ON/OFF SWITCH inwards to the **OFF** position then change the setting on the **CW / CCW SWITCH**

KEEP HANDS clear of moving parts at all times. Keep hair, loose clothing, neckties, shop rags, jewerly, fingers and all parts of body away from moving parts. In the event you needs to rapidly turn off the power-drive motor simply press the **ON / OFF** button firmly.

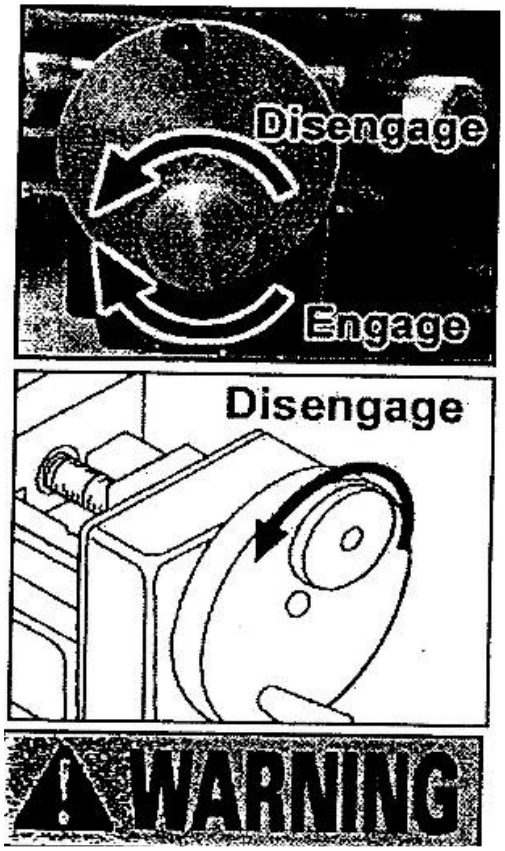
9. The lathe unit and cutting tools will continue traveling towards the center of the rotor (outwards) during this oparation. When the cutting tools have move outward beyond the edge of the rotor the lathe head will engage the **AUTO-STOP SWITCH** (Red Button near the lathe head drive motor) and the power-drive and lathe feed will turn off. At this time an audible "beep" will be heard.

PRE-CHECKING LATHE POWER FEED

1. Mount the lathe and attach the power-drive as outlined in the preceding section. Make sure the centerline of the power-drive shaft and wheel hub are centered.
2. Check that the **ON / OFF SWICTH** is OFF, the control cable is connected and the **SPEED DIAL SWICTH** is set to zero OFF setting.
3. Adjust the knobs on the tool holders making sure the cutting bits are opened wide enough and do not interfere with the rotor surface.
4. Using the **MANUAL FEED HANDLE** turn the dial clockwise and manually feed the cutting tools inward towards the center of the rotor to a point slightly beyond the contact surface of the brake pads being careful not to run the carbide inserts into the hub potion of the rotor

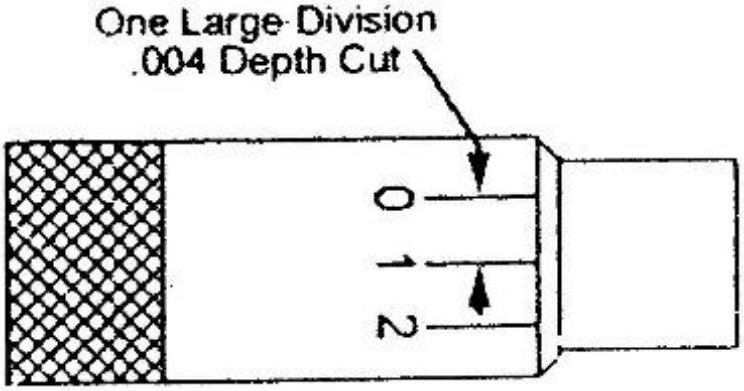


You can make thelathe work both MANUEL or AUTOMATIC



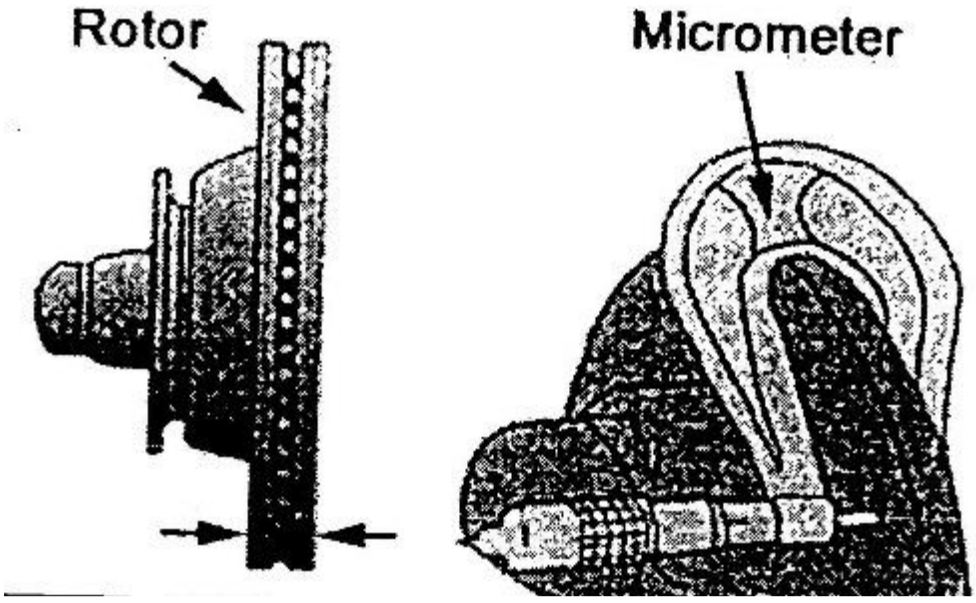
MAKING THE FIRST ROUGHT CUT

1. Mount the lathe and attach the power-drive as outlined in the preceding section.
2. Check that the **ON / OFF SWITCH** is OFF, the control cable is conncted and the **SPEED DIAL SWITCH** is set to the zero OFF setting.
3. Adjust both micrometer tool-feed knobs on the tool holders making sure the cutting bits are opened wide enough and do not ınterfere with the rotor surface.
4. Using the **MANUAL FEED HANDLE** turn the dial clockwise and manually feed the cutting tools inwards and stop near the center of the rotor. Remember, the lathe fees dial will not turn manually unlesss the **CLUTCH DIAL is DISENGAGED.**
5. Turn **ON / OFF SWITCH** clockwise to the ON position. Check to make sure the rotor is turning **INTO** the cutting edge of the tools bits. If you notice the rotation is incorrect, press the **ON/OFF SWITCH** to the OFF position then cahnge the setting on the **CW / CCW SWITCH.**
6. With the rotor turning in the proper direction, adjust the micrometer tool-feed knobs on the tool holders and move both cutting tool tips towards the rotor until they both just touch the rotor surface on each side.



WARNING

If any rotor is found to be below minimum specifications as called for by the vehicle manufacturer, replace as required. Never attempt to resurface a rotor beyond listed specifications.



7. Turn the **MANUAL FEED HANDLE** counterclockwise and manually move the cutting tools outward toward the edge of the rotor to remove any rust build-up or high areas on the outer edge.
8. After cleaning up the outer edge of rotor manually fee the cutting tools inwards towards the center of the rotor to a point slightly beyond the contact surface of the brake pads being careful not to run the carbide inserts into outer edge.
9. After the cutting tools are are positioned inward slightly beyond the contact surface of the brake pads, turn the **CLUTCH DIAL CLOCKWISE** to engage the spindle.
10. With the rotor turning in the proper direction, turn the micrometer tool-feed knobs on the tool holders to move the cutting tools tip into the faces of the rotor until they both just touch the rotor surface on each side.

11. After checking to see that both tool bits are just touching the rotor surface, re-adjust both micrometer tol-feed knobs one large division to move the cutting tool tips into the faces on the rotor to a 004-inch cut depth.
12. Turn the SPEED DIAL SWITCH clockwise to setting 10. At this point Lathe feed gear AND dıal WİLL TURN COUNTERCLOCKWİSE AND CUTTİNG HEAD of the lathe will begin to travel outwwards making a rough cut on the rotor.
13. The lathe unitand cutting tools will continue traveling towards the center of the rotor (outards) during this operation. When the cutting tools have moved outward beyond the endge of the rotor and the lateh head will engage the AUTO-STOP SWITCH and the Power Drive and Lathe Feed will turn off. At this time an auidable ‘’beep’’ will be heard.
Note:
After a complete cut is made you can simply turn the SPEED DIAL to the OFF position rather than waiting fort he full travel of the lathe and cutting tools to engage the AUTO-STOP SWITCH.
14. Turn the SPEED DIAL SWITCH counterclockwise to the OFF position.

MAKING THE SECOND ROUGH CUT

1.For the second rough cut, disengage the CLUTCH DIAL and advance the tool the head towards the center of the rotor to a point slighltly beyonf the contact surface of the brake pads being careful not to run the carbide inserts into the hub portion of the rotor.
2.Re-adjust both micrometer tool-feed knobs one large division to move the cutting tool tips into the faces of the rotor another 0.004-inch.

3.Depending on the condition of the rotor, turn the SPEED DIAL SWITCH clockwise to a setting 5-10.At this point the cutting head of the lateh will begin to travel outwards making the second rough cut on the rotor.
4.The lathe unit and cutting tools will continue traveling outwards during this operation until the second rough cut is completed.
5. Turn the SPEED DUAL SWITCH counterclockwise to the OFF position.
Note: For optimum results, once the automatic feed is engaged, do not disturb the lateh or stand durşng the cut or damage to the rotor may result.

MAKING THE FINAL FINISH CUT

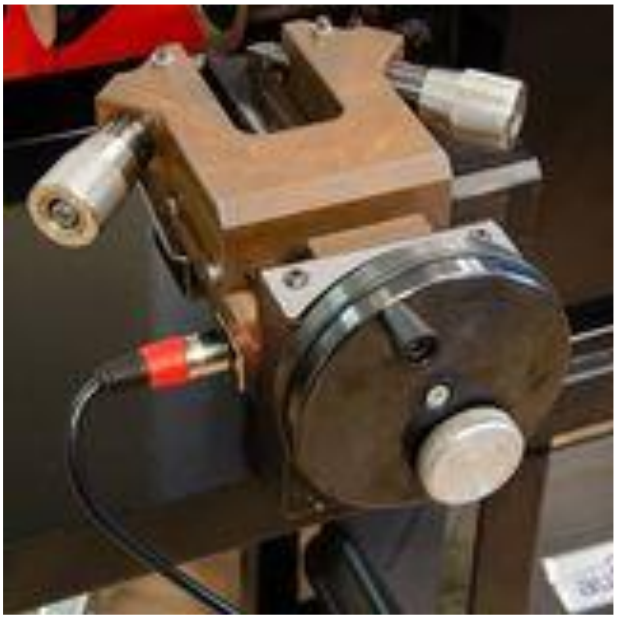
1.For the final finish cut, disengage the CLUTCH DIAL and advance the tool head towards the center of the rotor to a point slightly beyond the contact surface of the brake pads being careful not to run the carbide inserts into the hub portion of the rotor.
2.Re-adjust both micrometer tool-feed knobs one large division to move the cutting tool tips into the faces of the rotor another. (or less depending on the condition of the rotor)
3.Depending on the condition of the rotor, turn the SPEED DIAL SWITCH clockwise to a setting 5-10.At this point the cutting head of the lateh will begin to travel outwards making the second rough cut on the rotor.
Note:
In some cases, one rough cut and one finish cut are sufficient. If not, repeat rough and/or finish cuts as required.
4.After the final finish cut is completed, turn the SPEED DIAL SWITCH counterclockwise to the OFF position then press the ON/OFF SWITCH inwards to the OFF position.
5.Inspect the rotor after machining to verify that the rotor runout and thickness meet manufacturer's

SELF-MAINTENANCES

1.No power supplied.
Check the proper cable connections including AC/DC cables

2.No rotation of motor with beep out a warning.
Make certain connection of DC cable or if switch in is off position.
Check the defecks of lathe switch.
Check if the lathe bite hold is moved to the rear and has a contact with the swıcth.

3.Uneven resurfacing and rough surface produced.
Shake from side to find lathe clearance. If there is a clearence delete the lathe clearance through adjusting clearance bolt.
When bite is run out, exchange bite or change oparetion place.
Make certain ıf the rubber band is placed around the disk.(for shpck absorption)
Make certain if it is resurfaced excessively (under half or one scale mark)



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4.While resurfacing, check if noise or comb-ribbed column occurs.
When placing rubber band around it, noise will diminish.
When placing rubber band around it, the comb-ribbed column also will disappear

PREVENTIVE MAINTANANCE
CLEANING

- Keep the lathe as clean as posible for trouble free oparation as well as safety and longer lathe life.
- Use brush to sweep metal chips and dust off the lathe.
- When deeper cleaning is needed, you can use brake disk cleaner sprey.
- Do not use oily sprays, they will make the metal chips stick and be driven between parts.

WARNING

- High voltage is present in the brake lathe. Follow all saftey instrucktions and rules before use and repair.
- Disconnect from power source before starting any repairs or internal adjusment.
- Servicing should be made by authorized service personnel.