

BCE-500 *OPERATING INSTRUCTIONS*

IMPORTANT!

- * **Never use compressed air to clean the brakes.**
- * **Never pour other chemicals or substances into the Brake Washer.**
- * **Never use the Brake Washer as a means of disposing of chemicals or solvents.**
- * **The compressed air regulator is factory set and cannot be adjusted. Up to 200 P.S.I. may be used to operate the Brake Washer.**
- * **Always wet the shoes and inside the drum thoroughly BEFORE removing or striking the drum with a hammer.**
- * **Always maintain at least 10 inches of solution in the tank (approximately 5 gallons).**

SETTING UP THE EQUIPMENT

1. Two metal supports are bolted to the underside of the dolly for shipment. Detach the supports from the dolly and save the nut, washer and bolt for later use. Place one support on each side of the dolly over the holes for the caster bolts. Position the four casters over the metal strips and use the hardware provided to secure the casters in place. Insert the bolt and washer through the dolly, support and caster. The nut will be against the caster plate and the washer will be against the plastic when installed properly.
2. Place the round, white adsorbent tube called an Oil Magnet™ into the bottom of the tank. Do not cut or open it; just drop it into the tank.
3. Place the basin/lid assembly on the tank with the pump positioned over the supply hose that protrudes out of a hole in the top of the tank.
4. Press firmly down on the lid; pull the strap out slightly so the lid will snap in place around the top of the drum. Continue applying pressure around the top of the drum to seat the ring over the drum. Use the 4" bolt and square nut to secure the ring and the Ultra Filter Housing Bracket in place. Insert the bolt through the bracket before or after inserting the bolt through the ring. Placing the filter bracket between the tabs on the ring may make it impossible to fully secure the basin to the tank. Before tightening the nut, position the filter housing under the right rear corner of the basin to keep it from being damaged as the unit is moved around the shop. Tighten the nut and bolt.



NOTE: While handling the pump, be sure not to damage or break the blue tube protruding from below the pump. Doing so will render the pump inoperable. This blue tube is the compressed air exhaust.

6. Following the manufacturer's directions, fill the drum to the "FILL LINE" with brake cleaning solution.
7. Insert the Primary Microfilter. Be sure it fits snugly into the basin by pressing the filter gasket firmly into

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the filter seat in the bottom of the basin.

8. Connect hoses to the pump and slide each latch to lock the quick-disconnect plug.

- 8.1. Insert the hose coming from the tank into the port marked "PRODUCT IN".

- 8.2. Insert the hose from the Ultra Filter into the port marked "PRODUCT OUT".

- 8.3. Insert the hose from the regulator into the port marked "GAS".

9. Insert a quick-disconnect plug (not supplied) into the compressed-air supply line.

NOTE: The regulator is factory set and cannot be adjusted.

Attempting to adjust or otherwise tampering with the regulator will void the warranty on the regulator and the pump.

10. Attach your compressed air line to the machine to power the pump.
11. Depress the triggers on both tools to purge air from hoses and to fill them with solution.
12. Install the Parts Cleaning Tray. The machine is ready for use.



USING THE EQUIPMENT

USE THE MACHINE FOR ALL BRAKE INSPECTIONS AND REPAIR JOBS

Disc Brakes:

Use the Injector Nozzle, the silver, flexible nozzle to saturate the brakes and rotor. Once the caliper is removed, use the flow-thru brush to clean the pads and caliper.

Drum Brakes:

1. Before striking the drum to loosen it, or before attempting to remove the drum, use the Injector Nozzle to wet the brake shoes and the inside of the drum.
2. For vehicles with adjustment slots, remove the plug, and then use the Injector Nozzle to introduce solution into the drum to wet the brakes.
3. If the brakes have no adjustment slot, then use the Injector Nozzle to introduce the solution through the gap between the drum and the backing plate.
4. During brake inspections, wet the brakes and drum by injecting solution along sides from 2 to 5 o'clock, and from 7 to 10 o'clock. This will keep the wheel cylinder dry allowing you to make a visual inspection to determine if the cylinder is leaking.
5. Once you have thoroughly wetted the brakes and drum, slide the drum back $\frac{1}{2}$ " to 1" and continue flooding the brakes to saturate any dust. This prevents hazardous brake dust from becoming airborne.
6. Continue to wet the brakes as the drum is removed. Check to see if the drum is wet inside indicating

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that you have done a good job wetting the drum to control brake dust.

7. With the drum off, if there is no brake fluid visible, wash the cylinder too. If brake fluid is visible, indicating a leaking cylinder, you may want to show the customer before cleaning it.
8. If you will not be servicing the brakes, allow them to air dry or use the drying gun (see below) before replacing the drum. Ride the brakes for a few seconds as you remove the car from the shop. The brakes will then be dry when the customer leaves the premises.

DRYING THE BRAKES

AFTER THE BRAKES ARE THOROUGHLY CLEAN, use the yellow drying gun to dry the brakes and backing plate so you can apply lubricant.

WARNING: NEVER USE THE SAFETY DRYING GUN ON DUSTY BRAKES.

Blowing dirty brakes with compressed air creates a health hazard for technician.

CHANGING THE FILTERS *Once a month or 150 vehicles*

1. Change the Primary Microfilter (sock filter) once a month or after cleaning brakes on approximately 150 vehicles.
2. Remove the parts cleaning tray.
3. Remove the Primary Microfilter and place it into a plastic bag and dispose of it.
4. Remove the Oil Magnet™ and wring it lightly over the Brake Washer to release cleaning solution. If oil appears at the surface, wring it out into your waste oil receptacle.
5. If you do not intend to change the solution, install a new Primary Microfilter and replace the parts cleaning tray. Press the rubber gasket securely into the basin to make a tight seal.

CHANGING THE CLEANING SOLUTION *Every 3 months or 450 vehicles*

NOTE: Consult your local sewer department for regulations pertaining to drain disposal of wastewater in your community. In most areas, if you follow these instructions, wastewater can be poured or pumped into the sanitary sewer or septic tank.

1. Change the solution every three months or after cleaning brakes on approximately 450 vehicles.
2. After removing the Primary Microfilter, remove the Oil Magnet™ and wring it lightly to squeeze out most of the cleaning solution. If oil appears at the surface of the Oil Magnet™, remove it from the enclosure and, holding it over a waste oil receptacle, tightly wring the Oil Magnet™ to release oil which may then be disposed of with the shop's waste oil.
3. Disconnect the compressed air line.
4. Use elastic or wire to hold the triggers down while the tank is being pumped. Alternatively, if the shop has a floor drain to the sanitary sewer or septic tank, locate the machine over the drain, open the spigot

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and drain the tank.

5. If no floor drain is available, place the tools into a sanitary sewer drain or sink. Connect the compressed air line to begin pumping.
6. When the tank level is low enough so that the pump begins to draw air, use a hose to add 1-2 gallons of water to suspend any sediment on the bottom (sediment is normal). Operate the pump until the tank is empty or almost empty.

NOTE: IT IS NOT NECESSARY TO THOROUGHLY CLEAN THE TANK OR TO DRAIN ALL DIRTY WATER FROM THE TANK.

7. When finished pumping, release the triggers, install a new Primary Microfilter, and proceed to refill the tank with solution.
8. Replace parts cleaning tray and resume use of the machine.

TROUBLESHOOTING

1. No solution is coming out of the tools:

- 1.1. Check to see that the supply line is not clogged or above the level of the solution.
 - 1.1.1. Inspect and unclog the screen at the end of the supply line
 - 1.1.2. Inspect the supply line and straighten the line so that the screen is below the water level.
 - 1.1.3. If the level is low, add solution to the tank.
- 1.2. Check to see if the guns are clogged (LIKELY).
 - 1.2.1. Disconnect the shop compressed-air supply from the machine.
 - 1.2.2. Momentarily depress the triggers on both guns.
 - 1.2.3. Look under the pump to locate which hose is marked "PRODUCT OUT".
 - 1.2.4. **KEEP YOUR FACE OUT OF SIGHT OF THE PUMP WHEN YOU RELEASE THE LATCH WHICH LOCKS THE HOSE INTO THE "PRODUCT OUT" PORT.** If this hose is under pressure, water will spray into your face when you release this hose.
 - 1.2.5. Release the latch and remove the hose from "PRODUCT OUT".
 - 1.2.6. Leave the hose out of the port and place a bucket under the pump. Reconnect the air supply line. If the pump operates freely as evidenced by a strong flow of solution from the pump, then the pump is good.
 - 1.2.7. The problem is likely to be caused by clogged guns or a blockage in the lines. Clean or replace the guns and remove any blockage in the lines.

2. Foaming solution or bubbles are in the liquid coming out of the tools:

- 2.1. The supply line might be partially above the level of the solution in the tank: Add solution to the tank.
- 2.2. The pump diaphragm may be torn or ruptured allowing air to mix with the cleaning solution: Purchase a replacement pump (PN- 300-001B).

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