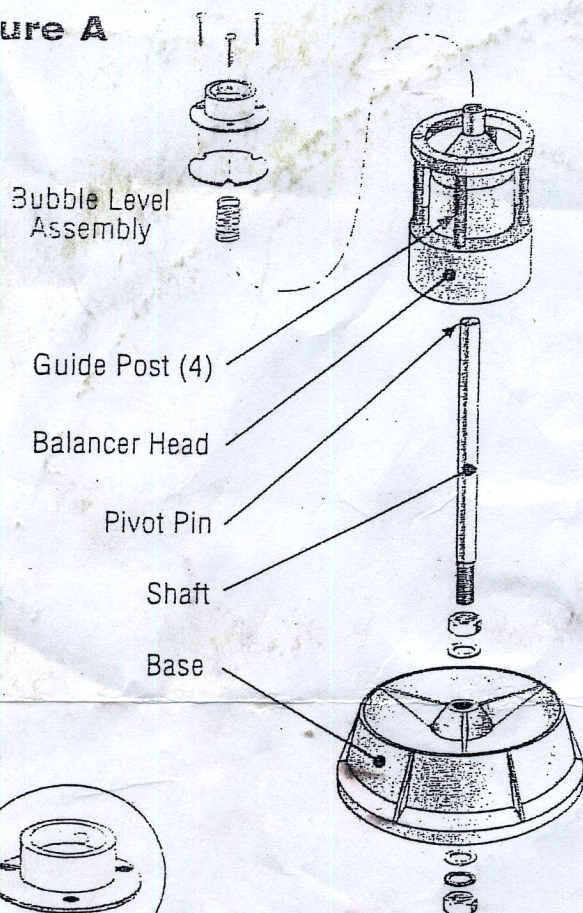


INSTRUCTIONS

ASSEMBLY AND OPERATION (ITEM NO. 07-2171P)

• See reverse for important care and maintenance information •

Figure A



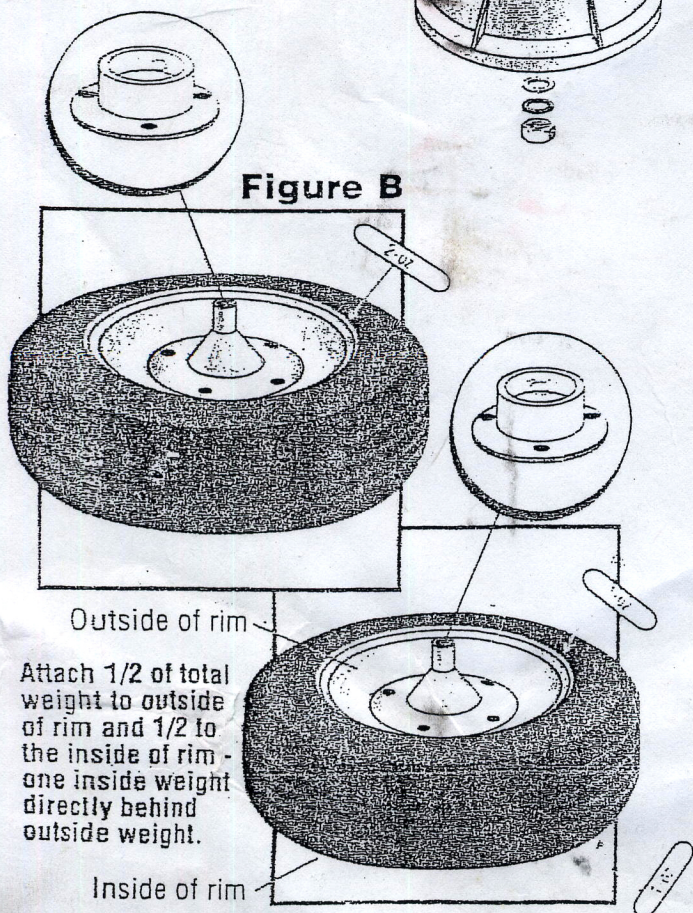
ASSEMBLY

- 1.) Professional wheel balancer is assembled as shown in Figure A. Tighten nuts (top and bottom) securely against base. If nuts are not tightened properly, the shaft will lean and affect accuracy of balancer. Once base assembly is complete, move balancer to level ground or floor. Set balancer head carefully on shaft, making sure that pin on shaft seats properly into small hole inside balancer head. When balancer head is correctly-set, it will be very sensitive to touch and will tip and spin freely.
- 2.) After balancer head is set, the bulls-eye bubble level on top center must be corrected or "zeroed". This is done by adjusting set screws around edge of level bezel with a #0 Phillips or 1/8" Flat screwdriver. Before zeroing can begin balancer head must be motionless. Check bubble level from directly overhead. If bubble is not exactly centered inside black circle turn one of the screws clockwise. Bubble will move directly away from a screw turned clockwise. One or two screws may be adjusted alternately to center bubble. Do not adjust more than two different screws - one must remain stationary to act as an anchor. Be sure to still the balancer head between every adjustment as any rocking motion will make precise zeroing impossible. When bubble is centered in black circle, wheel balancer is ready to use.

BALANCING WHEEL

- 1.) Remove the tire and wheel assembly from vehicle. Clean off any dirt or debris from both sides of tire and rim. This is important as any object caught on wheel or tire will affect balancing of the wheel. Clean hub hole thoroughly to allow wheel to sit uniformly on self-centering cone on balancer head. (If hub hole is rusty or rough, clean thoroughly and try adding a small amount of light oil around edge. This may help wheel to properly center on cone.)
- 2.) Place tire/wheel assembly on balancer head centered over cone. Allow wheel to settle slowly over cone listening closely for uniform seating where edge of hub hole engages cone.
- 3.) With tire/wheel assembly properly seated, stop all motion in balancer head. Observe the bubble level from directly overhead. The wheel is out of balance if any part of bubble is touching or is outside of black circle.
- 4.) Lay a weight on the light side of the rim closest to the bubble. (See Figure B for weight position.) If the initial weight does not center the bubble, remove first weight and add a second heavier weight. If the bubble comes back too far with first weight, remove it and add a lighter weight.
- 5.) After bubble is centered, remove tire/wheel assembly from balancer head placing it on suitable work surface. To properly balance wheel, weight must be attached equally to the inside and outside of the rim flange. (See Figure B) For example, if a 2-ounce weight was set on rim to center bubble, a 1-ounce weight (or half of the total) will be needed on each side of the wheel. As a final check, place tire/wheel assembly on balancer one last time making sure bubble centers exactly.

Figure B



Attach 1/2 of total weight to outside of rim and 1/2 to the inside of rim - one inside weight directly behind outside weight.