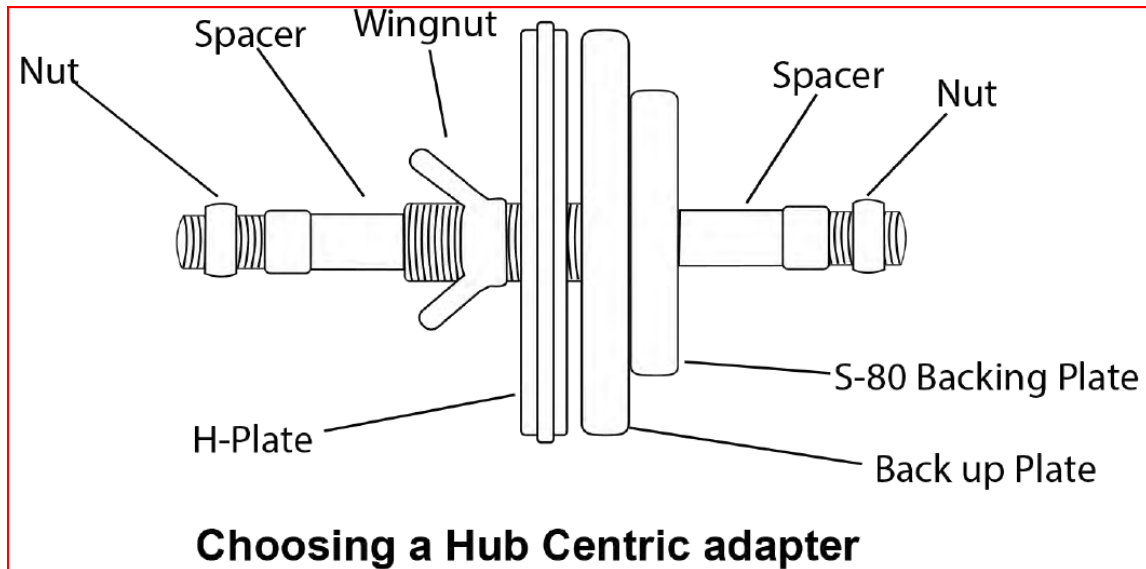


# Hub Centric Instructions



1. The Amermac Group H series adapters (see Fig. 11 below) are based on the center inside diameter of a rim. These adapters used along with the Series 80 Backing Plate and Wing Nut (Fig. 12 below right) are generally used for Truing medium to large truck tires.
2. The adapters have a part name and sizes (usually in millimeters) stamped on them. Both sides of these adapters are machined to one or more bore sizes. Measure the inside diameter of the rim, convert it to millimeters and select an adapter that fits tight, in relation to the tire.
3. **Cleaning the rim surface where the adapter and backing plate mount is critical.**



1. Fig. 13 shows a picture of a Hub Centric Amermac Adapter.
2. Don't force onto a rim. Measure carefully and make sure the rim is clean. A spacer/backing plate PN HBP001 can be used with series 80 backing Plate & wing nut.
3. Sandwich the wheel between these plates and tighten.
4. When Truing any tire make sure all debris is removed from the entire wheel!
5. If as much as a pebble is trapped between these parts when they're sandwiched together the outcome will ruin tire. If necessary using a wire brush, sand paper or even emery cloth to prepare the rim is time well spent.
6. Remember, Tire Truing is for making uneven, cupped or damaged tires round.

# Hub Centric Instructions

1. Many of the same principles of using the Bolt Centric Adapters apply to the Hub Centric Adapters. The end result is to have the tire and rim mounted to an adapter, on the Mandrel Shaft and ultimately centered to the Cutter Blade on the machine.



Fig. 14

2. Rather than mounting the rim to an Adapter the Adapter is fitting inside the center opening of a rim and sandwiched together between Backing Plates or spacers.

3. Wheel preparation is critical. In Fig. 14 a rim is shown with dirt and rust on it. Clean it off or you'll end up paying for it later.

4. It can't be stressed enough to select the right adapter that fits properly in the center hole of the rim. If there's too much tolerance the tire can become damaged or ruined.

5. In Figures 15 & 16 a Group H adapter has been selected and mounted to a truck tire using the Series 80 Backing Plate & Wing Nut.

6. Assemble the Mandrel Nuts, Spacers on the Mandrel and align with Cutter Blade.

**PROPER EYEWEAR AND FOOT PROTECTION  
REQUIRED AS WELL AS NO LOOSE CLOTHING**

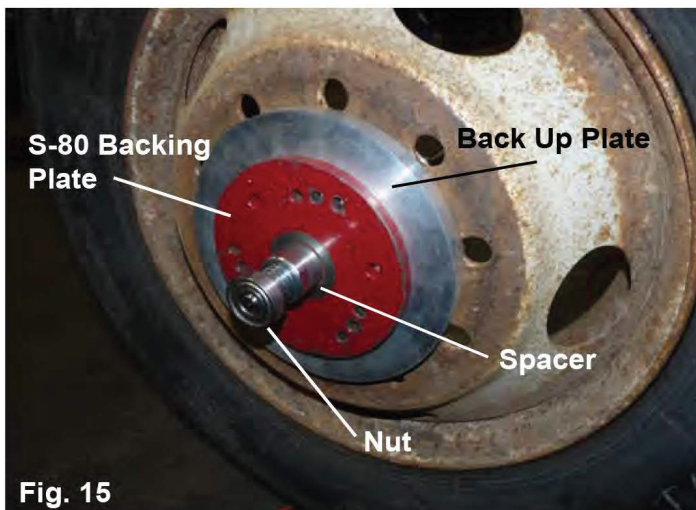


Fig. 15

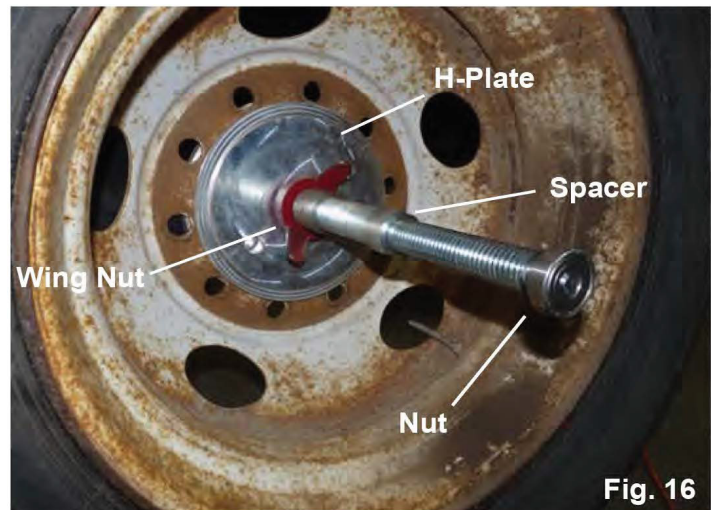


Fig. 16

1. The same applies when locating the tire and adapter assembly on the Truer. Select the appropriate Pillow Block location, tighten set screws in the Mandrel Bearings and tighten thumb screws. Once positioned tighten the Wing Nut and Mandrel Nuts.

2. Something to note: In Figures 15 & 16 a rustier rim was used to show that even in certain conditions Truing can still be achieved. Prior to Truing this wheel emery cloth and sand paper were used to clean the bore and contact surfaces of the rim. TSI recommends checking each Mandrel Shaft for straightness fairly often.

**TSI recommends checking each Mandrel Shaft for straightness fairly often.**