

Balancing the Assembly

For rotation/rebalance, strip the weights before balancing.



**CRITICAL TO
SAFETY**

- Use the balancer lift to raise and lower every assembly onto and off the balancer shaft.
- Do not stop a spinning assembly with your hands, feet, or tools.



**CRITICAL TO
QUALITY**

- **All assemblies will be balanced before they are installed back onto the vehicle.**
- Identify the correct cone and/or adapter combination. Make sure the centering cone has centered the wheel on the balancer shaft like the wheel centers on the hub of the vehicle.
- Make sure the correct weight type and placement is selected.
- All assemblies are to be balanced to the “OK” setting.
- Use Technical mode for sensitive vehicles.
- Using the rubber ring on the pressure cup reduces the chance of damaging the finish of the wheel.
- Use finger plates instead of the pressure cup if you think you might damage the surface of the wheel.
- Tighten the wingnut by standing in front of the assembly, placing your foot on the brake, and using two hands to tighten the wingnut to create the necessary force. This will help reduce wheel slippage.
- Watch the assembly spin to make sure the assembly is centered on the shaft, and to spot any possible bent wheels or unseated bead(s)/other tire conditions.
- Tires that have excessive road force need to be turned.

The Whys

- Using the balancer lift on every assembly, reduces fatigue, and prevents both strains and hand injuries.