

Safety and Operating Instructions

Coats Tire Changer

Visual and Written Instructions



Machine Safety Labels



Inflation Gauge and Manual
Air bleed release valve



Maximum Air
bead seating
pressure



Danger- Explosive upward
When seating bead



Bead seating and
Danger inflation
information



Maximum inflation
pressure when seating bead.



Inflation Guard

Components



Bead Loosening Shoe.



Combination
Mount/Demount
Head



Table top



Pedal Controls



Vertical Slide



Inflation
Pedal



Swing Arm Adjusting Nut.

Tire Removal



Remove valve core using core tool.

(Use Goggles)



Position wheel between bead loosening shoe and front side of rim/tire.



Press centre pedal until bead breaks from rim. Rotate wheel if not completely broken around tire.



Push Vertical Slide Locking Handle away to allow for slide/demount head movement.

Move slide/demount head downward until making contact with rim.

Pull handle and lock head into place.



Position Slide/Demount Head to rim bead flange by pushing downward on slide.



Adjust Swing Arm Adjusting Knob for proper distance from rim.
(1/4 - 6 mm gap)



Full view of wheel and tire with head placement.



Lubricate rim and tire on both sides for easy removal and to prevent damage to tire and rim.



Position bead lifting tool over demount head and under top bead of tire.



Underside view of lifting tool and bead when removing upper bead.



Press rotation pedal down and rotate table counter clockwise, lifting up on tire until top bead is removed from rim.



Using bead lifting tool grab lower bead and pull upward over demount head.



Repeat top bead step and press rotation pedal down and rotate bed counter clockwise lifting up on tire until top bead is removed from rim.



Congratulations tire is now removed and ready for inspection.

Tire and Rim Inspection



Inspect rim for rust, dents, and surface damage.



Inspect complete tire for damage and maximum tire pressure.



Check tire bead for cracks, tears and damage.



Check tire date (47th week of 2008 is still within the 6 year period allowed by law). If over 6 year tire is no good and must be replaced.

Tire and Rim Preparation



Clean all rust and debris from rim bead/flange. If surface is rough and/or pitted apply bead sealer to rim before installation. Make sure you are using goggles(dust mask if necessary).



Lubricate both sides of tire with approved bead sealer before installation.

Tire Installation



Position mounting head to rim position and rotate bottom bead to tight position around rim by depressing rotation pedal.



Repeat same step for top bead. Press bead into wheel well and slowly rotate tire until whole tire is over bead and onto rim by depressing rotation pedal.



Make sure hands are pressing down on sidewall to assist in mounting both upper and lower bead.



After tire is on rim properly attach air chuck to tire valve without valve core.



Depress inflation pedal while pulling up tire to make seal between rim and tire. Machine will cycle on and off to prevent continuous inflation. If tire does not inflate depress pedal further to engage bead seating application.



Never exceed 40Psi when seating bead,



When tire begins to seal (hold air) on rim, stop and install valve core. **Do not continue to inflate tire and prevent tire explosion.**



Observe maximum air pressure of **40 Psi** when seating bead to avoid **tire explosion and serious injury.**



Remove rim clamp and have tire sit on table unsecured by depressing pedal before inflating tire to recommended pressure.



After tire has been released from rim clamp, position yourself behind inflation guard and begin to inflate tire to recommended pressure while monitoring pressure on gauge.



Both hands must be utilized on paddles to operate inflation pressure to assure a safe installation and to prevent injury.



If tire pressure has exceeded recommended pressure, the manual tire bleed valve can be utilized to release pressure by pressing downward on valve.

After the tire has been set to the proper pressure, check the tire to make sure there are no deformities in the tire and that the bead has seated properly on both sides.

If all is okay, congratulations you have mounted the tire properly.