VEHICLE SHOULD BE WARM
If temperature is below freezing, warm up vehicle by driving it. A warm vehicle has less binding and smoother hub rotation.

PUT VEHICLE IN NEUTRAL AND RELIEVE THE PARKING BRAKE
Vehicle must be in neutral and parking brake removed so hub will turn smoothly.

REMOVE WHEELS & CALIPERS FROM BOTH SIDES OF VEHICLE
Wheels and calipers must be removed on both sides of the vehicle. Leaving a wheel or caliper on the opposite side can bind the hub. Be sure to stabilize the opposing rotor with lug nuts.

BE SURE BEARINGS ARE SNUG
It is impossible to distinguish run-out from excess play in the bearings. Be sure bearings are snug before connecting the lathe.

ADAPTER CONNECTIONS (TO BOTH LATHE AND HUB) MUST BE SECURE
Be sure there is no play between the adapter and the rotor. Excessive rust should be removed before to mounting the adapter. Similarly, be sure the connection between the lathe and adapter is well mated. The drawbar knob should be hand tight.

RELEASE LIMITED SLIP AND FLOATING REAR AXLES
If working with limited slip rear end with a lot of resistance, disconnect driveshaft.
If you’re on a floating rear axle, pull driver side axle.

BE SURE TROLLEY IS NOT BINDING THE LATHE
Lathe working height should be somewhere in the middle of the trolley range. Working at either the highest or lowest trolley height can bind the lathe.

IF YOUR LATHE IS SET-UP CORRECTLY AND STILL WON’T COMPENSATE, PLEASE CHECK THE FOLLOWING:

IF THE SOLENOID DOES NOT ACTUATE IN THE COMPENSATION MODE, PLEASE CHECK THE FOLLOWING:
INSPECT THE RATE SENSOR
Rate sensor should be held firmly in place. If it is loose please tighten the securing screws.

INSPECT THE MAGNET ON THE BACK OF THE FLANGE
The lathe will not compensate if the magnet is either missing or covered with debris. Please use brush- NOT COMPRESSED AIR!

INSPECT THE 25 PIN CONNECTOR
Make sure that all pins are nesting correctly.