TM 9-4910-665-14 & P

# DEPARTMENT OF THE ARMY TECHNICAL MANUAL

## OPERATOR, ORGANIZATIONAL, DIRECT SUPPORT AND GENERAL SUPPORT MAINTENANCE MANUAL INCLUDING REPAIR PARTS LIST

FOR

## BALANCER, VEHICLE WHEEL, MODEL 200-59

(HUNTER ENGINEERING COMPANY)
(4910-00-279-0629)

HEADQUARTERS,
DEPARTMENT OF THE ARMY

NOVEMBER 1979

# INSTRUCTIONS FOR REQUISITIONING PARTS

## NOT IDENTIFIED BY NSN

When requisitioning parts not identified by National Stock Number, it is mandatory that the following information be furnished the supply officer.

1- Manufacturer's Federal Supply Code Number -

2- Manufacturer's Part Number exactly as listed herein.

3- Nomenclature exactly as listed herein, including dimensions, if necessary.

4- Manufacturer's Model Number -

5- Manufacturer's Serial Number (End Item)

6- Any other information such as Type, Frame Number, and Electrical Characteristics, if applicable.

7- If DD Form 1348 is used, fill in all blocks except 4, 5, 6, and Remarks field in accordance with AR 725-50.

Complete Form as Follows:

(a) In blocks 4, 5, 6, list manufacturer's Federal Supply Code Number followed by a colon and manufacturer's Part Number for the repair part.

(b) Complete Remarks field as follows:

Noun: (nomenclature of repair part)
For: NSN:
Manufacturer:

Model:
Serial:

Any other pertinent information such as frame number, type, dimensions, etc.

**HEADQUARTERS**
**DEPARTMENT OF THE ARMY**
**WASHINGTON, D.C.,**

Reporting Errors and Recommending Improvements. You can help improve this manual. If you find any mistake or if you know of a way to improve the procedures, please let us know. Mail your letter, DA Form 2028 (Recommended Changes to Publication and Blank Forms), or DA Form 2028-2 located in the back of this manual direct to: Commander, US Army Armament Materiel Readiness Command, ATTN: DRSAR-MAS, Rock Island, IL 61299. A reply will be furnished to you.

Operator, Organizational, Direct Support and General Support Maintenance Manual Including Repair Parts List for:

Balancer, Vehicle Wheel, Model 200-59
(4910-00-279-0629 )

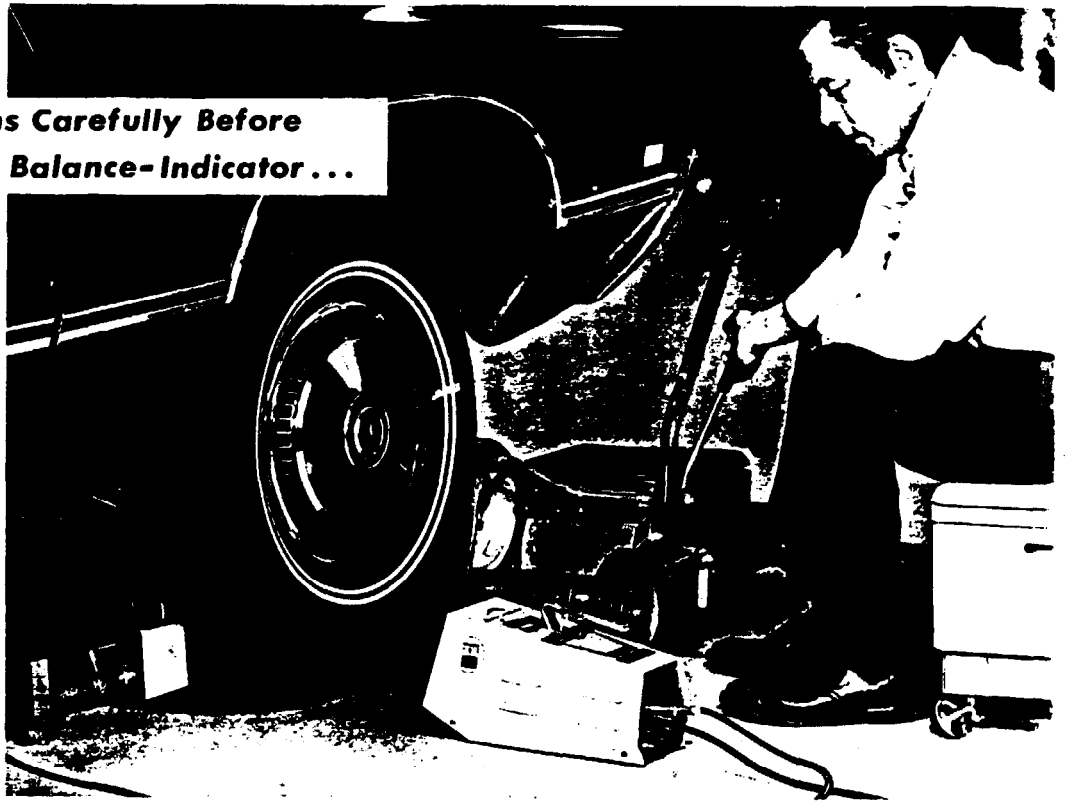
**NOTE**

This manual is published for the purpose of identifying an authorized commerical manual for the use of the personnel to whom the balancer is issued.

Manufactured by: Hunter Engineering Co.
11250 Hunter Drive
Bridgeton, MO 63044

Procured under Contract No: DAAA09-74-D-6025

## Read These Instructions Carefully Before Operating Your Electronic Balance-Indicator . . .



CAUTION When balancing wheels, always observe these safety measures.

1. Use For Auto/Truck Wheel Spinning Only.
2. Do Not Run Unloaded (Pulley Spins At High R.P.M.).
3. Remove Foreign Objects From Tire Before Spinning.
4. Wear Safety Glasses.
5. Never Stand In Line With Or Permit Others To Stand In Line With A Spinning Wheel. (Rocks, gravel, etc., thrown from a spinning tire can be hazardous.)
6. Do Not Touch Spinning Pulley Or Wheel.
7. Disconnect Power Cord Before Servicing.
8. Make Certain Vehicle Is Properly Chocked And Jacked-Up.

# Electronic Wheel Balance-Indicator

- **CARS**
- **TRUCKS**
- **BUSSES**
- **TRANSPORTS**

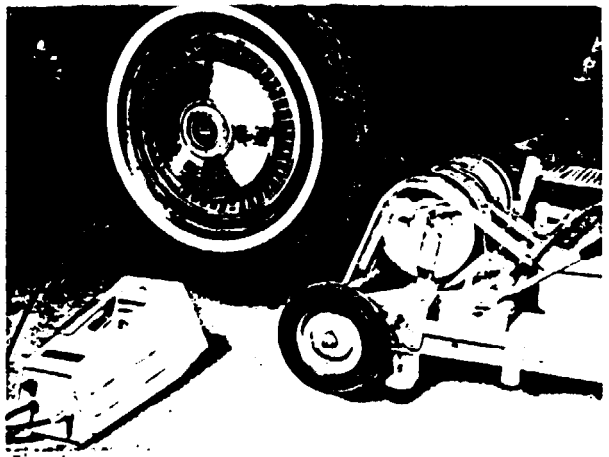


Fig. 1

## I. EQUIPMENT

### 1. GENERAL

The Electronic Wheel Balance-Indicator consists of a pick-up unit and a strobe unit. The probe of the pickup unit contacts the lower control arm or axle near the wheel, or, in the case of dynamic balancing, the backing plate of the brake housing. When the wheel is spun, the pickup detects any vibration caused by the spinning wheel and relays this information to the strobe unit as en electrical impulse. The strobe unit in turn displays the balance condition on a meter and flashes the strobe light which shows the proper location to apply a balancing weight to the wheel.

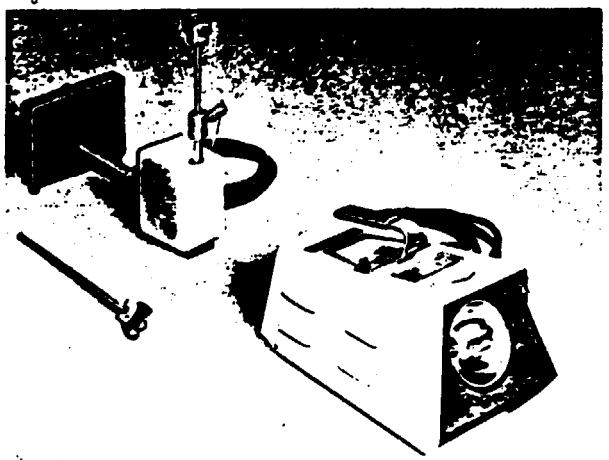


Fig. 2

### 2. BALANCE CONDITION METER:

The numbers displayed on the meter face are a relative measure of unbalance expressed in ounces. See Fig. 3.

### 3. FRONT-REAR SWITCH

This switch allows the operator to change the timing of the strobe flash for balancing rear wheels. Positions of the switch correspond to the wheels being balanced. (Note: When balancing front-wheel drive cars, the switch positions Should be opposite their normal positions, that is, **FRONT** for rear wheels and **REAR** for front wheels.) See Fig. 4).

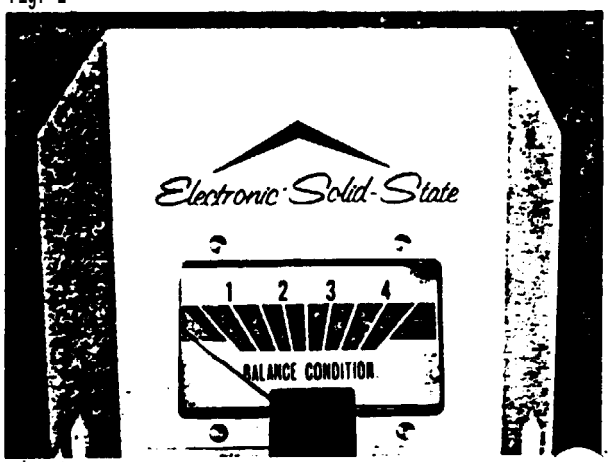



Fig. 3

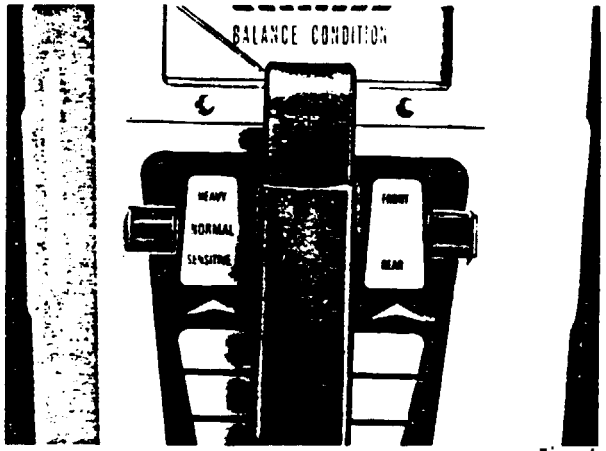



Fig. 4

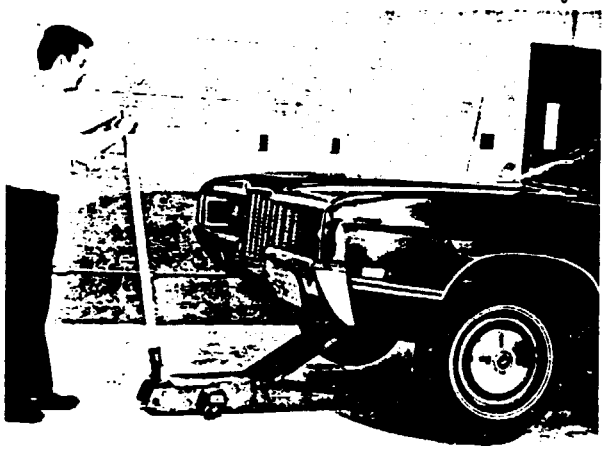
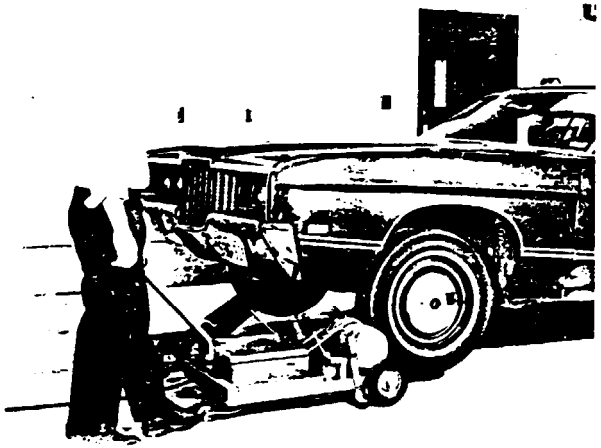


Fig. 5



**4. SENSITIVITY SWITCH**

This is the switch that controls the sensitivity of the balance-condition meter. Most wheels can be balanced with this switch set in the "normal" position. See Fig. 4.

On vehicles with wheels that are greatly out-of-balance the meter may read off the scale. Generally, if the reading is above "4" on the balance-condition meter, the sensitivity switch should be changed to the "HEAVY" position. When the switch is in the heavy position, the balancing weight applied to the wheel should be approximately twice as much as that normally indicated by the meter reading.

On wheels that are only slightly out-of-balance it may be helpful to hold the sensitivity switch in the "SENSITIVE" position while taking a reading. This position, in general, need only be used when a very precise balance is desired. When using the "SENSITIVE" position, the meter readings are increased by a factor of approximately four.

## II. FRONT WHEEL BALANCING-KINETIC

*(Also Rear Wheels of Front-Wheel Drive Vehicles. See Paragraph IV for balancing front drive wheels).*

**1. SET-UP:**

(A) Jack up the front of the car from the center so that both front wheels are approximately 1 1/2 inches off the floor. See Fig. 5.

(B) Check for loose wheel bearings and make adjustments as required.

(C) Spin the wheel to determine its balance condition. If it is out-of-balance. remove all old weights from the wheel. See Fig. 6.

(D) Install the pick-up unit under the car as shown in Fig. 7. Loosen the probe lock-screw. Raise the magnet to contact the lower contol arm solidly in a location as close to the wheel as possible. Tighten the lock-screw. Make sure the pick-up is not preloaded, by pulling down on the probe. The probe should move downward about 1/8 inch from the lower control arm or axle. When the probe is released the magnet should snap back into its original position. See Fig. 8.

(E) Plug the strobe unit into the proper power outlet. Plug the pickup into the strobe. Make sure both cables are away from the wheel. Set the strobe unit about a foot from the face of the wheel with the strobe light directed toward the wheel.

(F) Set the strobe "FRONT-REAR" switch in the "FRONT" position. Set the sensitivity switch in the "NORMAL" position.

(G) A chalk reference mark should be made on the tire. The valve stem may also be used as a reference if it is clearly visible. See Fig. 9.

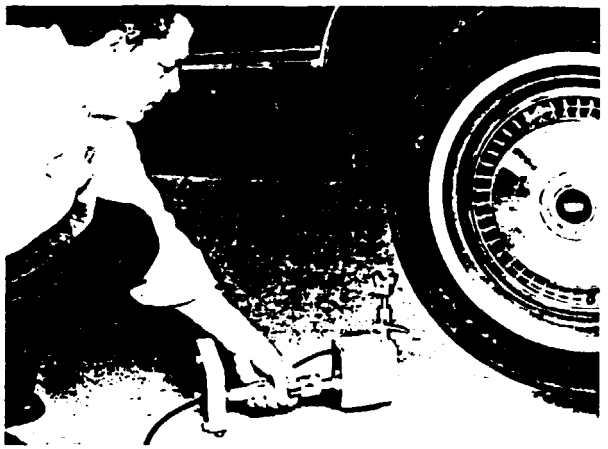


Fig. 7

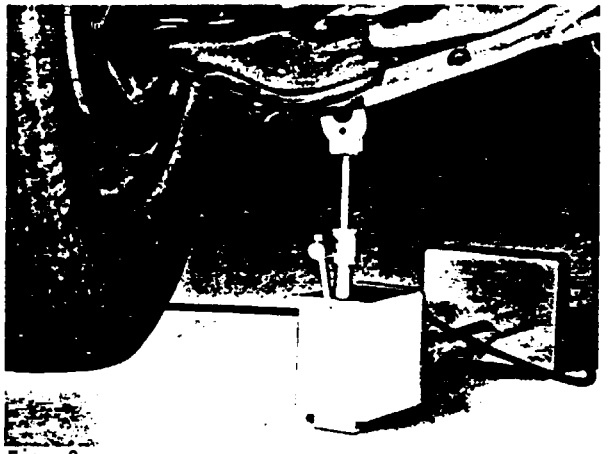


Fig. 8

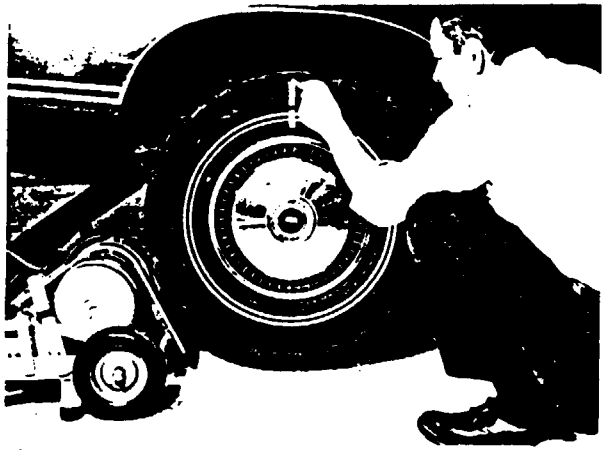


Fig. 9

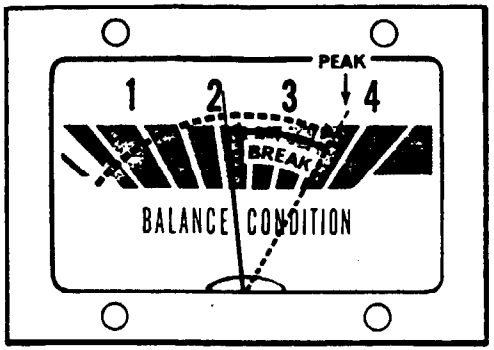



Fig. 10

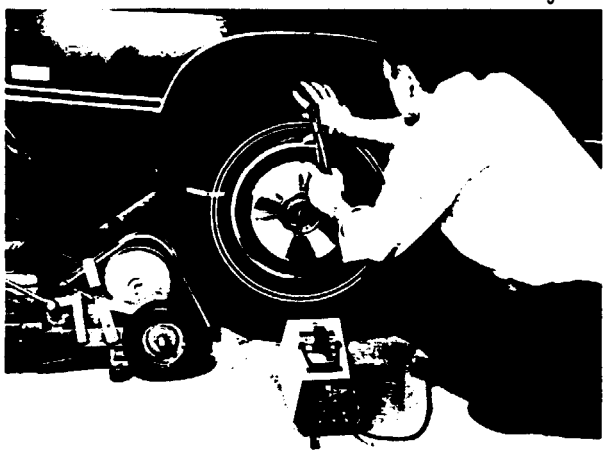


Fig. 11

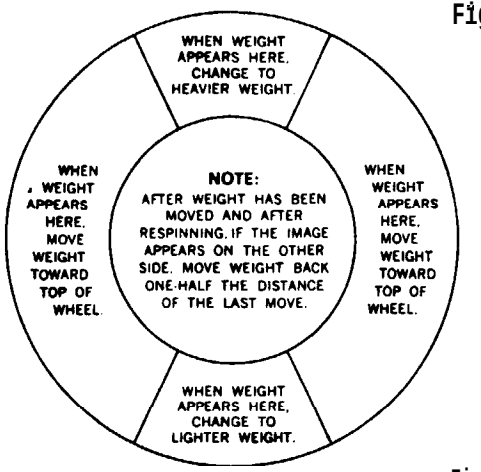



Fig. 12

## 2. OPERATION

**NOTE:** Definition of "PEAK" and "BREAK" as used in this procedure, See Fig. 10:

**PEAK** -As wheel speed changes, the meter will, at certain speeds, go up scale to a high reading and then begin to drop back. This high reading is called a **PEAK.**

**BREAK** -The instant the meter needle begins to fall back from the peak reading is called the **BREAK.**

(A) Spin the wheel up in speed until the balance condition meter needle has gone through a definite peak and break. Remove the spinner from the wheel and allow the wheel to coast.

**NOTE:** When balancing wheel, spin ONLY to 'PEAK & BREAK' as shown on strobe meter. Excessive wheel-speed can result in motor abuse, unsatisfactory balancing and loss of time.

**CAUTION:** Never let anyone stand in line with, or too close to, a spinning wheel. Before spinning a wheel, always remove rocks from tire tread.

(B) As the wheel is coasting, the meter reading will again increase to a peak and break. Observe the location of the valve stem or chalk mark and the amount of weight indicated on the meter at the time of the break.

(C) Stop the wheel and revolve it by hand until the valve stem or chalk mark is in the same position as that observed at the "break" point. Apply the indicated weight to exact top of the wheel. See Fig. 11.

(D) Spin the wheel again. If the meter remains in the green area of the dial, the wheel is kinetically balanced. If the meter needle does not remain in the green area, spin the wheel as before and observe the location of the **BALANCING WEIGHT** at the "break" point. Compare this location with Fig. 12 and move or change the weight as indicated. Repeat this procedure until the meter needle remains in the green area.

(E) If the meter indicates over two ounces of weight, put part of the weight on the inside of the wheel. This prevents the balance weights from causing a dynamic unbalance. If moving the weights is required, always keep the inside and outside weights close to each other.

## III. FRONT WHEELS-DYNAMIC BALANCE

### 1. GENERAL

The Electronic Wheel Balance-Indicator can also be used to balance wheels dynamically. Even though it is seldom a problem, if a wheel is kinetically balanced and some vibration can still be felt or heard as a distinctive rumble, it should then be checked for dynamic unbalance.

### 2. SET-UP

(A) With the steering wheel, turn the wheel to be balanced to its outer limit. Then turn the steering wheel back about 1/4 turn and lock it in position with a steering-wheel holder or with the steering column lock, if the vehicle IS SO equipped.

(B) Install the pick-up unit as shown in Fig. 13. Loosen the probe lock screw. Extend the magnet to contact the brake backing-plate cover near the front at a point about level with the wheel center. Tighten the lock screw.

### 3. OPERATION

(A) Spin the wheel to no more than half the speed used to kinetically-balance the wheel. If the meter needle remains in the green area of the scale, there is negligible dynamic unbalance in the wheel.

(B) If the meter needle goes above the green area of the scale, spin the wheel until the meter reaches a peak. Observe the location of some reference mark, as in kinetic balancing. A kinetic balance weight may be the most obvious reference mark.

(C) Stop the wheel. Revolve it by hand until the chosen reference mark is in the same position as that observed at the peak reading. Attach a 3-ounce weight to the exact forward spot on the inner rim of the wheel. Attach another 3-ounce weight to the exact rear spot of the outer rim. See Fig. 14.

(D) Again spin the wheel. If the meter needle remains in the green, the wheel is balanced. If the needle goes above the green, spin the wheel until it peaks and then allow it to coast as before. Observe the location of the dynamic weight when the meter reading breaks. See Fig. 15.

If the dynamic weight appears at:

(A) Rear - Increase both dynamic weights.

(B) Front - Decrease both dynamic weights.

(C) Near the top or bottom-move the outside dynamic weight toward the rear and relocate the inside dynamic weight 180 degrees from outside dynamic weight.

(E) Repeat the procedure under (D) on preceding page until the meter needle remains in the green.



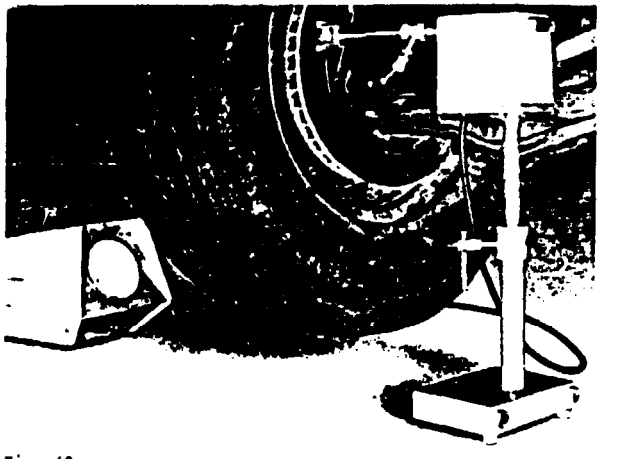


Fig. 13

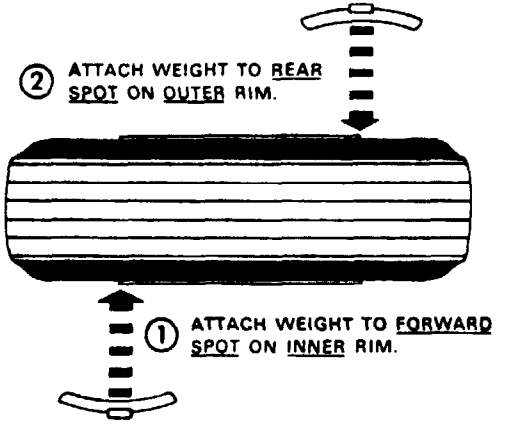



Fig. 14

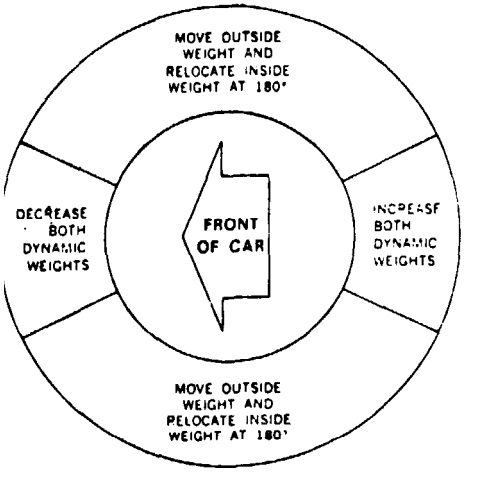



Fig. 15

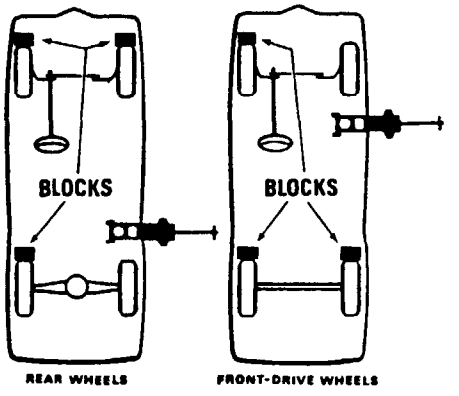



Fig. 16

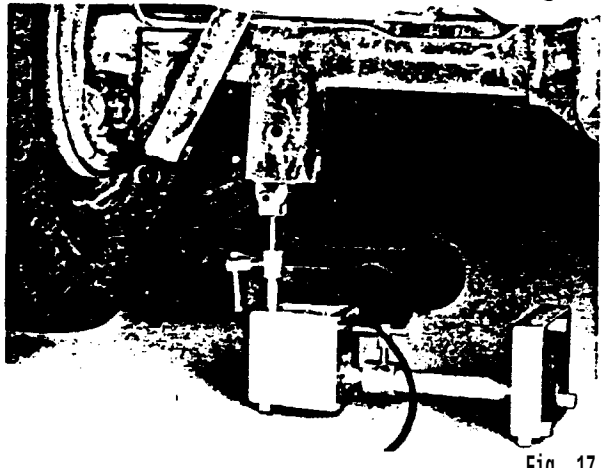
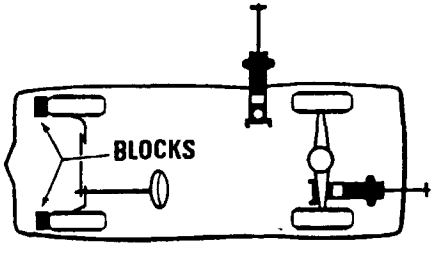


Fig. 17




LIMITED-SLIP DIFFERENTIALS

Fig. 18

## IV. WHEELS *(And Front-Drive Wheels)* WITHOUT LIMITE SLIP DIFFERENTIAL.

### 1. SET-UP

(A) Block the wheels as shown in Fig. 16.

(B) Jack up the car under the frame, at the car-factory-approved jacking point, ahead of the rear wheel to be balanced. On front-wheel drive vehicles, jack up under frame, at the car-factory-approved jacking point, behind the front-wheel to be balanced. Make sure jack is secure and wheels are blocked properly.

(C) Place the pickup probe under the axle housing or spring shackle as close to the wheel as possible. See Fig. 17.

(D) Set the "FRONT-REAR" switch in the **REAR** position: set the "SENSITIVITY" switch in the **NORMAL** position.

(E) Start the engine and shift into drive or high gear. Accelerate slowly. Find the speed at which the maximum vibration is observed. In most cases the vibration will be observed in the 30 to 40 mile-per-hour range. (Wheel will then be spinning approximately twice as fast as speedometer reading). **DO NOT** spin wheels over 40 mph on speedometer. **DO NOT** spin wheels with wheel spinner.

(F) Using this speed, observe the location of a reference mark or the valve stem, and follow the procedures for front-wheel balancing as described in Section II.

## V. LIMITED-SLIP DIFFERENTIALS

### 1. SET-UP

(A) Block the front wheels.

(B) Jack up the car under frame, at the car-factory-approved jacking point. ahead of wheel to be balanced.

(C) Jack up the opposite rear wheel under the axle near wheel and remove that wheel. (On vehicles with independently-sprung rear wheels, jack only at car-factory-approved jacking points.) Be sure to replace at least three lug nuts to keep drum from coming off hub. See Fig. 18. Make sure jacks are secure and wheels are blocked properly.

### 2. OPERATION

(A) Balance the wheel remaining on the car, using the normal rear-wheel procedure. The maximum vibration should be found in the 60-80 mph range, since the doubling effect of the standard differential has been eliminated. **DO NOT** spin wheels over 80 mph on speedometer.

(B) Replace the opposite wheel and reverse the position of the jacks. **Do not** remove the balanced rear wheel.

(C) Balance the second rear wheel, using the same procedure.

## VI. TRUCK WHEELS

### 1. GENERAL

(A) Follow the procedures used to balance car wheels except for the following considerations:

(1) Before balancing any truck wheels, take a lateral run-out reading, If more than 1/8-inch run-out exists, remove as much as possible by loosening the bolts at the low spot and tightening the bolts at the high spot.

(2) Remove all rocks from the tires before spinning.

(3) Be sure King Pins are tight.

(4) If possible, balance the wheel statically first.

(5) Use the longer, 27-12-1, truck probe in the pickup, if necessary. See Fig. 19.

(6) As truck weights are all made in 2-ounce increments, 1-ounce is as close as some wheels can be balanced without cutting weights.

(7) On truck wheels, normally triple the size weight called for on the wheel balance-indicator meter. It may be necessary to place part of the weight on the inside of the wheel.

### 2. OPERATION

(A) After putting on the first weight where strobe has indicated, again spin the wheel. If weight is not at top or bottom of wheel, move the weight as shown in Fig. 20.

(B) When the weight is at the top of the wheel, remove it, then attach the next-size-larger weight.

When the weight is at the bottom of the wheel, remove it, then attach the next-size-smaller weight.

Continue this procedure until the weight moves from the top to the bottom or the bottom to the top. The wheel is then balanced.

## VII. DUAL WHEELS AND FULL-FLOATING AXLES

### 1. SET-UP

(A) With the jack located securely under the differential housing, jack up the rear wheels approximately 1 1/2 inches. See Fig. 21.

(B) Disconnect the wheel from the axle-drive by removing the hub-flange nuts or screws. Pull the hub-flange out to clear the studs by at least 1/2 inch. See Fig. 21.



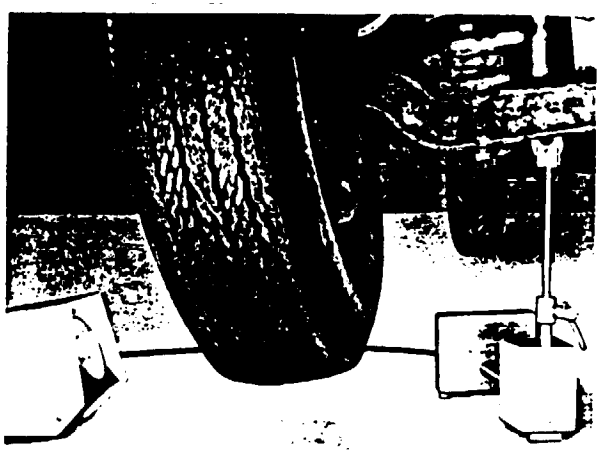


Fig. 19

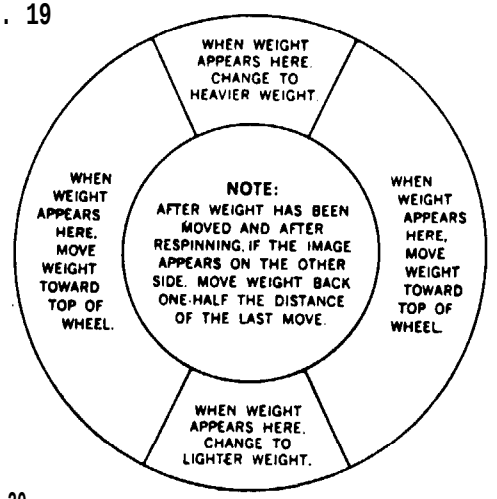



Fig. 20

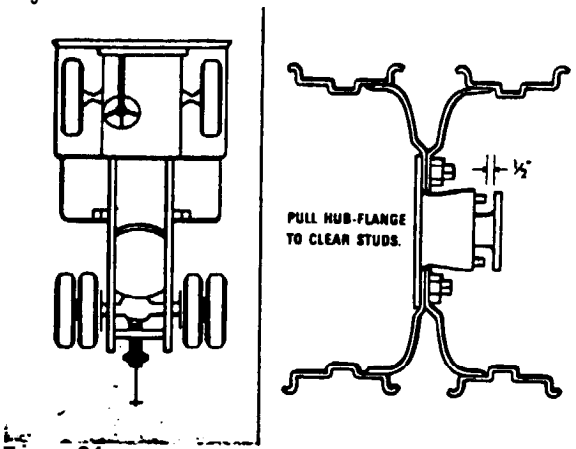



Fig. 21

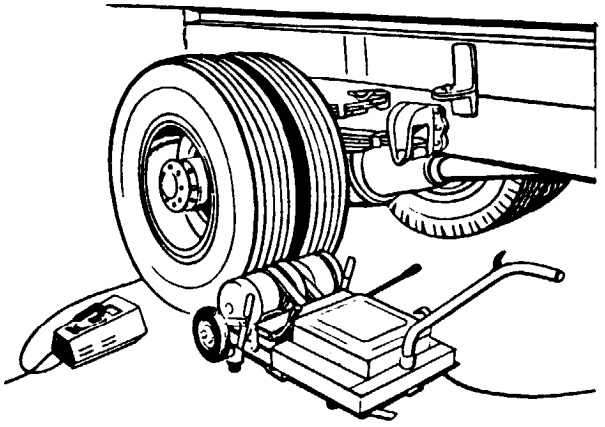


Fig. 22

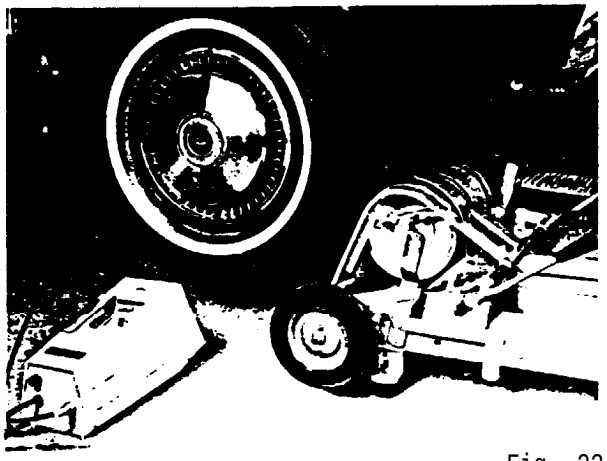


Fig. 23

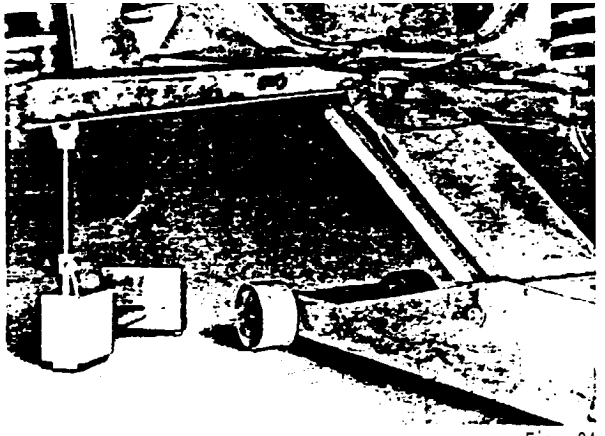


Fig. 24

**2. OPERATION**

(A) Spin dual wheels with a heavy-duty 8 horsepower truck spinner. See Fig. 22.

**CAUTION:** Never let anyone stand in line with, or too close to a spinning wheel.

(B) Follow the procedures outlined in Paragraph VI (TRUCK WHEELS).

(C) If 12 ounces or more is called for to balance whee!, place 2/3 of weight on inner dual wheel, and re-spin, and balance. If necessary to add additional weight, apply to inner wheel.

## VIII. BALANCING TIPS

(A) For best results when using the Strobe Balance-Indicator, it is recommended that the 230 volt, 4 horsepower, single-phase No. 138-41-1, passenger-car and truck spinner, or larger, be used. See Fig. 23.

(B) If multiple images or erratic readings are encountered, check for loose wheel bearings or a loose lock screw on the pick-up probe.

(C) If a balanced wheel continues to produce vibrations on the road, check tire run-out. Excessive run-out, (greater than l/16 inch), can cause road vibration, even after balancing.

(D) When spinning up a wheel and a short, quick "peak" occurs, continue spinning the wheel until a second peak occurs. You may also find that a wheel will level off after a "peak" instead of dropping as it is spun up. Remove the spinner and look for a break in this area.

(E) If the wheel slows down too quickly. so that the "peaks" cannot be observed properly, check for tight brakes. Adjust if necessary.

(F) If all vibration cannot be removed when balancing rear wheels, check for drive-line unbalance and engine vibration.

(G) Information gained in balancing one wheel of a vehicle may be used to help balance the other wheels. If the weight readings observed when balancing the first wheel tended to be high or low, then the readings of the opposite wheel on the same vehicle will tend to be high or low accordingly.

**(H)** If position readings are observed which appear to be displaced by 180 degrees, (that, adding the indicated weight makes the vibration worse). check for a leaking jack or a jammed pick-up.

(I) There has been some question as to how to best jack up the front wheels on Twin-l-Beam vehicles (see Fig. 24). This illustration shows the proper Jacation for jacks in order to pick up both of the Twin-l-Beams at the same time for ease in balancing with the Strobe Balance-Indicator.

# FIELD TEST PROCEDURES

## ELECTRONIC WHEEL BALANCE-INDICATOR

| DEFECT | STEP 1 | STEP 2 | STEP 3 | STEP 4 | |
|---|---|---|---|---|---|
| | | | | IN WARRANTY | OUT OF WARRANTY |
| No light and low meter reading. | Make sure that the unit has power.<br><br>Check the fuse.<br>Check lamp seating. | Disconnet the pick-up. Touch finger to Pin 1 of connector (metallic probe may be required).<br>—If light flashes →<br>—If light does not flash → | See Field Test Procedures for the pick-up assembly. | Return the strobe unit to an Authorized Service Center. | Return strobe unit to an Authorized Service Center<br>or<br>follow Maintenance Procedures. |
| No light. Meter operates properly. | Replace the strobe lamp.<br><br>Check lamp seating. | See Step 4 | | If the new lamp does not work, return the strobe unit to an Authorized Service Center. | If new lamp does not work, return strobe unit to an Authorized Service Center or follow Maintenance Procedures. |
| Strobe lamp flashes continually. | Disconnect the pick-up.<br>—If flashing stops →<br>—If flashing does not stop → | See Field Test Procedures for the pick-up assembly. | | Return the strobe unit to an Authorized Service Center. | Return strobe unit to an Authorized Service Center<br>or<br>follow Maintenance Procedures. |
| Meter readings much too low.<br><br>Light flashes. | See Field Test Procedures for the pick-up assembly. | See Step 4 | | If no defects are found, return both pickup and strobe unit to an Authorized Service Center. | If no defects are found, return both pick-up and strobe to an Authorized Service Center or follow Maintenance Procedures. |
| Wheel position is erratic or inaccurate.<br><br>Multiple images. | See Field Test Procedures for the pick-up assembly. | See Step 4 | | If no defects are found, return both pickup and strobe unit to an Authorized Service Center. | If no defects are found, return both pick-up and strobe to an Authorized Service Center or follow Maintenance Procedures. |

## PICK-UP ASSEMBLY (ELECTRONIC WHEEL BALANCE-INDICATOR)

| | | | | |
|---|---|---|---|---|
| (1) Check cable and connector for damage or loose parts or broken solder joints. | (2) Remove probe assembly and locking ring. | (3) Remove probe holder tube by unscrewing it from assembly. | (4) Remove cover by loosening the 4 screws in corners of bottom plate. | (5) Check for bent or broken parts. |
| (6) Look for broken or shorted electrical connections. | (7) Check electrical cable shield Connection. | (8) Check for proper centering of magnet and coil assemblies. | (9) Check for loose magnets. Center and retighten as required. | (10) Check for loose screws in magnet carriage system. Tighten as required. |
| (11) Check for loose coil assembly. | (12) If coil assembly is loose, remove slide tube assembly (3 hex head cap screws). | (13) Center and align coil assembly. Tighten socket head screw on bottom plate. | (14) For reassembly, reverse the procedure of Steps 2 thru 4. | |

# MAINTENANCE

## REPAIR PROCEDURE FOR ELECTRONIC WHEEL BALANCE-INDICATORS - MODELS 25-42-1 & 25-43-1

1. EQUIPMENT REQUIRED: One Electronic Wheel Balancer-Colibrator Model 228-38-1.

2. **CAUTION: The Electronic Wheel Balance-Indicator ("Strobe") hot a 400 roll power supply for the strobe lamp. To ovoid danger of electrical shock, always remove power from the instrument) before faking off the cover. Immediately after removing the cover, discharge the high voltage capacitors by shorting between the red and block wirer on the strobe lamp connector with a screwdriver.**

3. SERVICE PROCEDURE: Connect the Electronic Balance-lndicator to the Calibrator and perform procedures outlined in Form 930T. Note any malfunction and identify it from description given in table below, then replace parts as recommended. In each case. The most likely replacement is listed after "A", the next most likely replacement part after "B".

4. If the required replacement part is anything other than the strobe lamp, it will be necessary to remove the cover. (NOTE: Before. removing the cover be sure to take precautions described in paragraph 2.) When cover is removed it is a good idea to visually inspect the wiring in the unit for breaks or short circuits. Alto check the printed circuit board for crocks and obvious burned parts, directing special attention to ports near the front of the unit where the high power circuitry is located.

| FAILURE MODE | RECOMMENDED PARTS REPLACEMENT |
|---|---|
| No Light<br>Meter Reading OK | A - Strobe Lamp (=35-11-2)<br>B - P.C. Board (=45-49-1) |
| No Light<br>Meter Reading Low | A - Fuse (For 25-42-1 Use Fuse =33-31-2; For 25-43-1 Use Fuse =33-33-2)<br>B - P.C. Board (=45-49-1) |
| No Meter Reading<br>Light OK | A - Meter (=31-23-2)<br>B - P.C. Board (=45-49-1) |
| Meter Readings Do Not Change Properly When Sensitivity Switch Is Actuated | A - Sensitivity Switch Assembly (=18-41-1) |

| FAILURE MODE | RECOMMENDED PARTS REPLACEMENT |
|---|---|
| No Change In Calibrator Meter When Front-Rear Switch Is Actuated | A - Front-Rear Switch Assembly (=18-40-1) |
| Position Cannot Be Calibrated Properly | A - P.C. Board (=45-49-1) |
| Blows Fuse | A-PC. Board (=45-49-1) |
| Unit Flashes Continuously And Cannot Be Calibrated | A - P.C. Board (=45-49-1) |
| Meter Reading Cannot Be Calibrated | A - P.C. Board (=45-49-1) |

## MAINTENANCE OF SPINNERS:

**PASSENGER CAR**

A. To odjust ON-OFF switch--First be sure electric cord is disconnected from power source. With spinner on side, secure, motor-mount in normal down position. Then loosen switch-lever lock-nut and back up screw. Next turn screw clockwise until switch clicks. Turn screw 1/2 more revolution ond tighten lock-nut.

B. To service switches and wiring-First, be sure electricol cord is disconnected from power source. Then remove switch-box cover in forword section of spinner core to gain access to ON-OFF switch. To goin access to the magnectic-contactor on 3 HP spinners remove front cover of spinner. then remove cover on magnetic switch-box cover.

C. To remove motor-First be sure electric cord is disconnected from power source.

(1) 1 1/4 Spinners-Remove switch box cover in forward section of spinner case and remove motor leads from switch (do not cut). Remove front cover of spinner, swing motor mount forword and remove bolts securing motor to motor mount. Lift motor from motor mount and slip motor leads out of switch box and motor mount.

(2) 3 H.P. Spinners-Remove spinner front cover. Remove contactor box cover. Disconnect motor leads from contactor (do not cut leads). Remove strain relief from motor cord and pull cord from contactor box. Swing motor mount forward and remove bolts securing motor to motor mount. Lift motor from motor mount.

**TRUCK**

A. To adjust ON-OFF switch-First be sure electric cord is disconnected from power source-with motor-mount in the normal down position loosen switch-lever lock-nut, and bock up screw. Next turn screw clockwise until switch clicks. Turn screw 1/2 more revolution and tighten lock-nut.

B. To adjust switch lock-out-linkage - First be sure electric card is disconnected from power source. Move brake lever forward and lift motor-mount to drive position. Loosen lock-nut on lock-out tab above, switch-lever and back-up-screw. Next turn screw clockwise until switch clicks. Turn screw 1/2 more revolution and tighten lock-nut.

C. To service switches and wiring- First, be sure electric cord is disconnected from power source. For access to ON-OFF switch remove switch-box cover in forword section of spinner case. For access to magnetic-contactor on single-phase truck spinners, turn spinner On side and remove cover from magnetic-contactor box under motor-mount. For access to magnetic-contactor on three-phase truck spinners,. remove cover from magnetic-contactor box opposite motor on motor-mount.

D. To remove motor or, motors on single-phase truck spinner-first be sure electric cord is disconnected from power source. With spinner on side, remove cover from magnetic-contactor box under motor-mount. Disconnect motor lead wires from mognetic-contactor, pull motor leads from box. Turn spinner on rid. and remove bolts securing motor or motors to motor-mount. Lift motor from mount.

E. To remove motor on three-phase truck spinner-first be sure electric cord is disconnected from power source. Then remove cover from magnetic-contactor box opposite motor on motor-mount. Disconnect motor lead wires from magnetic-contactor. Pull motor lead from box and motor-mount Turn spinner on side and remove bolts securing motor to motor-mount. Lift motor from mount.

**LUBRICATION** Motors do not require oiling--occasionally apply 20W oil to spinner lid-lifter spring and to all bearing surfaces and pivot-points.

# PREVENTIVE MAINTENANCE SCHEDULE

## Automotive Service Equipment

Regular, scheduled maintenance of balancing and aligning equipment pays dividends in faster, more accurate work with a resultant increase of customer satisfaction. Such maintenance takes relatively little time or labor, since it consists principally of simple inspection. cleaning, polishing and lubricating procedures. This work con be readily handled in spore moments by service technicians or other shop personnel.

To facilitate equipment maintenance, it is recommende the following schedule of service for its precision aligning and balancing equipment, and strongly suggests that a copy of this schedule be posted in a visible location where the equipment is most frequently used or stored.

### Wheel Balancer Equipment

| Description | Maintenance Required | Frequency |
|---|---|---|
| Deluxe & Economy Wheel Spinners | Clean & polish, using soft cloth ond liquid polish.<br>To adjust ON-OFF switch - First be sure electirc cord is disconnected from power source. With spinner on side, secure motor-mount in normal down position. Then loosen switch-lever lock-nut and back up screw. Next turn screw clockwise until switch clicks. Turn screw 1/2 more revolution and tighten lock-nut. | Weekly |
| Heavy-Duty Pass. Car & Truck Wheel Spinners | Clean &. polish, using soft cloth and liquid polish.<br>To adjust switch lock-out-linkage - First be sure electric cord is disconnected (from power source. Move brake lever forward and lift motor-mount to drive position. Loosen lock-nut on lock-out tab above switch-lever and back up screw. Next turn screw clockwise until switch clicks. Turn screw 1/2 more revolution and tighten lock-nut. | Weekly |
| Tune-In Balancers | Clean & polish, using soft cloth and liquid polish.<br>Relubricate according to accompanying instructions. | Weekly |
| Adapter | Brush dirt from grooves in rubber on expandable adaptors. Clean metal parts of adaptor with a solvent such as kerosene. | Weekly |

### Wheel Aligner Equipment

| Description | Maintenance Required | Frequency |
|---|---|---|
| Lite-A-Line Projector & Compensator | Blow off dust from exterior of instrument and from inside of bulb support with compressed air. Clean and polish exterior, using soft cloth and liquid polish. Clean lenses by wiping gently with very clean soft cloth sprayed with a glass cleaner. Clean bulb with damp cloth. (Hi-intensity bulbs should be cleaned with alcohol). Check Projector Adaptor Assembly, Compensator Assembly, Compensator Bearings, Light Beams. (See Lite-A-Line Instruction Manual for procedure). | Weekly |
| Lite-A-Line Charts, Cabinets & Backgrounds | Clean and polish, using soft cloth and liquid polish. Clean toe bar mirrors with soft cloth and glass cleaner. Check level bubbles on charts, toe-mirror bar, rear toe gage. | Weekly |
| Tune-A-Line Instrument | Blow dust from instrument with compressed air (CAUTION-Use Care to Avoid Blowing Dampener Fluid from Cup). Clean and polish. using soft cloth and liquid polish. Check dampener fluid level If low, odd fluid to 1/2-inch of top of cup. Check instrument for accuracy. See Tune-A-Line Instruction Manual for procedure. (CAUTION-Remove. Dampener Fluid from Cup before Proceeding with Instrument Check). Clean and polish check fixture, after use, using soft cloth and liquid polish. Coat checkshaft with oil before storing. | Weekly |
| Stationary Rack, Passenger-Car and Truck Pit Pedestals & Runways | Hose down with water, dry thoroughly, clean & polish, using soft cloth and liquid polish. | Weekly |
| | Apply SAE 30 oil to chock pivot pins. Clean slide tubes and coat with paraffin. | Monthly |
| | Check level and re-level, if required. Tighten hold-down screws. | Semi-annually |
| Power Rocks | Hose down with water, dry thoroughly, clean and polish, using soft cloth and liquid polish. Drain air manifold, clean air cylinder rams and coat with SAE 30 oil. | Weekly |
| | Apply SAE 3D oil to chock pivot pins. air cylimder pivot pins, cable, sheave pins, lock pins and in hole in air cylinder rear casting. Clean and coat slide lubes with paraffin. | Monthly |
| | Apply SAE 70 grease to fittings on ram pins and lift arm pivot pins. Check rack level and re-level, if required. Tighten hold down screws. | Semi-annually |
| Diagnostic Reck | Hose down with water, being careful to avoid getting water on electric motors and switchboxes of spinners when installed on rock. Dry thoroughly, clean and polish, using soft cloth and liquid polish. | Weekly |
| | Apply SAE 30 oil to 1eg pivot pins, centering bar pivot pins, wheel stop pins, level plates, leg cylinder shafts and filters. Wipe hoist cylinder with oily cloth. Lubricate gear rock. | Monthly |
| | Check runways and re-level, if requircd. | Semi-annually |
| Air Jacks and Swing Air Jack | Clean with solvent. Wipe ram tube, with oil. Apply SAE 30 oil to rollers and jack pivot pins. | Weekly |
| | Apply SAE 70 grease to fittings with rams fully extended. (Do not overgrease.) | Annually |
| Turn Plates, Turning Angle Gages Slide Plates | Blow dirt form insides with compressed air. (Do not grease). | Weekly |
| Height & Level Gage Differential Gage. | Clean and polish, using soft cloth and liquid polish. | Weekly |
| Bending & Correction Tools | Clean with solvent such as kcrosene. In. spect all bending tools for wear, cracks or other defects | Weekly |
| Alignment Indicator | Check centering mechanism. If dirty, clean with solvent (kerosene) and regrease with tup grease. (See Instruction Manual for adjustments). | As Needed (Frequently in sloppy weather) |
| Fluorescent Signs | Wash plastic sign with mild detergent and water. (Gasoline or strong solvent will damage point.) | As required |

The obove schedule is designed for normal working conditions. Equipment exposed to unusually dirty, hot or corrosive conditions may require more frequent maintenance.

# Wheel Balancer

# PARTS CATALOG

(Effective September 1, 1974)

## PARTS DESCRIPTION LISTING

Part No. DESCRIPTION

### TUNE-IN INSTRUMENTS AND ADAPTORS . . .

*107-A—Tune-In Effective Weight Balancer (Single-Band Scale-Ounces), Balancer Only.
*107-A1—Tune-In (4½ Oz. Effective Weight) Balancer (Multiple-Band Scale-Ounces), Balancer Only.
*107-A2—Tune-In (4½ Oz. Effective Weight) Balancer (Multiple-Band Scale-Grams), Balancer Only.
*107-A3—Tune-In (4½ Oz. Effective Weight) Balancer (Single-Band Scale-Ounces), Complete with 127-14 Adaptor (14") and 127-15 Adaptor (15").
AD11-S—Lock Assembly (With (2) 75-186-2 Screws & (2) 75-103-2 Nuts) (4).
E3-S—Hub Cover (Single-Band Scale-Ounces) (107-A Tune-In).
E4-S—Hub Cover (Multiple-Band Scale-Grams) (107-A2 Tune-In).
E5-S—Hub Cover (Multiple-Band Scale-Ounces) (107-A1 Tune-In).
K1, K2, K3, K4—Knobs.
SP2—Lock Spring (4).

*207-A—Heavy-Duty Tune-In (6½ Oz. Effective Weight) Balancer (Single-Band Scale-Ounces), Balancer Only.
*207-A1—Heavy-Duty Tune-In (6½ Oz. Effective Weight) Balancer (Multiple-Band Scale-Ounces), Balancer Only.
*207-A2—Heavy-Duty Tune-In (6½ Oz. Effective Weight) Balancer Multiple-Band Scale-Grams), Balancer Only.
*207-A3—Heavy-Duty Tune-In (6½ Oz. Effective Weight) Balancer (Single-Band Scale-Ounces) Complete, With 127-14 Adaptor (14") & 127-15 Adaptor (15").
AD11-S—Lock Assembly (With (2) 75-186-2 Screws & (2) 75-103-2 Nuts) (4).
E2-S—Hub Cover (Single-Band Scale-Ounces) (207-A Tune-In).
K1, K2, K3, K4—Knobs.
SP2—Lock Spring (4).
69-171-1—Hub Cover (Multiple-Band Scale-Ounces) (207-A1 Tune-In).
69-172-1—Hub Cover (Multiple-Band Scale-Grams) (207-A2 Tune-In).

109-AV—Volkswagen Bus Adaptor, Complete.
A8—Rubber Pad (4).

110-AS-2—Light-Truck Adaptor (For Budd Wheels (6½" Bolt Centers) And Ford F250, F-350 & Econoline E-200 & E-300 Wheels), Complete.

110-AV-S—Special Wheel Adaptor (For VW Light-Alloy Wheels), Complete.
175-46-1—Adaptor Body Assembly Only (Less Bolts).
74-115—Special Bolt (With 112-15-2 Snap-Ring) (2).

110-D—Triumph Adaptor, Complete.
A8—Rubber Pad (4).
76-14—Lug Nut (With 112-11-2 Snap-Ring) (2).

110-E—Adaptor (For 4-Bolt British Import Type Wheels).
A8—Rubber Pad (4).

110-F—Adaptor (For Olds Toronado & Cadillac Eldorado Front-Drive Wheels), Complete.
A8—Rubber Pad (4).
14-146-1—Lug Anchor Bracket Assembly.
65-12—Weights (With (2) 48-19-2 Pop Rivets).
76-121—Anchor Nut (Long) (With 112-11-2 Snap-Ring).
76-122—Anchor Nut (Short) (With 112-11-2 Snap-Ring).

110-G—Special Adaptor (For Chrysler-France—Matra-Baguerra).
A8—Rubber Pad (4).

110-H—Special 13" Adaptor (For VW Dasher, Passat & Audi-Fox), Complete with 20-276-1 Accessory Kit.
175-46-1—Adaptor Body Assembly.
20-276-1—Accessory Kit (Contains following):
74-179—Short Bolt (2⅛") (2).
74-182—Long Bolt (2⅞") (2).
135-12-2—Roll Pin (4).

127-12—Adaptor (12"), Complete.
127-13—Adaptor (13"), Complete.
127-14—Adaptor (14"), Complete.
127-15—Adaptor (15"), Complete.
127-16—Adaptor (16"), Complete.
A8—Rubber Pad (4).
A19-18—Cam Lever Handle (12" & 13" Adaptors) (2).
A20-8—Cam Lever Handle (14", 15" & 16" Adaptors) (2).
A20-9—Cam (2).
A20-10—Cam Screw (With 76-20-2 Nut) (2).

AD14-SA-2-127 Adapter Lug-Anchor Kit, (Complete with (2) AD14-SA Lug Anchors, (2) P8 & (2) P9 Lug-Anchor Screws, (1) P1 (⅛") L-Wrench).

127-14-A—Olds F85 Adaptor (For Model 442 With Deluxe Wheels).
A8—Rubber Pad (4).
A20-8—Cam Lever Handle (2).
A20-9—Cam Screw (2).
A20-10—Cam Screw (2).

Part No. DESCRIPTION

127-15-A—Special Wheel Adaptor (15") (For Ford Bronco, GMC Trail Blazer).
A8—Rubber Pad (4).
A20-8—Cam Lever Handle (2).
A20-9—Cam (2).
A20-10—Cam Screw (2).

128-10-S—Adaptor (10"), Complete with No. 18 Accessory Kit.
128-10—Adaptor (10"), Less Accessory Kit.
128-12-S—Adaptor (12"), Complete with No. 18 Accessory Kit.
128-12—Adaptor (12"), Less Accessory Kit.
A8—Rubber Pad (4).
No. 18—Accessory Kit (For 128-10 & 128-12 Adaptors) (Contains the following Items).
A19-2-S—Lug Anchor (2).
L83-16—7/32" L-Wrench.
P13—Lug-Anchor Screw (1") (2).
P14—Lug-Anchor Screw (1½") (2).
P15—Lug-Anchor Screw (2¾") (2).

175-42-1—Special Adaptor (For Chev. Monte Carlo Wheels) 4¾" Bolt Circle & (5) Lug Bolts).
A8—Rubber Pad (4).

175-43-1—Special Adaptor (For AM Wheels With 4½" Bolt Circles & (5) Lug Bolts).
A8—Rubber Pad (4).

175-45-1—Pinto Cast-Wheel Adaptor.
A8—Rubber Pad (4).

309-A1-S—Truck Adaptor, Complete (With (2) Each TM3 & TM4 Spacers).
309-A1—Truck Adaptor Only (Less Accessories).
TM3—Taper Spacer (⅝" Hole) (2).
TM4—Taper Spacer (9/16" Hole) (2).

310-A1-S—Truck Adaptor, Complete (With (2) Each of CD1, CD2, CD3, CD4, CD9, CD21, TM3 & TM4 Listed Below).
310-A1—Truck Adaptor Only (Less Accessories).
A8—Rubber Pad (4).
CD1—Adaptor Cup (⅜" Deep x ½" Hole)(2).
CD2—Adaptor Cup (⅞" Deep x ¾" Hole)(2).
CD3—Adaptor Cup (⅞" Deep x ⅞" Hole) (2).
CD4—Adaptor Cup (1⅜" Deep x ¾" Hole) (2).
CD9—Adaptor Cup (1" Deep x 1⅛" Hole) (2).
CD21—Adaptor Cup (1⅜" x ⅞" Hole) (2).
TM3—Taper Spacer (⅝" Hole) (2).
TM4—Taper Spacer (9/16" Hole) (2).

313-A1-S—Truck Adaptor (With Accessories).
313-A1—Truck Adaptor (Less Accessories).
75-55-2—Lug-Anchor Screw (6).
T41-2—Spacer (6).

### WHEEL SPINNERS . . .

125-A—115V, 1¼ H.P., 1-Phase Economy Spinner, Complete with MS4 Run-Out Gage.
150-A—208V or 230V (Specify Voltage), 1-Phase, 1½ H.P., Economy Spinner, Complete with MS4 Run-Out Gage.
300-A—208V or 230V (Specify Voltage), 3 H.P., 1-Phase, Economy Spinner, Complete with MS4 Run-Out Gage.
300-A2—208V or 230V (Specify Voltage) 3 H.P., 1-Phase, Economy Spinner (Replacement Parts Only).
A3—Adjusting Pin (With 112-17-2 Snap-Ring).
EL3A—115V Electrical Cord With Cap (3 Conductor) (125-A Spinner).
EL4—115V Extension Cord, 25 Ft. No. 14-3 (125-A Spinner).
EL5—Cord Clamp (2).
MS4—Run-Out Gage.
R5—Rubber Bumper.
R18—Rubber Bumper (300-A2 Spinner).
S40-10—Cord Clamp (With 75-26-2 Screw, 77-14-2 Lockwasher & 76-23-2 Nut) (1) 125-A & 150-A and 300-A2 Spinners; (2) 300-A Spinner).
S41-S—Switch Lever Assembly (With 135-54-2 Cotter Pin) (2).
S41-2—Switch Lever Support (2).
S43—Switch Cover (With 75-26-2 Screw, 77-14-2 Lockwasher, 76-23-2 Nut and 75-49-2 Screw, 77-12-2 Lockwasher & 76-12-2 Nut).
S44-1—Switch Support (With (1) 75-49-2 Screw, 77-12-2 Lockwasher & 76-12-2 Nut).
S44-2—Insulation Paper.
S44-3—Plug Button.
S51-4—Rubber Handle (5).
S52-4—Brake Shoe (With (2) 75-132-2 Screws, (2) 77-13-2 Lockwashers & (2) 76-13-2 Nuts).
S57—Rubber Foot (2).
S61-6—Run-Out Gage Bushing (With 76-26-2 Nut) (2).
S70—Pulley (125-A, 150-A & 300-A2 Spinners).
S71—Pulley Hub (300-A2 Spinner).
S72—Coupling (300-A2 Spinners).
*S74-S—Motor 115V, 1-Phase, 1¼ H.P., With S70 Pulley (125-A Spinner).

# PARTS DESCRIPTION LISTING ---

| Part No. | DESCRIPTION |
|---|---|
| *S76-S | Motor (L.H.) 208V or 230V (Specify Voltage Desired) 1-Phase, 1½ H.P., With S70 Pulley Installed (150-A & 300-A2 Spinners). |
| *S77-S | Motor (R.H.) 208V or 230V (Specify Voltage Desired) 1-Phase, 1½ H.P., With S71 Hub Installed (300-A2 Spinner). |
| S80-1-S | Frame Assembly. |
| S80-8 | Wheel Axle. |
| S80-9 | Switch-Box Support. |
| S80-10 | Wheel (2). |
| S80-11 | Grommet. |
| S81-S | Motor-Mount Assembly. |
| S81-2 | Motor-Mount Axle. |
| S81-3 | Spacers (2). |
| S82-4-SL | Motor-Handle Assembly (L.H.), (With (2) 75-132-2 Screws, (2) 77-13-2 Lockwashers, (2) 76-13-2 Nuts & (1) S51-4 Rubber Handle) (125-A, 150-A & 300-A2 Spinners). |
| S82-4-SR | Motor-Handle Assembly (R.H.), (With (2) 75-132-2 Screws, (2) 77-13-2 Lockwashers, (2) 76-13-2 Nuts & (1) S51-4 Rubber Handle) (125-A, 150-A & 300-A2 Spinners). |
| S83-4 | Brake Spring. |
| S83-5-S | Brake Lever Assembly. |
| S83-6 | Brake Lever Stop (With (2) 75-132-2 Screws, (2) 77-13-2 Lockwashers & (2) 76-13-2 Nuts). |
| S84-S | Handle Assembly. |
| S84-6-SL | Brake Handle (L.H.), (With (2) 75-132-2 Screws, (2) 77-13-2 Lockwashers, (2) 76-13-2 Nuts & (1) S51-4 Rubber Handle) 125-A, 150-A & 300-A2 Spinners). |
| S84-6-SR | Brake Handle (R.H.), (With (2) 75-132-2 Screws, (2) 77-13-2 Lockwashers, (2) 76-13-2 Nuts & (1) S51-4 Rubber Handle) (125-A, 150-A & 300-A2 Spinners). |
| S85-1 | Body Side (L.H.), (With (2) 75-132-2 Screws, (2) 77-13-2 Lockwashers & (2) 76-13-2 Nuts). |
| S85-2 | Body Side (R.H.), (With (2) 75-132-2 Screws, 77-13-2 Lockwashers & 76-13-2 Nuts). |
| S85-5 | Motor-Mount Cover 125-A, 150-A & 300-A2 Spinners). |
| 18-27-2 | Magnetic Contactor Switch (With (2) 75-26-2 Screws, (2) 75-186-2 Screws, (2) 75-64-2 Screws & (2) 76-71-2 Nuts) (300-A Spinner). |
| 36-20-2 | Receptacle (300-A Spinner). |
| 38-75-1 | 230V Extension Cord, 25 Ft. No. 14-3 (300-A Spinner). |
| 38-76-2 | 220V Electrical Cord With Cap (3-Conductor) (150-A, 300-A and 300-A2 Spinner). |
| 46-46 | Spacer (300-A Spinner). |
| 67-21-1 | Switch Box Assembly. |
| 68-22-1 | Body Assembly, Starter Box (300-A Spinner). |
| 69-25 | Body Front (With (4) 75-60-2 Screws & (4) 76-53-2 Nuts). |
| 68-26 | Body Top (With (6) 75-60-2 Screws & (6) 76-53-2 Nuts). |
| 69-42 | Starter Box Cover (300-A Spinner). |
| 107-16 | Pulley (300-A Spnner). |
| 113-26-2 | Cable Bushing (125-A, 150-A & 300-A Spinners). |
| 113-27-2 | Cable Bushing (125-A, 150-A & 300-A Spinners). |
| 121-20 | Stop Block. |
| *129-15-1 | Motor 208V or 230V (Specify Voltage Desired). 3 H.P., 1-Phase, With 107-16 Pulley Installed (300-A Spinner). |
| 80938FA | Motor Switch (1); (2) on 300-A2 Spinner. |

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**125-B—115V, 1¼ H.P., 1-Phase Deluxe Spinner,** Complete with MS4 Run-Out Gage.
**150-B—208V or 230V (Specify Voltage) 1½ H.P., 1-Phase Deluxe Spinner,** Complete with MS4 Run-Out Gage.
**300-B—208V or 230V (Specify Voltage) 3 H.P., 1-Phase Deluxe Spinner,** Complete with MS4 Run-Out Gage.
**300-B2—208V or 230V (Specify Voltage) 3 H.P., 1-Phase Deluxe Spinner** (Replacement Parts Only).

| | |
|---|---|
| CA-20 | Lid Hinge (With (6) 75-13-2 Screws). |
| CA-36 | Rubber Button (2). |
| CA40-1-S | Lid-Lifter Assembly (With (4) 75-26-2 Bolts & 76-71-2 Nuts). |
| CS6-S | Spinner Lid Assembly (With Lid-Lifter, (2) 75-15-2 Bolts, (2) 76-61-2 Nuts & (3) 75-13-2 Screws). |
| EL3A | 115V Electrical Cord with Cap (3-Conductor) (125-B Spinner). |
| EL4 | 115V Extension Cord, 25 Ft. No. 14-3 (125-B Spinner). |
| EL5 | Cord Clamp. |
| EL16-3 | Receptacle Plate 150-B & 300-B2 Spinners). |
| MS4 | Run-Out Gage. |
| R3 | Front Wheel (With 76-99-2 Push-Nut). |
| R5 | Rubber Bumper. |
| S30-3 | Lid-Lifter Support (With (2) 75-15-2 Bolts, & 76-61-2 Nuts). |
| S40-S | Tray Assembly. |
| S40-10 | Cord Clamp. |
| S41-S | Switch Lever Assembly. |
| S41-2 | Switch Lever Support. |
| S42 | Switch Stop Angle. |
| S43 | Switch Cover. |
| S44-1 | Switch Support. |
| S44-2 | Insulation Paper. |
| S44-3 | Plug Button. |
| S44-4S | Switch Box Support. |
| S45-S | Foot-Lever Assembly. |
| S46 | Pin. |
| S48-1 | Tube Handle. |
| S48-2 | Tube Handle Bushing. |
| S48-3 | Tube Handle Spring. |
| S48-4-S | Tube Handle Assembly (With S48-4 Cord Hooks, S48-2 Bushing, S48-1 Handle, S48-3 Spring, and R2 Plug). |

| Part No. | DESCRIPTION |
|---|---|
| S48-4 | Cord Hook (With 75-145-2 Screws) (2). |
| S49-1 | Tube Handle Support. |
| S49-2 | Spring Support. |
| S51-S | Handle Assembly. |
| S51-4 | Rubber Handle (2). |
| S51-5 | Handle Torsion Spring. |
| S52-S | Brake Lever Assembly. |
| S52-4 | Brake Shoe (With (2) 75-132-2 Screws & (2) 76-85-2 Nuts). |
| S53 | Handle Retainer (2). |
| S54-1-S | Wheel Support Bar (L.H.). |
| S54-2-S | Wheel Support Bar (R.H.). |
| S55-S | Motor Mount Assembly. |
| S57 | Rubber Foot (2). |
| S60-S | Rear Body Assembly. |
| S61-S | Front Body Assembly. |
| S61-4 | Gravel Deflector. |
| S61-6 | Run-Out Gage Bushing (2). |
| S70 | Pulley (125-B, 150-B & 300-B2 Spinners). |
| S71 | Pulley Hub (300-B2 Spinner). |
| S72 | Coupling (300-B2 Spinner). |
| *S74-S | Motor 115V, 1-Phase, 1¼ H.P., With S70 Pulley Installed (125-B Spinner). |
| *S76-S | Motor (L.H.) 208V or 230V (Specify Voltage Desired) 1-Phase, 1½ H.P., With S70 Pulley Installed (150-B & 300-B2 Spinners). |
| *S77-S | Motor (R.H.) 208V or 230V (Specify Voltage Desired) 1-Phase, 1½ H.P., With S71 Hub Installed (300-B2 Spinner). |
| 18-27-2 | Magnetic Contactor Switch (With (2) 75-26-2 Screws, (2) 75-186-2 Screws, (2) 75-64-2 Screws & (2) 76-71-2 Nuts) (300-A & 300-B Spinners). |
| 36-20-2 | Receptacle (300-B Spinners). |
| 38-75-1 | 230V Extension Cord, 25 Ft. No. 14-3 (300-B Spinner). |
| 38-76-2 | 230V Electrical Cord With Cap (3-Conductor) (150-B, 300-B & 300-B2 Spinners). |
| 43-18-2 | Plug Button. |
| 46-46 | Spacer 300-B Spinner). |
| 68-22-1 | Starter-Box Body Assembly (300-B Spinner). |
| 69-42 | Starter-Box Cover (300-B Spinner). |
| 69-46 | Cover Plate. |
| 76-74-2 | Axle Nut (2). |
| 76-99-2 | Push-Nut. |
| 107-16 | Pulley (300-B Spinner). |
| 113-26-2 | Cable Bushing (300-B Spinner). |
| 113-27-2 | Cable Bushing (300-B Spinner) (3). |
| *129-15-1 | Motor 208V or 230V (Specify Voltage Desired) 3 H.P., 1-Phase, With 107-16 Pulley Installed (300-B Spinners). |
| 159-12 | Axle (With (2) 76-99-2 Push-Nuts). |
| 80938 | Motor Switch (For 106-A Spinner Only) (2). |
| 80938FA | Motor Switch (1); (2) on 300-B2 Spinner. |

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**138-41-1—230V, 4 H.P., 1-Phase Passenger Car & Truck Spinner,** Complete.
**138-53-1—220V, 5 H.P., 3-Phase Heavy-Duty Truck Spinner,** Complete.
**138-81-1—230V, 8 H.P., 1-Phase Heavy-Duty Truck Spinner,** Complete.
**138-83-1—220V, 8 H.P., 3-Phase Heavy-Duty Truck Spinner,** Complete.

| | |
|---|---|
| CA20 | Lid Hinge (With (6) 75-13-2 Screws). |
| CA37 | Rubber Button. |
| CA40-1-S | Lid-Lifter Assembly (With (4) 75-26-2 Screws & (4) 76-71-2 Nuts). |
| CS5 | Cord Hook (With 75-145-2 Screw) (2). |
| CS6-S | Spinner Lid Assembly (With Lid-Lifter & (2) 75-15-2 Bolts). |
| EL6-3 | Receptacle Cover (138-81-1 Spinner). |
| EL16-3 | Receptacle Cover (138-41-1, 138-53-1, 138-81-1 and 138-83-1 Spinners). |
| EL20-3 | Heater (Pair) (138-53-1 Spinner). |
| S10 | Magnetic Contactor Switch (138-41-1 & 138-81-1 Spinners). |
| S10-2 | Magnetic Contactor (138-53-1 & 138-83-1 Spinners). |
| S30-3 | Lid-Lifter Support (With (2) 75-15-2 Bolts & (2) 76-61-2 Nuts). |
| S41-S | Switch Lever Assembly. |
| S43 | Switch Cover. |
| S44-1 | Switch Support. |
| S44-2 | Insulation Paper. |
| S44-3 | Plug Button (138-41-1 and 138-81-1 Spinners). |
| S44-4 | Switch Box Support. |
| S48-2 | Tube Handle Bushing. |
| S48-3 | Tube Handle Spring. |
| S51-4 | Rubber Handle (2). |
| S57 | Rubber Foot (4). |
| S69 | Pulley Hub (With 135-57-2 Pin) (138-81-1 Spinner). |
| S72 | Rubber Coupling (138-81-1 Spinner). |
| *S78-S | Motor (L.H.), 230V, 1-Phase, 4 H.P., With 107-23 Pulley Installed (138-41-1 & 138-81-1 Spinners). |
| *S79-S | Motor (R.H.), 230V, 1-Phase, 4 H.P., With S69 Hub Spinner)(138-81-1 Spinner). |
| 11-95-1 | Support Assembly (138-53-1 Spinner). |
| 11-96-1 | Support Assembly (138-81-1 Spinner). |
| 11-97-1 | Support Assembly (138-41-1 Spinner). |
| 11-100-1 | Support Assembly (138-83-1 Spinner). |
| 12-19-2 | Cable Clamp 138-41-1 and 138-81-1 Spinners) (2). |
| 12-27-2 | Cable Clamp (138-41-1 and 138-81-1 Spinners; (2) on 138-81-1 Spinners). |
| 18-27-2 | Magnetic Contactor Switch (With (2) 75-26-2 Screws, (2) 75-186-2 Screws, (2) 75-64-2 Screws & (2) 76-71-2 Nuts) (138-41-1 Spinner). |

# PARTS DESCRIPTION LISTING ---

| Part No. | DESCRIPTION |
|---|---|
| 19-31-2 | Ring Terminal. |
| 33-21-2 | Heater (138-83-1 Spinner). |
| 36-20-2 | Receptacle (183-41-1 and 138-81-1 Spinners). |
| 36-22-2 | Receptacle (138-53-1 and 138-83-1 Spinners). |
| 37-112-1 | Ground Wire Assembly. |
| 38-70-1 | Cable Assembly (138-83-1 Spinner). |
| 38-72-1 | Cable Assembly (138-53-1 Spinner). |
| 38-75-1 | Extension Cord (1-Phase) 25' (138-41-1 & 138-81-1 Spinners). |
| 38-76-1 | Extension Cord (3-Phase) (25') (138-53-1 & 138-83-1 Spinners). |
| 38-112-1 | Ground Wire Assembly. |
| 38-175-1 | Cable Assembly (138-41-1 Spinner). |
| 38-176-1 | Cable Assembly (138-81-1 Spinner). |
| 40-46-2 | Transformer (208V-230V) (For 138-41-1 Spinner). |
| 42-19-2 | 4 Conductor Plug, (138-53-1 and 138-83-1 Spinners). |
| 43-18-2 | Plug Button. |
| 46-52 | Lever Spacer (2). |
| 46-53 | Lever Spacer (2). |
| 51-230-1 | Magnetic Contactor Mounting Plate Assembly (138-53-1 & 138-83-1 Spinners). |
| 54-81 | Weight Tray Channel. |
| 54-95 | Channel Stop. |
| 57-211 | Brake Bar. |
| 63-31-1 | Switch-Lock Rod Assembly (With (2) 75-40-2 Bolts, (2) 77-13-2 Lockwashers & (2) 112-14-2 Snap-Rings). |
| 63-32 | Frame Rod (With (2) 74-107-2 Bolts & (2) 77-22-2 Lockwashers). |
| 67-28-1 | Box Assembly (With (4) 75-132-2 Bolts & (4) 76-17-2 Nuts). |
| 67-30-1 | Magnetic Contactor Box Assembly (With (2) 77-55-2 Bolts, (2) 75-136-2 Bolts & 4 76-85-2 Nuts) (138-83-1 Spinner). |
| 67-32-1 | Magnetic Contactor Box Assembly (With (2) 77-55-2 Bolts, (2) 75-136-2 Bolts & (4) 76-85-2 Nuts) (138-53-1 Spinner). |
| 67-58-1 | Switch Box Assembly (With (4) 75-15-2 Screws & (4) 76-61-2 Nuts). |
| 69-58 | Spinner Side Cover (With (4) 75-40-2 Screws & (4) 76-85-2 Nuts). |
| 69-59 | Magnetic Contactor Cover (With (4) 75-23-2 Bolts) (138-83-1 Spinner). |
| 69-60 | Magnetic Contactor Cover (With (4) 75-23-2 Bolts) (138-53-1 Spinner). |
| 69-61 | Pulley Cover (With (2) 75-40-2 Bolts & (2) 76-85-2 Nuts) (138-53-1 and 138-83-1 Spinners). |
| 69-62-1 | Magnetic Contactor Cover (With (2) 75-26-2 Screws & (2) 76-71-2 Nuts) (138-41-1 and 138-81-1 Spinners). |
| 76-60-2 | Nut—⅝" Hex Cap (With 77-35-2 Washer) (2). |
| 76-98-2 | Push-Nut. |
| 94-14-2 | Tie Wire (2). |
| 94-15-2 | Tie Wire (138-53-1 and 138-83-1 Spinners). |
| 97-38 | Motor-Mount Shaft (With (2) 112-19-2 Snap-Rings) (2). |
| 97-39 | Handle and Brake Shaft (With (2) 135-53-2 Pins). |
| 98-36-2 | R.H. Motor-Mount Spring. |
| 98-37-2 | L.H. Motor-Mount Spring. |
| 107-21 | Pulley (With (4) 74-66-2 Set-Screws) (138-53-1 Spinner). |
| 107-22 | Pulley (With (4) 74-66-2 Set-Screws) (138-83-1 Spinner). |
| 107-23 | Pulley (With (4) 74-66-2 Set-Screws) (138-41-1 and 138-81-1 Spinners). |
| 113-26-2 | Cable Bushing (2). |
| 113-45 | Truck Spinner Bushing. |
| 113-64-2 | Cable Bushing (138-41-1 Spinner (1); 138-81-1 Spinner (2) ). |
| 120-17 | Switch-Lock Link (With (2) 76-36-2 Nuts). |
| 120-18 | Brake-Lever Link (With (2) 74-39-2 Bolts & (2) 76-32-2 Nuts). |
| 120-19 | Motor-Lever Link (With (2) 74-39-2 Bolts & (2) 76-32-2 Nuts). |
| *129-34-1 | Motor, 220V, 3-Phase, 5 H.P., With 107-21 Pulley Installed (138-53-1 Spinner). |
| *129-35-1 | Motor, 220V, 3-Phase, 8 H.P., With 107-22 Pulley Installed (138-83-1 Spinner). |
| 135-52 | Foot Lever Pin. |
| 142-19-1 | L.H. Brake Handle Assembly (With 76-32-2 Nut). |
| 142-20-1 | R.H. Brake Handle Assembly (With 73-32-2 Nut). |
| 142-23-1 | L.H. Motor & Brake Handle Assembly (With 135-53-2 Pin). |
| 142-24-1 | R.H. Motor & Brake Handle Assembly (With 135-53-2 Pin). |
| 142-25 | Tube Handle. |
| 142-26-1 | Tube Handle Assembly. |
| 149-29-1 | Frame Assembly. |
| 158-13-2 | Wheel—8" x 1¾" (With 76-98-2 Push-Nut) (2). |
| 164-11-1 | Lever Assembly (With (2) 74-107-2 Bolts, (2) 77-22-2 Lockwashers & (2) 77-35-2 Flat Washers). |
| 164-12-1 | Foot Lever Assembly. |
| 212-14-1 | Brake Assembly (138-41-1 and 138-81-1 Spinners). |
| 212-15-1 | Brake Assembly (138-83-1 Spinner). |
| 212-16-1 | Brake Assembly (138-53-1 Spinner). |
| 217-13 | Brake Assembly Collar (With 74-66-2 Set-Screw) (2). |
| 80938FA | Motor Switch. |

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**400-C—230V, 4 H.P., 1-Phase Truck Spinner** (Replacement Parts Only).
**500-C—5 H.P., 3-Phase Truck Spinner** (Replacement Parts Only).
**800-C2—230V, 8 H.P., 1-Phase Truck Spinner** (Replacement Parts Only).
**CA20**—Lid Hinge (With (6) Bolts).
**CA36**—Rubber Button (2).

| Part No. | DESCRIPTION |
|---|---|
| CA40-1-S | Lid-Lifter Assembly (With (4) 75-26-2 Screws & (4) 76-71-2 Nuts). |
| CS5 | Cord Hook (With 75-145-2 Screw) (500-C Spinner) (2). |
| CS6-S | Spinner Lid Assembly With Lid-Lifter and (2) 75-15-2 Bolts). |
| EL17 | Electrical Cord (With 4-Prong Cap), 220V or 440V (4-Conductor) 500-C Spinner). |
| EL17-1 | 4-Prong Cap (For EL17 Cord) (500-C Spinner). |
| EL17-2 | Flush Electrical Receptacle (500-C Spinner). |
| EL17-3 | Receptacle Plate (500-C Spinner). |
| EL18 | Switch (440V) (3-Phase). |
| EL20-3 | Heater (2) (500-C, 220V Spinner). |
| EL20-4 | Heater (2) (500-C, 440V Spinner). |
| R2 | Tube Handle Plug. |
| R3 | 5" x 1-3/16" Wheel (With 76-99-2 Push-Nut). |
| R5 | Rubber Bumper (400-C and 800-C2 Spinners). |
| R17 | Grommet (3) 800-C2, (2) 400-C & 500-C. |
| S10 | Magnetic Relay Switch (400-C & 800-C2 Spinner). |
| S10-2 | Magnetic Relay Switch (500-C, 220V Spinner). |
| S10-4 | Magnetic Relay Switch (500-C, 440V Spinner). |
| S30-3 | Lid-Lifter Support (With (2) 75-15-2 Bolts, & (2) 76-61-2 Nuts). |
| S40-S | Tray Assembly. |
| S40-11 | Cord Clamp. |
| S41-S | Switch Lever Assembly. |
| S41-2 | Switch Lever Support. |
| S43 | Switch Cover (400-C and 800-C2 Spinners). |
| S43-1 | Switch Cover (500-C Spinner). |
| S44-1 | Switch Support. |
| S44-2 | Insulation Paper. |
| S44-3 | Plug Button. |
| S44-4 | Switch-Box Support. |
| S44-5-S | Switch-Box Assembly (500-C, 440V). |
| S44-5 | Switch-Box Support (440V, 3-Phase) (500-C Spinner). |
| S48-S | Tube Handle Assembly (With CS5 Cord Hooks, S48-2 Bushing, S48-3 Spring, R-2 Plug) (500-C Spinner). |
| S48-1 | Tube Handle. |
| S48-2 | Tube Handle Bushing. |
| S48-3 | Tube Handle Spring. |
| S48-4-S | Tube Handle Assembly (With S48-4 Cord Hooks, S48-2 Bushing, S48-3 Spring, R-2 Plug) (400-C and 800-C2 Spinners). |
| S48-4 | Cord Hook (With 75-145-2 Screw) (400-C and 800-C2 Spinners) (2). |
| S49-1 | Tube Handle Support. |
| S49-2 | Spring Support. |
| S51-S | Handle Assembly. |
| S51-4 | Rubber Handle (2). |
| S51-5 | Handle Torsion Spring. |
| S52-4 | Brake With (2) 75-132-2 Screws, (2) 77-13-2 Lockwashers & (2) 76-85-2 Nuts). |
| S53 | Handle Retainer. |
| S57 | Rubber Foot (2). |
| S60-S | Rear Body Assembly. |
| S61-6 | Run-Out Gage Bushing (2). |
| S68 | Pulley (500-C Spinner). |
| S69 | Pulley Hub (800-C2 Spinner). |
| S72 | Coupling. |
| *S78-S | Motor (L.H.), 230V, 1-Phase, 4 H.P., With 107-23 Pulley Installed (400-C & 800-C2 Spinners). |
| *S79-S | Motor (R.H.), 230V, 1-Phase, 4 H.P., With S69 Hub Installed (800-C2 Spinner). |
| S92-S | Brake Lever Assembly. |
| S94-S | Switch-Box (400-C and 800-C2 Spinners). |
| S94-4 | Switch-Box Cover. |
| S94-5 | Switch Stop. |
| S94-6-S | Switch-Box (500-C Spinner). |
| S95-S | Front Body Assembly. |
| S95-2 | Gravel Deflector. |
| S95-3 | Filler Plate (400-C & 500-C Spinners). |
| S96-S | Foot-Lever Assembly. |
| X3 | Axle Nut (2). |
| 18-27-2 | Magnetic Relay Switch (400-C Spinner). |
| 38-75-1 | 220V Electrical Cord, 25 Ft. (With 3-Prong Cap and Body) (400-C & 800-C2 Spinners). |
| 38-77-2 | 220V Electrical Cord (With 3-Prong Cap, 3-Conductor) (400-C and 800-C2 Spinners). |
| 38-176-1 | Cable Assembly. |
| 46-38 | Spacer (2). |
| 51-71-1 | Wheel Support Bar (L.H.). |
| 51-72-1 | Wheel Support Bar (R.H.). |
| 98-27-2 | Torsion Spring (400-C (1), 800-C2 (2). |
| 107-23 | Pulley (400-C & 800-C2 Spinner). |
| 113-26-2 | Cable Bushing. |
| 158-11-2 | 5" x 1½" Wheel (2). |
| 159-11 | Axle. |
| 80938FA | Motor Switch (1); (2) on 800-C2 Spinner. |

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## BALANCING TOOLS AND ACCESSORIES . . .

**AP1A—Accelerator Prop**—Complete.
**AP1**—Tube Only.
**AP2**—Shaft.
**AP3**—Rubber Tip.
**R7**—Rubber Tip.

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# PARTS DESCRIPTION LISTING ---

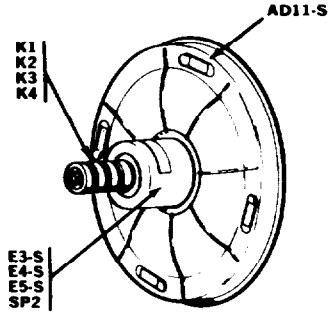
| Part No. | DESCRIPTION |
|---|---|
| CA50-S | Utility Cabinet—Complete. |
| CA12-S | Cabinet Door (With (4) 75-32-2 Bolts & (4) 76-71-2 Nuts). |
| CA14-1 | Door Catch Assembly. |
| CA14-2 | Door Catch Pin. |
| CA17-S | Top Hinge Assembly (Cabinet Door) (With (4) 75-32-2 Bolts and (4) 76-71-2 Nuts). |
| CA18-S | Bottom Hinge Assembly (Cabinet Door) With (4) 75-32-2 Bolts and (4) 76-71-2 Nuts). |
| CA19-S | Cabinet Lid Assembly (With Lid-Lifter and (2) 75-32-2 Bolts). |
| CA20 | Lid Hinge (With (6) 75-64-2 Bolts). |
| CA24 | Instruction Rack (With (2) 75-32-2 Bolts). |
| CA36 | Rubber Button (5). |
| CA37 | Pedestal Bumper (2). |
| CA38 | Rubber Instrument Strip (2). |
| CA40-1-S | Lid-Lifter Assembly (With (4) 75-32-2 Bolts). |
| CA43 | Adaptor Cup Holder. |
| CA44-S | Tune-In Shelf. |
| CA45 | Accessory Shelf. |
| CA46 | Long Separator. |
| CA47 | Short Separator. |
| CA48 | Handle. |
| CA49 | Top Molding. |
| CA50 | Cabinet Body (R.H.). |
| CA51 | Cabinet Body (L.H.). |
| CA52 | Bottom Shelf. |
| CA53-S | Front Pedestal Assembly. |
| CA54 | Rubber Adaptor Pad (4). |
| CA55 | Wheel (2). |
| CA56 | Hub Cap (2). |
| CA57 | Axle. |
| 34-21 | Knob (With 75-63-2 Screw & 77-11-2 Lockwasher). |
| G50-S | Run-Out Gage, Complete. |
| L60-48 | Plate Support-Bar Extension. (Accessory Only). |
| S51-5 | Spring. |
| TR80-S | Clamp Frame. |
| TR80-2 | Clamp Key (2). |
| TR80-84-S | Clamp Assembly. |
| TR84-S | Clamp Handle Assembly. |
| WA6-5 | Knob. |
| 14-15 | Pivot Bracket (With (2) 75-29-2 Screws and (2) 76-85-2 Nuts). |
| 17-11 | Disc (With 77-14-2 Washer and 76-19-2 Nut). |
| 23-13-1 | Yoke Arm Assembly. |
| 51-13 | Rod Plate (With (2) 75-32-2 Screws and (2) 76-71-2 Nuts). |
| 51-14 | Base Plate. |
| 51-15-1 | Channel and Base Assembly. |
| 54-12-1 | Channel Assembly. |
| 62-12 | Base Pad (3). |
| 63-14 | Support Rod (With (2) 76-15-2 Nuts and (2) 77-21-2 Nuts). |
| 63-15 | Support Rod (With (2) 76-16-2 Nuts). |
| 63-18 | Rod. |
| 68-11-1 | Body and Disc Assembly. |
| 68-12 | Body (With (6) 75-31-2 Screws and (6) 76-59-2 Nuts). |
| 68-13-1 | Body Assembly (With (6) 75-31-2 Screws and (6) 76-59-2 Nuts). |
| 75-28-1 | Adjusting Screw Assembly. |
| 95-11 | Pointer Arrow (With 75-30-2 Screw and 76-22-2 Nut) (2). |
| 96-11 | Scale (With (2) 75-31-2 Screws and (2) 76-59-2 Nuts) (2). |
| 98-11 | Spring. |
| 99-11 | Gear (With (2) 77-14-2 and (2) 76-19-2 Nuts). |
| 111-11 | Small Roller (With 77-16-2 Washer and 112-12-2 Snap-Ring). |
| 111-12 | Yoke Roller (4). |
| 111-15-1 | Roller Assembly (With (2) 112-13-2 Snap-Rings). |
| L25-10-S | Steering-Wheel Holder. |
| L25-8-S | Slide Assembly (With 112-15-2 Snap-Ring). |
| L25-9 | Spring. |
| L25-10 | Shaft (With 112-15-2 Snap-Ring). |
| L25-11 | Base Pad. |
| L25-12 | Plastic Grip (With 74-49-2 Screw, 77-65-2 Washer and 76-74-2 Cap Nut) (2). |
| R10 | Rubber Pad. |
| WA90-6-S | Slide Plate Assembly. |
| MS4 | Run-Out Gage (Supplied with Spinner). |
| P100 | Trim-A-Wate Wheel-Weight Tool. |
| 20-161-1 | Tune-In Relubrication Kit. |
| 198-15-1 | Lubricating Bottle Assembly. |
| 229-39-2 | Swab. |
| 102-A | Seat Cabinet, Complete. |
| CA20 | Hinge (With (6) 75-64-2 Bolts). |
| CA36 | Rubber Bumper (2). |
| S89-S | Seat Box. |
| S89-3-S | Lid Assembly. |
| S89-4 | Caster (4). |
| S89-9 | Chain Clip. |
| S89-10 | Lid Chain (With (2) 77-71-2 Split-Lockwashers). |
| 142-31 | Handle (With (2) 75-63-2 Screws) (2). |
| 1328 | Yellow Spray Lacquer (VW Type) (Aerosol Can 16-oz. Net Wt.). |
| 1329 | Blue Spray Lacquer (VW Type) (Aerosol Can 16-oz. Net Wt.). |
| H250 | Hunter & Rotunda Red Spray Lacquer (Aerosol Can 15-oz. Net Wt.). |

For Hunter Wheel Weight & Wheel-Weight Assortment Prices, See Hunter Form 277T.

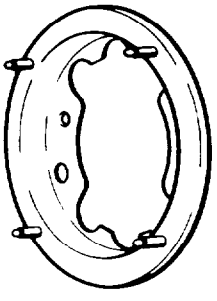
## Other Supplementary Parts Catalogs

- Form 183T-Lite-A-Line Instrumentation
- Form 447T-Tune-A-Line Instrumentation
- Form 482T-Alignment Indicators
- Form 513T-Alignment Racks, Stands & Turnplates
- Form 514T-Alignment Cabinets
- Form 515T-Alignment Accessories & Tools
- Form 780T-Dynamic Aligners
- Form 835T-XV-II Wheel Aligners
- Form 844T-Headlight Testers
- Form 921T-Electronic Wheel Balance-Indicators
- Form 944T-Ride Perfection Centers

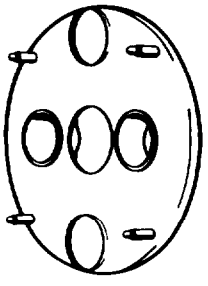
## Adaptors



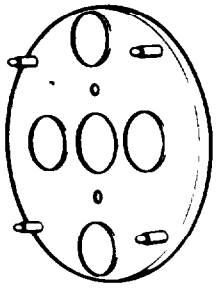

107-A, 107.A1, 107.A2, 207-A, 207-A1, 207-A2



109-AV



110-AS-2



110-AV-S

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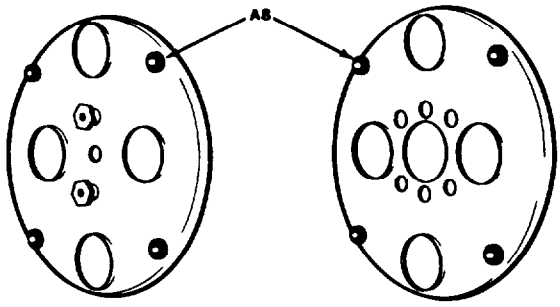
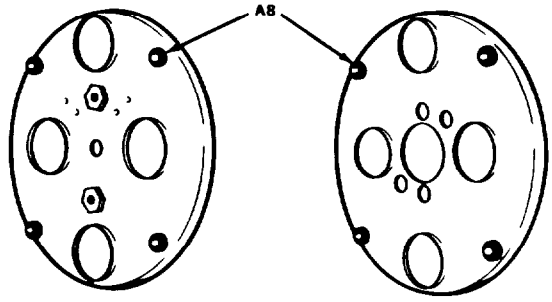


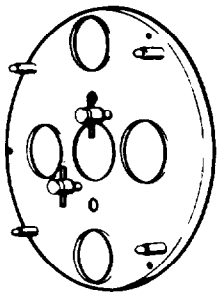

110-D

110-E




110-F

110-G



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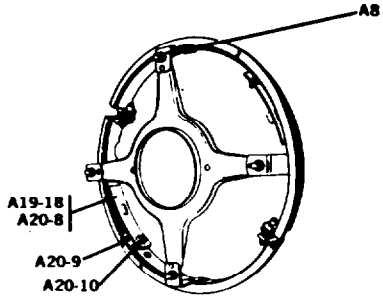
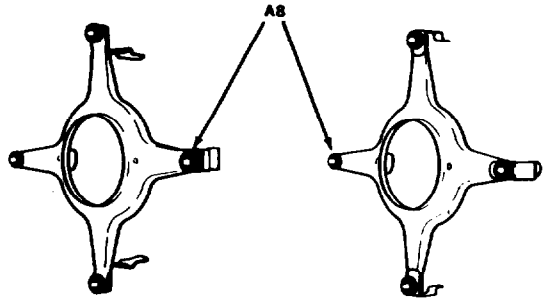
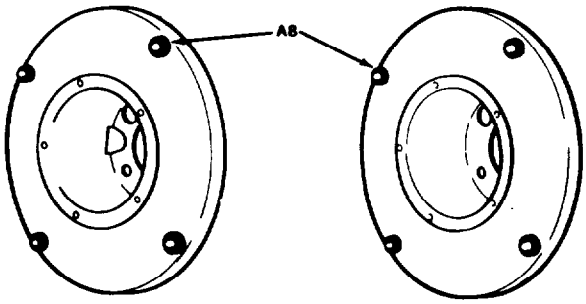



127-12, 127-13, 127-14,
127-14-A, 127-15-A , 127-16



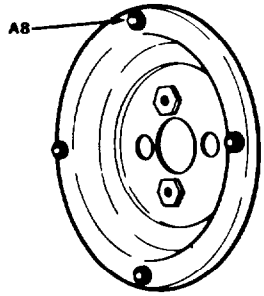

128-10-S

128-12-S




175-42-1

175-43-1

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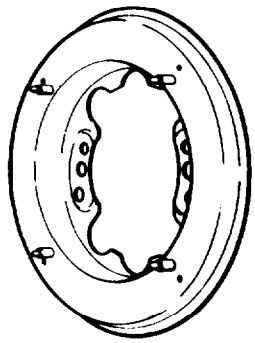
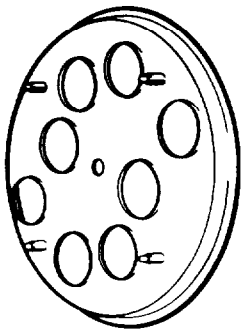
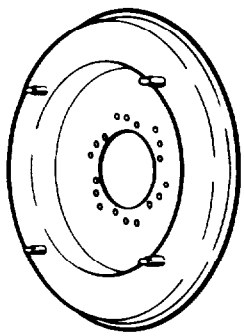


309-A1-S



310-A1



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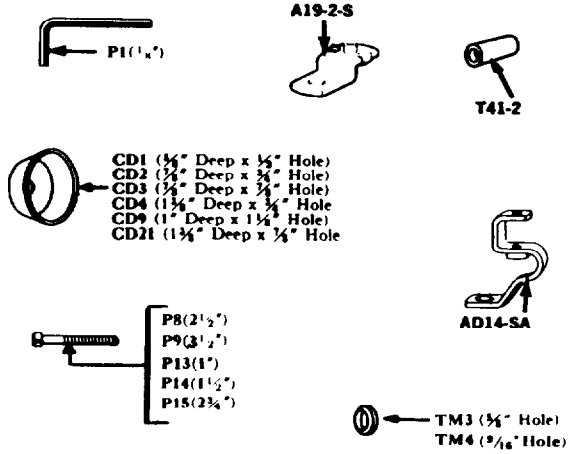

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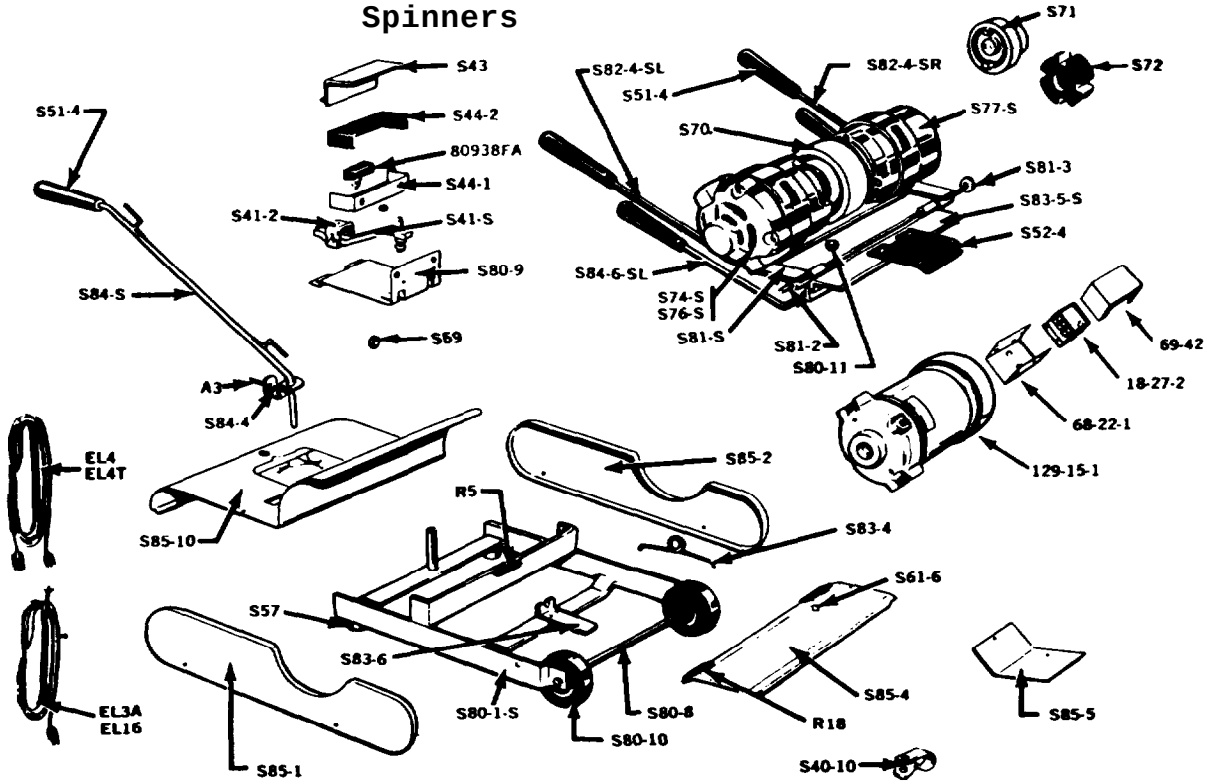


Models 125-A, 150-A, 300-A, 300-42

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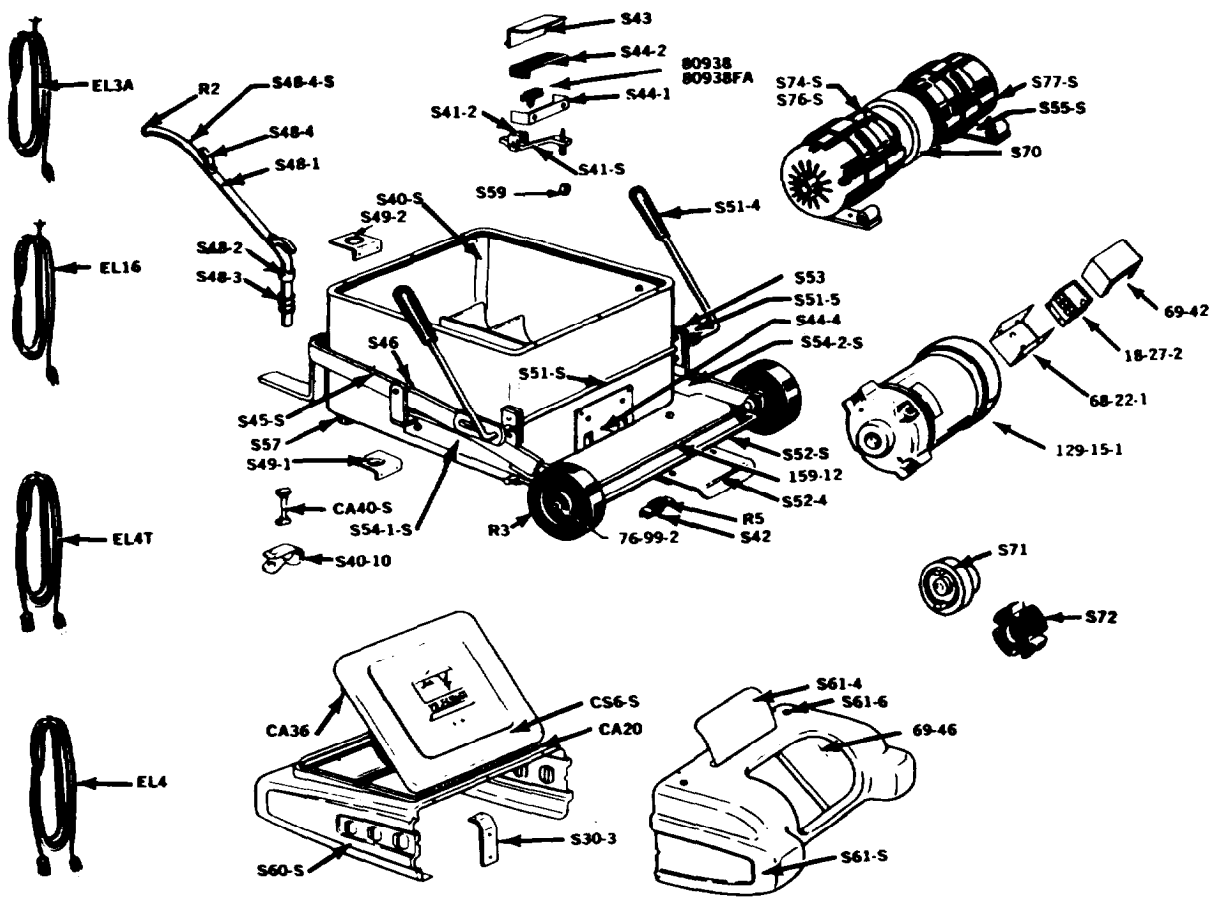
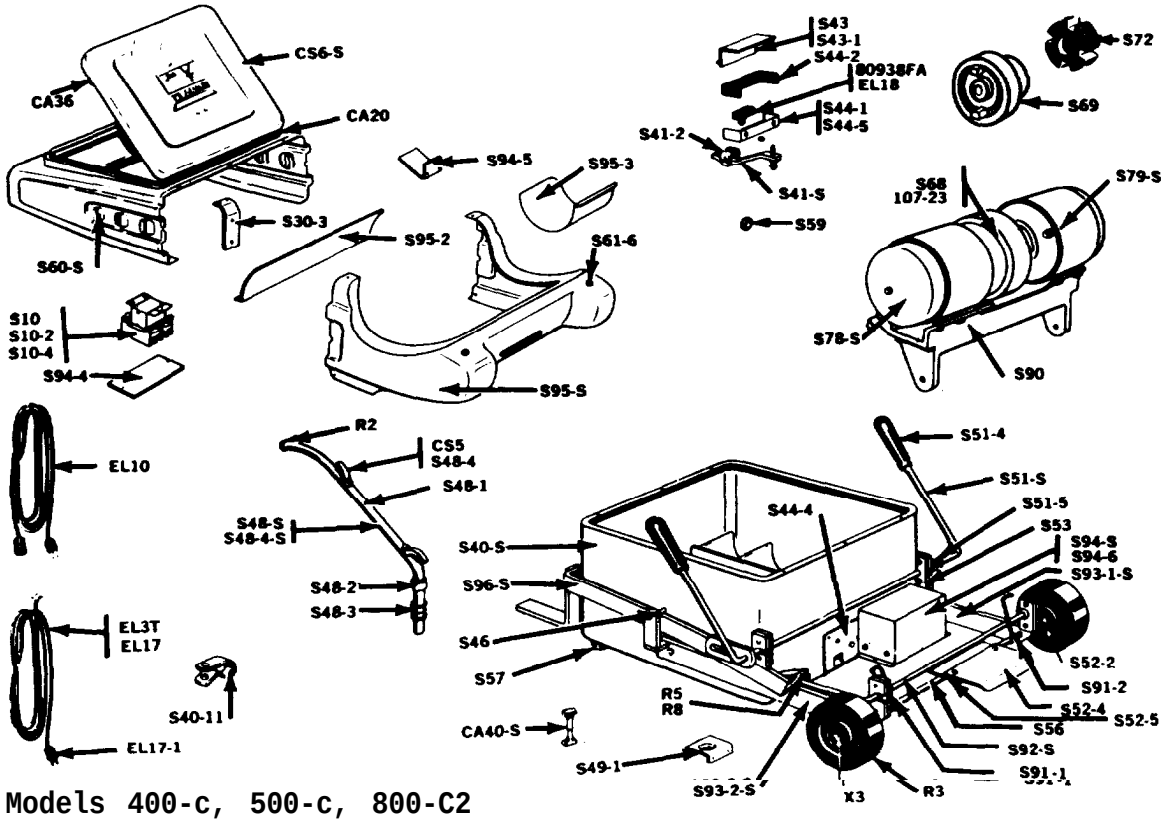
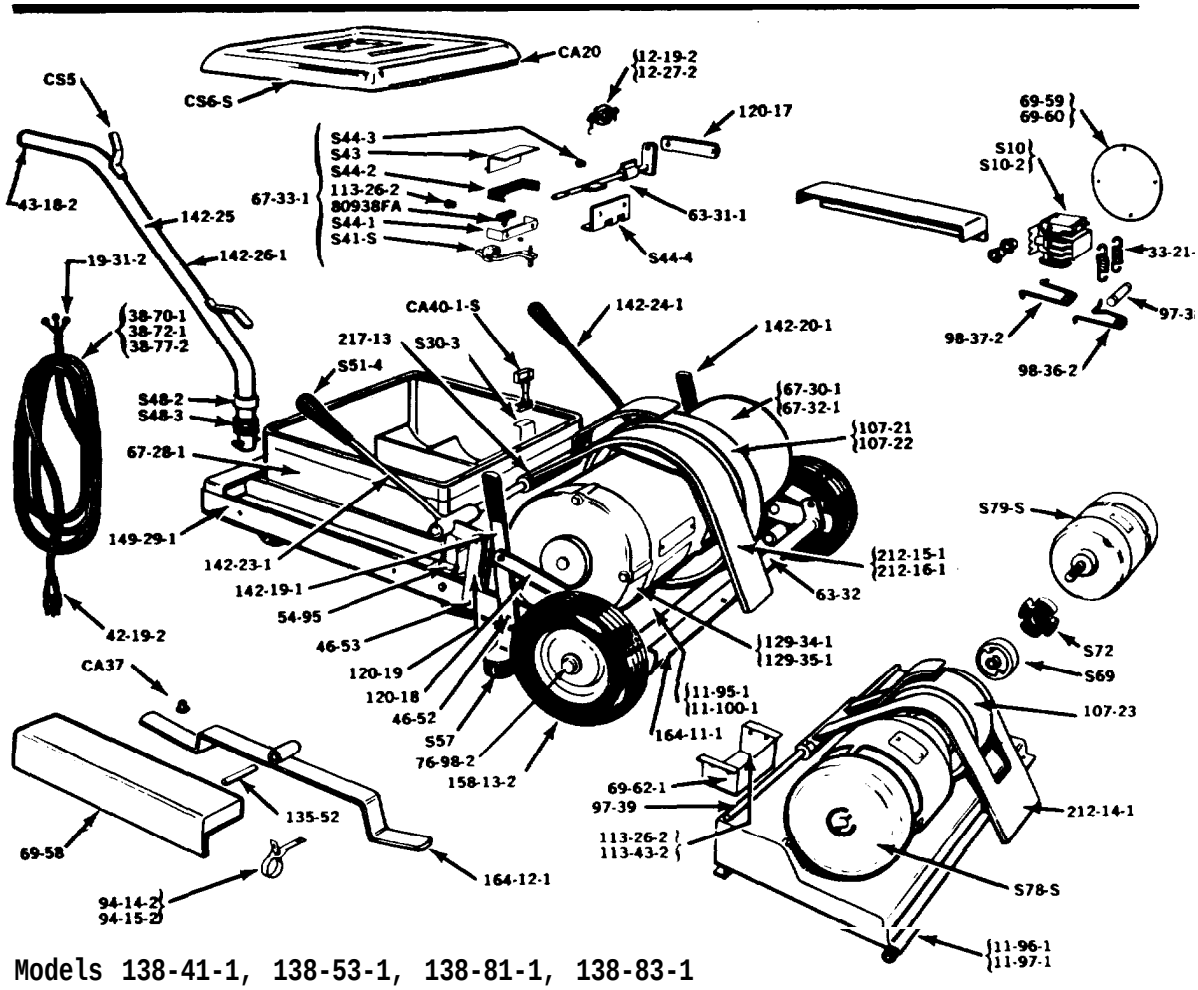



Models 125-B, 150-B, 300-B, 300-B2

# Spinners

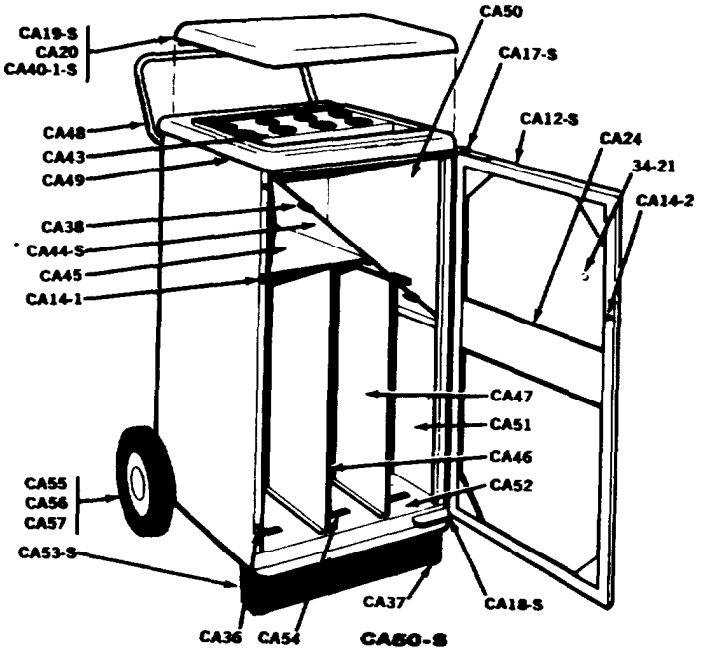



Models 400-c, 500-c, 800-C2

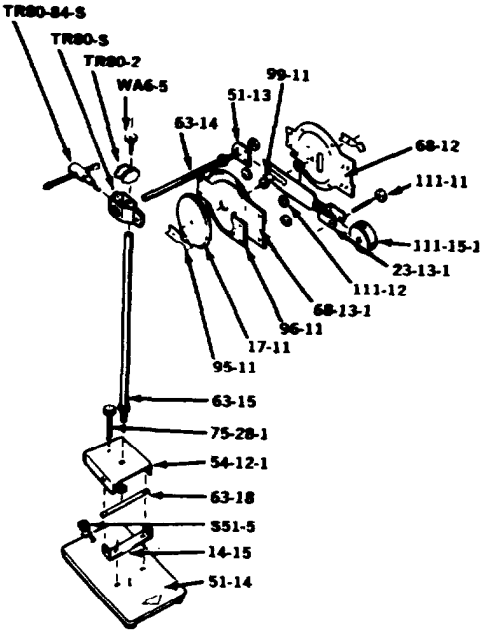



Models 138-41-1, 138-53-1, 138-81-1, 138-83-1

# Accessories

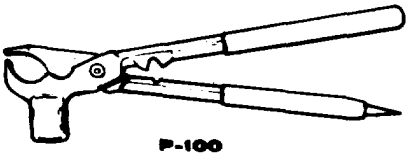



CA50-S



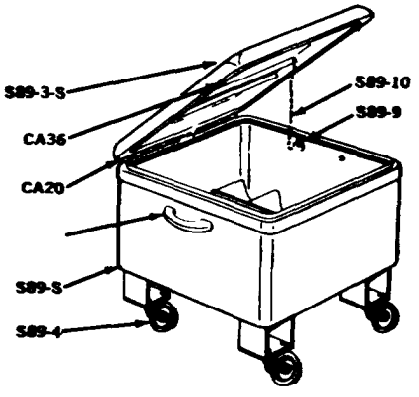

G50-S


AP1A

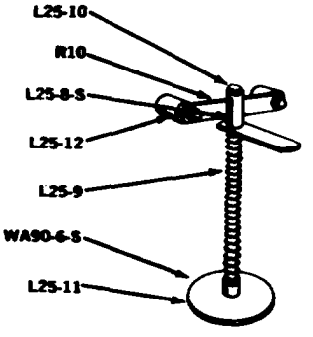


P-100

MS4




102-A




L25-10-S

# Electronic Wheel Balance-Indicators
# Models 25-42-1, 26-43-1

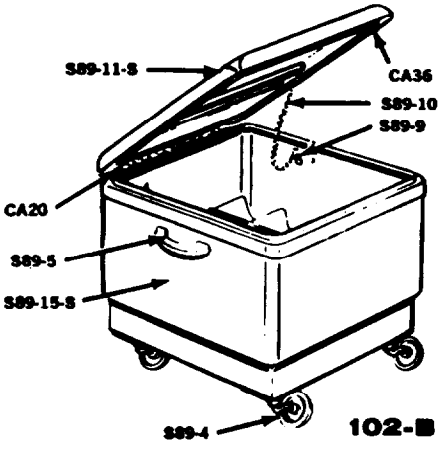
# PARTS CATALOG
(Effective October 15, 1974)

Form 921T, 10-74
Supersedes 921T, 7-72

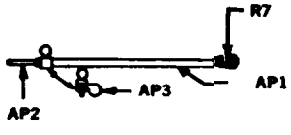
## PARTS DESCRIPTION LISTING
(See Form 800T For Parts Prices)

| Part No. | DESCRIPTION |
|---|---|
| *25-42-1 | **Hunter Electronic Wheel Balance-Indicator, Only** (110V, 60 Cycles). |
| *25-43-1 | **Hunter Electronic Wheel Balance-Indicator, Only** (230V, 50/60 Cycles). |
| 18-40-1 | Front and Rear Switch Assembly. |
| 18-41-1 | Sensitivity Switch Assembly. |
| 21-27-2 | Wire Nut (3). |
| 31-23-2 | Meter. |
| 33-30-2 | Fuse Holder (HLQ 1-6/10 For 110V Only With 41-26-2 Retainer). |
| 33-31-2 | Fuse (GMQ 8/10 AMP For 110V Only). |
| 33-32-2 | Fuse Holder (HLQ ½ For 230V Only With 41-26-2 Retainer). |
| 33-33-2 | Fuse (GMQ ½ AMP For 230V Only). |
| ▲35-11-2 | Strobe Lamp. |
| 36-26-1 | Receptacle Assembly. |
| 38-104-2 | Electrical Power Cord (3 Wire). |
| 40-28-1 | Transformer For 110V Only (With (2) 75-32-2 Screws And (2) 76-114-2 Nuts). |
| 40-29-1 | Transformer For 230V Only (With (4) 75-32-2 Screws And (4) 76-114-2 Nuts. |
| 41-27 | Window Retainer (With (4) 75-30-2 Screws And (4) 75-59-2 Nuts) (2). |
| 43-11-2 | Plug Button (2). |
| 44-14-2 | Window (With (4) 75-30-2 Screws And (4) 75-59-2 Nuts). |
| *45-49-1 | Circuit Board Assembly (With (5) 75-73-2 Screws and (5) 77-14-2 Lockwashers). |
| 46-67 | Spacer (With (2) 75-73-2 Screws and (2) 77-14-2 Washers) (3). |
| 46-73 | Spacer (With (2) 75-73-2 Screws and (2) 77-14-2 Washers) (2). |
| 47-16-2 | Insulator (With (1) 128-64-2 Decal). |
| 49-20 | Window Gasket (With (4) 75-30-2 Screws And (4) 75-59-2 Nuts). |
| 59-19-2 | Strain Relief. |
| 69-109-1 | Cover Assembly (Including Window) (With (4) 75-13-2 Screws). |
| 72-48-1 | Base Sub-Assembly (With (4) 76-53-2 Speed Nuts). |
| 142-30-1 | Handle (With (2) 75-187-2 Screws And (2) 76-61-2 Nuts). |
| T61-19 | Rubber-Foot (With (1) 75-13-2 Screw) (4). |
| *26-27-1 | **Universal Pick-Up Assembly (Passenger Car)** (With Base and 38-105-1 Cable Assembly). |
| *26-29-1 | **Universal Pick-Up Assembly (Passenger Car & Truck)** (Includes Base, 27-12-1 Truck Probe and 38-105-1 Cable Assembly). |
| 11-12-1 | Support Assembly—Magnet Short (Less Magnet) (With (2) 75-18-2 Screws And (2) 76-13-2 Nuts) (For Pass. Cars). |
| 11-13-1 | Support Assembly—Magnet Long (Less Magnet) (With (2) 75-18-2 Screws And (2) 76-13-2 Nuts) (For Trucks). |
| 12-11 | Large Clamp. |
| 12-12 | Small Clamp. |
| 16-16-1 | Tube Assembly. |
| 16-17 | Probe Tube. |
| 16-111 | Long Clamp Tube. |
| *26-28-1 | Transducer Assembly—Pick-Up Complete (Less Base And Probes). |
| 27-11-1 | Pass. Car Probe Assembly. |
| 27-12-1 | Truck Probe Assembly. |
| 38-105-1 | Pick-Up Cable Assembly. |
| 58-12-2 | Terminal Strip. |
| 59-11-2 | Strain Relief. |
| 60-11-2 | Generating Magnet. |
| 60-13 | Horseshoe Magnet. |
| 62-11 | Pick-Up Foot (With (2) 75-26-2 Screws). |
| 69-14 | Pick-Up Cover (With (4) 75-26-2 Screws). |
| 72-17 | Pick-Up Base. |
| 72-49-1 | Base Assembly With Tube. |
| TR-84-S | Knob (2). |
| 102-B | **Combination Seat and Equipment Cabinet, Complete.** |
| CA20 | Hinge (With (6) 76-64-2 Screws). |
| CA36 | Rubber Bumper (2). |
| R10 | Rubber Pad (2). |
| S89-4 | Caster (With (4) 75-63-2 Screws, (4) 77-11-2 Washers, & (4) 76-11-2 Nuts) (4). |
| S89-5 | Handle (With (2) 75-19-2 Screws) (2). |
| S89-9 | Chain Clip. |
| S89-10 | Chain (With (2) 77-71-2 Lockwashers). |
| S89-11-S | Lid Assembly. |
| S89-15-S | Seat Box Assembly. |
| 215-14 | Shelf (With (2) 75-63-2 Screws, (2) 77-11-2 Washers & (2) 76-11-2 Nuts). |
| AP1A | **Accelerator Prop, Complete.** |
| AP1 | Tube Only. |
| AP2 | Shaft. |
| AP3 | Clamp. |
| R7 | Rubber Tip. |
| *221-38-1 | **Electronic Balancer Calibrator, Complete.** |
| 14-14-2 | Angle Bracket (8). |
| 18-44-1 | Front & Rear Switch Assembly. |
| 21-27-2 | Wire Nut (Type X) (3). |
| 21-50-2 | Housing Connector. |
| 31-25-2 | Meter. |
| 33-30-2 | Fuse Holder (With (1) 41-26-2 Retainer). |
| 33-31-2 | Fuse. |
| 34-20-2 | Knob. |
| 38-104-2 | Strobe Cable. |
| 38-106-1 | Cable Assembly (With (1) 21-50-2 Connector). |
| 40-30-1 | Transformer Assembly (With (2) 75-32-2 Screws & (2) 75-114-2 Nuts). |
| *45-51-1 | Circuit Board Assembly (With (2) 76-30-2 Nuts). |
| 46-68 | Spacer. |
| 59-11-2 | Strain Relief |
| 59-19-2 | Strain Relief. |
| 69-113 | Calibrator Cover. |
| 72-52-1 | Base Assembly (With (8) 14-14-2 Brackets and (16) 75-13-2 Screws). |
| 92-13-1 | Potentiometer Assembly. |
| 142-31 | Handle (With (2) 75-63-2 Screws). |
| 221-49-2 | Strobe Calibration Tool. |
| T61-19 | Rubber-Foot (With (1) 75-13-2 Screw) (4). |
| L25-10-S | **Steering-Wheel Holder Assembly, Complete.** |
| L25-8-S | Slide Assembly (With 112-15-2 Snap Ring). |
| L25-9 | Spring. |
| L25-10 | Shaft (With 112-15-2 Snap Ring). |
| L25-12 | Rubber Grip (With 74-79-2 Screw, 77-65-2 Washer & 76-74-2 Cap Nut) (2). |
| R10 | Rubber Pad. |
| WA90-6-S | Base Plate. |
| 1328 | **Yellow Spray Lacquer** (VW-Type) (Aerosol Can 16 oz. Net Wt.). |
| 1329 | **Blue Spray Lacquer** (VW-Type) (Aerosol Can 16 oz. Net Wt.). |
| H250 | **Hunter & Rotunda Red Spray Lacquer** (Aerosol Can 15 oz. Net Wt.). |

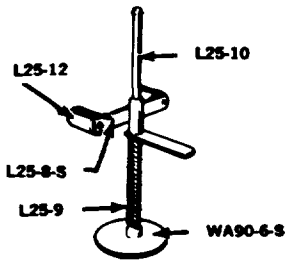
PARTS CATALOG . . .



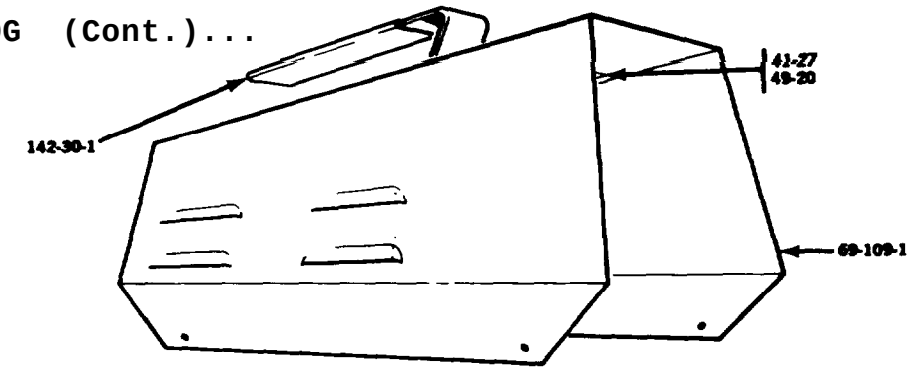
102-B

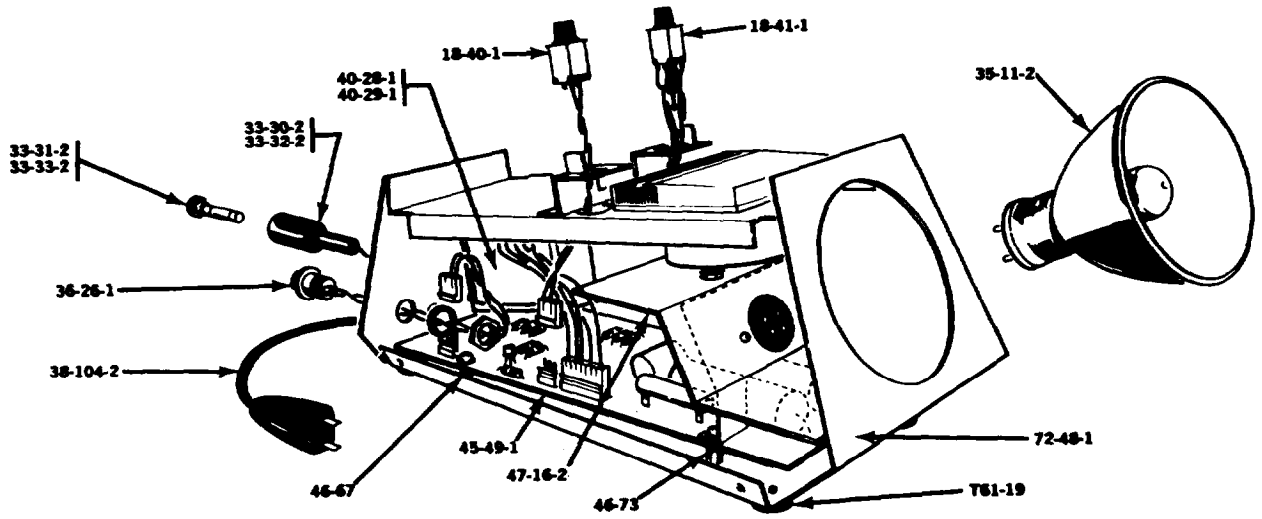


AP1A

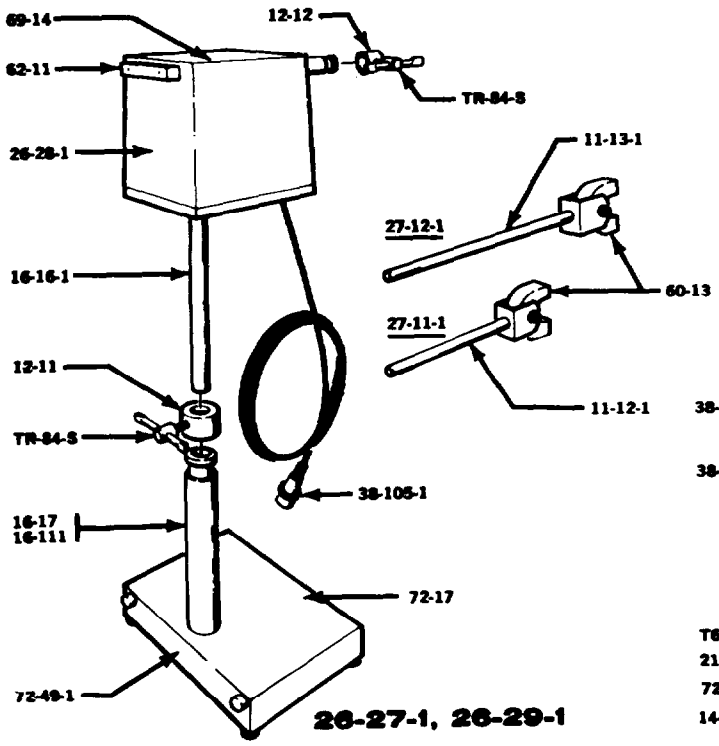


L25-10-S




25-42-1, 25-43-1

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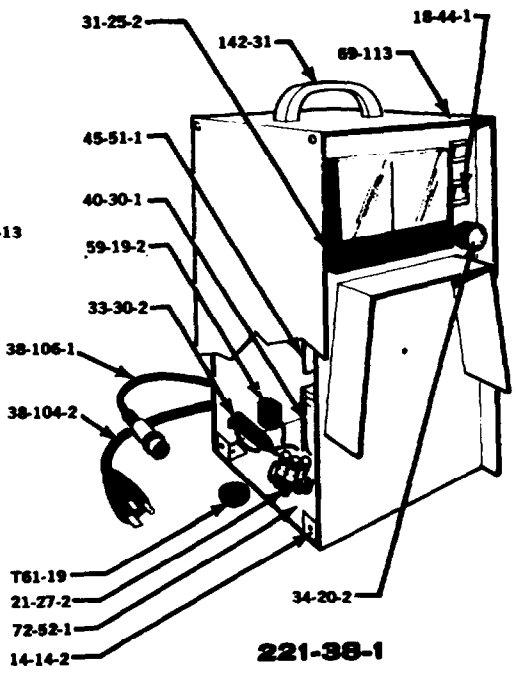


221-38-1

**By Order of the Secretary of the Army:**

**E. C. MEYER**
*General, United States Army*
*Chief of Staff*

**Official:**

**J. C. PENNINGTON**
*Major General, United States Army*
*The Adjutant General*

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