

W-MJ II Motorcycle Kit Assembly



WEAVER

E Q U I P M E N T

Please read this manual before operation

STOP! – READ Before Using Your MJII Motorcycle Shaft Kit!

Realize that this kit contains a 14mm shaft size. It is possible to **BEND** this shaft if not handled correctly.

Install the shaft by snugging with a short 15mm wrench. **DO NOT Over tighten!**

When mounting a wheel, take care to check that the wheel is not bent and the proper size cones/sleeves are used to mount the wheel properly taking care not to over tighten the shaft nut. Realize that the tire clamp will assist in preventing tire/wheel assembly slippage during the balancing cycle.

Wider wheels (over 180mm) may be too heavy for this shaft and can cause the shaft to bend. It is recommended to use the optional 19mm shaft kit (part # MJ-I). The wider the tire the more weight and force is placed on the outer end of the shaft which can cause the shaft to flex during the balancing cycle.

Improper use of the shaft is not covered under warranty. Therefore it is recommended that the shaft be checked when initially installed with a dial indicator to assure accuracy. Check before mounting a wheel.

Avoid the following to prevent shaft damage;

1. Over tightening or forcing.
2. Mounting and spinning a bent rim.
3. Incorrect mounting of wheel which is common.
4. An unusually heavy wheel can cause a bent shaft.
5. Banging the end of the shaft
6. An unusually heavy wheel can cause a bent shaft.
7. Placing a wide (over180MM) wheel on the shaft that is heavy can cause a bent shaft. A good rule of thumb is use the optional 19mm shaft when balancing tires over 180MM. The wider the tire the more force on the end of the shaft which can cause the shaft to flex during the spin cycle which will give an inaccurate balance and may damage the shaft.

To assemble the W-910 and W-937 for Motorcycle Wheel Balancing.

1. Slide tire clamp(1) over stub shaft
2. Attach tire clamp (1) to the shaft flange using 2 – allen head bolt
3. Thread 14MM shaft (2) into stub shaft (5).
4. Attach distance gauge extension to the distance gauge.

Tire Clamp

The tire clamp (1) is designed to stop the motorcycle tire from spinning during the balancing process. The arms on the tire clamp are spring loaded and can be held open by pulling them out. A pin will engage to hold the tire clamp open. To release the tire clamp pull the arm away from the shaft and pull the pin. Allow the arm to engage the tire.

Wheel Mount

Mount the wheel using the proper cones and spacers. Tighten the thumbscrew on the end of the shaft to make sure the wheel is centered to the shaft and secure. Release the tire clamp arms so they engage the wheel and disallow wheel slipping during the balancing spin cycle.

Set to Motorcycle Mode

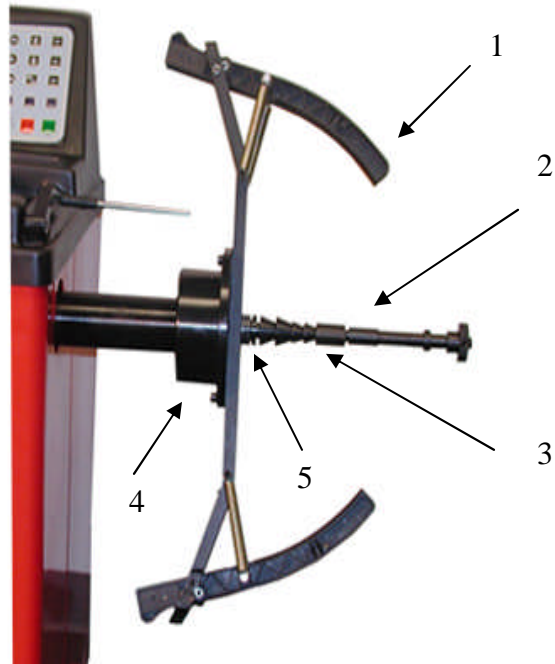
1. Press MOT button. When button is lit the machine is in Motorcycle mode.
2. To balance the wheel in Static mode press the STA key
 - a. In Static Mode one places a single weight on the wheel as near to center of the outside of the rim as possible.
 - b. This is the typical method used to balance motorcycle wheels

Set to Motorcycle Mode – Dynamic

3. Press MOT button. When button is lit the machine is in Motorcycle mode.
4. To balance the wheel in Dynamic do not press the STA key
 - a. In Dynamic Mode weights will be placed as near to the outside of wheel on both the outside and inside of the wheel
 - b. This is NOT the typical method used to balance motorcycle wheels

Parameter Entry

1. Put distance gauge against the edge of the rim closest to the wheel balancing machine.
2. Enter distance dimension on gauge by pressing + or – next to DIS
3. Measure width of rim using Rim Calipers
4. Enter width dimension by pressing + or – next to BR
5. Find rim diameter on wheel or the tire
6. Enter the rim diameter by pressing + or – next to DIA



1. Tire Clamp
2. 14MM Shaft
3. Cones, Spaces, Races
4. Attachment Point for Clamp
5. Stub Shaft