

BEAD BREAKER

INSTRUCTIONS FOR USE

Thank you for purchasing the new **BEAD BREAKER!**

In purchasing this item, you have said something about yourself: You are serious about off-road driving and overland adventures you can do bush repairs and you are self-reliant. Wherever you find your overlanding pleasure, and whatever you do, tread lightly, preserve the environment and always act courteously and responsibly.

1. TWO TYPES OF FOOT PLATE

Please ensure that you have purchased the correct **BEAD BREAKER**. Bloomfield Corporation Hi-Lift Jack make two different foot-plate designs for the excellent Hi-Lift Jack. There is a stamped and welded foot plate and a cast iron foot plate. Their index holes differ. When purchasing your **BEAD BREAKER** please check for the sticker on the **BEAD BREAKER** indicating the applicable foot-plate.

2. HOW TO BREAK THE BEAD

2.1 The use of the **BEAD BREAKER** is almost self evident to the experienced 4x4 outdoorsman, however, ensure that your vehicle is on level ground and that the hand brake is on and the wheels chocked.

2.2 Fit the **BEAD BREAKER** to the foot of your Hi- Lift Jack.

2.3 Finger tighten the nut on the thread of the **BEAD BREAKER**, thereby retaining the **BEAD BREAKER** to the Hi-lift Jack foot-plate. Note that the bolt is there purely to retain and index the **BEAD BREAKER** to the foot-plate. Do not overtighten.

2.4 Place the deflated tyre below the vehicle, either under the bumper or under a suitable jacking point.

2.5 Place the Hi-Lift Jack with the attached **BEAD BREAKER** between the bumper and the tyre ensuring that the edge of the **BEAD BREAKER's** pressure plate fits up snug against the rim and that it rests on the edge of the tyre's bead.



2.6 Ensure that the jack, the edge of the tyre/rim and the bumper are vertically in-line with each other.

2.7 Take up any slack with the Hi-Lift and then jack away.

2.8 The tyre bead should easily be pushed off the rim, except in the case of stubborn beads.

2.9 In the event of stubborn beads, especially where rust has set in between the rim and the tyre, it may be necessary to give the tyre a short turn and repeat the jacking process.

2.10 Once the bead has been broken, proceed with the repair. Should you wish to remove the tyre completely from the rim, flip the tyre over and repeat the process on the other side.



3. SAFETY NOTICE AND DISCLAIMER

1. Using a Hi-Lift Jack and a **BEAD BREAKER** can be dangerous.
2. Please read the full cautionary notices applicable to the use of the Hi-lift Jack available at the following web sites. http://www.bb4wa.com/articles/hilift_jack.htm & http://www.hi-lift.com/instructions/jack_instructions.pdf
3. Ensure that there are no curious onlookers, within the area of operation.
4. Always proceed with extreme caution.
5. No liability is accepted whatsoever for damages, injury or worse, resulting from the use of the **BEAD BREAKER**. The user uses the **BEAD BREAKER** entirely at his/her own risk.

4. WARRANTY

Your **BEAD BREAKER** comes with an unconditional life-long warranty. Should you ever break your **BEAD BREAKER** it will be replaced free of charge.

5. PACKING YOUR BEAD BREAKER

Your bead breaker is powder coated and comes with a stainless steel nut and washer. It can be bolted to a suitable place on the exterior of your vehicle, using either the 8mm holes or the 10mm bolt and the index pins. Alternatively the **BEAD BREAKER** can be packed together with those other items needed to effect proper tyre repairs.

BEAD BREAKER is Proudly SOUTH AFRICAN!
Designed & Developed – In South Africa
Used in other tough countries worldwide
If its good enough for Africa then its good enough anywhere
BEAD BREAKER only if you are SERIOUS

If you have any questions, suggestions or wish to make contact with the manufacturer, please contact Guy Boardman on 082-902-2756.