

Operation Manual

Balancing Machine for Motorbike Tyres

51743



Illustration similar, may vary depending on model

Read and follow the operating instructions and safety information before using for the first time.

Technical changes reserved!

Due to further developments, illustrations, functioning steps, and technical data can differ insignificantly.

Updating the documentation

If you have suggestions for improvement or have found any irregularities, please contact us.



The information contained in this document may alter at any time without previous notice. It is prohibited to copy or spread any parts of this document in any way without prior written allowance. All rights reserved.

The WilTec Wildanger Technik GmbH cannot be held accountable for any possible mistakes in this operating manual, nor in the diagrams and figures shown.

Even though, the WilTec Wildanger Technik GmbH has undergone biggest possible efforts to ensure that the operating manual is complete, faultless, and up to date, mistakes cannot be entirely avoided.

If you should find a mistake or wish to make a suggestion for improvement, we look forward to hearing from you.

Send an e-mail to:

service@wiltec.info

or use our contact form:

<https://www.wiltec.de/contacts/>

The most recent version of this manual in various languages can be found in our online shop via:

<https://www.wiltec.de/docsearch>

Our postal address is:

WilTec Wildanger Technik GmbH
Königsbenden 12
52249 Eschweiler
Germany

To return orders for exchange, repair, or other purposes, please use the following address. Attention! To allow for a smooth execution of your complaint or return, it is important to contact our customer service team before returning the goods.

Returns Department
WilTec Wildanger Technik GmbH
Königsbenden 28
52249 Eschweiler

E-mail: **service@wiltec.info**

Tel: +49 2403 55592-0

Fax: +49 2403 55592-15

Introduction

Thank you for purchasing this quality product. **To minimise the risk of injury we urge that our clients take some basic safety precautions when using this device. Please read the operation instructions carefully and make sure you have understood its content.**

Keep these operation instructions safe.

Description

The professional balancer is a great help in the correction of unbalance. With the use of gravity, it can find the focus of any tire and is suitable for almost all motorcycles. With the robust steel construction, this balancing machine guarantees a long-term use.

Safety instructions/warnings



The owner and/or user must have read and understood the operating instructions of the device before using it. Personnel should be cautious, competent, trained and qualified in the safe handling of the working equipment used when working on engines and their components. Warnings should be read and understood.

- Be familiar with the application control, the application process, and the warnings.
- Ensure that all connectors are secure.
- Make sure you know the contents of the instructions for use.
- This device is not intended to be used by persons (including children) with reduced physical, sensory, or mental abilities or persons who do not have the appropriate experience or knowledge, unless they are supervised by a person responsible for their safety or have previously been instructed by such to use the equipment.
- Children must be supervised to ensure that they do not play with the appliance.
- Immediately report to your supervisor or workshop as soon as something unforeseen happens.
- Always pay attention to the optimal lighting of the workplace.
- Be sure to wear solid footwear.
- Use a hairnet for long hair.
- Wear tight clothing.
- Take off jewellery (rings, earrings, watches, etc.).
- Be careful not to wear loose straps or belts.

Assembling the wheel balancer

1. Place the stands with the bearings inward on the base. Position the stands over the inner or outer holes of the stand, depending on the tyre size you want to balance. Fasten the stands as shown with the 2×8 mm socket screws on the base. You need a 6 mm hex wrench and a 13 mm wrench.
2. Screw a nut on each foot and carefully tighten it. Do not over-tighten the screw.
3. Change the height of the feet so that the balancing stand is straight. Check the stand with a water tank.
4. When the balance stands straight, tighten the nuts of the feet.

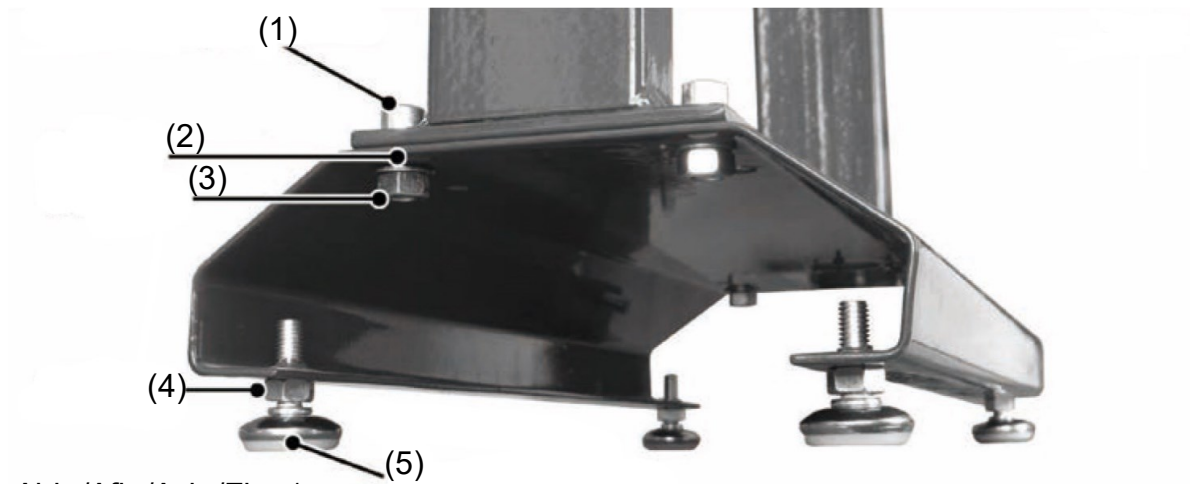


Abb./Afb./Avb./Fig. 1

Nº	Name	Nº	Name
1	Socket cap bolt 8 mm	4	Nut 8 mm
2	Washer	5	Foot 8 mm thread
3	Nut 8 mm		

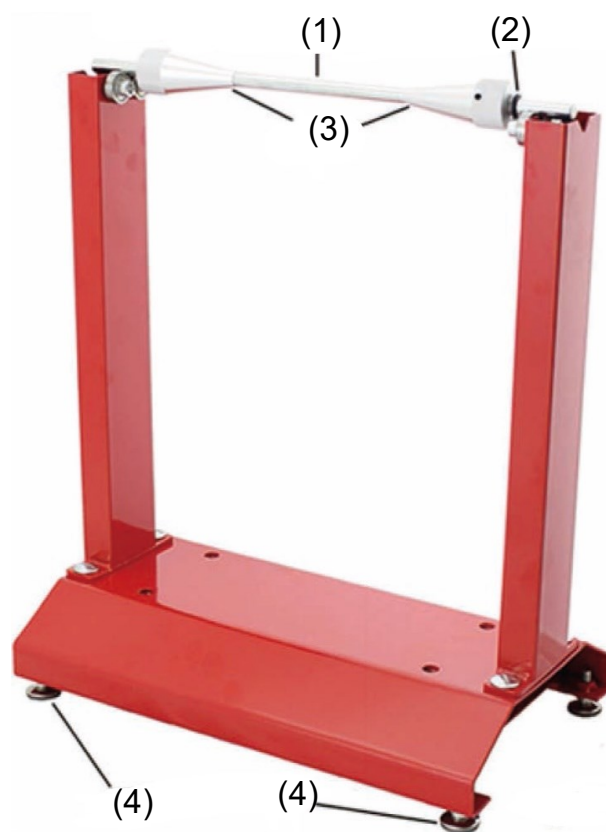


Abb./Afb./Avb./Fig. 2

Nº	Name	Nº	Name
1	Balancer spindle	3	Cones
2	Stop	4	Adjustable feet

Using the balancing block

1. Use the balancing block on a stable flat surface. If necessary, adjust the feet.
2. In the first step, mount the empty rim with valve and brake disc, but without tyre on the balance stand. When the wheel is centred on the spindle, fix the screws in the cones with a 3 mm hex wrench. Check the tight fit and push the rubber stoppers against the bearings to prevent them from slipping.

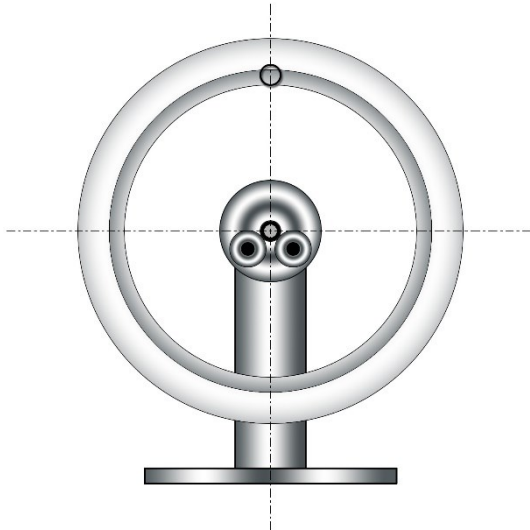


Figure 1 Resting rim without tire

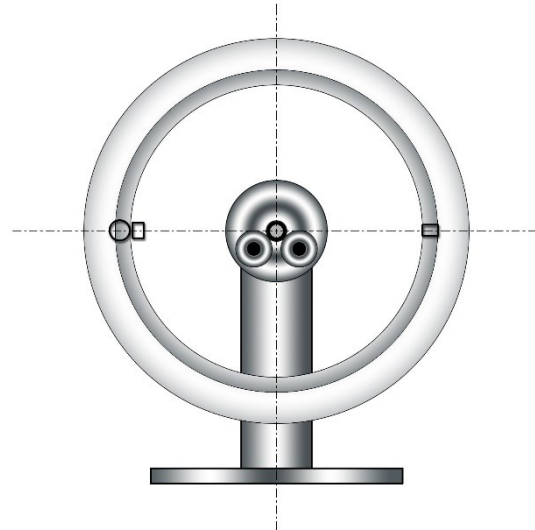


Figure 2 Resting position neutral rim

3. When the rim has come to rest, the lightest point is at the top (see Fig. 1).
4. For the further work, it is useful to mark the lightest point (point on fig. 1 above). For this, you can use oil chalk or a piece of adhesive tape.
5. At the lightest point, add so much to the provisional weight that the rim will turn by about 90° (see fig. 2). For an empty engine wheel rim, a maximum of 30 g of balancing weight should be required. If you need more weight, then you should check the rim and the attachments for damage. Check the height.

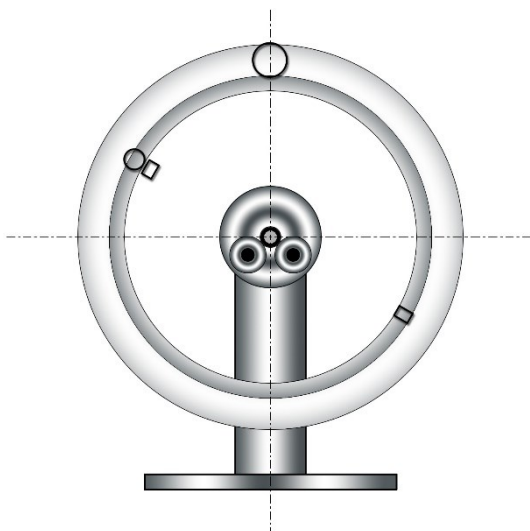


Figure 3: Resting position neutral rim with mounted tyre

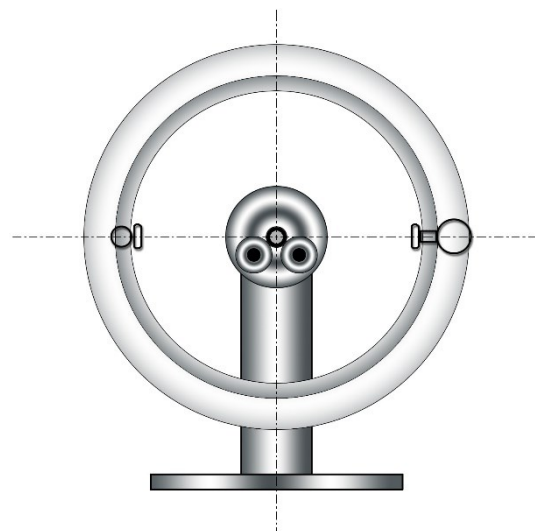


Figure 4: Matching



6. Pull the tire onto the neutral rim and let it swing out. The lightest place is now up again (see Fig. 3). Mark this spot in a different colour.
5. Now remove the applied balancing weight (step 5). With a little bit of luck, the unbalance of the rim without tires and the rim with tires is annulled. If this is not the case, turn the rim so that the two marked points are as shown in Fig. 4. Now the complete wheel is balanced. Normally, you only need one of the two weights. The weight must be applied until the complete wheel remains in the rest position. When doing so, be careful to use as little weight as possible, the weight should be evenly distributed on both sides of the rim. If a total weight of more than 50 g is required, then you should reclaim the tyre.

Important notice:

The reprint or reproduction, even of excerpts, and any commercial use, even in part, of this instruction manual require the written permission of WiITec Wildanger Technik GmbH.