



# COSENG C388 AUTO/TRUCK WHEEL BALANCER

## QUICK START GUIDE



**NOTE:** It is extremely important that you read and familiarize yourself with all procedures before you begin to assemble and operate your new Coseng C388 truck/car wheel balancer. These instructions are very straightforward and easy to understand. Our technicians can assist you on issues that may arise during the assembly or calibration procedure. HOWEVER, they do not have the time to read through the instruction manuals with you. You must read this quick start guide and instruction manual thoroughly, (and become familiar with the operation of the wheel balancer) BEFORE our technicians can offer assistance.

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# WARRANTY

Your Coseng wheel balancer carries a one year; parts only warranty. We stock the parts for your wheel balancer. Our warranty policy states that all defective parts are to be shipped back to Greg Smith Equipment Sales for inspection before any balancer replacement parts can be sent out. We realize, that in certain instances, a broken part can produce “down time” for a business. In an effort to keep the customer’s machine operating properly, Greg Smith Equipment will send out a replacement part (Regular ground UPS or Fed-Ex) and a “call tag” to have the non-working part returned to our offices. Greg Smith Equipment Sales will charge the customer for the replacement part and the shipping cost at the time the part leaves our warehouse.

When the customer’s (defective?) part is returned to our warehouse, the part will be evaluated and the credit card charge (for the part) will be refunded; if the part is found to be defective. We understand that certain circumstances require unique solutions, and Greg Smith Equipment will work diligently to provide the customer with the correct parts, service and technical support. As in any business relationship, there must be cooperation between the customer and the factory. For us to provide the best possible service to you, we will need your cooperation.

## CAUTION

The Coseng C388B is a Precision Electronic Balancer; Always use care during uncrating, set up, and whenever moving the machine.

# INSTALLATION

**STEP 1:** Carefully remove the outer wooden crate and check for damage

**STEP 2:** Take the wheel balancer off the skid. **BE CAREFUL!** Place the balancer on a level concrete surface. It is not necessary to anchor the unit to the floor. However, if heavy usage is expected, you can anchor the balancer to the floor.

**REMEMBER:** Your balancer is wired for operation with 120V/60Hz current. It is recommended that you plug the balancer into an electrical outlet that is protected by a **Ground Fault Circuit Interrupter (GFI)**. **Never use extension cords.**

**STEP 3:** Follow the directions to attach the adapter flange. (See Owner's Manual) Mount the car adapter (flange) on the machine. Make sure that the flange and the shaft are clean. Lock the adapter flange onto the transmission shaft plate with the allen head screw provided (screw C).

**STEP 4:** Connect the air hose to the filter/regulator/lubricator and adjust the air pressure regulator to 110 to 120 PSI. (Instructions for adjusting the air pressure setting can be found at the end of this Quick Start Guide)



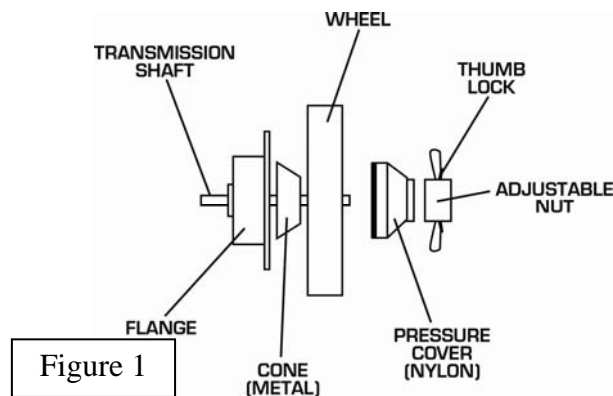
# CALIBRATION



## CALIBRATE THE WHEEL BALANCER IN CAR MODE

- STEP 1:** Mount a standard (14 or 15 inch) STEEL wheel with tire. (See Figure 1) on the machine. You **MUST** use a steel wheel (rim)
- STEP 2:** Select the correct balancing cone. Place the cone on the shaft and then the steel wheel on the shaft. Depress the thumb lock on the adjustable nut and slide it onto the shaft until the adjustable nut presses firmly against the wheel. Release the thumb lock and screw the adjustable nut until snug (only hand-tighten; over tightening may cause damage to the adjustable nut).

**IMPORTANT:** When removing a wheel, loosen the Adjustable Nut by unscrewing a little, and then pull on the "Thumb lock" to release the thread locks.



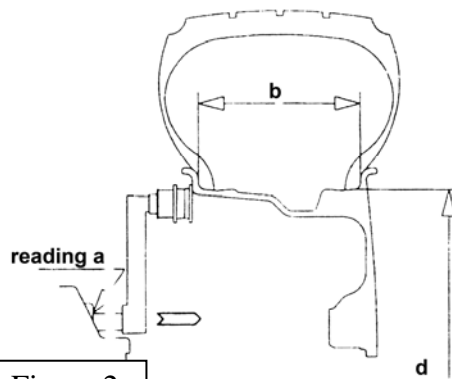


Figure 2



Figure 3

**STEP 3:** Turn on the balancer. Set the balancer to the “**CAR**” mode.



**STEP 4:** Enter the “**a**” number. The “**a**” number is the distance of the rim from the machine. (See Figure 2) The “**a**” number is determined with the **rim gauge** (See Figure 3). The rim gauge measurement looks like a ruler and is spring loaded. Gently pull the rim gauge to the right and place the point of the plastic tip against the closest edge of the steel rim. The number on the yellow tape closest to the machine is the “**a**” number.

**STEP 5:** Enter the “**b**” number. The “**b**” number is the width of the rim. The “**b**” number is determined by using the large plastic caliper. Place the caliper around the tire and rest the caliper points on the outside edges of the steel rim. The arrow on the caliper will point to the “**b**” number.

**STEP 6:** Enter the “**d**” number. The “**d**” number is the rim diameter. This number is stamped on the rim (or tire) or can be found with the large plastic caliper.

**STEP 7:** Enter Calibration mode, use the following steps:

**NOTE:** The machine must be turned on for calibration

ALL CALIBRATIONS MUST BE DONE IN GRAMS MODE

**STEP 1:** Press and hold the “C” key and then the “F” key. The weight position LED’s on the display will read “CAL-CAL” and will flash. When the LED’s stop flashing; release both the “C” and “F” keys.



**STEP 2:** Press the “START” key. The machine will spin through a complete cycle (about 20 seconds) and then come to a complete stop. The display will read “Add-100”.



**NOTE:** Calibration must be done so that the weight is displayed in grams. If the weight is displayed in ounces (display reads “Add-3.50”) then you will need to exit the calibration mode, go to the section of this quick start guide which details switching from ounces to grams, make the change, turn the machine off, and begin the calibration mode again.

**STEP 3:** Next, attach the small **calibration weight** supplied with the machine. (100 gram-3.5 ounces), to the outside of the rim in any position.



**100 GRAM/3.5 OUNCE CALIBRATION WEIGHT**



**STEP 4:** Press the “**START**” key. The machine will spin through another complete cycle (about 20 seconds) and then come to a complete stop. The display will read “**End-CAL**”.



**The Wheel Balancer is now calibrated.....in grams!**

**STEP 5:** Remove the small **calibration weight** (100 gram-3.5 ounces) from the wheel.

### CALIBRATE IN TRUCK MODE

Begin by installing the truck tire shaft and flange (refer to users manual). Then mount a standard (truck) steel wheel with tire (weight of assembly should be at least 90 lbs and the wheel center hole should be at least six (6) inches in diameter) on the Wheel balancer:

**STEP 1:** Select the correct balancing cone for the rim. Use the air powered lift to raise the wheel assembly into position. Place the wheel on the truck shaft and then the cone into the center of the wheel. Spin the wing nut until tight. Make sure the wheel is correctly centered on the cone.

**STEP 2:** Turn on the balancer. Change the Wheel Balancer to the “**TRUCK**” mode.



**STEP 3:** Enter the “**a**” number. The “**a**” number is the distance of the rim from the machine. (See Figure 2) The “**a**” number is determined with the **rim gauge** (See Figure 3). The rim gauge measurement looks like a ruler and is spring loaded. Gently pull the rim gauge to the right and place the point of the plastic tip against the closest edge of the steel rim. The number on the yellow tape closest to the machine is the “**a**” number.

**STEP 4:** Enter the “**b**” number. The “**b**” number is the width of the rim. The “**b**” number is determined by using the large plastic caliper. Place the caliper around the tire and rest the caliper points on the outside edges of the steel rim. The arrow on the caliper will point to the “**b**” number.

**STEP 5:** Enter the “**d**” number. The “**d**” number is the rim diameter. This number is stamped on the rim (or tire) or can be found with the large plastic caliper.

**STEP 6:** Enter Calibration mode, use the following steps:

**NOTE:** The machine must be turned on for calibration.

ALL CALIBRATIONS MUST BE DONE IN GRAMS MODE

**STEP 1:** Press and hold the “C” key and then the “F” key. The weight position LED’s on the display will read “CAL-CAL” and will flash. When the LED’s stop flashing; release both the “C” and “F” keys.



**STEP 2:** Press the “START” key. The machine will spin through a complete cycle (about 20 seconds) and then come to a complete stop. The display will read “Add-200”.



**NOTE:** calibration must be done so that the weight is displayed in grams. If the weight is displayed in ounces (display reads “Add-7.00”) then you will need to exit the calibration mode, go to the section of this quick start guide which details switching from ounces to grams, make the change, turn the machine off, and begin the calibration mode again.

**STEP 3:** Next, attach the big **calibration weight** supplied with the machine. (200 grams-7 ounces), to the outside of the rim in any position.

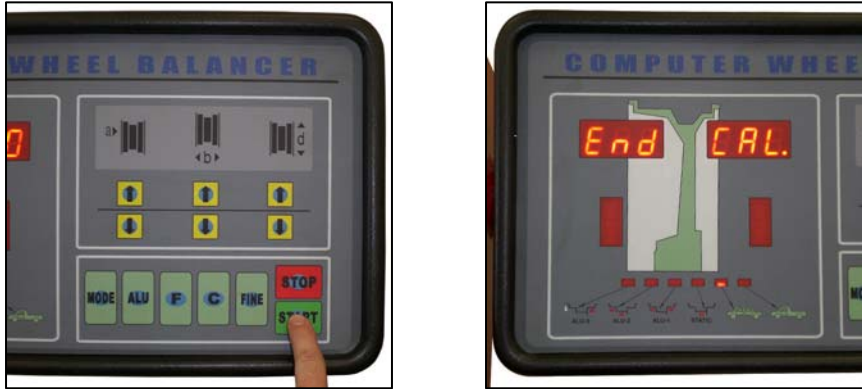


**200 GRAM/7 OUNCE  
TRUCK MODE  
CALIBRATION WEIGHT**





**STEP 4:** Press the “**START**” key. The machine will spin through another complete cycle (about 20 seconds) and then come to a complete stop. The display will read “**End-CAL**”.



**The Wheel Balancer is now calibrated.....in grams!**

**STEP 5:** Remove the big **calibration weight** (200 gram) from the wheel.

### CONVERT DISPLAY FROM GRAM TO OUNCE

**STEP 1:** Turn the Wheel Balancer on and mount a wheel using the direction given above. Change the machine to CAR or TRUCK mode, depending on the wheel you are using. Manually enter the (see Figure 2) “**a**” (distance of rim from the machine), “**b**” (width of the rim), and “**d**” (diameter of rim) measurements.

**STEP 2:** Press the “**start**” key. The machine will spin through a complete cycle and then come to a stop. The balancer will display the needed weight in the led’s displays.

**STEP 3:** To convert the balancer readings to ounces, you must push the “**STOP**” key and then the “**a-down**” measurement key at the same time. Hold the two keys down until the display goes blank (about 2 seconds).



**STEP 4:** You will know the weight scale has been changed to ounces by a decimal point appearing in the LED display.



The ounce or gram scale is stored in a memory chip. The chip retains the information when the machine is turned off. To convert to grams, repeat above steps.

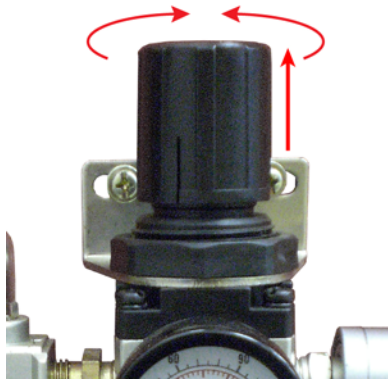
## ADJUST AIR-PRESSURE

The C388 Wheel Balancer features an attached Filter/Regulator/Lubricator assembly for the incoming air supply. The Air Pressure on the FRL must be set at 110 to 120 PSI. To Adjust the PSI follow the steps below.

**STEP 1:** Locate the FRL assembly on the rear of the Wheel Balancer.



**STEP 2:** Pull the black knob up and turn clockwise or counter-clockwise to adjust the pressure setting on the gauge to between 110 to 120 PSI.



**STEP 3:** Push the black knob down to lock it in place.