SHIPPING DAMAGE CLAIMS
When this equipment is shipped, title passes to the purchaser upon receipt from the carrier. Consequently, claims for the material damaged in shipment must be made by the purchaser against the transportation company at the time shipment is received.

BE SAFE
Your new Ranger balancer was designed and built with safety in mind. However, your overall safety can be increased by proper training and thoughtful operation on the part of the technician. DO NOT operate or repair this equipment without reading this manual and the important safety instructions shown inside.
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### WARNING

Failure to follow danger, warning, and caution instructions may lead to serious personal injury or death to operator or bystander or damage to property.

Do not operate this machine until you read and understand all the dangers, warnings, and cautions in this manual.

For additional copies or further information, contact:
**BendPak Inc. / Ranger Products**  
1645 Lemonwood Dr.  
Santa Paula, CA. 93060  
1-805-933-9970  
www.rangerproducts.com

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### CAUTION

**OPERATOR PROTECTIVE EQUIPMENT**

Personal protective equipment helps make tire and wheel service safer. However, equipment does not take the place of safe operating practices. Always wear durable work clothing during tire service activity. Shop aprons or shop coats may also be worn, however, loose fitting clothing should be avoided. Tight-fitting leather gloves are recommended to protect operator’s hands when handling worn tires and wheels. Sturdy leather work shoes with steel toes and oil resistant soles should be used by tire service personnel to help prevent injury in typical shop activities. Eye protection is essential during tire service activity. Safety glasses with side shields, goggles, or face shields are acceptable. Back belts provide support during lifting activities and are also helpful in providing operator protection. Consideration should also be given to the use of hearing protection if tire and wheel service activity is performed in an enclosed area, or if noise levels are high.

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**THIS SYMBOL POINTS OUT IMPORTANT SAFETY INSTRUCTIONS WHICH IF NOT FOLLOWED COULD ENDANGER THE PERSONAL SAFETY AND/OR PROPERTY OF YOURSELF AND OTHERS AND CAN CAUSE PERSONAL INJURY OR DEATH. READ AND FOLLOW ALL INSTRUCTIONS IN THIS MANUAL BEFORE ATTEMPTING TO OPERATE THIS MACHINE.**
DEFINITIONS OF HAZARD LEVELS

Identify the hazard levels used in this manual with the following definitions and signal words:

⚠️ **DANGER**

Watch for this symbol. It means: Immediate hazards which will result in severe personal injury or death.

⚠️ **WARNING**

Watch for this symbol. It means: Hazards or unsafe practices which could result in severe personal injury or death.

⚠️ **CAUTION**

Watch for this symbol. It means: Hazards or unsafe practices which may result in minor personal injury or product or property damage.

Failure to follow danger, warning, and caution instructions may lead to serious personal injury or death to operator or bystander or damage to property. Do not operate this machine until you read and understand all the dangers, warnings and cautions in this manual.

**WARRANTY**

Ranger® Wheel Service Equipment is warranted for one year on all operating components to be free of defects in material and workmanship. Ranger Products® shall repair or replace at their option for the warranty period those parts returned to the factory freight prepaid which prove upon inspection to be defective. Ranger Products® will pay labor costs for the first 12 months only on parts returned as previously described. These warranties do not extend to defects caused by ordinary wear, abuse, misuse, shipping damage, improper installation or lack of required maintenance.

This warranty is exclusive and in lieu of all other warranties expressed or implied. In no event shall BendPak Inc. / Ranger Products be liable for special, consequential or incidental damages for the breach or delay in performance of the warranty. BendPak Inc. / Ranger Products reserves the right to make design changes or add improvements to its product line without incurring any obligation to make such changes on product sold previously.

Warranty adjustments within the above stated policies are based on the model and serial number of the equipment. This data must be furnished with all warranty claims.

**OWNER’S RESPONSIBILITY**

To maintain machine and user safety, the responsibility of the owner is to read and follow these instructions:

- Follow all installation instructions.
- Make sure installation conforms to all applicable Local, State, and Federal Codes, Rules, and Regulations; such as State and Federal OSHA Regulations and Electrical Codes.
- Carefully check the unit for correct initial function.
- Read and follow the safety instructions. Keep them readily available for machine operators.
- Make certain all operators are properly trained, know how to safely and correctly operate the unit, and are properly supervised.
- Allow unit operation only with all parts in place and operating safely.
- Carefully inspect the unit on a regular basis and perform all maintenance as required.
- Service and maintain the unit only with authorized or approved replacement parts.
- Keep all instructions permanently with the unit and all decals on the unit clean and visible.
• Protective goggles, safety glasses, or a face shield must be worn by the operator. Care should be taken to see that all eye and face safety precautions are followed by the operator. ALWAYS WEAR SAFETY GLASSES.

• Keep guards and safety features in place and in working order.

• Wear proper protective clothing. Safety toe, non-slip footwear and protective hair covering to contain hair are recommended. Do not wear loose clothing or jewelry when operating the balancer.

• If an extension cord is necessary, a cord with a current rating equal to or more than that of the equipment should be used. Cords rated for less current than the equipment may overheat. Care should be taken to arrange the cord so that it will not be tripped over or pulled.

• Do not disable hood cover operation, or in any way shortcut safety controls and operations.

• Be sure that all wheels are mounted properly, the hub nut engages the arbor for not less than four turns, and the hub nut is firmly tightened before spinning the wheel.

• Read and understand this manual before operating.

• Be sure the balancer is properly connected to the power supply and electrically grounded.

• Do not operate damaged equipment or if the power cord is cut or worn.

• Keep work area clean and well lighted. Cluttered and/or dark areas invite accidents.

• Avoid dangerous environments. Do not use power tools or electrical equipment in damp or wet locations, or expose them to rain and moisture.

• Avoid unintentional starting. Be sure the balancer is turned off before servicing.

• Disconnect the balancer before servicing.

• Use only manufacturer’s recommended accessories. Improper accessories may result in personal injury or property damage.

• Repair or replace any part that is damaged or worn and that may cause unsafe balancer operation. Do not operate damaged equipment until it has been examined by a qualified service technician.

• Never overload or stand on the balancer.

• Do not allow untrained persons to operate machinery.

• To reduce the risk of fire, do not operate equipment in the vicinity of open containers of flammable liquids.

• Adequate ventilation should be provided when working on operating internal combustion engines.

• Keep hair, loose clothing, fingers, and all parts of the body away from moving parts.

• Use equipment only as described in this manual.

• Use only manufacturer’s recommended attachments.

**CAUTION**

DAMAGE CAUSED BY STRIKING OR Hitting THE QUICK-NUT WITH HAMMER, TIRE IRON OR HEAVY OBJECT IS NOT COVERED UNDER WARRANTY.

**KEEP ALL INSTRUCTIONS PERMANENTLY WITH UNIT AND ALL SAFETY DECALS CLEAN AND VISIBLE.**
BEFORE YOU BEGIN

Receiving

The shipment should be thoroughly inspected as soon as it is received. The signed bill of lading is acknowledgement, by the carrier, of receipt in good condition of the shipment. If any of the goods called for on the bill of lading are shorted or damaged, do not accept them until the carrier makes a notation of the shorted or damaged goods on the freight bill. Do this for your own protection.

NOTIFY THE CARRIER AT ONCE if any hidden loss or damage is discovered after receipt. IT IS DIFFICULT TO COLLECT FOR LOSS OR DAMAGE AFTER YOU HAVE GIVEN THE CARRIER A CLEAR RECEIPT. File your claim with the carrier promptly. Support your claim with copies of the bill of lading, freight bill, invoice, and photographs if possible.

Unpacking and Setup

Handling of the machine must be performed only with an appropriate lifting device such as a forklift or pallet jack. Only personnel who are experienced and qualified on material handling procedures should handle any transportation or moving of machine.

1. Remove the carton from the pallet.
2. Remove the shipping bolts making sure to keep hands clear of all pinch points.
3. Remove straps and plastic wrap holding the hood other components in shipping position.

NOTE:
The Accessory Box is packaged inside the Balancer. When lifting the Balancer off the pallet, remove the Accessory Box from the inside of the Balancer.

Electrical Requirements

STANDARD WIRING IS 220 VOLT 50/60Hz.

Consult a licensed electrician for electrical hook-up according to local electrical codes. Operation with no ground can damage electronics and will create a shock hazard for the operator or bystanders. Damage caused by improper electrical installation may void warranty. Most electrical codes require “hard-wiring” when the machine is bolted to the floor. Consult a licensed electrician regarding specific codes.

Floor and Space Requirements

WARNING

The balancer MUST be located on a flat floor of solid construction, preferably concrete. The balancer MUST sit solidly on the floor. If the balancer is not level, or is placed on an unstable floor, the balancer will not function properly and will produce inaccurate balance readings. The balancer may be bolted down. It will NOT function properly if operated on the pallet.

- Select a location for the balancer that provides a level, solid floor, and adequate clearance around and above the balancer.
- Make sure the location selected has enough room above and behind the unit so the hood can be raised completely.
- The location must also provide working room for mounting and removing wheels.

CAUTION

- Do not use the face-plate, hood or threaded shaft to lift the balancer.
- Use help to remove the balancer from the pallet. The unit is heavy and the weight is not evenly distributed.
- Dropping the unit from the pallet may cause personal injury or equipment damage.
ANCHORING THE BALANCER

The balancer can be bolted to the floor using concrete anchors through the holes in the base.

Anchor for Concrete

3/8" x 1.5" Lag Screw (not supplied)
Torque to 55 Ft.Lb.

3/8" Flat Washer (not supplied)

Lag Screw Anchor for Concrete embedded 3" minimum.
1. Control Panel and Display
2. Hood
3. Weight Tray
4. Side Storage Rack
5. Cone Hangers
6. Threaded Main Shaft
7. Foot Pedal
8. Side Ruler (See below)
9. Outer Gauge Arm
10. Brake Light (See below)
1. Control Panel and Display
2. Hood
3. Weight Tray
4. Side Storage Rack
5. Cone Hangers
6. Threaded Main Shaft
7. Foot Pedal
8. Side Ruler
9. Brake Light

8. Side Ruler

9. Brake Light
Standard Accessories

- Graduated Cone Assortment (hardened, 4-piece)
- Wheel Weight Pliers
- Rim Width / Diameter Caliper
- Quick-Release Hub-Nut
- Spacer Cup With No-Mar Ring
- Mounting Spring
- Calibration Weight
- Hex Head wrenches
- Spacer Ring
- Anchor Bolts
- Motorcycle Scale Extension
- Weight Removal Tool
- Outer Gauge Calibration Kit
- Inner Gauge Calibration Kit

Technical Data / Features / Specifications

- Motor: 208-230V, 50/60HZ 1Ph.
- Working Temperature: -5C / 27F to 50C / 82F
- Drive System: Serpentine Poly-V belt
- Cycle time: 6-12 seconds (avg.) Depending on Wheel
- Modes: 1 Dynamic / 2 Static / Multi-Variable Alloy
- Top Positioning Weight Locator: Standard
- Inside & Outside Measuring: Standard
- Millimeter / Inches Selection: Standard
- Ounce / Gram Selection: Standard
- Hidden Weight Function: Standard
- Match Mount Function: Standard
- Wheel Offset Distance Data Entry: Automatic
- Wheel Diameter Data Entry: Automatic
- Wheel Width Data Entry: Automatic
- Self-Calibration Function: Standard
- Auto Start When Hood is Lowered: Standard
- Wheel Spin Braking: Automatic / Pulse Electronic
- Wheel Restraint Pedal: Standard
- Maximum Tire Diameter: 50” / 1270 mm

Max Tire Weight: 150 pounds (68 kg)
Max Wheel Diameter: 10”-30”/254-762 mm
Wheel Width Capacity: 1.5” - 20” / 38 mm - 508 mm
Balancing Increments: 0.25 or 0.01 ounce
Balancing Speed: 180 RPM
Accuracy: +- .5 Gram / .025 Oz.
Resolution: (Round Off Mode) 5 Gram / .25 Oz.
Shipping Weight: 498 pounds / 226 kg.

INSTALLATION OF THE DISPLAY

1. Locate the display assembly and carefully remove all the bubble wrap and plastic from the assembly.

2. Remove the terminal cover from the base, next lift terminal and place it in its location, installing all four Allen screws.

3. There are 7 pin connectors, place each one of them in their proper location.

4. Be aware that CN4, CN8, and CN3 located on the bottom right (See image below), are color coded. Plug in these 3 pin connectors to their matching color terminals on the board.
5. Install the harness cover using Allen bolts to secure.

6. Secure in place the hood to the arm by installing the angular metal bracket and the two Allen bolts, then fasten hood to bracket using the remaining two Allen bolts.

7. Connect the hood switch wires as shown.

8. Tuck the wire into the Hood Switch Box and install Hood Switch Box Cover an tighten Allen bolts.

INSTALLATION AND SET UP MOUNTING THE HOOD ASSEMBLY

1. Locate the Hood Assembly and open the accessory box and remove the Hood Mounting Bracket and hardware.

2. Use help and carefully assemble the Hood as described below.

3. Remove the Hood Bracket Mounting Cover and attach the Hood Mounting Bracket to the rear of the balancer cabinet using the 4 bolts and washers.

4. Slide the Hood Arm over the Hood Axle, align the holes in the Axle with the Allen bolts then secure in place using one Allen screw. Secure to shaft using a thick washer and Allen screw.

5. Raise the hood and hold it up. Use help to hold the hood while attaching the hood to the Hood Arm.

6. Secure in place the hood to the arm by installing the angular metal bracket and the two Allen bolts, then fasten hood to bracket using the remaining two Allen bolts.

7. Connect the hood switch wires as shown.

8. Tuck the wire into the Hood Switch Box and install Hood Switch Box Cover and tighten Allen bolts.

INSTALLING THE THREADED MAIN SHAFT

1. Locate the Face Plate / Threaded Main Shaft and mounting bolt in the accessory box and install as shown.
2. Locate and align the mating marks on the Face Plate and Shaft Assembly.

3. Be sure to tighten the bolt firmly. Step on the manual brake to hold the shaft while tightening the bolt.

6. Attach the end of the wire to the connection on the back side of the balancer.

INSTALLING THE OUTER GAUGE ARM

NOTE: This section only applies to the DST-64T models.

1. Locate the mounting arm for the outer gauge-arm.

2. Attach the mounting arm onto the hood switch box using the 4 provided socket head cap screws.

3. Locate and unpack the outer gauge-arm.

4. Attach the outer gauge-arm to the mounting arm using the provided socket head cap screw and washer.

5. Run the wire coming off the gauge-arm thru the clips on the underside of the mounting arm.

INITIAL START-UP

1. Turn the balancer ON/OFF switch to ON.

2. The LED Display will show BAL. 06

3. Mount a standard steel wheel (of a size most often balanced).

4. Lower the Hood to check the activation of the AUTO-HOOD START. The Main shaft should spin when the hood is lowered.

5. The threaded main shaft should spin CLOCKWISE when viewed straight on. If the faceplate spins counterclockwise, turn the balancer off and consult the factory.

AUTO HOOD ENABLE/DISABLE

1. To enable/ disable AUTO HOOD START feature press and hold the STOP Button and then the C button.
ACTIVATING THE OUTER GAUGE ARM

NOTE: This section only applies to the DST-64T models.

To activate the Outer Gauge Arm, touch the external edge of the wheel with the pointer.

If you suspect the arm is disabled or OFF and you do not hear a beep when the pointer touches the rim, proceed to the following steps:

1. Press C and D buttons at the same time and hold until **CAL-CAL-CAL** shows in the Inner, Outer and Width windows. Keep pressing until display stops blinking.

2. Press the **Down Arrow** below distance, then the **Up Arrow** below distance, LED lights will go blank.

3. While lights are off, promptly, press the **ALU** button and **dF** will show on the inner window.

4. Press the **Distance UP Arrow**, four times, until **aut** shows on the inner window. (See below).

5. If the Width (middle screen) displays OFF, press the **Width Arrow UP** to change it to ON. If the middle screen displays **ON**, then the outer arm is already enabled.

6. Press the **Distance Up Arrow** 3 times to advance to the original start-up balancer screen.
BALANCER OVERVIEW

This machine is a two-plane, microprocessor-based computer balancer. Any imbalance in a wheel, either static or dynamic, is detected into two correction planes (the inner and outer) where corrective weights can be applied. Pressing the STA button selects either DYNAMIC or STATIC modes and pressing the ALU button selects the ALU modes, all of which change the location of the planes.

Determining the Planes

When the distance gauge is pulled out and held against the wheel flange, the distance measurement shown on the pull out slide refers to the DISTANCE OFFSET MEASUREMENT. This measurement tells the computer the location of the INNER plane of the wheel for Dynamic and/or Alloy balancing.

By using the WHEEL CALIPERS and/or the OUTER GAUGE-ARM, the wheel width or the WIDTH MEASUREMENT tells the computer the location of the OUTER plane of the wheel for Dynamic and/or Alloy balancing.

The wheel diameter will be referred in this manual as the DIAMETER MEASUREMENT. This is the diameter of the wheel at the weight location. You can determine the diameter of the wheel/tire on the tire sidewall to determine the wheel diameter. Or you can use the calipers. This tells the computer how far from the center of the hub the weights will be applied.

Balancing a Wheel

When a wheel is spun, the balancer detects any imbalance present. The computer calculates the weight needed to correct the imbalance and the location for weight application. The weight required to correct the imbalance is displayed on the control panel, and the weight positioning lights assist the operator in positioning the weight application location at top-dead-center. Weight displays and positioning lights are provided for both inner and outer planes of the wheel.

CONTROL PANEL AND DISPLAY

1. Weight reading or information display window. INNER
2. DYN mode indicator.
3. STATIC 1 mode indicator.
4. STATIC 2 mode indicator.
5. ALU mode indicator.
6. OPT mode indicator.
7. HID mode indicator.
8. Weight reading or information display window. OUTER
9. Rim WIDTH setting keys.
10. Wheel OFFSET setting keys.
11. FINE button (<5g.) for identifying remaining weight.
12. OPT button for optimizing the match of tire and rim.
13. Selector key for DYNAMIC, ALLOY and ALLOY-S modes.
14. START button for activating spin cycle.
15. STOP Button for stopping spin cycle.
16. C button for selecting G / OZ.
17. STA button for selecting DYNAMIC, STATIC & STATIC-2 modes.
18. D button for running the balancers self-test.
19. Toggle between MM and INCH settings.
20. Rim DIAMETER setting keys.
21. Target indicator LEDs.
22. WIDTH reading or information display window.
SELECTING WEIGHT POSITIONS FOR DIFFERENT WHEEL TYPES

Prior to balancing, a specific function must be chosen for each particular wheel. The function settings automatically compensate weight location requirements for a particular wheel type. These settings can be selected by pressing the STU and ALU buttons.

**DESCRIPTION OF SYMBOL**

- **Inner Edge**
- **Outer Edge**
- **Inner Plane**
- **Outer Plane**
- **Center Plane**

**DYNAMIC**
For balancing standard steel or alloy wheels using clip-on weights attached to Inner and Outer Edges.

**STATIC 1**
This function is used if stick-on weights can only be mounted on a single center plane on the wheel.

**STATIC 2**
This function is used if clip-on weights can only be mounted on a single inner edge on the wheel.

**ALU**
This function is used if stick-on weights are to be mounted to both the Inner Plane and Center Plane of the wheel. The distance and width parameters are accurately defined for a more exacting weight placement, therefore improving the likelihood of a single spin balance.

**HID**
This function is used if stick-on weights are to be mounted to the Inner Plane and then stick-on weights are to be split and mounted behind spokes on the Center Plane of the wheel.

**GRAM / OUNCE SELECTION**

This machine is capable of registering GRAM or OUNCE readings. To select either GRAM or OUNCE settings, follow the procedures below.

1. Press the “STOP” button.

Then press the Distance “+” Button at the same time. The weight readings will change in the INNER and OUTER windows to register the applicable setting as soon as the stop button is released.

**NOTE:**
When set to Ounces or Inches the displayed values contain a decimal point.

**MM / INCH SELECTION**

To select either MM or INCH for your wheel measurement reading push the MM INCH button. This will toggle between metric and standard readings.

**NOTE:**
When set to Ounces or Inches the displayed values contain a decimal point.

**MOUNTING WHEELS**

Select the most appropriate mounting method for the wheel you are balancing. Using the proper method ensures secure mounting, accurate displays, and safe balancer operation. It also prevents damage to the wheel. On most wheels, the inner side of the wheel hub usually has the most uniform surface for wheel balancing. Always center the wheel by the most uniformly shaped side of the hub to achieve the most accurate balance.

Regardless of mounting type, always make sure that the wheel is forced firmly against the arbor faceplate and that the Quick-Nut engages the threaded arbor for at least four complete turns. To assist in centering the wheel properly, rotate the wheel on the arbor while tightening the Quick-Nut.

**CAUTION**

DAMAGE CAUSED BY STRIKING OR HITTING THE QUICK-NUT WITH A HAMMER, TIRE IRON OR HEAVY OBJECT IS NOT COVERED UNDER WARRANTY.
Front Cone Mounting

1. Front Cone Mounting is the most accurate method.
2. Select the cone that best fits the center hole in the wheel.
3. Lift the wheel onto the arbor and slide it back against the arbor faceplate.
4. Slide the cone onto the arbor and into the center of the wheel. Then lift the tire to seat the cone in the center hole.
5. Spin the Quick-Nut (without the pressure cup) onto the arbor. Tighten it securely against the cone.

Front Cone Mounting Diagram

Rear Cone Mounting

The wheel is centered on a cone from the inner side of the hub.

1. Place the cone spring on the arbor with the large end towards the balancer.
2. Select the cone that best fits the center hole in the wheel. Slide the cone onto the arbor with the large end towards the spring.
3. Lift the wheel onto the arbor and center it on the cone.
4. Attach the pressure cup to the Quick-Nut and spin the assembly onto the arbor. Tighten securely.

Rear Cone Mounting Diagram

Dual Cone Mounting

Some aftermarket or OEM performance wheels have a center hole that is deep enough to allow the use of two cones to mount it to the threaded shaft. The factory recommends that dual cone mounting is used in this situation. The cones must not contact each other and a correct cone combination is critical to correctly mount a tire using this method.

(Extra centering cones are available through Ranger Products)

1. Slide the Spring onto the Arbor.
2. Select the cone combination that best fits both sides of the center hole in the wheel. (Note: You may need two cones that are identical in size)
3. Place the rear cone on the arbor and against the Spring.
4. Lift the wheel onto the arbor and slide it back against the rear cone.
5. Place the front cone on the arbor and slide it into the center hole of the wheel.
6. Spin the quick nut (without the pressure cup) onto the arbor. Tighten securely.

Dual Cone Mounting Diagram
BALANCING INSTRUCTIONS

1. First, determine which mounting method you will use for the wheel.

2. Select a centering / mounting cone that best fits the center hole of the wheel.

3. After installing the necessary mounting hardware, lift the wheel onto the threaded shaft and slide it back against the arbor hub. It will be necessary to lift the wheel slightly when positioning the cone in the center of the wheel hole.

4. While holding the wheel and hardware in position, thread the Quick-Nut over the arbor and secure tightly. Never hammer or hit the Quick-Nut to tighten.

Inputting Wheel Data Automatically

Prior to balancing any wheel, specific data relating to that particular wheel must be entered into the computer. If the data displayed on the screen does not match that of the wheel you are attempting to balance then the wheel will not be accurately balanced. The three data requirements are: Distance/Offset, Width, and Diameter.

Wheel Offset & Wheel Diameter Data

DIS is the distance between the side of the balancer and the inner edge of the wheel. DIA is the diameter of the wheel at the rim flanges. To enter Wheel Offset & Wheel Diameter data automatically, refer to the instructions below.

1. Turn the machine on.

2. Pull the index arm out from the side of the machine until the tip touches the inner edge of the wheel, hold it there until you hear a beep.

3. The offset reading will be displayed in the inner window and the diameter reading will be displayed in the outer window.

NOTE:
If these numbers are not correct you will need to perform the distance slide calibration procedure.

NOTE:
If the index arm is not returned to the full resting position the balancer will not spin. Make sure when not in use the index arm is always resting in its holder.
Wheel Width Data

NOTE: This section only applies to the DST-64T models.

This is the width of the wheel at the inner edges. To enter Wheel Width data refer to the instructions below.

1. Position the outer gauge arm against the outside edge of the wheel, hold it there until you hear a beep.
2. The wheel width reading will be displayed in the lower width window.

NOTE: If this number is not correct you will need to perform the outer gauge arm calibration procedure.

NOTE: Wheel Width Data must be entered manually on DST-64T models.

Inputting Wheel Data Manually

If there ever comes a time when the automatic data input is not working correctly you can input the information manually following the steps below.

dis - Wheel Offset

This is the distance between the side of the balancer and the inner edge of the wheel. To enter Wheel Offset data refer to the instructions below.

1. Turn the machine on.
2. The offset data will be displayed in the INNER window.
3. Pull the index arm out from the side of the machine until the tip touches the inner edge of the wheel.
4. Read the offset measurement as displayed on the scale directly on top of index arm. Press the corresponding + - buttons below to enter the correct data.

L - Wheel Width

This is the width of the wheel at the inner edges. This distance is measured with the calipers. To enter Wheel Width data refer to the instructions below.

1. Position the calipers over the wheel and touch the tips against the wheel edges.
2. Read the measurement for Wheel Width shown on the calipers. (Use the proper scale for Width)
3. The width data will be displayed in the INNER window.
4. Press the corresponding + - buttons below to enter the correct data.

IMPORTANT NOTE: The standard setting for this operation is shown in INCHES. If metric is desired, new calipers with metric readings will have to replace the calipers that accompanied the unit. (See page 12 for changing “L” reading to MM or INCH setting.)
“dia” - Wheel Diameter
This is the diameter of the wheel at the rim flanges. This measurement can be read on the tire sidewall or measured. To enter Wheel Diameter data, refer to the instructions below.

1. Read the diameter of the wheel as shown on the tire sidewall or use the Calipers to measure the wheel diameter. (Use the proper scale for Wheel Diameter)

2. The diameter data will be displayed in the lower diameter window.

3. Press the corresponding + - buttons below to enter the correct data. (See page 10 for changing “d” reading to MM or INCH setting.)

Spin Mode / DYNAMIC
1. Once the correct wheel data and FUNCTION have been programmed, lower the hood to begin the spin mode.

**WARNING**
Before initiating the spin sequence, make sure that the Quick-Nut is secure and engaged on the arbor threads by at least four (4) full turns. Never hammer or hit the Quick-Nut to tighten.

2. After the hood is lowered, or the START button is pressed, the wheel will spin for approximately six seconds then stop automatically.

3. After the wheel stops, weight readings for each side of the wheel (INNER and OUTER) will appear in the center display screen.

4. Turn the wheel by hand until you notice the weight position indicator lights on the side marked INNER are FULLY ILLUMINATED. This indicates the position specified by the balancer for the inner weight position.

5. Attach the specified weight for the appropriate PLANE position at top-dead-center.

**NOTE:**
To hold the wheel in position when installing weights, press down on the TIRE STOP PEDAL located on the right side of the machine.

**NOTE:**
All weight positions are located at TOP-DEAD-CENTER. The more accurate you are in selecting the exact weight and position, the more accurate the wheel will be balanced.

6. After the INNER weight is properly installed, turn the wheel by hand until the weight position indicator lights on the side marked OUTER are fully illuminated. This indicates the position specified by the balancer for the OUTER weight position.

7. Attach the specified weight for the appropriate PLANE position at top-dead-center.

Spin Mode / STATIC & STATIC 2
This function is used if weights can only be mounted on a single plane of the wheel.

1. Once the correct wheel data has been programmed, lower the hood to begin the spin mode.

2. After the hood is lowered, or the START button is pressed, the wheel will spin for approximately six seconds then stop automatically.

3. After the wheel stops, a weight reading will appear in the center display screen marked width.

4. Turn the wheel by hand until the weight position indicator lights on both the INNER & OUTER are fully illuminated.

5. This indicates the position specified by the balancer for the desired weight location on the chosen PLANE.

6. Attach the specified weight on the PLANE of the wheel at top-dead-center.
ALU EXACT TWO PLANE MODE

This is a mode used if stick-on weights are to be mounted to the Inner and Center planes of the wheel. Both the distance and width parameters are accurately defined for a more exacting weight placement, therefore improving the likelihood of a single spin balance.

1. Press the **ALU** button until the light of **ALU** is illuminated.

2. You can also access to **ALU** by pressing the **STOP** and **ALU** buttons at the same time and then press the **ALU** button once again to obtain the **ALU** function.

3. Pull the index arm out from the side of the machine and touch the position of the left weight position or inner plane. Wait for a beep. From the left weight position pull the index arm out to the right weight position or center plane. Wait for the beep. **ALU** will display on the screen, return the index arm to the rest position.

4. The inner plane data will read in the **INNER** window and the center plane data will read in the center **WIDTH** window.

5. The diameter reading shown in the **OUTER** window is the diameter for the inner plane.

6. Lower the hood or press the **START** button to spin the wheel.

7. After the wheel stops, weight readings for the wheels inner plane will read in the **INNER** window and readings for the center plane will read in the **OUTER** window.

8. Turn the wheel by hand until you see the weight position indicator lights on the side marked **OUTER** are **FULLY ILLUMINATED**. This indicates the position specified by the balancer for the right weight position or center plane. Step on the foot brake.

9. Attach the specified weight for the **CENTER PLANE** position to the weight applicator at the end of the index arm.

10. Pull the index arm out to the center plane position, the center **WIDTH** window will count down for you and display --0 when you have approached the correct position.

11. Push up on the weight applicator at that position making sure the weights are fully adhered to the wheel, return the index arm to the rest position. Release the brake.

12. Turn the wheel by hand until the weight position indicator lights on the side marked **INNER** are **FULLY ILLUMINATED**. This indicates the position specified by the balancer for the left weight position or inner plane. Step on the foot brake.

13. Attach the specified weight for the **INNER PLANE** position to the weight applicator at the end of the index arm.

14. Pull the index arm out to the inner plane position, the center **WIDTH** window will count down for you and display --0 when you have approached the correct position.

15. Push up on the weight applicator at that position making sure the weights are fully adhered to the wheel, return the index arm to the rest position. Release the brake.

**NOTE:**

If the index arm is not returned to the full resting position the balancer will not spin. Make sure when not in use the index arm is always resting in its holder.
HID MODE (HIDDEN WEIGHT)

This function is designed to “hide” outer plane corrective weight by placing the required weight behind selected spokes in order to retain the aesthetic appeal of the wheel.

1. Make sure you are in ALU mode and all the correct parameters have been programmed, lower the hood to begin the spin mode.

2. After the hood is lowered, or the START button is pressed, the wheel will spin for approximately twelve seconds then stop automatically.

3. After the wheel stops, weight readings for the wheels inner plane will read in the INNER window and readings for the center plane will read in the OUTER window.

4. Turn the wheel by hand until you see the weight position indicator lights on the side marked INNER are FULLY ILLUMINATED. This indicates the position specified by the balancer for the left weight position or inner plane. Step on the foot brake.

5. Attach the specified weight for the INNER PLANE position to the weight applicator at the end of the index arm.

6. Pull the index arm out to the inner plane position, the center WIDTH window will count down for you and display --0 when you have approached the correct position.

7. Push up on the weight applicator at that position making sure the weights are fully adhered to the wheel, return the index arm to the rest position. Release the brake.

NOTE:

If the index arm is not returned to the full resting position the balancer will not spin. Make sure when not in use the index arm is always resting in its holder.

8. Press and hold the D and OPT buttons, release. This should illuminate the HID mode light.

9. Turn the wheel by hand until you see the weight position indicator lights on the side marked OUTER are FULLY ILLUMINATED.

10. Press the ALU button.

11. Make sure the OUTER marks are still FULLY ILLUMINATED. Pull index arm out to the center plane position, use a piece of tape or something else to make a mark at the position where the weight should be.

12. Stand on the hood side of the balancer facing the outer edge of the wheel, move the spoke that is to the left of that mark to top dead center.

13. Press the ALU button.

14. Return to the hood side of the balancer, now move the spoke that is to the right of the mark to top dead center.

15. Press the ALU button.

16. Turn the wheel by hand until the weight position indicator lights on the side marked OUTER are FULLY ILLUMINATED. This indicates the position specified by the balancer for the first spoke position. Step on the brake.

17. Attach the specified weight displayed in the OUTER window to the weight applicator at the end of the index arm.

18. Pull the index arm out to the center plane position, the center WIDTH window will count down for you and display --0 when you have approached the correct position.

19. Push up on the weight applicator at that position making sure the weights are fully adhered to the wheel, return the index arm to the rest position. Release the brake.

20. Again turn the wheel by hand until the weight position indicator lights on the side marked OUTER are FULLY ILLUMINATED. This indicates the position specified by the balancer for the second spoke position. Step on the brake.

21. Attach the specified weight displayed in the OUTER window to the weight applicator at the end of the index arm.

22. Pull the index arm out to the center plane position, the center WIDTH window will count down for you and display --0 when you have approached the correct position.

23. Push up on the weight applicator at that position making sure the weights are fully adhered to the wheel, return the index arm to the rest position. Release the brake.

24. Lower the hood, the wheel will spin for approximately twelve seconds then stop automatically.

25. The machine will automatically switch back to ALU mode.

26. After the wheel stops, weight readings for the wheels inner and center planes should be zero.
Re-checking the Balance

After installing the weights in the proper positions, lower the hood or press START to begin the spin mode. The weight display windows should display 0 -- 0 to indicate a perfect balance.

If the balancer indicates that an additional weight is required in the same position as the first weight, then the first weight installed was not heavy enough. Install a new weight or add additional weight to the same area. Re-spin the wheel and check again.

If the balancer indicates that an additional weight is required opposite the position as the first weight, then the first weight installed was too heavy. Correct the first weight and re-spin the wheel.

If the balancer indicates that an additional weight is required in a different position as the first weight, then the first weight was installed in the wrong position. Correct the first weight and re-spin the wheel and check again.

IDENTIFYING REMAINING WEIGHT

Your balancer is set to read 0 -- 0 if the wheel is balanced within 5 grams on either side. If you wish to see what remainder is left on each side (less than 5 grams) press the FINE button.

After pressing the FINE button, residual weight readings will appear in the display windows.

STOP BUTTON

The STOP button IS an emergency stop button. It will immediately shut down the wheel balancing operation. For emergency situations that require immediate shutdown of rotation, it is recommended that you use the STOP button and the TIRE STOP PEDAL located on the right-front side of the unit.

After Balance Vibration Problems

If vibration is still present after balancing the wheels and driving the vehicle on smooth pavement remove the wheels and recheck the balance. If a wheel is out of balance the cause may be:

1. A weight has come off the wheel. Remove the other weights from the wheel and rebalance.

2. Tire slippage on the wheel. Remove and remount the tire using proper tire lubricant and inflate to 40 PSI. Do not over-inflate. Rebalance the wheel and reduce air pressure to recommended PSI.

3. Stones or other foreign objects caught in the tire tread.

Remove the objects and repair tire as necessary. Check and rebalance if needed. If the balancer still indicates the wheels are balanced to within 5 grams on both inner and outer displays, the problem is not in the balance of the wheels. Check the following possible sources of vibration:

1. Tire pressure. Bring all tires up to the recommended PSI.

2. Radial or lateral runout in the tire or wheel. Replace the damaged part.

3. Foreign material inside the tire. Remove the tire from the wheel, remove the material, and remount. Remove wheel weights and rebalance the wheel.

4. Imbalanced wheel covers or trim rings. Remove the wheel covers or trim rings and test drive, balance the wheel with the wheel cover or trim ring attached to the wheel.

5. Incorrectly mounted wheel. Remount correctly.

6. Damaged wheel bolt holes. Replace wheel.

7. Worn universal joints. Replace as required.

8. Drive shaft imbalanced or damaged. Balance, repair or replace.

9. Imbalanced brake rotor(s) or drum(s).

10. Suspension out of alignment. Align the vehicle and replace any damaged or worn parts.
TROUBLESHOOTING GUIDE

Perform the following checks if you are experiencing balancing problems.

PROPER INSTALLATION / ASSEMBLY

Confirm that the balancer is bolted down. Confirm the location and alignment of the mating marks on the Face Plate and Shaft Assembly. (See Page 8.)

CALIBRATION

It is recommended that the Weight Location Verification Test be performed on a monthly basis following the procedure found on the following page.

The calibration should be performed with a steel wheel with a tire of the most commonly used size.

NOTE: It is good practice to keep a known good tire and rim combination of the most commonly used size to use as a calibration /reference tire to assist in any troubleshooting.

Ensure that the calibration weight used is a 100 gram or 3.5 oz. weight and that is mounted correctly during the calibration procedure.

PROPER MOUNTING

The recommended method for mounting of a tire and wheel for calibration and balancing is the Front Cone Mounting. (Using the cone to secure against the flange) for the most security and stability. (Rear Cone Mounting uses the Pressure Cup assembly.) (Extra centering cones are available through Ranger Products.)

If any the above conditions were found, the condition must be remedied and the balancer must be re-calibrated.
WEIGHT LOCATION
VERIFICATION TEST

NOTE: Before performing the Weight Location Verification Test, make sure the balancer is bolted down and/or rigid to the floor and that the shaft and centering cones are clean and undamaged. Even the slightest dirt or damage can cause inaccurate readings.

PAY CLOSE ATTENTION to the following procedure. If not followed correctly, the balancer will not perform accurately.

NOTE: A steel wheel with a tire of the most commonly used size balanced to within 5 grams on either inner or outer with minimal wear or damage to the tire or wheel is required for this procedure.

1. Balance an average size tire and wheel to “00”—“00”
2. With the correct parameters DIST, DIA, and WIDTH programmed into the balancer add a 100-gram wheel weight to the outer edge of the wheel.
3. Press the Start button (close Hood). Wheel will spin and stop.
4. The balancer should call for 100 grams on the outer indicator and “00” on the inner indicator.
5. Rotate the wheel until all the LEDs on the outer indicator are lit.
6. The 100-gram wheel weight should be at 6 o’clock Bottom Dead Center.
7. Remove the 100-gram wheel weight from the outer edge of the wheel.
8. Install the 100-gram wheel weight on the inner edge of the wheel.
9. Press the Start button. Wheel will spin and stop.
10. The balancer should call for 100-grams on the inner indicator and “00” on the outer indicator.
11. Rotate the wheel until all the LEDs are lit on the inner indicator are lit. The 100-gram wheel weight should be at (6 o’clock Bottom Dead Center. If the location is not at Bottom Dead Center (6 o’clock), please contact the Ranger Products Customer Service Department: 1-805-933-9970 / 1-800-253-2363

OUTER GAUGE ARM
CALIBRATION PROCEDURE

NOTE: This section only applies to the DST-64T models.

1. This procedure is done without a wheel mounted on the shaft.
2. Install the 200mm calibration attachment onto the shaft flange.
3. Press and hold the STOP button then press the OPT button.
4. CAL-OF will be displayed.

NOTE: If CAL-OF is not displayed then the Outer Gauge Arm is turned off and cannot be calibrated. (See page 10 for instructions on activating the Outer Gauge Arm).

5. Place the tip of the outer gauge arm onto the shaft flange.
6. While holding the tip of the outer gauge arm onto the shaft flange, press the ALU button.
7. CAL-200 will be displayed.
8. Place the tip of the outer gauge arm onto the 200mm calibration attachment mounted on the shaft flange.
9. While holding the tip of the outer gauge arm onto the 200mm calibration attachment, press the ALU button.
10. CAL-END will be displayed.

Outer gauge-arm calibration is now complete.
DISTANCE SLIDE RULER CALIBRATION PROCEDURE

1. Start without a wheel mounted on the shaft.
2. Press and hold the STOP button then press the FINE button.
3. CAL-100-DIS will be displayed.
4. Pull the distance slide ruler out to 10cm / 100mm.
5. While holding the distance slide ruler out at 10cm / 100mm, press the ALU button.
6. CAL-235-DIS will be displayed.
7. Install the calibration disk to weight applicator at the end of the index arm.
8. Pull the distance slide ruler out to 23.5cm / 235mm and rest the calibration disk against the flange.
9. While holding the distance slide ruler out at 23.5cm / 235mm, press the ALU button.
10. Mount a 15" to 17" tire-wheel assembly onto the shaft.
11. Change the 15.0 diameter setting on the display to the same diameter as the tire-wheel assembly you just put onto the shaft.
12. Press the ALU button.
13. Place the distance slide ruler handle onto the inner edge of the wheel.
14. While holding the distance slide ruler onto the inner edge of the wheel, press the ALU button.
Distance slide calibration is now complete.

DUAL-PLANE SELF-CALIBRATION PROCEDURE

NOTE: Before performing this procedure, make sure the balancer is bolted down and all mounting surfaces are clean and undamaged. PAY CLOSE ATTENTION while following this procedure or balancer will fail to perform accurately.

1. A standard 18" wheel/tire assembly with minimal wear or damage is recommended for this procedure.
2. Following all standard operator warnings, select the proper size mounting cone that will accurately fit the center hole.
3. DO NOT use the Mounting Spring during this procedure. Place wheel onto arbor shaft and slide it back against the arbor faceplate. Slide the cone onto the arbor and into the center of the wheel. Lift wheel slightly while securing the Quick-Nut and tighten securely against cone.
4. Enter correct wheel data (distance, width, diameter). For this procedure, it is recommended to use manual entry (push buttons) for the wheel data.
5. Press and hold C and D buttons until CAL-CAL is displayed and LED’s stop flashing.
6. Lower hood then press START to begin calibration procedure.
7. The wheel will spin briefly then stop.
8. ADD 100 / ADD 3.50 will be displayed on the side marked INNER depending if program has been set to grams or ounces. (See page 12).
9. Turn the wheel by hand until the weight position indicator lights on the side marked INNER are fully illuminated.
10. Place one 100-gram / 3.50-ounce weight (included with balancer) at the 12 o’clock position on the INNER side of wheel.
11. Close hood then press START button. The wheel will spin briefly and stop.
12. ADD 100 / ADD 3.50 will again be displayed.
13. Remove the previously placed balancing weight.
14. Turn the wheel by hand until the weight position indicator lights on the side marked OUTER are fully illuminated.
15. Replace weight at the 12 o’clock position on the OUTER side of wheel.
16. Close hood then press START button. The wheel will spin briefly and stop.
17. Remove and stow the special balancing weight.
18. END-CAL will be displayed. Calibration procedure is complete.

NOTE: It is a good idea to keep the known good “calibration standard 18” wheel/tire assembly” set up for the monthly calibration procedure.
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<th>Possible Solutions</th>
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| -1-        | Balancer Shaft Does Not Rotate. | 1. Check the electrical connection.  
2. Replace the Power board.  
3. Replace the Electrical Motor. |
| -2-        | A wheel is not installed on the balancer.  
A wheel is installed on the balancer but there is no tire.  
The quick nut is not tight and/or the wheel is not correctly installed on the balancer.  
The Electrical Motor belt tension is not correct. | 1. Install a wheel on the balancer.  
2. Install a tire on the wheel.  
3. Remove the tire from the balancer and re-mount it correctly.  
4. Adjust the belt tension for the Electrical Motor. |
| -3-        | The wheel/tire combination has too large of an unbalance. | 1. Reposition the Tire on the Wheel to reduce the unbalance.  
2. Use a different Tire and/or Wheel.  
3. Redo the calibration procedure. |
| -4-        | The wheel is rotating counter-clockwise.  
The wheel is rotating clockwise and the Encoder Board is malfunctioning. | 1. Check the electrical connections for the Electrical Motor.  
2. Adjust and/or Replace the Encoder Board. |
| -5-        | The protective Hood is Open. | 1. Close the protective Hood. |
| -6-        | NA | NA |
| -7-        | The Computer/Display board memory was cleared. | 1. Check that the parameter setting match the sticker located inside the balancer and redo the factory calibration. |
| -8-        | 100g weight was not attached during the calibration procedure.  
The piezo sensor(s) wires are disconnected or it is malfunctioning.  
The Computer/Display board malfunction. | 1. Do the calibration procedure and attach the 100g weight during the correct step.  
2. Check the electrical connections for the piezo sensor(s).  
3. Replace the Computer/Display board.  
4. Contact Ranger Products. |
| Failed Calibration Check | The wheel used for calibration was too large.  
The wheel used for calibration had too large of an unbalance.  
The wheel data was not entered correctly.  
The SFA (Location) parameter setting is not correct. | 1. Use a balanced 14-15 inch wheel and redo the calibration procedure.  
2. Check the wheel information is entered correctly for the tire you are using for calibration.  
3. Contact Ranger Products for instruction to modify the SFA (Location) parameter. |
| No Display | The balancer is turned off.  
The balancer has no power going to it.  
The Computer/Display board is defective | 1. Check that the balancer is turned on.  
2. Check that the your balancer is connected to a live electrical source.  
3. Replace the Computer/Display board. |
| No Weight Information Displayed | The piezo sensor(s) wires are disconnected or it is malfunctioning.  
The Computer/Display board has lost the parameter settings. | 1. Check the electrical connections for the piezo sensor(s).  
2. Check that the parameter setting match the sticker located inside the balancer edit them if necessary. |
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<td>Resistor; DST-242D/64T</td>
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<td>Distance Arm Sleeve Nut; DST-64T</td>
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<td>Quick Nut Cup Cover; DST-242D/64T</td>
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<td>Brake Spacer Sleeve; DST-64T</td>
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<td>Quick Nut Cup ; DST-242D/64T</td>
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<td>Quick Nut Cover; DST-242D/64T</td>
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<td>Motor Pulley Key; 242D/64T</td>
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<td>36mm Quick Nut; DST-242D/64T</td>
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<td>Washer; 6mm Split lock</td>
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<td>Anchor Bolt;3/8 x 3 1/2; DST-242D/64T</td>
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<td>Washer; 6mm Flat</td>
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<td>Weight Pliers</td>
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<td>Left Brake Stop; DST-64T</td>
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<td>Calibration Weight</td>
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<td>Brake Bracket; DST-64T</td>
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<td>36mm Spring; Mounting DST / ZR</td>
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<td>Brake wheel</td>
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<td>Wheel Calipers; All DST / ZR650</td>
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<td>Motor Assembly; (110/220V 0.55KW)</td>
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<td>Extension Lever; DST-64T</td>
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<td>DECAL 3</td>
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IMPORTANT NOTICE ABOUT LEAD WHEEL WEIGHTS

New legislation now makes it illegal to sell, manufacture or install lead wheel weights in many states. Violators can be faced with substantial penalties of up to $2,500 per day, per violation. Wheel weights made entirely of lead or zinc that end up on the roadway have high potential impacts to human health and the environment compared to steel wheel weights. Steel wheel weights are the preferred alternative due to their comparatively low toxicity and fewer environmental impacts from manufacturing. Lower environmental and human health impacts coupled with the high opportunity for steel wheel weights to be made from recycled material make steel wheel weights the best overall alternative.

Ranger offers a complete line of environmentally conscious steel weights for almost any application. Whether you’re wheel balancing needs are focused on passenger cars or trucks, Ranger has the right wheel weight for your needs, in stock and ready for immediate delivery.

ENTER QTY. NEEDED FOR EACH ITEM. FAX ORDER TO 1-805-933-9160 OR CALL ORDER IN TO 1-800-253-2363 or 1-805-933-9970

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Method of Payment: □ Credit Card □ Check □ Other ____________
Preferred Shipment Method: □ Rush 1-3 Days □ Standard 6-10 Days
Fax order form to 1-805-933-9160 or call order in to 1-800-253-2363 or 1-805-933-9970. Email order form to sales@bendpak.com

### STEEL ADHESIVE WHEEL WEIGHTS (SELF-DISPENSING CARTON)

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<th>SALE PRICE EA.</th>
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<th>ORDER QTY.</th>
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### CLIP-ON STEEL WHEEL WEIGHTS (STANDARD STEEL WHEELS)

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**NOTICE:** After we are in receipt of your order, one of our courteous sales team members will call you to confirm your order and confirm payment method. Please make sure to write legibly and include your full name, email and phone number so that we may best assist you. Your order will be shipped 5-10 business days after we have received your order (this includes a completed order form and full payment). Shipping charges will be detailed on your final receipt.
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