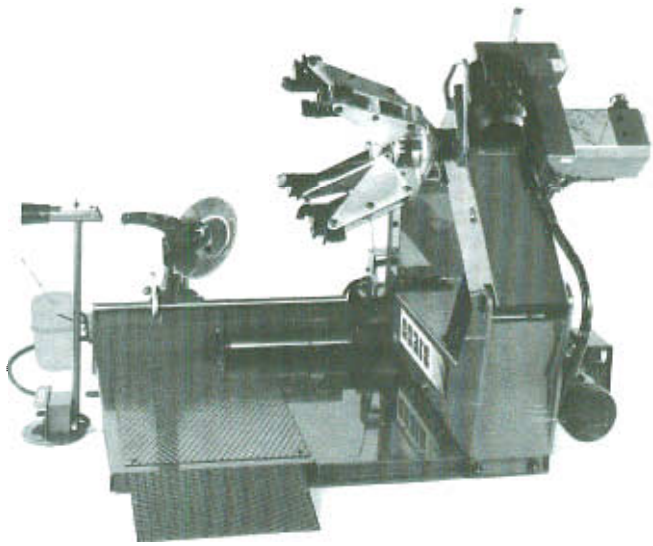
coats®

— OPERATING INSTRUCTIONS —



H.I.T. 8000A

THE HEAVY-DUTY TRUCKER TRUCK TIRE CHANGER

109815

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SAFETY INSTRUCTIONS

⚠WARNING **Only properly trained personnel should service tires on the H.I.T. 8000A. Read all safety and operating instructions thoroughly before using the tire changer.**

ALWAYS remove all wheel weights and the valve core to deflate the tire before servicing.

ALWAYS cover the electric motor and switch box before hosing down the tire changer. Be sure water does not enter the motor or switch box.

ALWAYS disconnect the electric power and air supply before attempting any maintenance.

ALWAYS keep all working surfaces clean and free of tire lube buildup.

BEAD LOOSENING

NEVER place anything between the bead loosener disc and the tire/wheel.

NEVER place any part of your body between the bead loosener disc and the tire/wheel, severe bodily injury may result.

NEVER allow the bead loosener to contact the wheel, wheel damage may occur.

DEMOUNTING & MOUNTING

NEVER stand on the working table while demounting or mounting a tire.

ALWAYS keep hands, feet, and other objects away from moving parts while the machine is turned on.

ALWAYS place the narrow bead seat to the outside when clamping. Failure to demount the tire from the narrow bead seat side may cause damage to the tire beads.

ALWAYS apply an approved rubber lubricant to rim flanges and both tire beads before demounting or mounting and seating the beads. *NEVER* use antifreeze, silicones, or petroleum base lubricants.

ALWAYS clean and inspect the wheel.

NEVER mount a tire on a damaged or rusty wheel. Wheel damage or rust may cause tire or wheel failure during inflation. Explosion from failure may result in severe injury or death of the operator and bystanders.

ALWAYS be sure the bead opposite the tool is in the drop center before rotating the tire when demounting or mounting to avoid damage to the tire beads.

INFLATION

NEVER seat beads or inflate a tire on the tire changer. The H.I.T. 8000A is not designed as a safety device or stand for bead seating or inflation.

ALWAYS use an approved inflation chamber or inflation cage.

The following safety instructions are for one piece wheels only. Refer to the manufacturer's or R.M.A. procedures for multipiece wheels.

ALWAYS use an approved inflation chamber or inflation cage equipped with a grip chuck and a remote inflation gauge and valve. DO NOT OVER INFLATE! Tire or wheel failure during and after inflation may result in an explosion capable of causing severe injury or death.

ALWAYS inflate the tire to the manufacturer's recommemded cold operating pressure.

NEVER reinflate a tire that has been run underinflated or flat without first demounting the tire and checking for wheel and tire damage.

ALWAYS inspect the tire interior for loose or broken cords, cuts, penetrating objects, and other damage to the carcass. Discard tires that cannot be properly repaired.

NEVER rework, weld, heat or braze wheels.

NEVER strike the tire or wheel with a hammer.

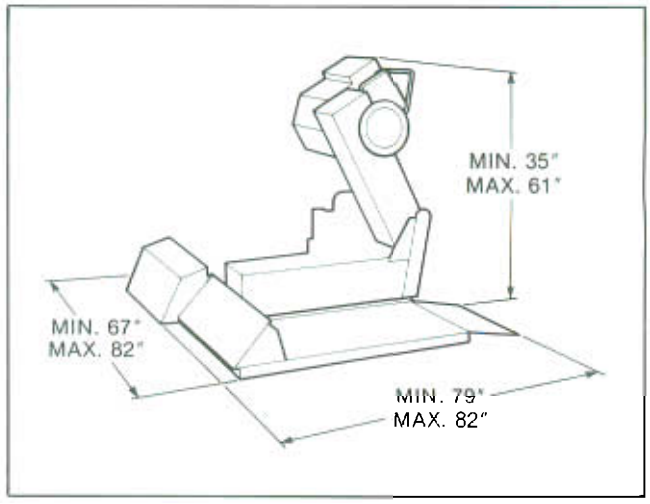
ALWAYS be sure the tire diameter exactly matches the wheel diameter.

⚠DANGER

Tire failure under pressure can be hazardous. Place the wheel inside an approved inflation chamber or cage before inflating. Use an approved remote inflation valve, hose, and gauge. ALWAYS wear safety goggles for eye protection. Do not stand beside the wheel or cage during inflation. Keep hands and other parts of the body out of the cage during inflation. Observe the tire pressure frequently. Do not exceed the manufacturer's recommended maximum inflation pressure. Failure to follow these instructions may cause the tire and rim to separate with tremendous force, resulting in serious personal injury or death.

SPECIFICATIONS

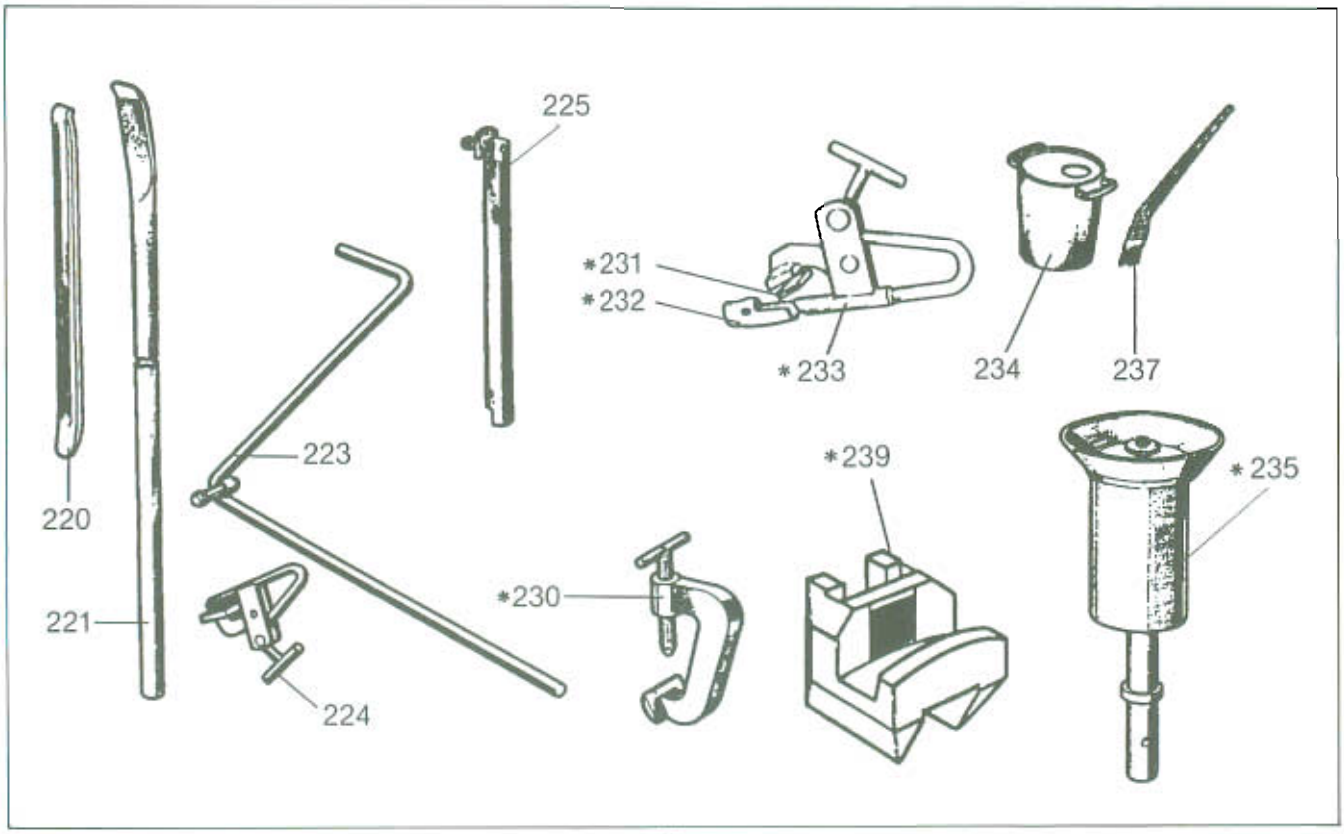
Weight	1,782 lbs.
Reducing Unit Motor	2 - 3 HP
Hydraulic Pump Motor	3 HP
Wheel Diameter Range	11" to 52"
Maximum Tire Diameter	86.5"
Maximum Tire Width	34.25"



ACCESSORIES AND OPTIONS

ITEM	PART NO.	QTY.	DESCRIPTION
220	317620	1	Ring Removing Tool
221	217615	1	Bead Lifting Tool
223	217617	1	Bead Pushing Tool
224	224201	1	Long Rim Pliers
	219244	1	Short Rim Pliers
225	234230	1	Jaw Extension
*230	217635	1	Skidder
*231	427199	1	Clamp Pad
*232	227201	1	Clamp Sleeve
*233	228741	1	Clamp
234	329661	1	Lube Bottle
*235	222317	1	Tubeless Tire Roller
237	429662	1	Lube Brush
*239	235488	4	Mag Rim Jaws

*Options



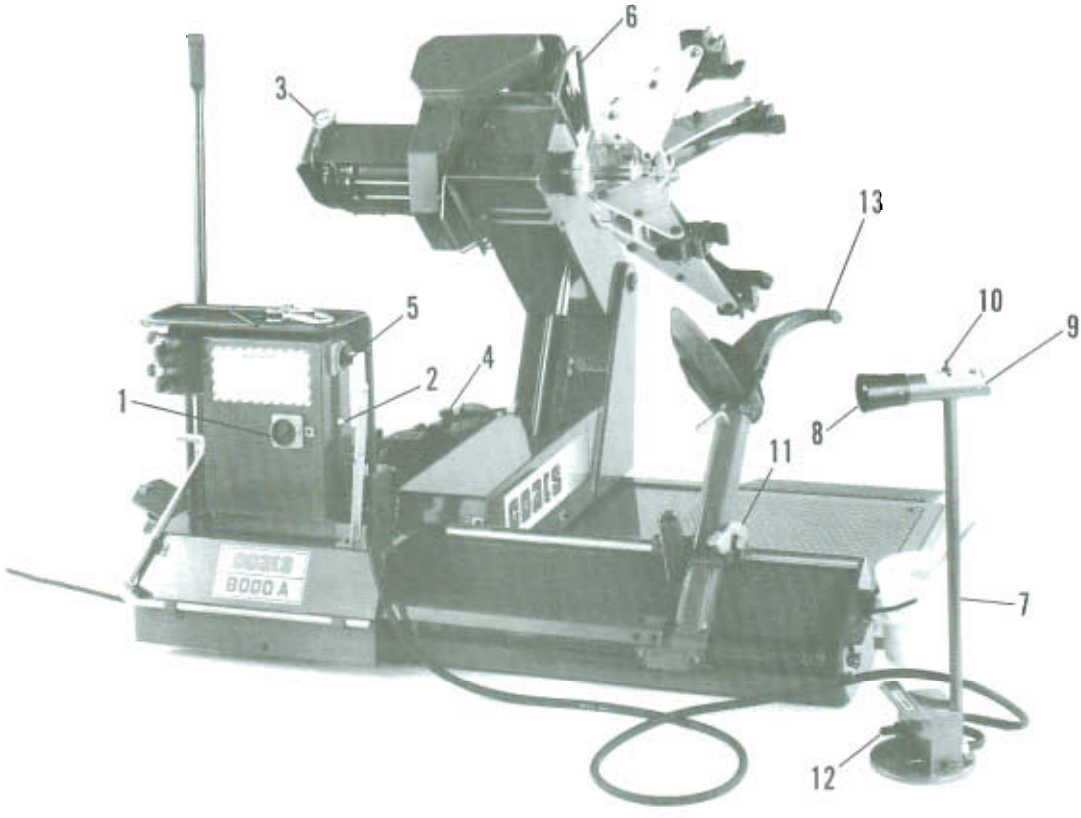
INSTALLATION

Follow the procedure below whenever moving the H.I.T. 8000A Truck Tire Changer.

1. Lower the chuck holder to the full down position.
2. Lift the tire changer by the lifting bracket located on the chuck arm housing.
3. The floor should be level and smooth to allow the table platform to move properly. NOTE: It is not necessary to bolt the tire changer to the floor.

ELECTRIC HOOK-UP

1. The H.I.T. 8000A requires 220 VAC, 3 Phase, 60 Hz, 20 amp power. CAUTION: The licensed electrician who connects the H.I.T. 8000A to the power source must sign the warranty registration card to validate the warranty.



COMPONENTS

1. POWER ON/OFF—The two way ON/OFF switch controls electrical and hydraulic power to the H.I.T. 8000A.

2. POWER INDICATOR LIGHT—The green light on the side of the electrical box is illuminated when the ON/OFF switch is in the ON position.

3. HYDRAULIC PRESSURE GAUGE—Indicates the amount of hydraulic pressure currently set on the machine.

4. HYDRAULIC PRESSURE REGULATOR KNOB—Allows the operator to adjust the hydraulic pressure from 725 to 1450 PSI.

5. SPEED SWITCH—Two way switch which allows the operator to set either a high or low speed for mounting and demounting.

6. HOISTING LOOP—Used when moving the machine with a hoist or crane.

7. REMOTE CONTROL CENTER—Enables the operator to work from any position around the tire changer. The operator should practice with the remote control to familiarize himself with the switches and pedal before mounting a tire on the chuck.
NOTE: The remote control housing is shaped to allow easy identification of the three switches without looking at the remote control.

8. CHUCK AND CARRIAGE SWITCH—Four way switch located in the enlarged end of the Remote Control Center. Moving the switch left and right causes the carriage to move left and right. Up and down movement of the switch moves the chuck arm up and down.

9. CLAMP OPEN/CLOSE SWITCH—Two way switch located in the end of the Remote Control Center that is cut at an angle. The switch opens and closes the rim clamp.

10. TOOL ARM SWITCH—Two way switch located on top of the Remote Control Center. Moving the switch left or right moves the tool arm left or right.

11. TOOL ARM PAWL—Locks the tool arm in the down position. To release the pawl and the tool arm, step on the pedal opposite the locking device.

12. CHUCK ROTATION PEDAL—Two way chuck rotation pedal located at the bottom of the Remote Control Center.

13. REFERENCE MARK—To align with wheel during mount/demount for proper operation.

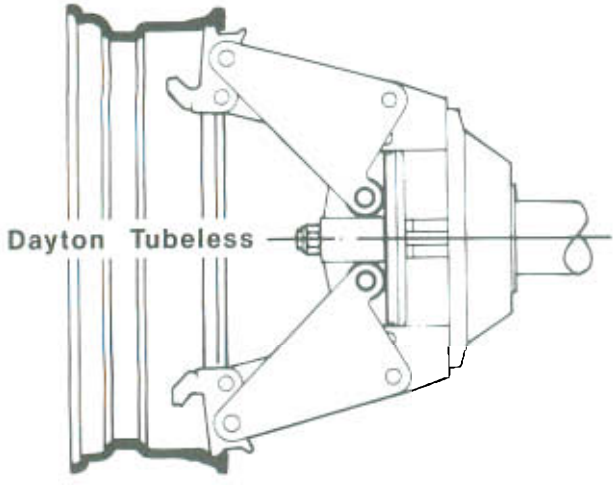
WHEEL CHUCKING

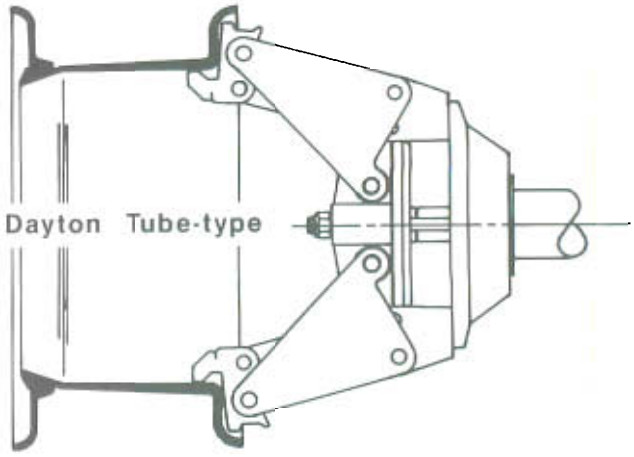
The self-centering chuck is powered by the high pressure hydraulic system to securely lock onto the wheel centers.

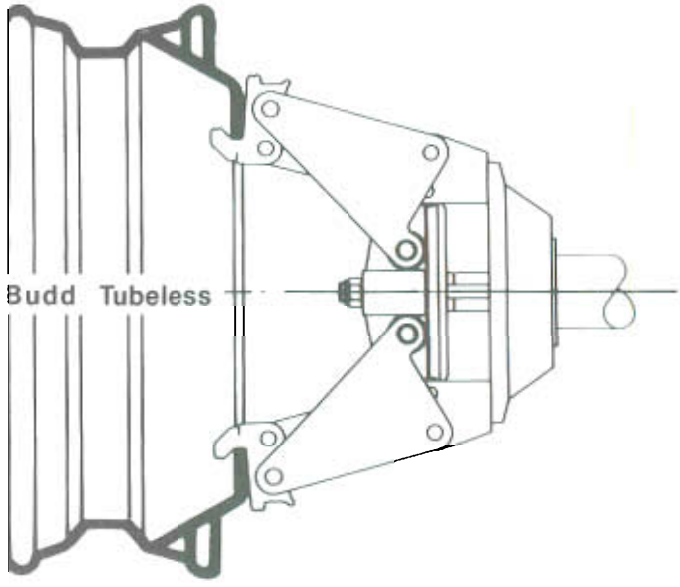
Hydraulic Pressure Regulator Knob

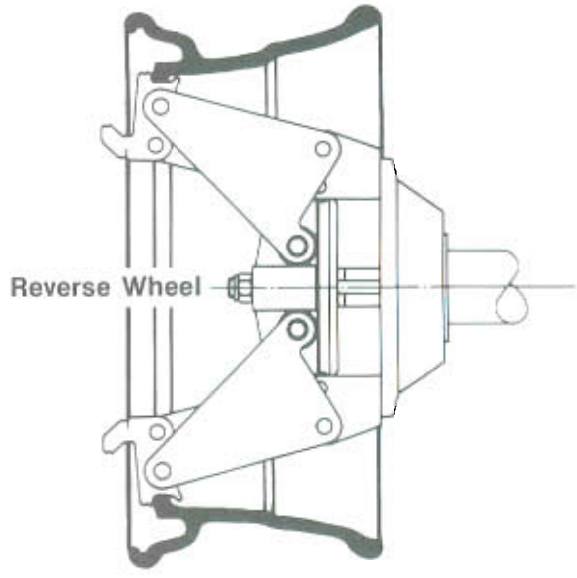
NOTE: The hydraulic pressure regulator knob, located between the electic motor and the hydraulic reservoir, should be adjusted to reduce the chuck pressure when mounting weak or light weight wheels.

1. Before rolling the wheel onto the tire changer platform, raise the tool-holder arm to the upright position, and the chuck arm to the far side of the platform.
2. Roll the wheel onto the platform with the drop center (or the split rim) away from the chuck.
3. Fully close the chuck jaws and raise or lower the chuck arm to the approximate height of the center of the wheel.
4. Move the chuck jaws into the wheel center near the clamping area illustrated below.
5. Be sure the jaws will not contact the valve stem, rotate the jaws if necessary. Use the clamp switch to slowly open the self-centering chuck until it securely clamps onto the center of the wheel.









TUBELESS, DUPLEX, & SUPERSINGLE TIRES

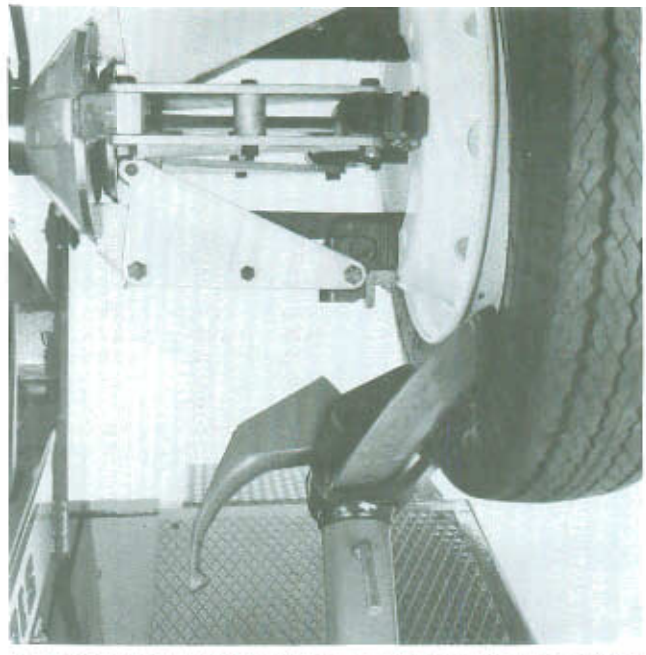
BEAD LOOSENING (Low Speed)

1. After mounting the wheel on the chuck, remove the valve stem core to completely deflate the tire, and remove all wheel weights.

2. Lower the bead loosener disc to a position just outside the edge of the wheel rim.

3. Start the tire rotating and slowly advance the bead loosener disc against the tire sidewall at the bead. The bead will loosen as the wheel rotates.

4. When the bead is loose all the way around, liberally apply tire lube to the tire bead and rim as the wheel rotates.
Lubrication is essential for pushing both beads off.

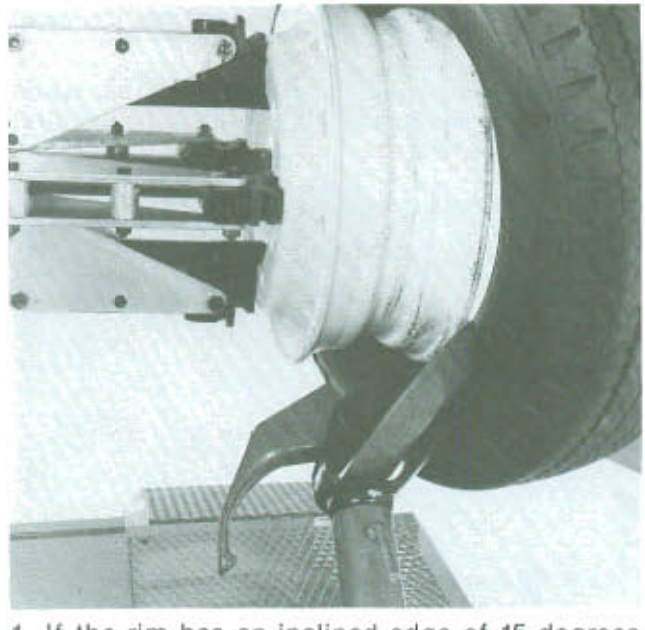


5. Retract the tool-holder arm to its upright position and rotate the bead loosener disc 180 degrees.

6. Move the tool-holder arm to the opposite side of the wheel and repeat steps 3 and 4.

NOTE: Tire lube greatly reduces the force needed to demount or mount a tire. Liberally lube each bead and rim edge while the bead loosener disc holds the bead away from the rim. Some bead lubes work better than others. ***Failure to apply lube could result in damage to the tire beads.***

DEMOUNTING (Low Speed)



1. If the rim has an inclined edge of 15 degrees, after loosening the inner bead, continue to rotate the tire and push the tire off the wheel from the rear.

2. If the rim does not have an edge, or if the tire has a stiff sidewall, raise the tool-holder arm to the upright position and move it to the front of the tire so the hook is toward the tire and near the front rim edge.

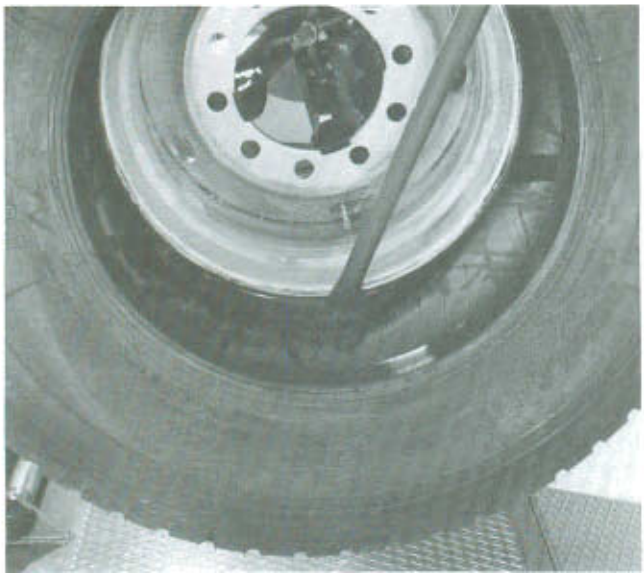
3. Advance the tool-holder until the claw is between the rim and the bead, and the knob of the claw is inside the bead.

4. Rotate the tire and raise the chuck arm to pull the bead opposite the hook into the drop center of the wheel. It may be necessary to use the bead lifting tool to help the bead into the drop center.

5. Retract the claw until its reference mark is near the outside edge of the rim.

6. Insert the bead lifting tool between the rim and bead, at a point below the claw, and pry the bead outward.

7. Rotate the wheel counterclockwise while maintaining pressure on the lever until the first bead is demounted.



8. Raise the tool-holder arm to the upright position, rotate the claw 180 degrees, and move the tool-holder to the back side of the wheel.

9. Position the claw between the inner bead and the rim. The knob on the claw is inside the bead. The reference mark on the claw should be near the outside edge of the rim.

10. Insert the bead lifting tool between the bead and the rim, at the front of the tire, and pry the bead outward. Rotate the tire counterclockwise until the tire is demounted.

11. On supersingle, the disc can be used to roll the inner bead off the rim.

MOUNTING (Low Speed)

1. Roll the tire onto the platform close to the wheel. Lube both beads liberally.

2. Lower carriage and wheel to the lowest point. Clamp the pliers at the 10 o'clock position on the wheel. Hang the tire on the rim plier and raise the wheel to a working position. The rim pliers will lift the tire as it hooks the inner bead (or both beads).

3. With the tool-holder arm on the chuck side of the wheel, index the tool head so the hook is toward the tire. Insert the claw between the rim and the bead(s). Rotate the wheel clockwise until the first bead is mounted.

NOTE: On most truck tires, both beads can be mounted together by hooking both beads with the rim clamp in step 3, and inserting the hook from the front, then rotating the wheel until both beads are mounted. One bead should be mounted at a time when mounting tires with stiff sidewalls, rusty rims or when using a poor quality bead lube.

4. Move the tool-holder arm to the opposite side of the tire and index the tool head so the hook is toward the tire. Insert the claw between the rim and the bead. Rotate the wheel clockwise until the bead is mounted.

5. Remove the rim pliers from the wheel.

NOTE: It may be necessary to push the bead(s) into the drop center during the mounting process. The tire bead may be damaged if it does not enter the drop center.

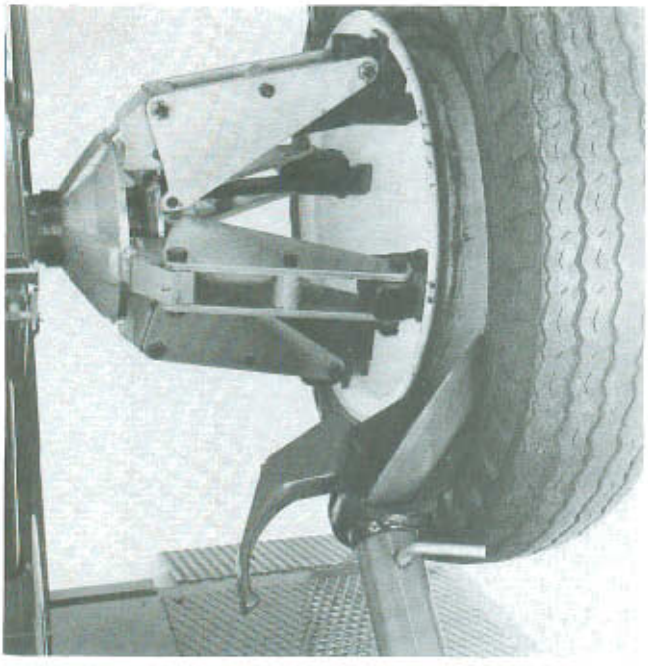
WHEELS WITH LOCK RINGS

BEAD LOOSENING & DEMOUNTING (High Speed)

1. After mounting the rim on the chuck, remove the valve core to completely deflate the tire and remove all wheel weights (see Wheel Chucking on page 5). Position the bead loosener disc against the sidewall within ¼ inch of the lock ring. Do not contact the ring.

2. Rotate the wheel and slowly advance the loosener disc until the bead is fully loosened.

3. Use the rim tools to remove the lock ring(s).



4. Retract the tool-holder arm to the upright position and index the bead loosener disc 180 degrees.

5. Move the tool-holder arm to the opposite side of the tire and position the bead loosener disc against the sidewall near the rim. Be sure the disc will not contact the rim.

6. Rotate the wheel and slowly advance the disc to push the tire about half way off the wheel then stop. Push the valve stem inside the wheel. Rotate the wheel and finish pushing the tire off the wheel.

NOTE: The inner tube will be damaged if the operator fails to push the valve stem into the wheel before pushing the tire completely off the wheel.

MOUNTING (High Speed)

1. Retract the tool-holder arm to its upright position. Roll the tire onto the platform and position the wheel so it is aligned with the center of the tire.

2. Liberally lubricate the beads. Guide the valve stem through the valve stem hole in the wheel.

3. Continue to advance the chuck until the wheel is as far into the tire as it will go. Raise the chuck arm to lift the tire off the platform. If necessary, index the toolholder head so the loosener disc will contact the outer sidewall. Align the disc with the tire bead, then rotate the wheel while advancing the disc to push the bead onto the wheel.

4. Install the ring(s) and retract the bead loosener disc.

5. Most people find it convenient to mount tube type tires the conventional way.

FARM TIRES & SKIDDER TIRES

BEAD LOOSENING (High Speed)

1. After mounting the wheel on the chuck, remove the valve core to completely deflate the tire.

2. Lower the bead loosener disc to a position just outside the edge of the wheel rim.

3. Start the tire rotating and slowly advance the bead loosener disc against the tire sidewall at the bead. The bead will loosen as the wheel rotates.

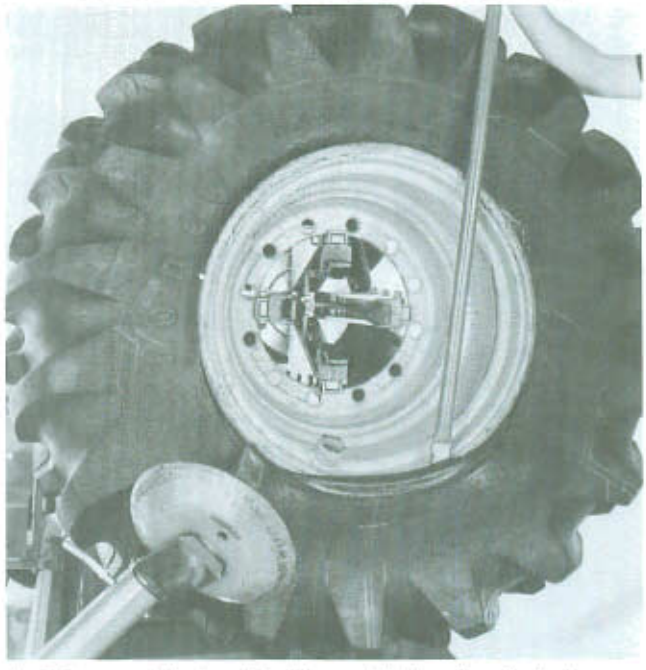
4. When the bead is loose all the way around, liberally apply tire lube to the tire bead and rim as the wheel rotates.

5. Retract the tool-holder arm to its upright position and index the bead loosener disc 180 degrees.

6. Move the tool-holder arm to the opposite side of the wheel and repeat steps 3 and 4.

NOTE: Tire lube greatly reduces the force needed to demount or mount a tire. Liberally lube each bead and rim edge while the bead loosener disc holds the bead away from the rim. Some tire lubes work better than others. ***Failure to apply lube could result in damage to the tire beads.***

DEMOUNTING (Low Speed)



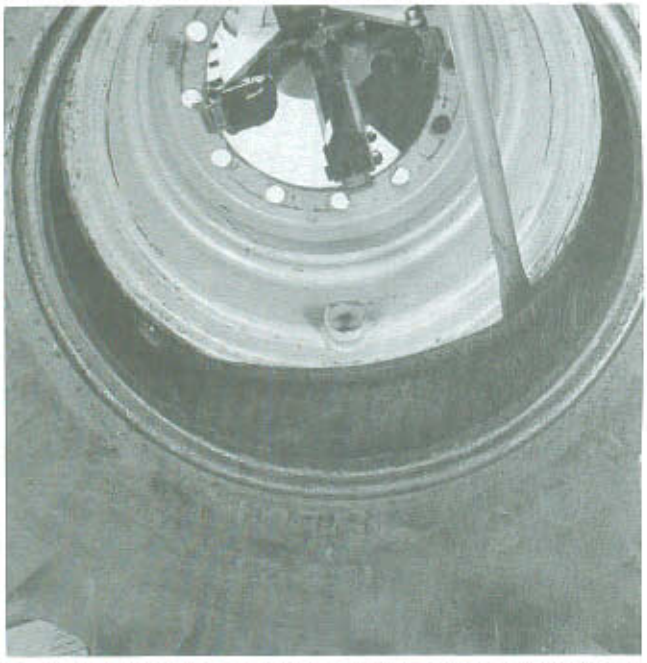
1. Advance the tool-holder until the claw is between the rim and the bead, and the knob of the claw is inside the bead.

2. Raise the chuck arm to pull the bead opposite the hook into the drop center of the wheel.

3. Retract the claw until its reference mark is near the outside edge of the rim.

4. Insert the bead lifting tool between the rim and bead, at a point below the claw, and pry the bead outward.

5. Rotate the wheel counterclockwise while maintaining pressure on the lever until the first bead is demounted. Push the valve stem inside the wheel and pull the inner tube out of the tire. NOTE: The inner tube will be damaged if the operator fails to remove it before demounting the second bead.

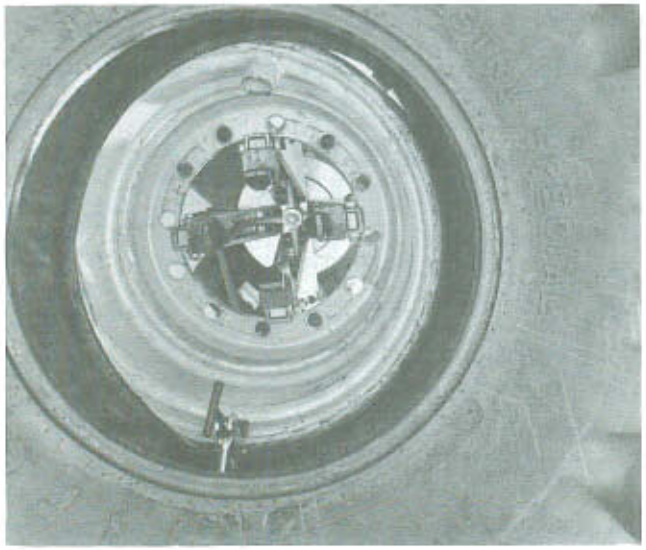


6. Raise the tool-holder arm to the upright position, rotate the claw 180 degrees, and move the tool-holder to the back side of the wheel.

7. Position the claw between the inner bead and the *rim*. The knob on the claw is inside the bead. The reference mark on the claw should be near the outside edge of the rim.

8. Insert the bead lifting tool between the bead and the rim, at the front of the tire, and pry the bead outward. Rotate the tire counterclockwise until the tire is demounted.

MOUNTING (Low Speed)

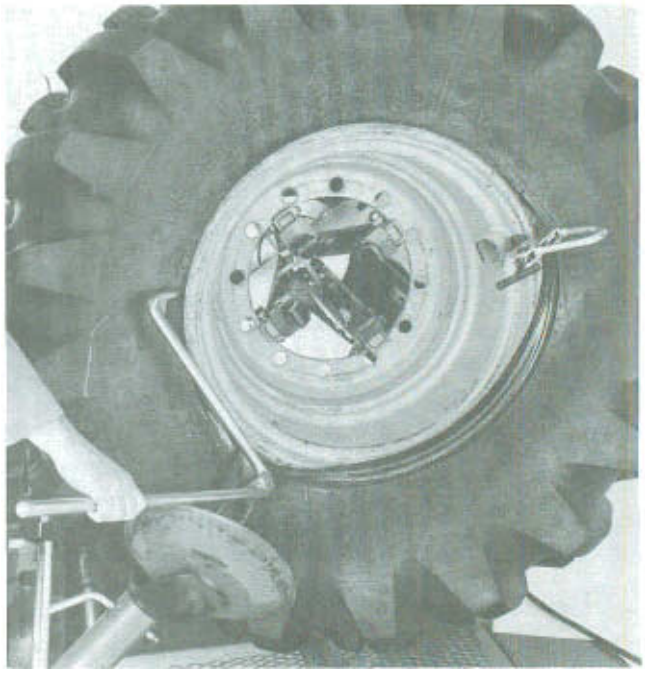


1. Roll the tire onto the platform close to the wheel. Lube both beads liberally.

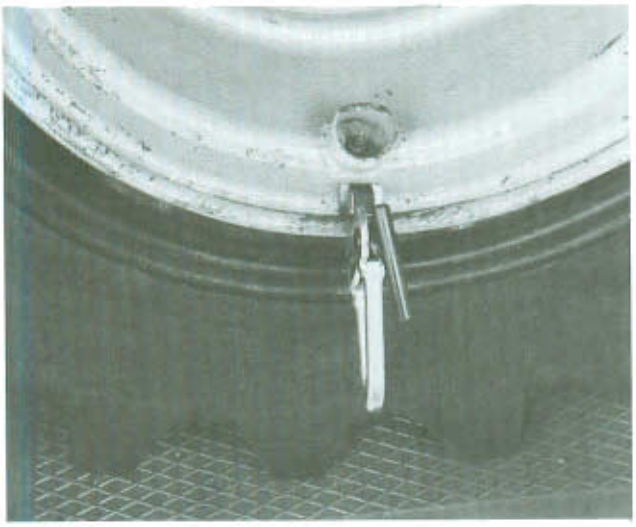
2. Let the tire lean back against the wheel and rotate the chuck clockwise. The rim pliers will lift the tire as it hooks the inner bead. Stop the rim pliers at the 11 o'clock position.

3. With the tool-holder arm on the chuck side of the wheel, index the tool head so the hook is toward the tire. Insert the claw between the rim and the bead. Rotate the wheel clockwise until the first bead is mounted.

4. Remove the claw from the mounted tire bead. For safety, lower the chuck so the tire rests on the tire changer platform. Remove the rim pliers from inside the tire. Install the inner tube. Clamp the rim pliers to the outer rim on the outside of the unmounted bead. Be sure to clamp the pliers at the valve stem to eliminate the possibility of tube damage.



5. Move the tool-holder arm to the opposite side of the tire and rotate the tool head so the hook is toward the tire. Insert the claw between the rim and the bead. The claw should be ½ inch from the edge of the wheel.



6. Clamp the wheel rim at the valve stem to avoid tube damage. Use the bead guide tool to guide the bead onto the rim while rotating the wheel clockwise.

7. Remove the rim pliers from the wheel.

NOTE: It is necessary to push the bead(s) into the drop center during the mounting process. The tire bead may be damaged if it does not enter the drop center.

INFLATION SAFETY INSTRUCTIONS

NEVER seat beads or inflate a tire on the tire changer. The H.I.T. 8000A is not designed as a safety device or stand for bead seating or inflation.

ALWAYS use an approved inflation chamber or inflation cage.

The following safety instructions are for one piece wheels only. Refer to the manufacturer's or R.M.A. procedures for multipiece wheels.

ALWAYS use an approved inflation chamber or inflation cage equipped with a grip chuck and a remote inflation gauge and valve. DO NOT OVER INFLATE! Tire or wheel failure during and after inflation may result in an explosion capable of causing severe injury or death.

ALWAYS inflate the tire to the manufacturer's recommemded cold operating pressure.

NEVER reinflate a tire that has been run underinflated or flat without first demounting the tire and checking for wheel and tire damage.

ALWAYS inspect the tire interior for loose or broken cords, cuts, penetrating objects, and other damage to the carcass. Discard tires that cannot be properly repaired.

NEVER rework, weld, heat or braze wheels.

NEVER strike the tire or wheel with a hammer.

ALWAYS be sure the tire diameter exactly matches the wheel diameter.

⚠ DANGER

Tire failure under pressure can be hazardous. Place the wheel inside an approved inflation chamber or cage before inflating. Use an approved remote inflation valve, hose, and gauge. ALWAYS wear safety goggles for eye protection. Do not stand beside the wheel or cage during inflation. Keep hands and other parts of the body out of the cage during inflation. Observe the tire pressure frequently. Do not exceed the manufacturer's recommended maximum inflation pressure. Failure to follow these instructions may cause the tire and rim to separate with tremendous force, resulting in serious personal injury or death.

MAINTENANCE

⚠WARNING Disconnect the electric power before attempting any maintenance.

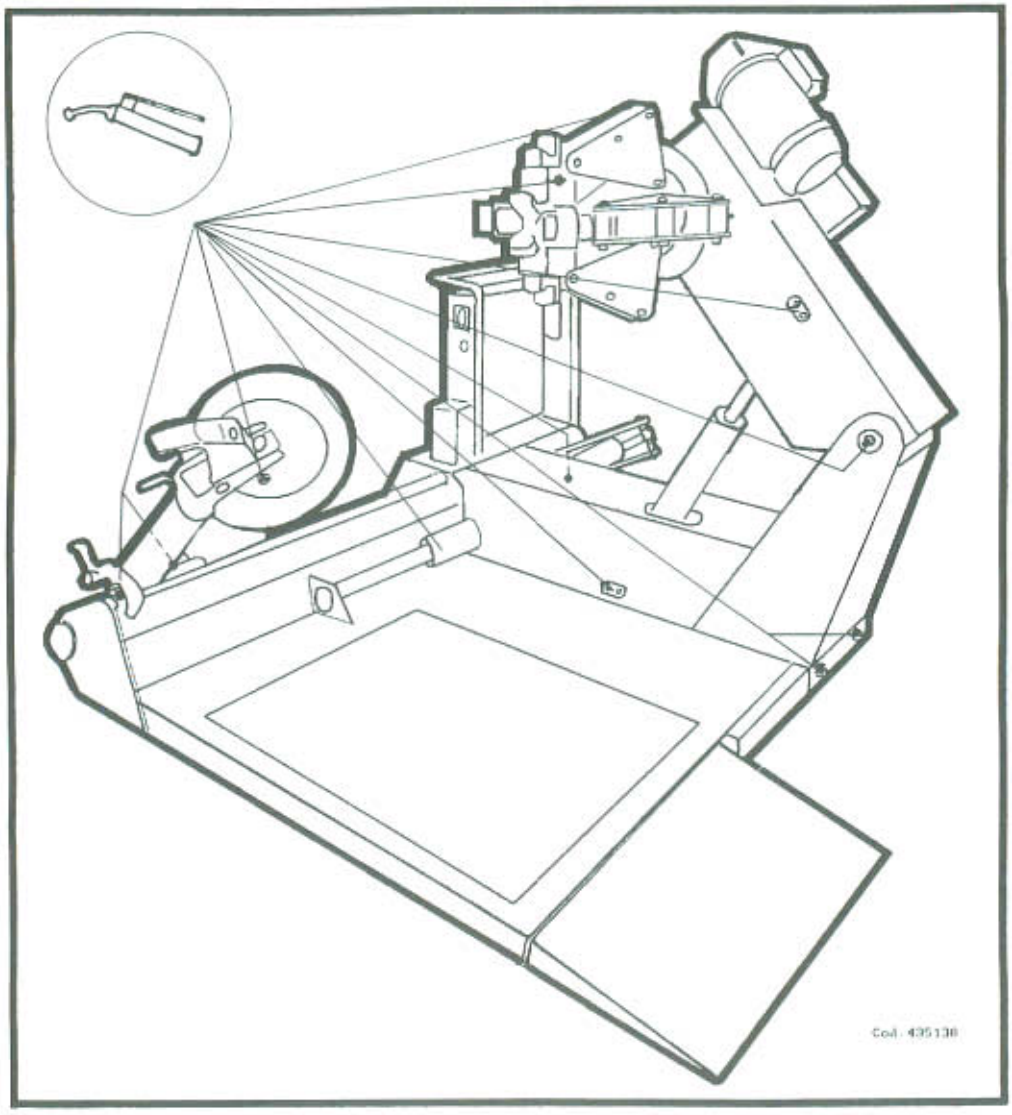
CLEANING & LUBRICATION

DAILY: Wipe the dirt from the chuck and retractable tool-holder arm with a shop cloth dampened with a light engine oil.

WEEKLY: Lubricate all moving parts shown in the picture below with AGMA #1 or #2 grease.

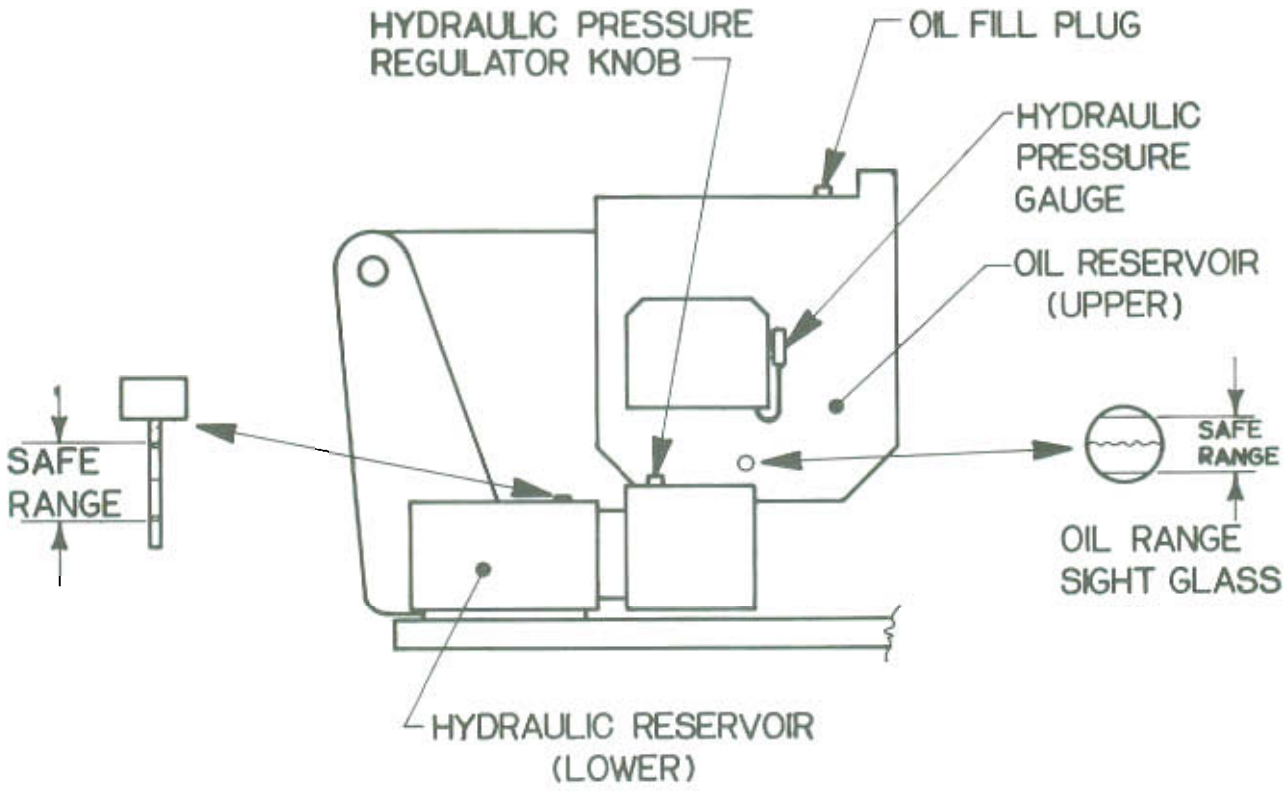
BI-MONTHLY: Lubricate the bead loosener disc with AGMA #1 or #2 grease.

LUBRICATION POINTS



MAINTENANCE (Continued)

Check the lower hydraulic oil reservoir, the oil should be kept between the two marks on the dip stick. Add Coats Hydraulic oil part no. 120454, Shell Telus #46, Mobil DTE 25, Chevron EP 46 or Amoco American Industrial oil 46 non-foaming hydraulic oil as needed. The upper oil case should be filled so the oil is visible in the upper half of the sight gauge with Exxon EP-320, Chevron NL Gear Comp. 320 or Shell Oil 320. **CAUTION:** Loss of power and/or excessive pump noise indicates low oil. Shut the tire changer off immediately to avoid damage to the pump and/or motor. Damage resulting from insufficient oil is not covered under warranty.



TRUCK TIRE CHANGER WARRANTY POLICY

The COATS Company warrants the H.I.T. 8000A Truck Tire Changer to be free of defects in workmanship and material for a period of twelve (12) months from the date of installation. Labor will be covered by the COATS Company for a period of 90 days from the date of installation.

Upon inspection by COATS Company or its authorized representative, any defect in workmanship and/or material within the warranty period will be:

Replaced in the field by the user, parts supplied free of charge by the COATS Company, LaVergne, Tennessee, for the first 12 months of operation. Labor is covered by the COATS Company for the first 90 days of operation.

This warranty is in lieu of all other warranties, expressed or implied, and of all other obligations and/or liabilities, and no person is authorized to make any other representation or assume any other obligation on behalf of the manufacturer.

This warranty shall not apply if damage is due to accident, negligence, alteration, abuse or misuse, worn parts, installation by unlicensed electrician, or has not been operated in accordance with the manufacturer's instructions for operation. Parts replaced under warranty will assume the remainder of the unit's warranty period. Only parts and accessories manufactured by the COATS Company will be warranted as stated above and this warranty shall not apply to the tire changer or any parts thereof if parts and accessories not manufactured by COATS Company are used as replacements for or in substitution of COATS Company manufactured parts and accessories.

To validate warranty:

1. A licensed electrician must install all electrical requirements and sign the attached warranty registration card.

2. The owner must fill out the post-paid warranty registration card and return it to COATS Company within thirty (30) days of installation.

Failure to perform 1 above will void warranty coverage on electrical and hydraulic components. Failure to perform 2 may void entire warranty.

SERVICE POLICY

Upon recognition of a problem, review the **MAINTENANCE INSTRUCTIONS** and **SERVICE MANUAL.**

If further assistance is required, call:

Warranty Manager
COATS Company
1601 J.P. Hennessy Drive
LaVergne, Tennessee 37086
Phone: (615) 793-7533

The COATS Company will supply a replacement part—no charge—when it is determined by the factory or an authorized representative that the part is defective in workmanship and/or material and is covered by the warranty policy. The owner has the option to send the defective part to the COATS Company for inspection, repair or replacement. All returns to the factory must be authorized by the COATS Company prior to return. Freight to the factory will be paid by the owner. If the machine is serviced by COATS authorized personnel, labor charges will be covered for a period of 90 days after the date of installation.