



2 Wheel Laser Aligner



USER MANUAL

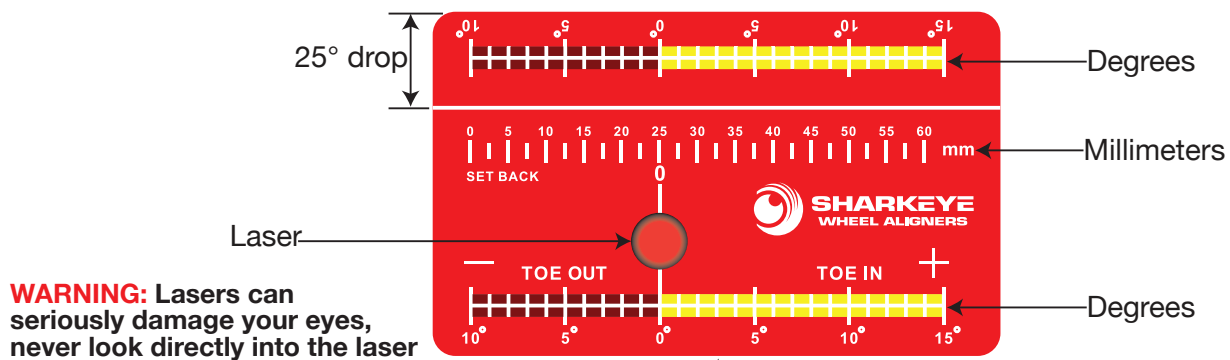
Model No. HU2WLA

Made in
SHEFFIELD ENGLAND

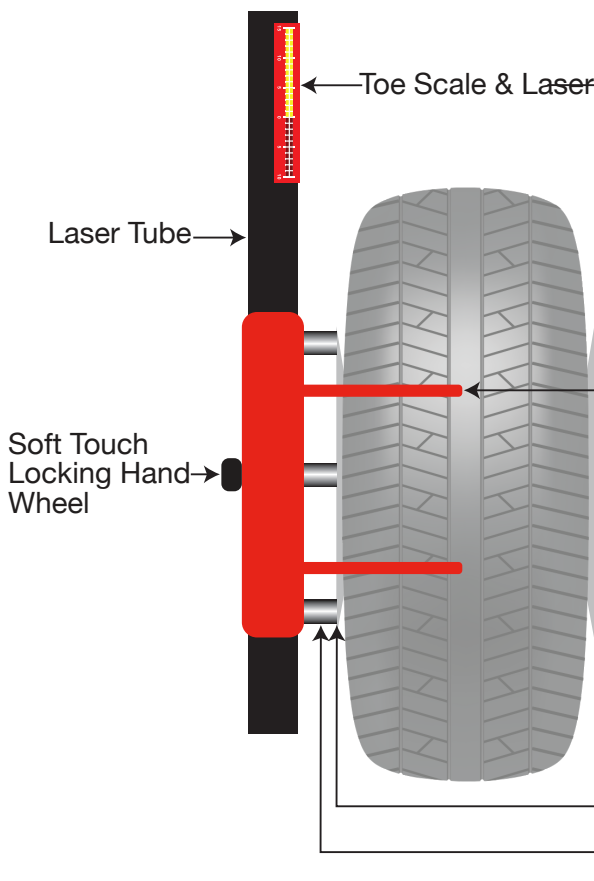


Follow these steps prior to use

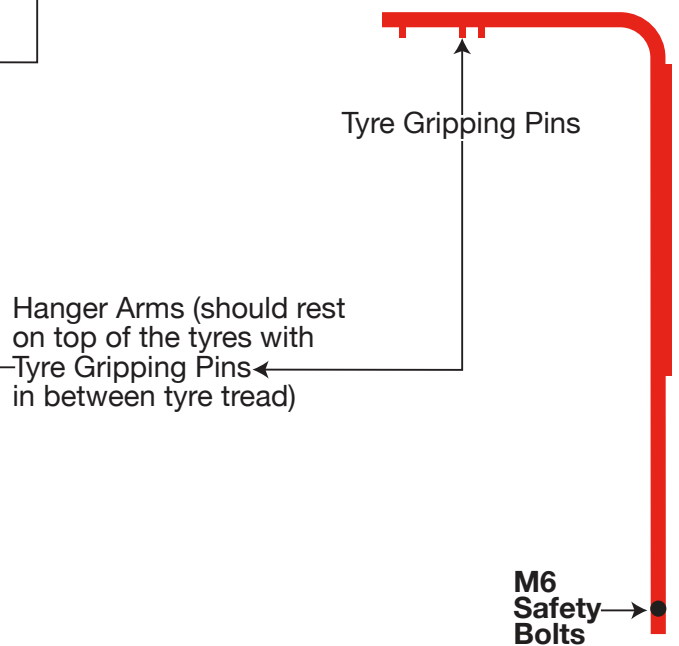
1. After Opening your package, first remove the two **M6 safety bolts** from the two wheel hangers.
2. Unlock the **soft touch hand wheel** on the wheel frame and then slide the wheel hanger down into the frame. Re-lock the hand wheel and then re-fit the two **M6 safety bolts**.
3. Switch operation - The switch is simply an **on/off switch**. When put on charge **always turn it off**. Hang the **laser heads** onto the tyres and ensure the three aluminium **rim buttons** are touching the wheel rim. Set the **spirit level** on both of the laser heads.
4. Switch on both lasers on each laser head so both lasers are pointing at each **toe scale**, this will give you your measurement reading.
5. Once you have completed these steps your aligner is ready to use.



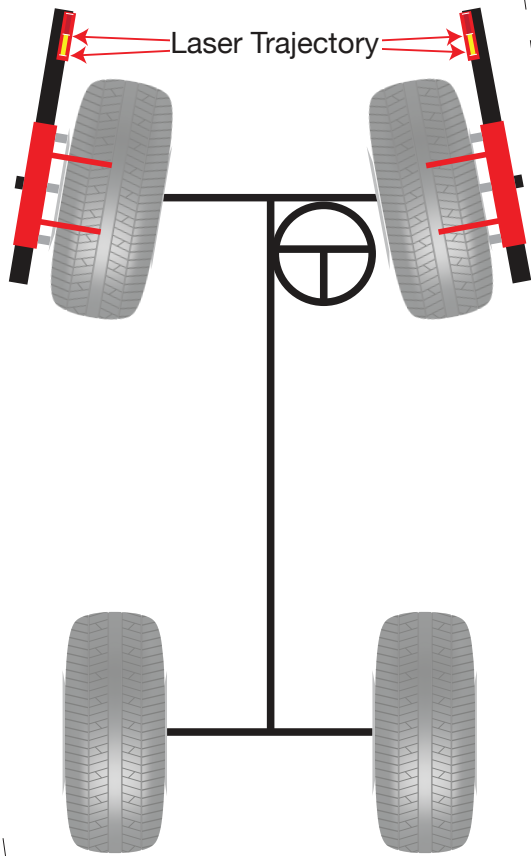
Wheel Aligner Overhead View



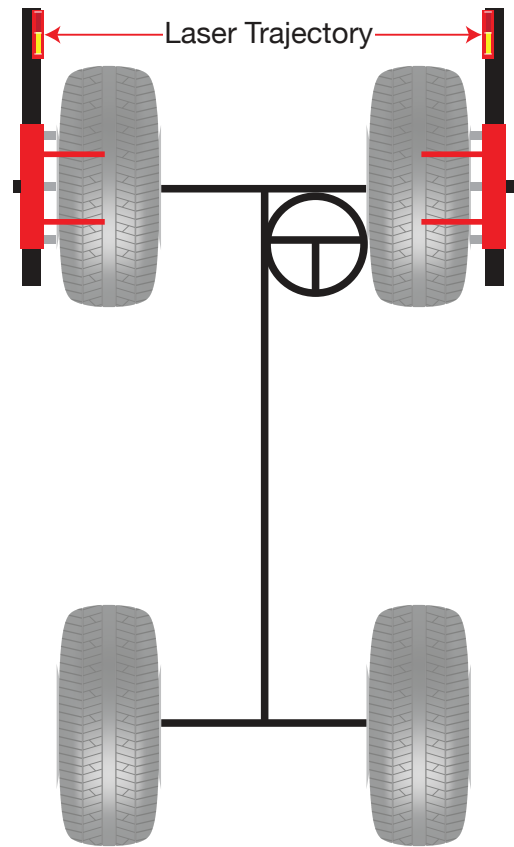
Wheel aligner Hanger Side View



Misaligned Wheels



Aligned Wheels



A Tip To Achieve Better Results Using 2-Wheel Only System

When using the 2-wheel only laser alignment system here is a TIP: To reference the other axle (or axles) tie a string snugly around the entire vehicle across the mid-point of all tires. This should locate the string at approximately wheel hub height.

The string can be used as a visual guide to determine if the front and rear tires are roughly parallel to each other by carefully determining how evenly the string touches or spaces away from the tire sidewalls. Turn the steering wheel back and forth to obtain even pressure and distance of the string from all tire sidewalls. It will not be as accurate as the SharkEye 4-wheel laser system, but when done properly it will perform an adequate job.

If the rear axle is to be adjusted, start in the rear first, if not skip ahead to the next paragraph. Place the sensors in position on the rear tires over the top of the string, leaving the string in position. Read the toe scale and adjust for proper total toe setting while maintaining even sidewall pressure and distance on the string to keep all tires parallel. This completes the rear axle adjustment.

Place the sensors on the front axle, leaving the string in position. Sit in the vehicle and visually center the steering wheel. It is helpful to start the engine on power steering equipped vehicles during this process. Once centered verify equal steering wheel play side to side and shut off the vehicle. If you have the steering wheel lock tool and the steering wheel level indicator tool now is a good time to install them. The steering wheel locking tool is very helpful, but not absolutely required. However, without the steering wheel locking tool, the job will require more frequent re-centering of the wheel during and after toe adjustments.

Visually inspect how the string contacts the front tire sidewalls. You will adjust the toe to specification while at the same time correcting and maintaining the front tires parallel to the rear tires using the string as a guide.

Vehicles with individual tie rods for each steerable wheel may require adjustment on one side more than the other. On single adjustable tie rod vehicles, you will adjust for total toe, and then if the vehicle has an adjustable drag-link use this to move the wheels into a parallel alignment with the rear axle while maintaining the steering wheel in the centered position.

After setting total toe on older single tie rod adjustment vehicles without an adjustable drag link, move the front wheels back and forth until even pressure and distance are applied to the string without regard to the steering wheel centering. Then remove the steering wheel and reinstall it in the centered position.

NOTE: *this will only work on older vehicles (primarily vehicles manufactured before 1980) with non-indexed steering shafts where the steering wheel attaches. Modern vehicles have indexed steering shafts allowing steering wheel installation in one position only.*

CAUTION: *Never remove a steering wheel that incorporates an airbag deployment system without following the vehicle manufacturer's instructions to deactivate the system or serious personal injury could result.*