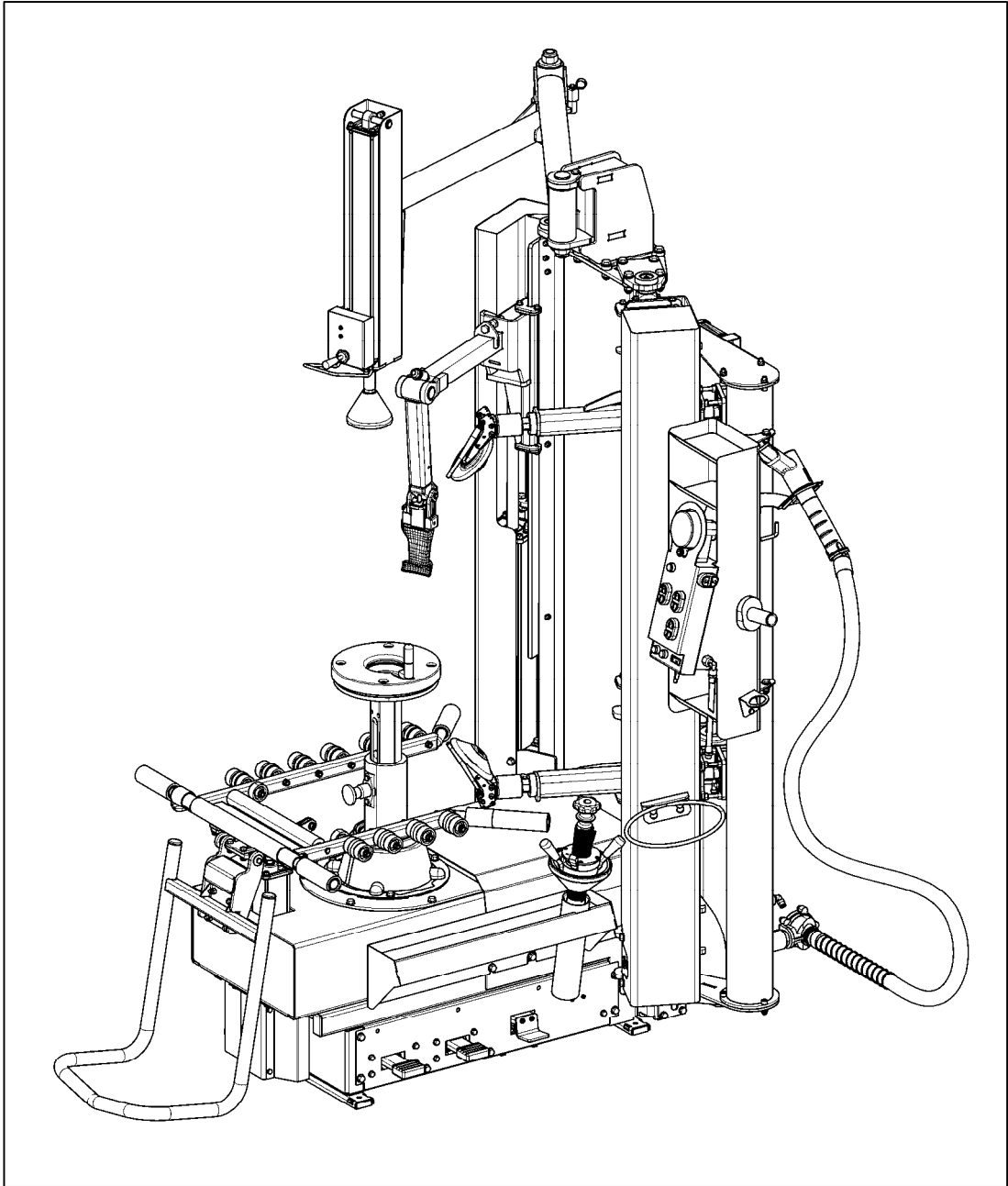


# TCA34R Series Tire Changer



OWNER INFORMATION

Model Number \_\_\_\_\_

Serial Number \_\_\_\_\_

Date Installed \_\_\_\_\_

Service and Parts Representative \_\_\_\_\_

Phone Number \_\_\_\_\_

Sales Representative \_\_\_\_\_

Phone Number \_\_\_\_\_

**Concept and Procedure Explanation**

**Safety Precautions**

Warning and Caution Labels

**Trained**

**Declined**

Bead Roller

**Maintenance and Performance Checks**

**Trained**

**Declined**

Air Pressure Check

Checking Arm Calibration to Rims

Adjustment and Filling of Oiler

Oil Type/Lubrication Fittings

**Wheel Clamping**

**Trained**

**Declined**

Drop Center Identification

Standard Wheel

Reverse Drop Center Wheel

Large Pilot Hole Wheel

**Bead Loosening**

**Trained**

**Declined**

Standard Procedure

Tire Lubrication

**Demounting**

**Trained**

**Declined**

Standard Procedure

Installation and Removal of Bead Depressor Tail

**Mounting**

**Trained**

**Declined**

Low Profile Wheels with Use of Bead Depressor

Mounting of High Profile or Soft Sidewall Tires

Proper Bead Lubrication for Mounting Protection

Installation and Removal of Bead Depressor Tail

**Matching Tire to Rim**

**Trained**

**Declined**

Lubrication, Positioning, and Direction of Rotation

**Inflation**

**Trained**

**Declined**

Adjustment of Pre-Set Pressures

Lubrication and Removal of Valve Core



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# 1. GETTING STARTED

---

## 1.1 Introduction

This manual provides operation instructions and information required to maintain the TCA34R series tire changer.

The owner of the Tire Changer is solely responsible for arranging technical training. The Tire Changer is to be operated only by qualified trained technicians. Maintaining records of personnel trained is solely the responsibility of the owner and management.

This manual assumes the technician has already been trained in basic tire changing procedures.

### “References”

This manual assumes that you are already familiar with the basics of tire changing. The first section provides the basic information to operate the Tire Changer. The following sections contain detailed information about equipment, procedures, and maintenance. *“Italics”* are used to refer to specific parts of this manual that provide additional information or explanation. For example, *refer to “Equipment Components,” page 9*. These references should be read for additional information to the instructions being presented.


The owner of the Tire Changer is solely responsible for arranging technical training. The Tire Changer is to be operated only by a qualified trained technician. Maintaining records of personnel trained is solely the responsibility of the owner or management.

---


## 1.2 For Your Safety

### Hazard Definitions

Watch for these symbols:

 <b>CAUTION:</b> Hazards or unsafe practices, which could result in minor personal injury, or product or property damage.
--

 <b>WARNING:</b> Hazards or unsafe practices, which could result in severe personal injury or death.
---

 <b>DANGER:</b> Immediate hazards, which will result in severe personal injury or death.
---

These symbols identify situations that could be detrimental to your safety and/or cause equipment damage.

# IMPORTANT SAFETY INSTRUCTIONS

Read and follow all caution and warning labels affixed to equipment and tools.

Read and understand all instructions before operating this machine.

Misuse of this equipment can cause personal injury and shorten the life of the Tire Changer.

To prevent accidents or damage to the Tire Changer, use only Hunter recommended procedures and accessories.

Wear OSHA approved eye protection while operating the Tire Changer.

Wear non-slip safety footwear when operating the Tire Changer.

Do not wear jewelry or loose clothing when operating the Tire Changer.

Wear proper back support when lifting or removing wheel from the Tire Changer.

Never stand on the Tire Changer.

**⚠ WARNING:** Keep hands and clothing clear of moving parts. Keep hands clear of upper roller when bead loosening or rotating clamped wheel. Do not lean or reach over tire when inflating.

**⚠ WARNING:** Do not exceed these pressure limitations:  
SUPPLY LINE PRESSURE (from compressor) 175 PSI.  
OPERATING PRESSURE (gauge on regulator) 115 PSI.  
BEAD SEATING PRESSURE (gauge on hose) 40 PSI.

**⚠ WARNING:** Never mount a tire to a rim that is not the same diameter (e.g., 16 1/2 inch tire mounting on a 16 inch rim).

**⚠ WARNING:** After loss of air line pressure ALWAYS raise the wheel lift pedal to prevent the wheel lift from rising quickly during first operation.

**⚠ DANGER:** Activate blast inflation nozzle only when seating bead.

**⚠ CAUTION:** Do not hose down or power wash electric tire changers.

Bleed air pressure from system before disconnecting supply line or other pneumatic components. Air is stored in a reservoir for operation of the blast inflation nozzle. Air pressure can be bled from the system by pulling up on the knob located on top of the regulator, and then turning it **counterclockwise**.

Do not activate the blast inflation nozzle if the tire is not properly clamped.

Do not operate Tire Changer with worn rubber or plastic parts.

Wheels equipped with low tire pressure sensors or special tire and rim design may require certain procedures. Consult manufacturer's service manuals.

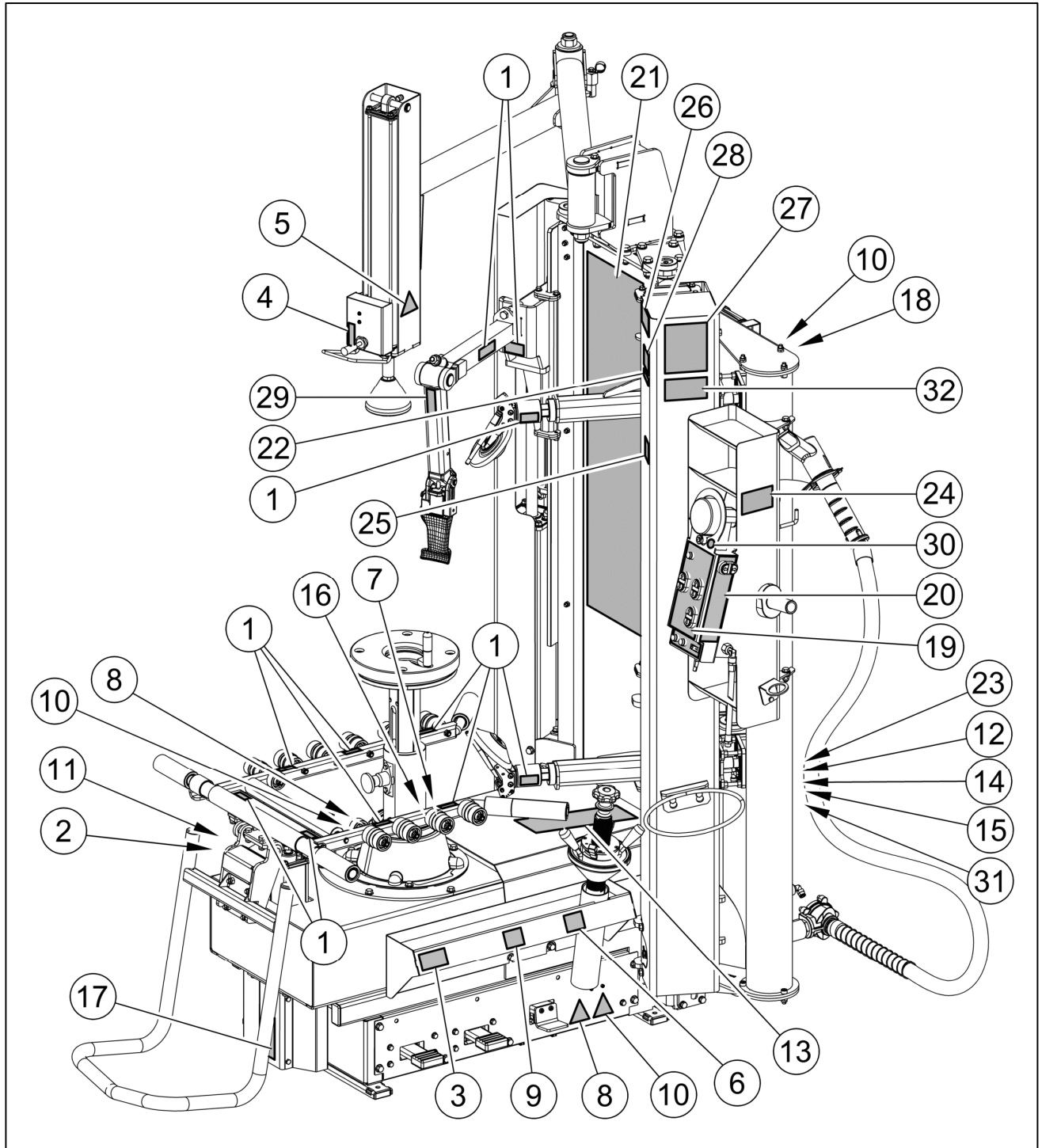
## SAVE THESE INSTRUCTIONS

Service and maintain machine regularly as outlined in "Maintenance and Calibration," on page 29. For further information contact:

**Hunter Engineering Company**  
11250 Hunter Drive  
Bridgeton, Missouri 63044  
(314) 731-3020

<http://www.hunter.com>

### Decal Placement



1	RP6-1541	DECAL-DANGER
2	128-279-2	DECAL-HUNTER
3	RP6-999916340	LIFTING DEVICE PEDAL PLATE
4	RP6-999914700	BEAD DEPRESSING CONTROLS PLATE
5	RP6-2166	BEAD BREAKER HAND DANGER INDICAT. PLATE
6	RP6-3691	DECAL-INFLATION
7	RP6-4221	GROUNDING PLATE
8	RP6-4244	DECAL-ROTATING PARTS DANGER INDICATING
9	RP6-710211210	DECAL-ROTATION DIRECTION
10	RP6-99990758	DECAL-ELECTRICITY DANGER
11	RP6-999915200	SERIAL NUMBER PLATE
12	RP6-1594	DECAL-INSTALLATION DATE
13	128-1241-2	DECAL-KEEP CLEAR
14	RP6-999916311	DECAL-RUBBISH SKIP
15	128-1345-2	DECAL-NEMA L6-20P
16	RP6-4182	DECAL-MOTOR SPECIFICATIONS
17	RP6-999916880	MAX. CAPACITY 80 KG (176 LBS) PLATE
18	RP6-999912430	230V 50HZ 1PH PLATE
19	RP6-999920960	CONTROL PANEL PLATE
20	128-1853-2	DECAL-TCA34R CONTROL PANEL
21	128-1854-2	DECAL-TCA34R NAMEPLATE
22	128-435-2	DECAL-REMOVE CLIP-ON WEIGHTS
23	128-285-2	DECAL-WARNING PRESSURE LIMITATIONS
24	128-1149-2	DECAL-WARNING AIR BLAST
25	128-323-2	DECAL-EYE PROTECTION
26	128-287-2	DECAL-WARNING INFLATION
27	128-284-2	DECAL-SAFETY INSTRUCTIONS
28	128-1213-2	DECAL-TCA TPMS SENSOR
29	128-1194-2	DECAL-ATTENTION TCA ARM
30	128-501-2	DECAL-MAN. TIRE BLEED VALVE
31	RP6-999923160	DECAL-WARNING PROP 65
32	128-286-2	DECAL-DANGER AIR BLAST



## Electrical

The Tire Changer is manufactured to operate at a specific voltage and amperage rating.

Make sure that the appropriate electrical supply circuit is of the same voltage and amperage ratings as marked on the Tire Changer.

**⚠ WARNING: DO NOT ALTER THE ELECTRICAL PLUG. Plugging the electrical plug into an unsuitable supply circuit will damage the equipment.**

Make sure that the electrical supply circuit and the appropriate receptacle is installed with proper grounding.

To prevent the possibility of electrical shock injury or damage to the equipment when servicing the Tire Changer, power must be disconnected by removing the power cord from the electrical power outlet.

After servicing, be sure the Tire Changer ON/OFF switch is in the “O” (off) position before plugging the power cord into the electrical power outlet.

## Specific Precautions/Power Source

The Tire Changer is intended to operate from a power source that will apply 208-230VAC, 1 phase, 15 amp 50/60 Hz, *power cable includes* NEMA 20 amp plug, L6-20P, between the supply conductors of the power cord. The power cord supplied utilizes a twist lock connector, NEMA L6-20P. This machine must be connected to a 20 amp branch circuit. Please refer all power source issues to a certified electrician. Refer to “Installation Instructions for Tire Changer.”



**⚠ CAUTION:** A protective ground connection, through the grounding conductor in the power cord, is essential for safe operation. Use only a power cord that is in good condition.

## Turning Power ON/OFF

The ON/OFF switch is located on the back of the Tire Changer. To turn the Tire Changer “ON,” press the “I” side of the ON/OFF switch. To turn the Tire Changer “OFF,” press the “O” side of the ON/OFF switch.

**IMPORTANT:** After turning on the Tire Changer the user must wait 30 seconds for the motor controller to “learn” the position of the rotation pedal before operating the tire changer.

## Re-starting

If a rotation issue is encountered, re-start the tire changer using the following procedure:

1. Switch the tire changer power switch to the “off” position.

2. Wait 1 minute to discharge the drive system.

**OR**

Lift the rotation pedal (reverse) to discharge the drive system.

3. Do NOT touch the rotation pedal for 30 seconds. This will allow the pedal to “learn” its new position.
4. Operate the tire changer normally.

## Equipment Installation and Service

A factory-authorized representative should perform installation.

This equipment contains no user serviceable parts. All repairs must be referred to a qualified Hunter Service Representative.

## Equipment Specifications

### Electrical

Voltage:	208-230VAC, 1 phase, 50/60 Hz, <i>power cable includes NEMA 20 amp plug, L6-20P</i>
Amperage:	15 amperes
Wattage:	4200 watts (peak)

### Air

Air Pressure Requirements:	115-175 PSI (8÷12 bar)
Approximate Air Consumption:	4 CFM (110 Liters/Minute)


### Mechanical


Clamping System Rotating Speed:	CW – variable up to 15 rpm CCW – 7rpm
Torque:	867 ft-lbs
Max. Tire Diameter:	54” in.
Max Bead Roller Opening Width:	15 in.
Diameter Range:	10÷34 in.
Bead Roller Power; Each Roller:	2645 lbs.

## Safety Summary

### Explanation of Symbols

These symbols may appear on the equipment.

 Alternating current.

 Earth ground terminal.



Protective conductor terminal.



ON (supply) condition.



OFF (supply) condition.



Risk of electrical shock.



Stand-by switch.

---

### 1.3 Wheel Lift Pedal

Press down on the wheel lift pedal to raise wheel lift. When the pedal is released the wheel lift will lower.



**CAUTION:** The wheel lift may rise quickly during the first operation after loss of air line pressure. This can be mitigated by first lifting on wheel lift pedal before pressing down to operate wheel lift.

---

### 1.4 Wheel Rotation Pedal

The middle pedal on the Tire Changer base controls the rotation of the wheel. Refer to “Equipment Components,” on page 9.

Step down on the pedal to rotate the wheel **clockwise** (variable speed).

Lift the pedal to rotate the wheel **counterclockwise** (fixed speed).



**CAUTION:** Keep hands clear of wheel, tire, and rollers during bead loosening.

---

### 1.5 Air Inflation Pedal

The right-hand pedal on the Tire Changer base is a two-stage design. Refer to “Equipment Components,” on page 9. The pedal controls the air going to the inflation hose and the blast inflation nozzle.



**CAUTION:** Keep hands clear of wheel during sealing and seating of bead.



**CAUTION:** When operating air inflation hose, do not lean over the tire.

Step down partially on the pedal to inflate tires through inflation hose.

Step down completely on the pedal to activate the blast inflator nozzle to seal tire beads.

Refer to “2.8” on page 27 for complete inflation operation instructions.

---

## 1.6 Inflator and Pressure Limiter

As a safety device, the pressure limiter prevents the operator from using excessive air pressure to seat the tire bead during tire inflation. Bead seating pressure should never exceed 60 psi. If tires being mounted require more than 60 psi for inflation pressure, the tire/wheel assembly should be removed from the tire changer, placed in an inflation cage, and inflated per manufacturer's instructions.

While inflating the tire, the pressure gauge will read zero until the inflation pedal is released. At that time, the gauge will give the correct air pressure reading in the tire.

*Refer to "2.8" on page 27 for complete inflation operation instructions.*

---

## 1.7 Bead Press Arm

The bead press arm assists with tire mounting. The bead press arm moves in tandem with the mount / demount head.

The controls on the bead press arm move the bead press up or down.

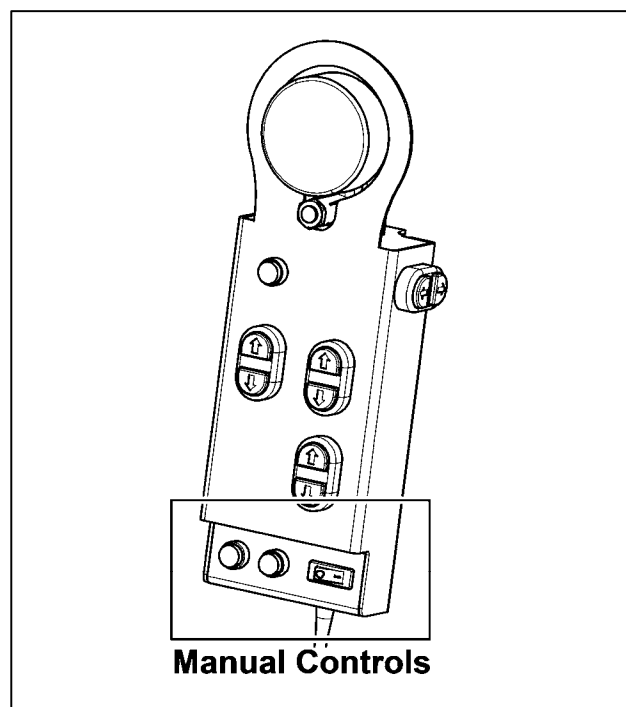
*Refer to "Equipment Components," on page 9.*

---

## 1.8 Push Button Controls

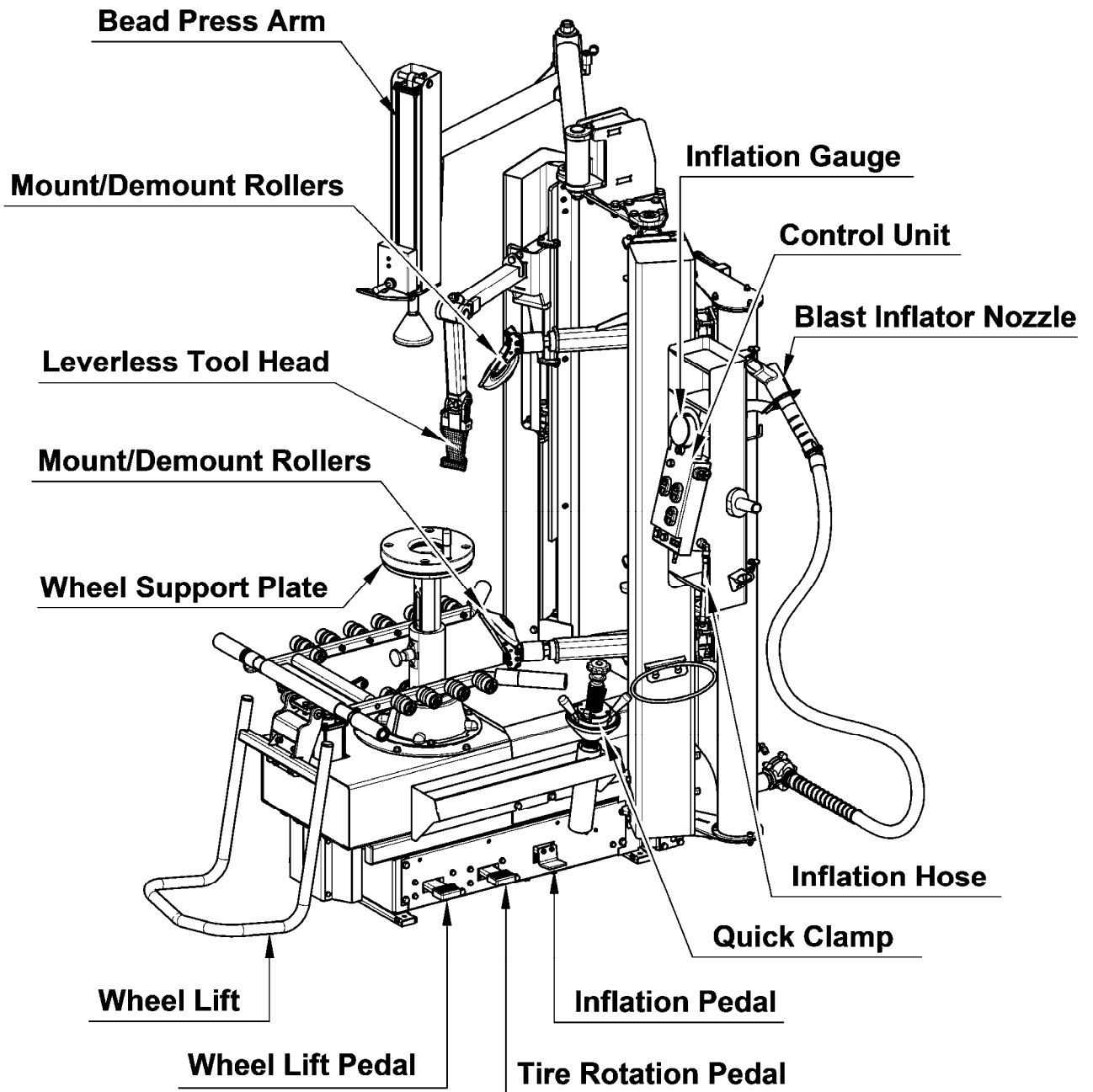
The command unit governs all the movements necessary for complete bead roller and tire tool operation. *Refer to "Equipment Components," on page 9.*

The command unit is used to position both of the bead rollers and the tool head/ bead press arm assembly independently. The manual controls are used in special applications, such as PAX tires and wheels.



---

## 1.9 Equipment Components

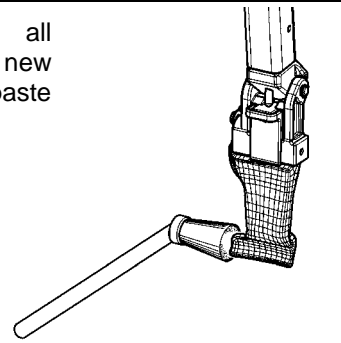


## 1.10 Tool Head

### Tool Head Damage Prevention

**NOTE:**

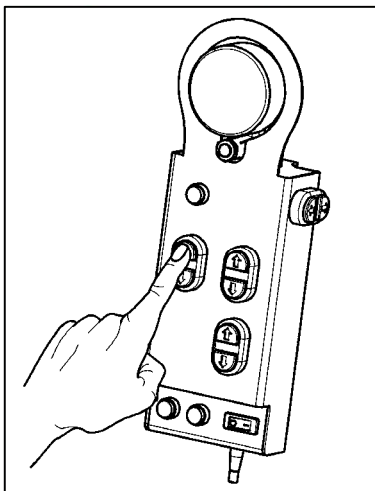
Always generously GREASE all sides, including the bottom, of new tool heads with tire lube paste before first use.



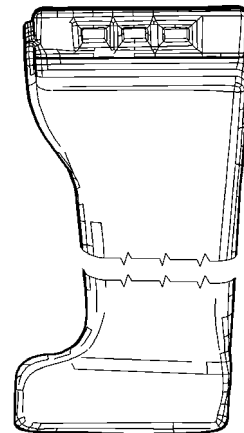
### Demounting



+



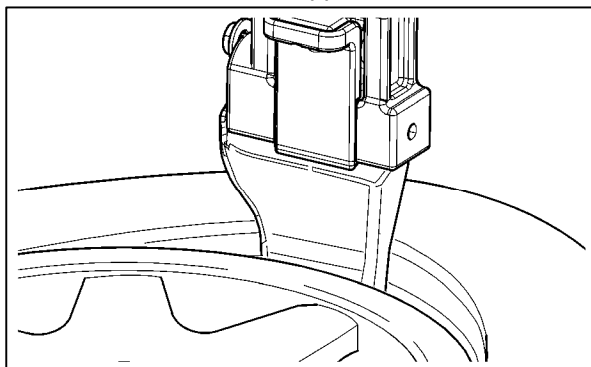
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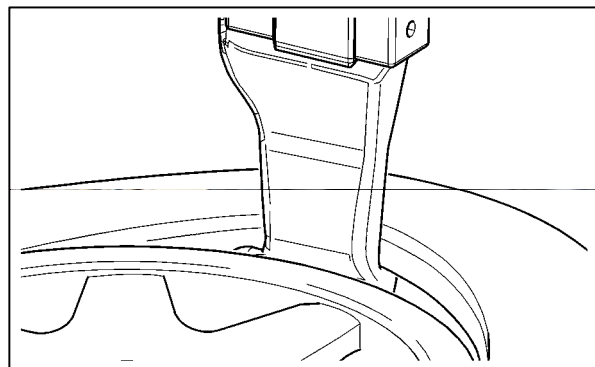
If the tool head breaks near the middle the user was rotating the wheel and tire assembly while pressing the "Tool Head Raise" button.

### Use the following tips to prevent this type of tool head damage:

- **DO NOT ROTATE** while pressing the "Tool Head Raise" button.
- Ensure tool head cradles the rim edge before rotating during demount of upper bead.



TOOL HEAD NOT CRADLED ON RIM



TOOL HEAD CORRECTLY POSITIONED



If the tool head breaks at the mount/demount end the tire bead was not in the drop center when mounting the upper bead.

**Use the following tips to prevent this type of tool head damage:**

- The bead **MUST** be in the drop center when mounting the upper bead.
- Use the bead press device and the upper roller to guide the bead into the drop center.
- Ensure the bead is completely in the drop center on wheels where the drop center is far from the bead seat.



**BEAD NOT IN DROP CENTER**



**BEAD FULLY IN DROP CENTER**

## 2. BASIC PROCEDURES

---

### 2.1 Placing Wheel on TC

#### Wheel Support Plate Height Adjustment

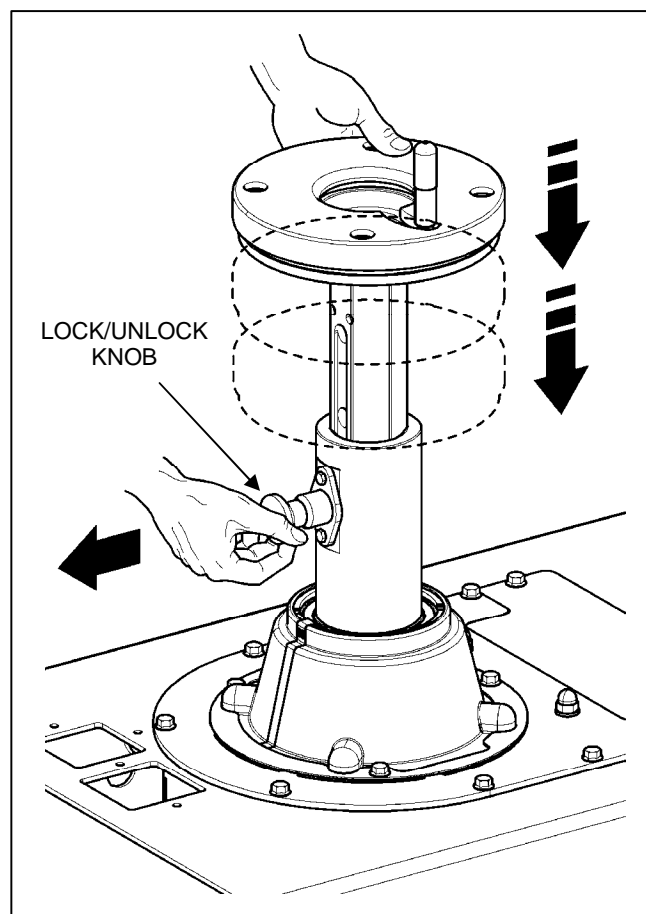
The wheel support plate on the TC is height adjustable to allow a wide range of wheels to be serviced.

Use the highest setting for most high offset wheels.

Standard wheels typically use the middle height.

Use the lowest height for most reverse drop-center wheels.

To adjust center support height, pull the knob outwards on center support and raise or lower center support table to desired height.





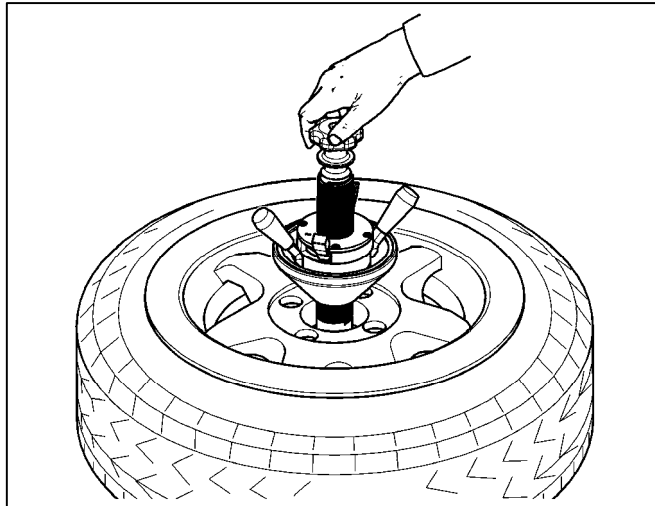
## Standard and High Offset Wheels

Adjust column and center support position to appropriate settings for the tire and wheel combination to be serviced. This is typically the middle or highest setting.

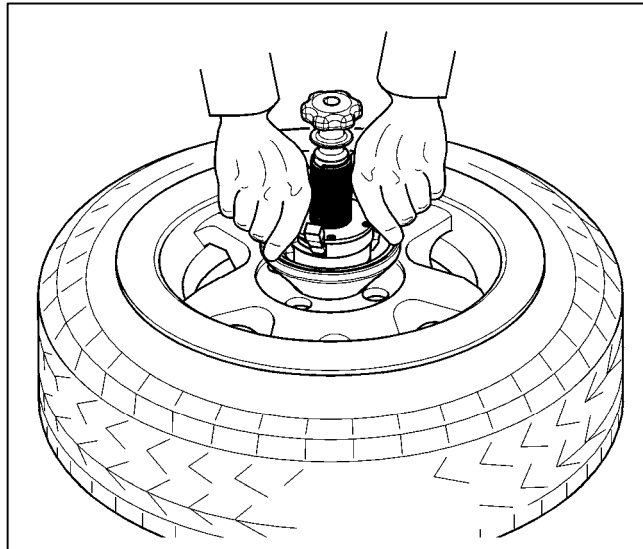
Place the wheel, face up, on the center support. Ensure the anti-rotation pin enters a lug hole in the wheel.



Insert wheel clamp, press down and twist clockwise 1/4 turn to lock into center support.



The clamping shaft is equipped with a quick clamp cone to speed clamping. Simply activate the Quick Clamp, drop the cone into place then hand tighten.



### Reverse Drop Center Wheels

Adjust column and center support position to appropriate settings for the tire and wheel combination to be serviced. This is typically the lowest setting.

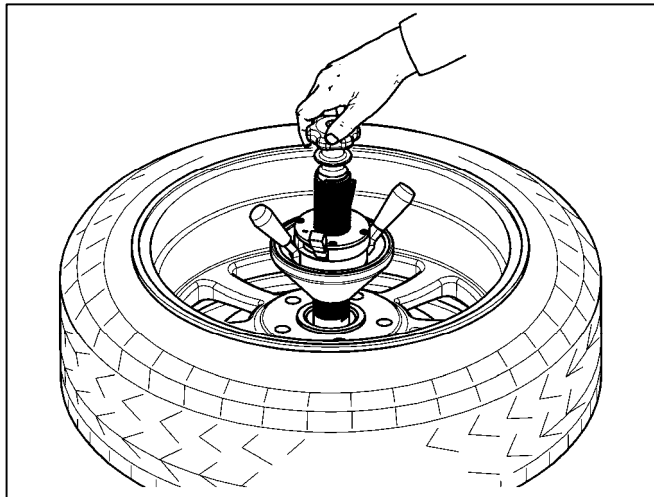
Place anti-rotation pin protector and wheel protector pad on center support



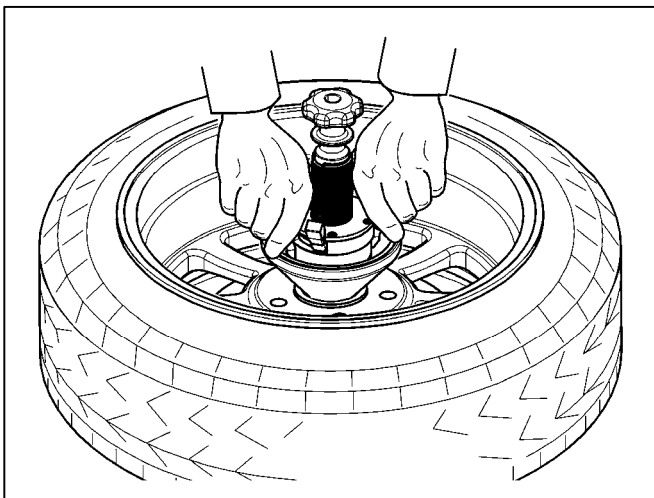
Place wheel, face-down, on center support ensuring anti-rotation pin inserts one lug hole.



Insert wheel clamp, press down and twist clockwise 1/4 turn to lock into center support.



The clamping shaft is equipped with a quick clamp cone to speed clamping. Simply activate the Quick Clamp, drop the cone into place then hand tighten.



## Large Pilot Hole Wheels

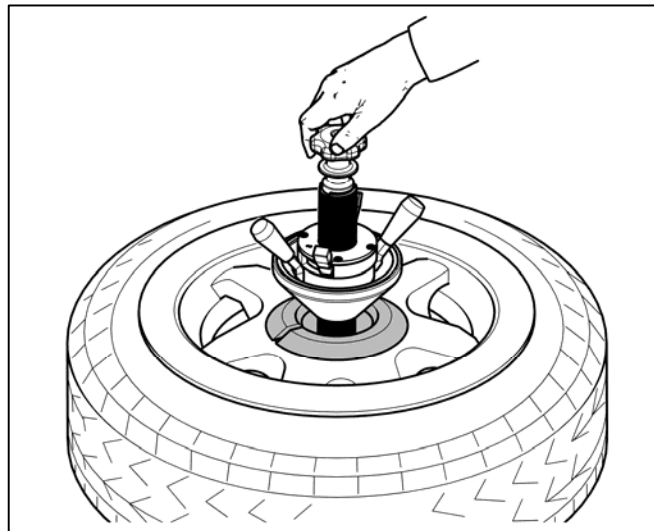
Adjust column and center support position to appropriate settings for the tire and wheel combination to be serviced.

Place wheel on center support ensuring anti-rotation pin inserts one lug hole.

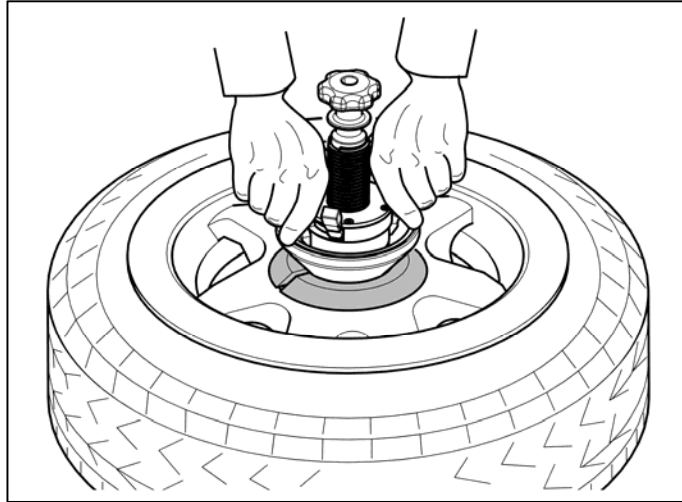
Place adapter cone on the wheel.



Insert wheel clamp, press down and twist clockwise 1/4 turn to lock into center support.



The clamping shaft is equipped with a quick clamp cone to speed clamping. Simply activate the Quick Clamp, drop the cone into place then hand tighten.



---

## 2.2 Bead Loosening

Use the push button controls to position the lower roller to within 1/8" of rim.

Rotate wheel.

Apply lubrication while rotating wheel and pushing the lower bead off the rim with the lower bead roller. Stop when bead is removed from bead seat.

Remove lower roller.

Use the push button controls to position the upper roller to within 1/8" of rim.

Rotate wheel.

Apply lubrication while rotating wheel and pushing the upper bead off the rim with the bead roller. Stop when bead is removed from bead seat.

**CAUTION:** Never place hands near the rollers while applying force and rotating tire. Hands could be pulled between the roller and tire causing injury.

---

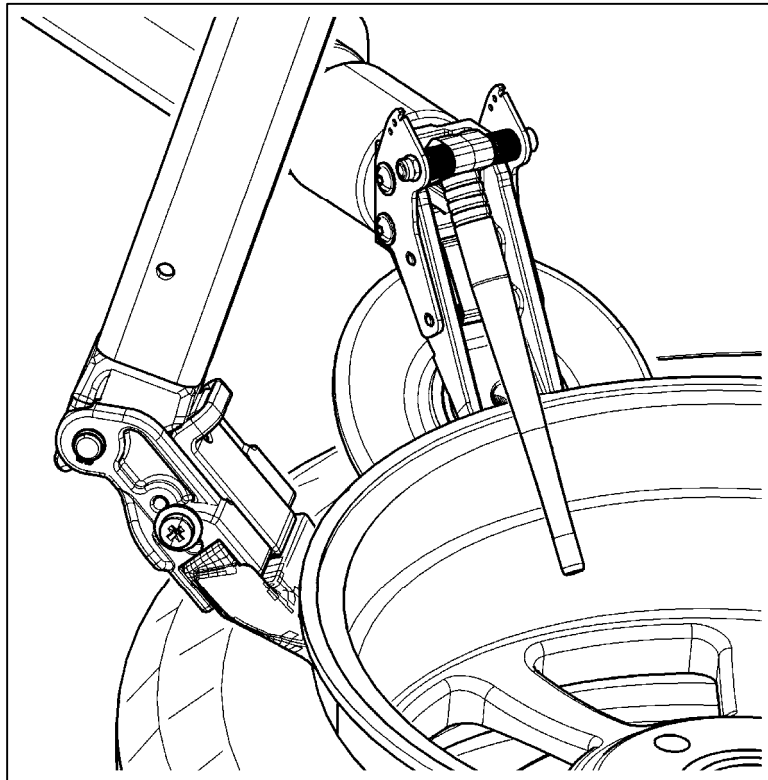
## 2.3 Demounting Tires from Rim

**NOTE:** For rims that have a clear coat finish, clean the mount/demount head to remove dirt and debris before demounting the tire from the rim.

**⚠ CAUTION:** If the wheel has a TPMS sensors installed, keep the sensor under the upper roller when inserting tool head. This will prevent the tool head from contacting the sensor.

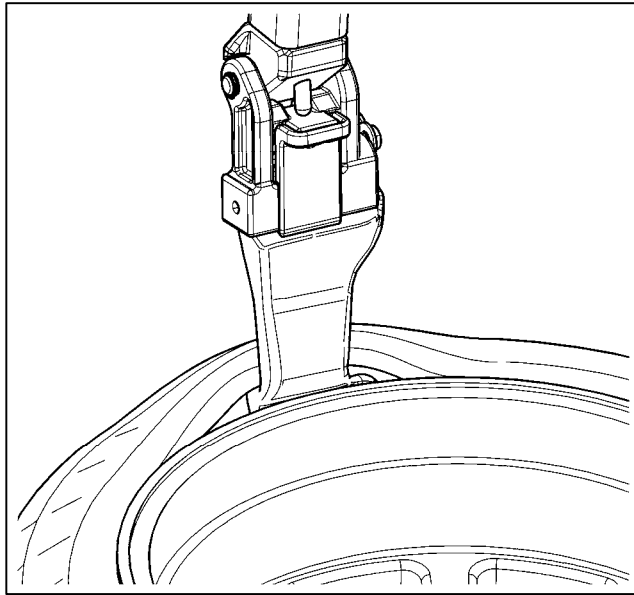
**⚠ CAUTION:** Improper procedures on the next step may damage tool head. Refer to “Demounting” on page 10 for more details.

With the upper roller pressing down on the tire insert the mount / demount head in between the bead and the rim.



Remove the upper roller.

Raise the mount / demount head until it cradles the rim as shown below.



Verify the bead opposite the mount / demount head drops into the drop center.

<b>TIP:</b>	The bead press can be used to push the bead into the drop center.
-------------	---

Slowly rotate wheel until the entire upper bead is lifted from the rim.

Lift the tire with the mount / demount head. Use your free hand to hold the tire, opposite the mount / demount head, in the drop center.

Raise the lower roller until the lower bead is slightly above the rim.



Rotate wheel until the entire bead is lifted from the rim.

Remove tire from rim.

---

## 2.4 Mounting Tire to Rim

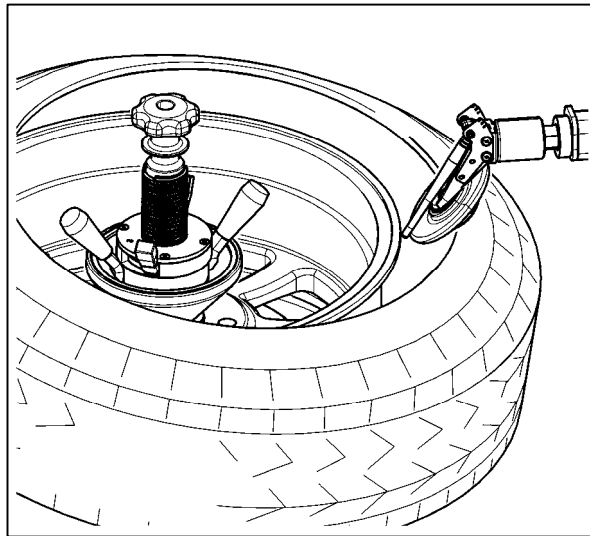
**⚠ CAUTION:** If the wheel has a TPMS sensors installed, keep the sensor under the upper roller when inserting tool head. This will prevent the tool head from contacting the sensor.

Lubricate inside and outside of both beads of the tire and lubricate the rim edge with supplied mounting paste.

Position tire on top of the rim and tilt tire forward toward column.

### Low-profile tires:

Lower the upper roller to contact the tire.

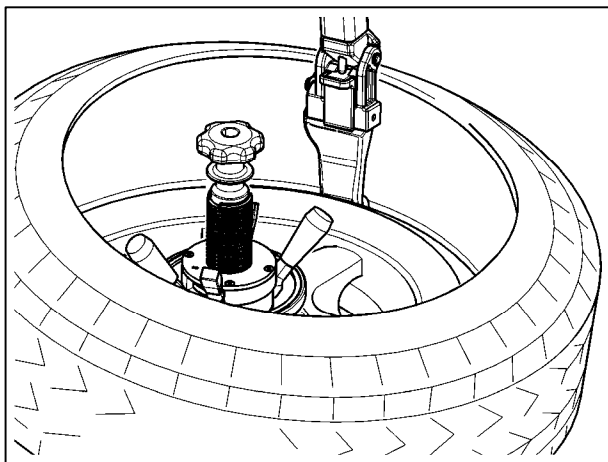


Rotate while pressing down on the tire with the upper roller. Stop when the lower bead is on the rim.

Lower the lower mount/demount head to cradle the rim.

### High-profile tires:

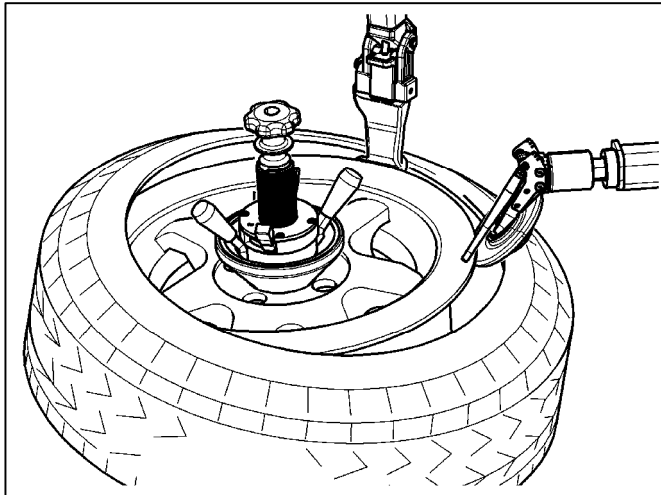
Lower the lower the mount/demount head to cradle the rim.



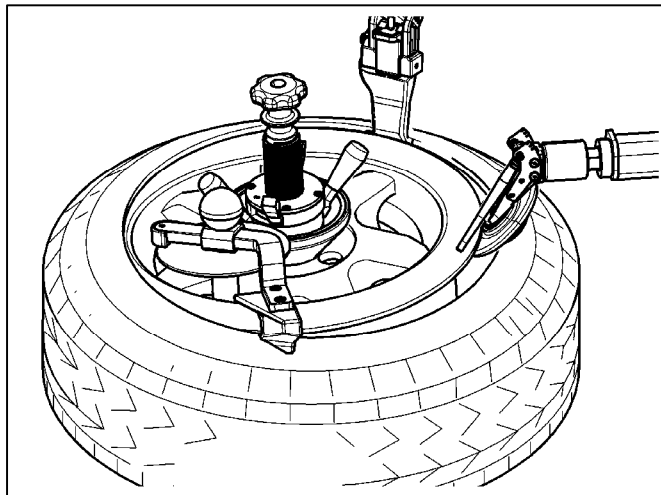
Rotate to mount the lower bead onto the tire. Stop when the lower bead is on the rim.



Lower the upper roller to the balcony of the rim.







Install the traction bar on the clockwise side of the roller



**CAUTION:** Improper procedures on the next step may damage tool head. Refer to "Demounting" on page 10 for more details.

Rotate **clockwise** to mount the tire.

While rotating watch the bead at the mount / demount head. Ensure it is going under the demount hump on the head and not over it.

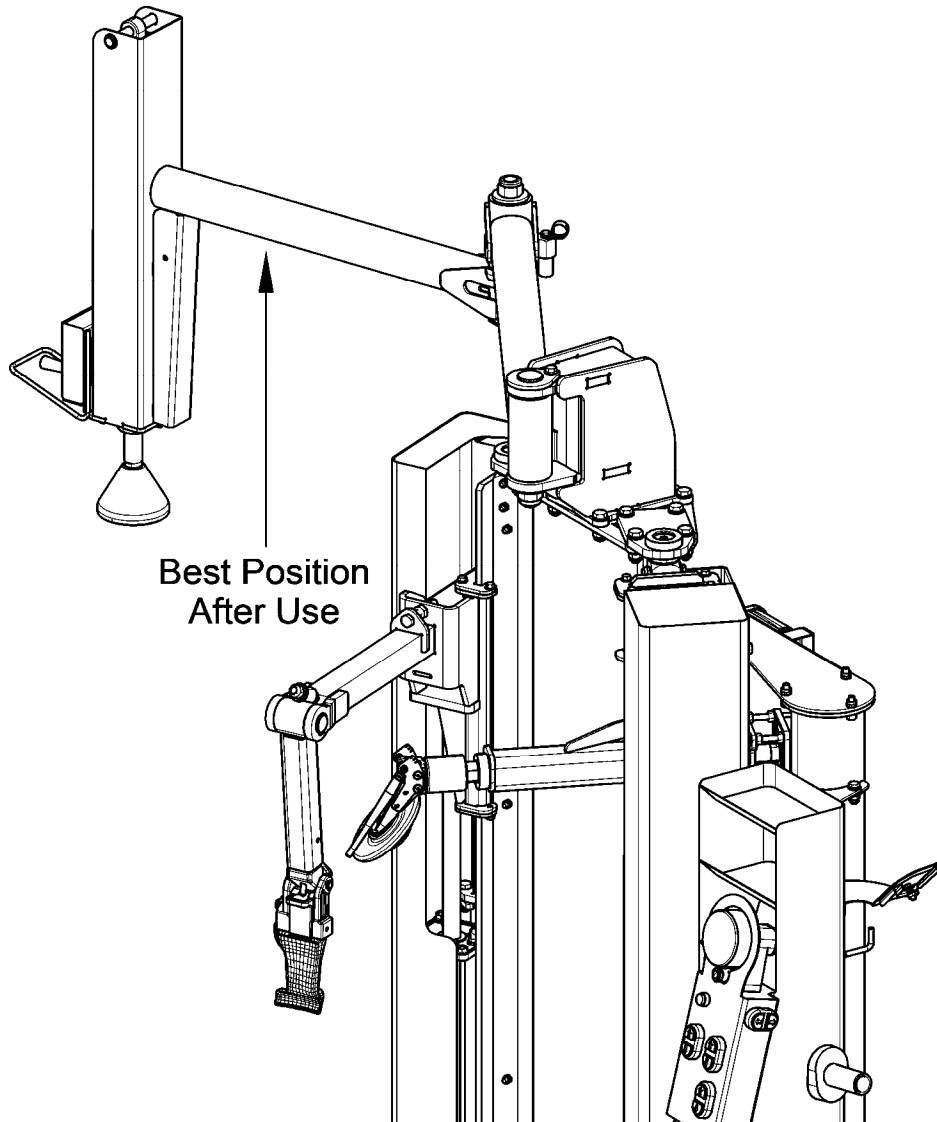
	Correct	Incorrect
Front View		
Rear View		

Remove the mount / demount head from the tire.

Remove the traction bar.

**CAUTION:**

The best position for the bead press is tucked behind the tool head arm and away from the user



Remove the upper roller from the tire.

**TIP:**

Press and hold for 2 seconds both Indent Control buttons simultaneously to automatically remove the mount /demount head and both rollers.

---

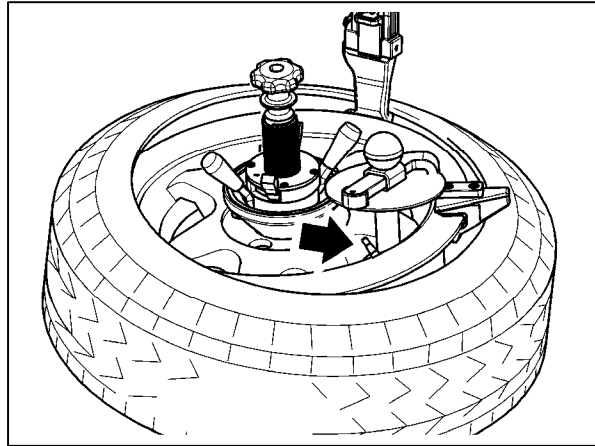
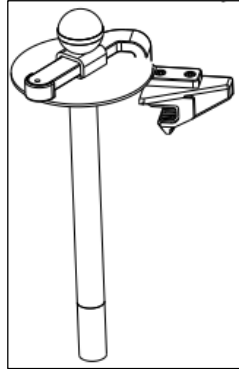
## 2.5 Mounting Tough, Low Profile Tires

Lubricate both beads.

Mount lower bead. Plus Device is not needed here.

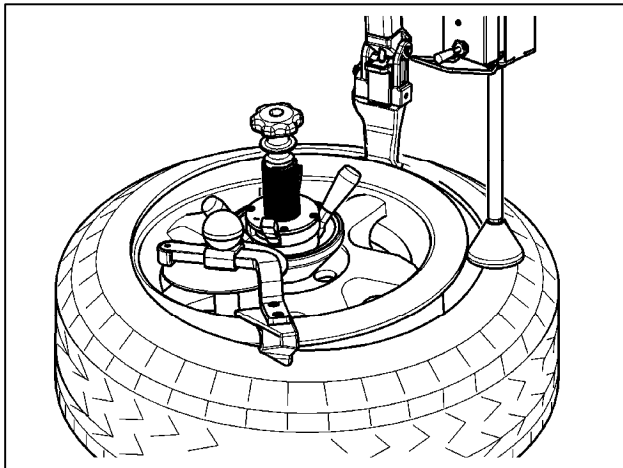
Position the tire on the mounting tool and lower the upper bead roller on the side wall.

Insert the Traction tool. The valve is positioned at 5 o'clock.

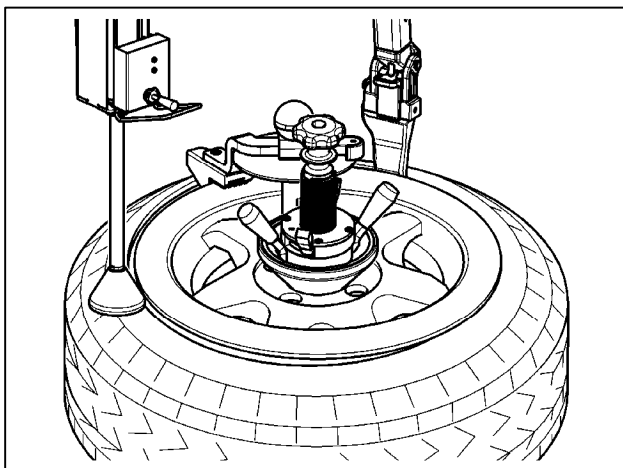


Turn clockwise until the Traction Tool reaches the 4 – 5 o'clock position.

Position the roller of the Plus Device on the tire sidewall at the 2 o'clock position and press the bead into the drop centre.



Turn clockwise until the upper bead is mounted.



Remove Traction Tool, Plus Device Roller and upper bead roller.

Press the push button on the handle and swing the mount/demount arm assembly up and away from the wheel.

**NOTE:** For what concerns the Precautionary Notes, see previous paragraph.

Remove the wheel from the tire changer.

## 2.6 Matching/Optimizing of Tire to Rim

Matching/Optimizing allows positioning of the rim to the tire for proper mounting to minimize vibrations. This procedure must be done with both beads fully loosened and well lubricated.

Match/Optimize the rim to the tire as follows:

Set the rim diameter approximately 1 to 2 inches larger than the actual rim diameter.

Bring the lower bead roller up until it contacts the tire.

Bring the upper bead roller down until it contacts the tire.

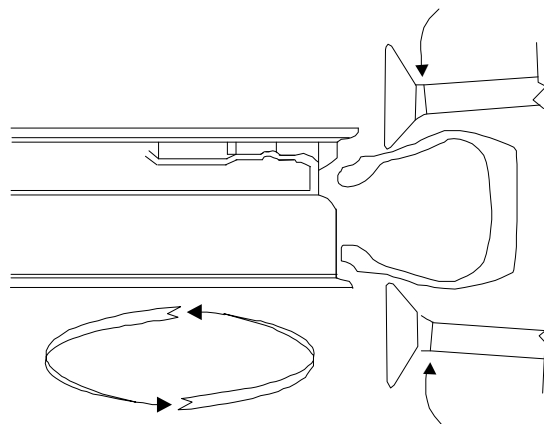
Rotate wheel **counterclockwise** and continue rotating for next three steps.

Lock upper roller and push in on sidewall of the tire until upper bead is in drop center of rim.

Lock lower roller and push in on sidewall of the tire until rim and tire are rotating at two different speeds.

**NOTE:** For reverse drop center rims, reverse the previous two procedures:  
Lock lower roller and push in on sidewall of tire until bead is in drop center.  
Lock upper roller and push in on sidewall of tire until rim and tire are rotating at two different speeds.

Continue rotating the tire and rim at different speeds until the rim spins inside the tire and the mark on the tire is positioned where needed in reference to the rim.



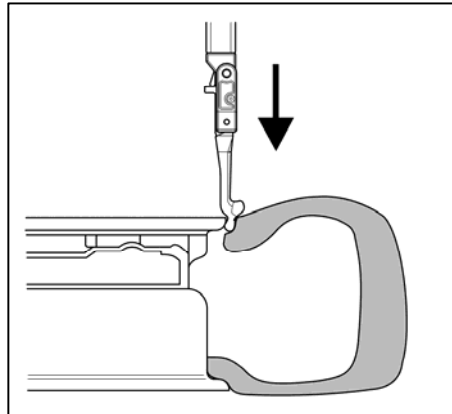
Once matching has occurred, retract arms and inflate.

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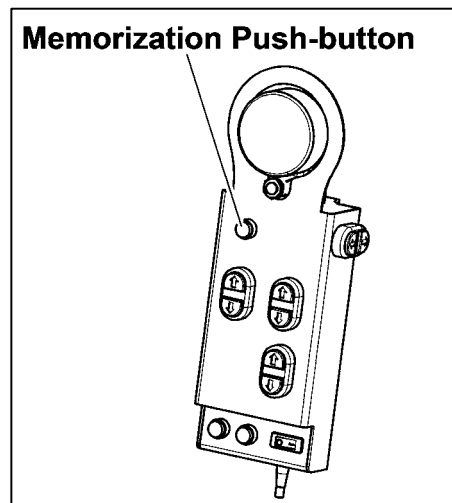
## 2.7 Head position memorization

### Head position memorization

Place the mount/demount head next to rim edge.



Press the memorization push-button and keep it pressed until it lights up.



### Recall the head position

Press the memorization push-button to let the mount/demount head place automatically on the rim edge in the previously memorized position. During the mount/demount head repositioning, the memorization push-button flashes. Once the position has been reached, the button returns to fixed light.

NOTE:	The memorization of the tool position is only for the vertical direction. In case the tool has been repositioned horizontally, pressing the recall button may cause the tool head to drop onto the wheel.
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### Delete the memorized position

Keep the memorization button pressed until it turns off.

## Reset position

To modify tool memorization, act the up/down command buttons to set a new tool head position.

Keep the memorization button pressed until it turns off.

As soon as the button light turns on, the new position has been memorized.

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## 2.8 Tire Inflation

Verify that the wheel has been properly clamped and centered.

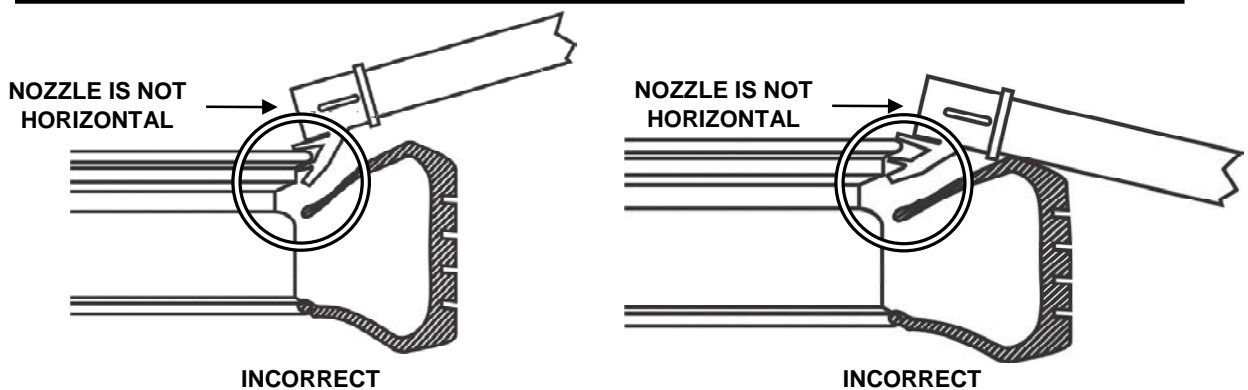
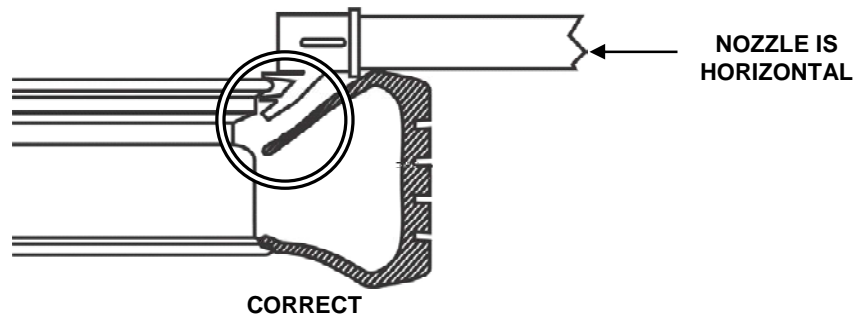
Remove the valve stem core from valve stem. Removing the valve stem core will allow the tire to inflate faster and the bead to seat easier.

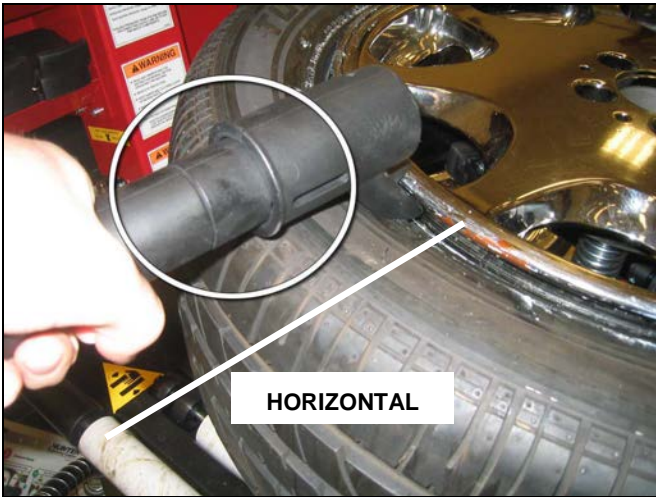
Connect inflator hose to valve stem.

NOTE:	To increase the effectiveness blast inflation nozzle, always liberally lubricate the outer edge of the tire sidewall and pull up on the tire while twisting to seal the bead.
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Press the bead blaster hose on the wheel rim as shown below. Ensure the hose head is pressed in.

NOTE:	The nozzle should be horizontal for optimal performance.
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**Incorrect**



**Correct**

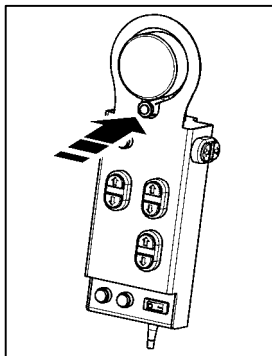
Step down completely on the air inflation pedal to release a high-pressure air blast through the bead blast hose to assist in seating the beads of the tire.

Step down partially on the air inflation pedal to inflate tire and seat the beads.

**⚠ WARNING: Do not exceed 60 PSI when seating the beads of a tire.**

After beads have been seated, disconnect inflation hose and reinstall valve stem core previously removed. Then connect inflation hose and inflate tire to the required pressure.

If tire is over inflated, air may be removed from the tire by pressing the manual air release button located under the inflation gauge.



Disconnect inflator hose from valve stem.

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## 2.9 Removal of Wheel

Loosen clamping cone.

Press down quick clamp and turn counter-clockwise to unlock clamp from center support. Remove wheel clamp.

Remove wheel from center support.

If applicable, remove anti-rotation pin extensions and wheel protector pad from center support.



# 3. MAINTENANCE AND CALIBRATION

## 3.1 Maintenance Schedule

**CAUTION:** Do not hose down or power wash electric tire changers.

Proper care and maintenance are necessary to ensure that the tire changer operates properly. Proper care will also ensure that rims and tires are not damaged during the mount/demount process.

Maintenance Schedule	Perform the Following Maintenance
<p style="text-align: center;"><b>Daily</b></p>	<p>Drain condensation from pressure regulator reservoir by pressing in on the fitting located on the bottom of the regulator.</p> <p>For proper functioning, it's necessary to verify the correct position of the valve, placed under the regulator. To activate a correct drain function, the cap must be rotated to the counterclockwise position (as viewed from the bottom).</p> <div data-bbox="810 1126 1439 1688" style="text-align: center;"> <p>The diagram shows a pressure regulator assembly. On the left is an 'OILER' port. On the right is an 'AIR SUPPLY' port. Below the main body is a 'DEPRESSURE RELEASE SEMI-AUTOMATIC' cap. A curved arrow indicates that this cap should be rotated counterclockwise when viewed from the bottom.</p> </div> <p>Check for worn or damaged rubber and nylon components that should be replaced to prevent damage from occurring. Replace worn parts as needed (rubber pads and blocks, rollers, and mount/demount head).</p> <p>Clean all areas that contact rims or tires to prevent possible scratching to rim.</p>

<b>Weekly</b>	<p>Clean the tire changer with shop towels or a vacuum cleaner. <b>Do not clean with or use compressed air, which can blast dirt between moving parts.</b></p> <p>Do not use cleaning solvents to clean pressure regulator/oiler.</p>
<b>Periodically</b>	<p>Refill the pressure regulator/oiler using <b>only</b> Hunter Lubri-oil as needed. <b>Petroleum-based oils should never be used in the oiler and may void all warranties.</b></p> <p>Adjust the screw on top of the oiler to release one drop of oil for every three (3) full up and down cycles of a roller arm pneumatic cylinder.</p> <p>Lubricate oil fittings as shown on decal on side of storage tray.</p> <p>Check for loose bolts and tighten per specifications.</p>

### 3.2 Accessories Contained in the Packaging

<u>QTY</u>	<u>NAME</u>	<u>NUMBER</u>
1	Safety Goggles	179-15-2
1	Brush	RP6-G108A16
1	Mounting Paste	RP6-G800A37
1	Mount/Demount Head	RP6-710014150
1	Rubber Protector Pad	RP6-710013421
1	Pin Protector	RP6-710090480
1	Pin Extension	RP6-710012940