

Hunter Highlights

News and Trends of the Automotive Service Industry

Hunter Adds Speed, Performance Features to GSP9700 Road Force Measurement® System



Hunter's third generation of the GSP9700 Road Force Measurement® System builds upon the success of the original design by adding new technology and features to enhance speed, durability and profitability.

More Computing Power

A faster and more powerful GSP processor with proprietary Linux-based software speeds results. The computer is expandable to accommodate upgrades.

Easy-To-Use LCD Graphic Display

Robust LCD user interface enhances visibility, durability and is popular with technicians.

Expanded Storage

New cabinet design provides efficient storage for optional color printer and additional balancing accessories.

The patented GSP9700 measures radial and lateral tire forces and tire and rim runout in addition to wheel imbalance. It then provides step-by-step instructions for solving vibration, ride and handling problems that traditional balancers cannot fix.

The optional lift system shown here handles wheels up to 175 lbs. and automatically drops back to floor when the hood is lowered.



Adhesive Weight Placement Laser

This servo-activated laser line marks the exact weight placement position automatically.



SmartWeight® Balancing Technology

This standard GSP9700 feature reduces wheel weight costs by 30% to 40% while significantly reducing labor costs and service time.



AutoClamp™ Feature

This optional feature saves time by positioning and automatically tightening the wheel onto the spindle.



Lee Hunter Memorial Award Presented to Top Students At GNYADA National Automotive Competition



From left, at the New York Auto Show, student winners and supporters of the National Automotive Technology Competition are Wisconsin Automobile and Truck Dealers Association education consultant Dan Wooster; Hunter New York Regional Manager Beau Brauer; Northeast Wisconsin Technical College Automotive Instructor Tyson D. Larson; Black Creek High School student Sam Thiel; and Seymour High School student Jon Dethardt.

The winning team in the 2007 National Automotive Technology Competition, held recently in New York, received the Lee Hunter Memorial Award and with it a new Hunter GSP9200 wheel balancer for its school. The team represents a consortium of Wisconsin high schools that conduct classes at Northeast Wisconsin Technical College in Green Bay where the balancer will be located.

The National Automotive Technology Competition brings high school vocational students together for two days of rigorous testing to determine skills, knowledge and speed. Developed in 1990 by the Greater New York Automobile Dealers Association (GNYADA), the competition is designed to encourage automotive career studies and raise vocational-education standards in public schools.





Lee Hunter Memorial Award

Congratulations on being awarded the Hunter Engineering Company "Lee Hunter Memorial Award" for achieving the highest overall score at the 2007 National Automotive Technology Competition.

Hunter Engineering Company is pleased to present this certificate, which entitles your school to receive a ...

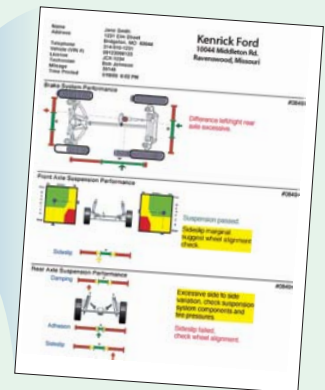
Free Hunter GSP9200
Wheel Balancer!



Rotunda Approves Hunter Automated Vehicle Inspection Equipment for Ford Dealer Service



Hunter drive-through brake, suspension and alignment testing equipment has been approved for use by Ford dealer service departments and is available through the Ford Rotunda equipment program. The Hunter Inspection Lane has proven itself an ideal tool for dealers seeking to maximize profit potential by identifying needed service and capturing more repair authorizations at the time of vehicle check-in. The drive-through lane performs a complete brake, suspension and alignment test in three minutes, measuring actual vehicle performance and providing a color printout of the results.



The modular B400 Brake Tester, SA 400 Suspension Analyzer and SS100 Sideslip Tester can be configured to operate individually or as a complete unit.

Quickly Access Detailed PAX Tire Service Info on Hunter Web Site



TC3500 PAX Quick Reference
 For more PAX service help, visit www.hunter.com/PAX

1 Prepare TC3500 for PAX Service

- Deflate Tire
- Install Guard & Bead Core
- Install Base Core & Bead Protection
- Install Quick Disconnect Shaft
- Install Bead PAX Roller Arms (Upper/Lower)
- Install Tire (2) Stroke Lockers
- Install Larger PAX Roller - Lower

2 Demount Beads

- Open Gap Between Rim & Bead
- Insert Rim Protector
- Release Bead Using PAX Bead Lever
- Release Lower Bead

SYMBOL LEGEND

- Use Caution
- Lubricate
- Press
- Continuously Rotate

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Demounting PAX assemblies using Hunter TC3500 and TC3250 Tire Changers

When demounting PAX tires, it is very important to remember two key ingredients:

Rotation: Rotate the wheel several revolutions for every small movement of the pressing roller, creating a light pressure.

Lubrication: Use plenty of approved lubricant. Give the lubricant time to work by continuously rotating the wheel.

For extremely difficult assemblies, it may be helpful to gently pry the support ring away from the wheel slightly to lubricate the bolt. Much can be accomplished with gentle manipulation of lubricant and some time to let the lubricant work.

Failure to follow these two simple principles can damage the tire, wheel, support ring and tire changer. Gross disregard may result in bodily injury.

For Standard to Difficult Assemblies:

- Locate the press roller onto the tire according to instructions.
- Lubricate.
- Rotate slightly while rotating.
- Lubricate.
- Rotate several revolutions.
- Press slightly while rotating.
- Lubricate.
- Rotate several revolutions.
- Press slightly.

Repeat this process until the support ring becomes free.

For Very Difficult or Bead Support Rings:

- For some of the most difficult assemblies, the normal procedure described above may be insufficient.
- This situation occurs when the tire changer rotation starts to tug down, but not any movement of the support ring.
- There is an effective procedure after the bead has been removed:
 - Reduce roller pressure.
 - Set the support ring slightly away from the wheel with a thin pry bar.
 - Lubricate generously.
 - Pry gently and lubricate around the wheel in several locations.
 - Allow the lubrication time to work.
 - Repeat the standard PAX procedure again.

Technical Service Tip

HUNTER Engineering Company

Wheel service shops can quickly and easily find detailed, comprehensive information about PAX tire service in a single place on Hunter's Web site. Visitors to www.hunter.com/pax will find expert video/audio demonstrations of PAX mounting and demounting procedures, service tip sheets, quick-reference materials, and instruction and training manuals for Hunter's PAX-approved service equipment.

Links to equipment and accessory information and local Hunter sales staff are also conveniently located on the site. OE PAX system wheels are increasingly common in the U.S. Hunter offers PAX upgrade kits for specific tire changer models, enabling shops to service both PAX and conventional-bead wheel assemblies without having to purchase a dedicated PAX tire changer.

Hunter Announces New High-Performance TC3500 Tire Changer Groups

Hunter's new TC3500-SS-HP high-performance tire changer groups offer complete packages of equipment and accessories that allow shops to service the newest OEM runflat and low-profile tire and custom alloy wheel combinations. HP Accessory Kits are also available to upgrade Hunter TC3500 tire changers that are already in use.



Hunter High Performance Tire Changer Groups include the TC3500-SS-HP and the TC3500W-SS-HP which adds the optional pneumatic wheel lift package.

Hunter Retirees Deliver Encore!



An annual gathering brings Hunter retirees to company headquarters in St. Louis for lunch and tours of their former workplaces and new facilities. More than 60 attending the event this May got reacquainted, reminisced, shared new interests and,

of course, offered their advice to current management. Hunter enjoys exceptional tenure among staff members. Thirty- and forty-year careers with the company in all areas of operations and management are not uncommon.

Hunter Visitors

Dobbs Tire & Auto Centers; Independent Tire Dealers Group

Dobbs Tire & Auto Centers President and CEO David Dobbs (4th from left) hosted a meeting of the Independent Tire Dealers Group at Hunter headquarters in St. Louis. Dobbs is the largest family-owned tire and auto service operator in the St. Louis area and is ranked among the top 25 independent tire dealers in the U.S.



SWEEM

Hunter Orient/Pacific Regional Manager Alan Kennedy (first row, left) and SWEEM's C.S. Choi (first row, right) with SWEEM trainees at Hunter's Research and Training Center in St. Louis. SWEEM is the distributor of Hunter undercar service products in Korea.

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