TIRES AND WHEELS

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TIRES

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DESCRIPTION AND OPERATION

TIRE

Tires are designed and engineered for each specific vehicle (Fig. 1). They provide the best overall performance for normal operation. The ride and handling characteristics match the vehicle's requirements. With proper care they will give excellent reliability, traction, skid resistance, and tread life.

Driving habits have more effect on tire life than any other factor. Careful drivers will obtain, in most cases, much greater mileage than severe use or careless drivers. A few of the driving habits which will shorten the life of any tire are:

- Rapid acceleration
- Severe application of brakes
- High-speed driving
- Taking turns at excessive speeds
- Striking curbs and other obstacles
- Operating vehicle with over or under inflated tire pressures

Radial ply tires are more prone to irregular tread wear. It is important to follow the tire rotation interval shown in the section on Tire Rotation. This will help to achieve a greater tread-life potential.

DESCRIPTION AND OPERATION (Continued)

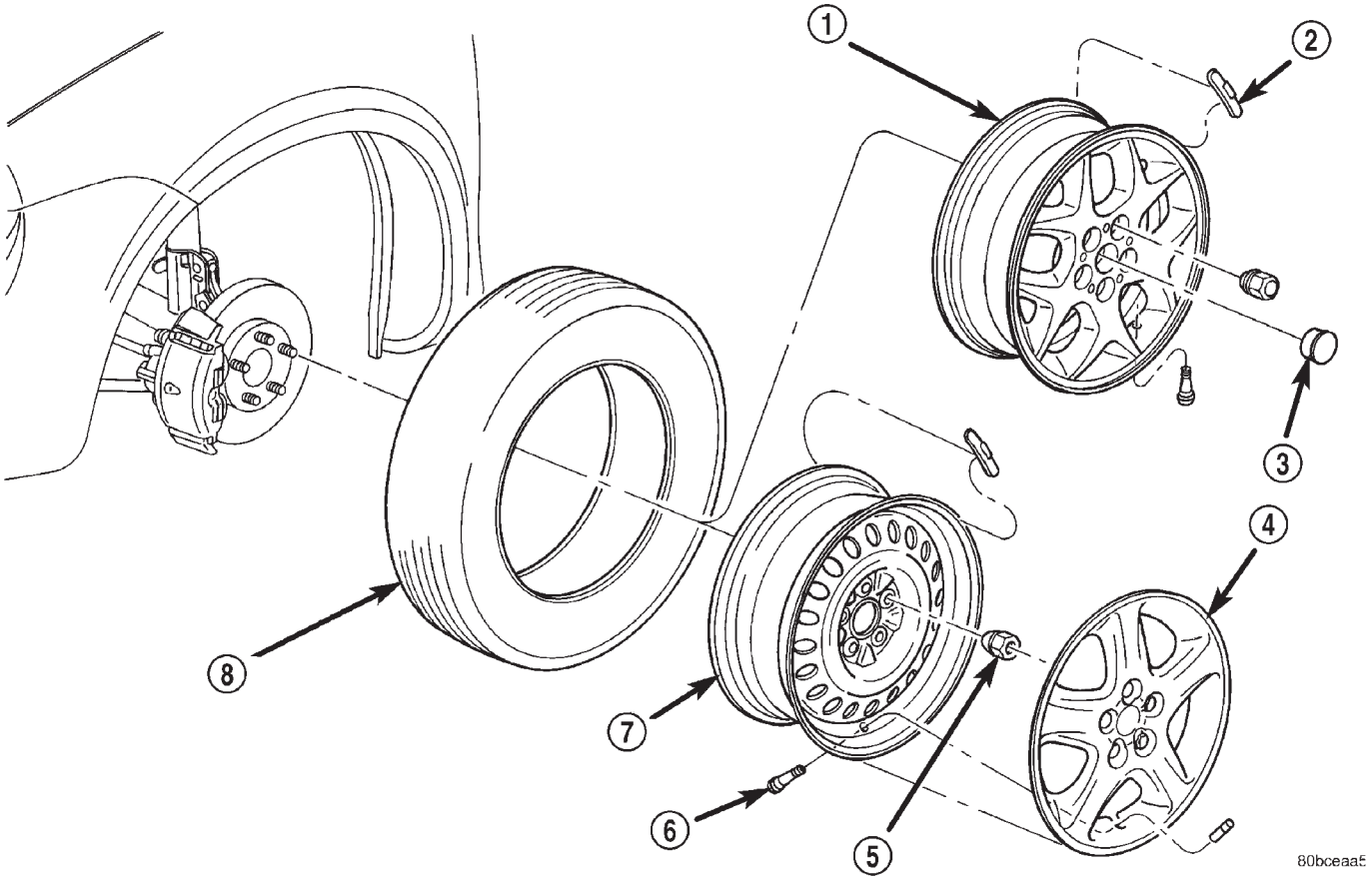


Fig. 1 Tire (Typical)

1 – CAST ALUMINUM WHEEL
2 – WEIGHTS
3 – CENTER CAP
4 – WHEEL COVER
5 – MOUNTING NUTS
6 – VALVE STEM
7 – STEEL WHEEL
8 – TIRE

TIRE IDENTIFICATION

Tire type, size, aspect ratio and speed rating are encoded in the letters and numbers imprinted on the side wall of the tire. Refer to the chart to decipher the tire identification code (Fig. 2).

Performance tires will have a speed rating letter after the aspect ratio number. For example, the letter “S” indicates that the tire is speed rated up to 112 mph (180 km/h). The speed rating is not always printed on the tire sidewall.

- Q -up to 100 mph (160 km/h)
- T -up to 118 mph (190 km/h)
- U -up to 124 mph (200 km/h)
- H -up to 130 mph (210 km/h)
- V -up to 149 mph (240 km/h)
- Z -more than 149 mph (240 km/h) (consult the tire manufacturer for the specific speed rating)

An All Season type tire will have either M + S, M & S or M-S (indicating mud and snow traction) imprinted on the side wall.

TIRE CHAINS

Refer to the owners manual supplied with the vehicle to determine whether the use of tire chains is permitted on this vehicle.

RADIAL-PLY TIRES

Radial-ply tires improve handling, tread life and ride quality, and decrease rolling resistance.

Radial-ply tires must always be used in sets of four. Under no circumstances should they be used on the front only. They may be mixed with temporary spare tires when necessary. A maximum speed of 50 MPH is recommended while a temporary spare is in use.

Radial-ply tires have the same load-carrying capacity as other types of tires of the same size. They also use the same recommended inflation pressures.

The use of oversized tires, either in the front or rear of the vehicle, can cause vehicle drive train failure. This could also cause inaccurate wheel speed

DESCRIPTION AND OPERATION (Continued)

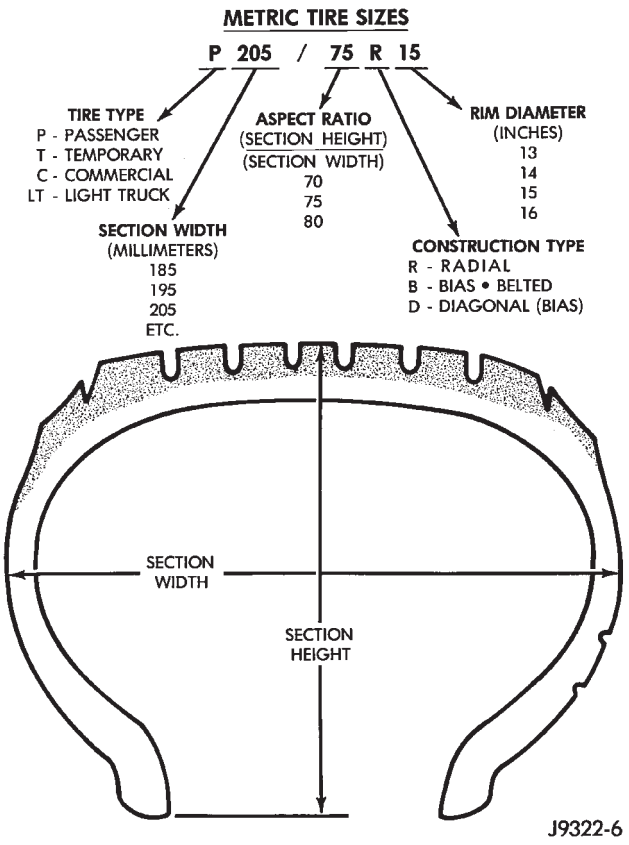


Fig. 2 Tire Identification

signals when the vehicle is equipped with Anti-Lock Brakes.

The use of tires from different manufactures on the same vehicle is NOT recommended. The proper tire pressure should be maintained on all four tires.

SPARE TIRE–TEMPORARY

The temporary spare tire is designed for emergency use only. The original tire should be repaired or replaced at the first opportunity, then reinstalled. Do not exceed speeds of 50 M. P. H. when using the temporary spare tire. Refer to Owner's Manual for complete details.

REPLACEMENT TIRES

The original equipment tires provide a proper balance of many characteristics such as:

- Ride
- Noise
- Handling
- Durability
- Tread life
- Traction
- Rolling resistance
- Speed capability

It is recommend that tires equivalent to the original equipment tires be used when replacement is needed.

Failure to use equivalent replacement tires may adversely affect the safety and handling of the vehicle.

The use of oversize tires may cause interference with vehicle components. Under extremes of suspension and steering travel, interference with vehicle components may cause tire damage.

WARNING: FAILURE TO EQUIP THE VEHICLE WITH TIRES HAVING ADEQUATE SPEED CAPABILITY CAN RESULT IN SUDDEN TIRE FAILURE.

DIAGNOSIS AND TESTING

TREAD WEAR INDICATORS

Tread wear indicators are molded into the bottom of the tread grooves. When tread depth is 1.6 mm (1/16 in.), the tread wear indicators will appear as a 13 mm (1/2 in.) band (Fig. 3).

Tire replacement is necessary when indicators appear in two or more grooves or if localized balding occurs.

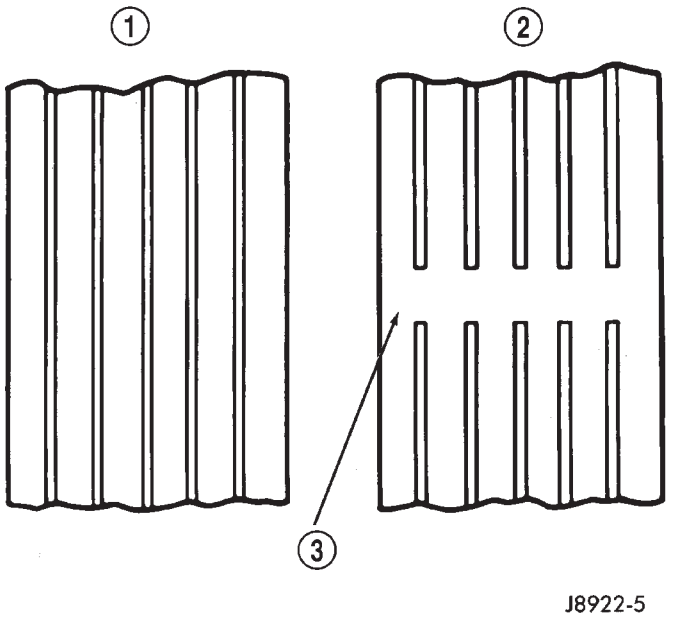


Fig. 3 Tread Wear Indicators

1 – TREAD ACCEPTABLE
2 – TREAD UNACCEPTABLE
3 – WEAR INDICATOR

DIAGNOSIS AND TESTING (Continued)

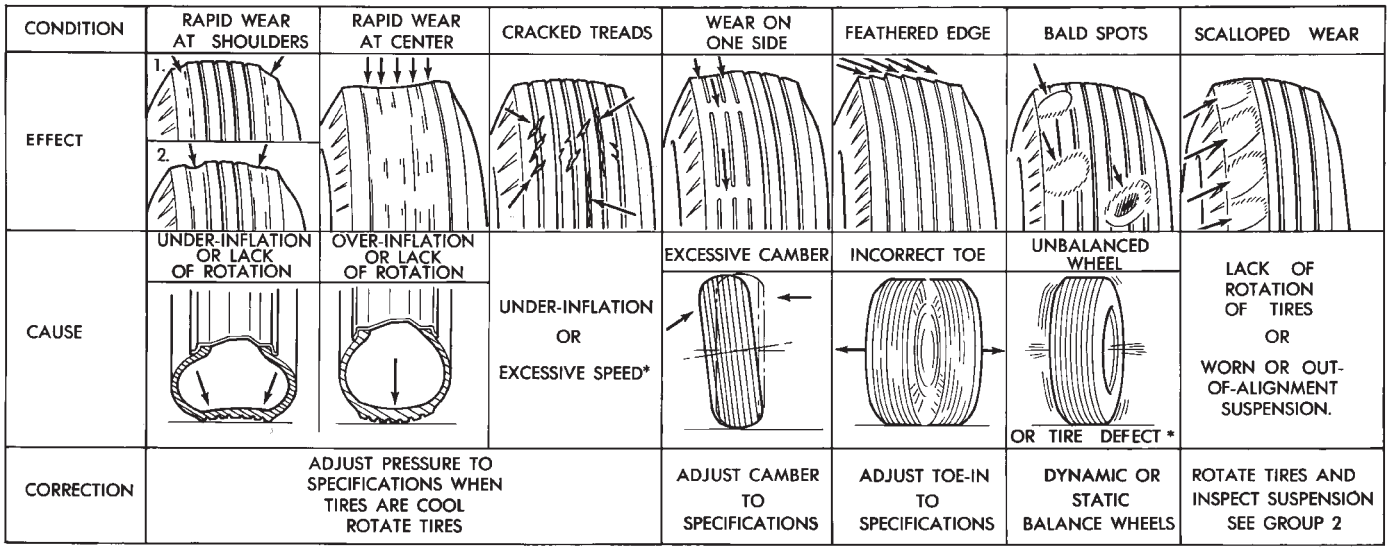


Fig. 4 Tire Wear Patterns

TIRE WEAR PATTERNS

Under inflation will cause wear on the shoulders of tire. Over inflation will cause wear at the center of tire.

Excessive camber causes the tire to run at an angle to the road. One side of tread is then worn more than the other (Fig. 4).

Excessive toe-in or toe-out causes wear on the tread edges and a feathered effect across the tread (Fig. 4).

TIRE NOISE OR VIBRATION

Radial-ply tires are sensitive to force impulses caused by improper mounting, vibration, wheel defects, or possibly tire imbalance.

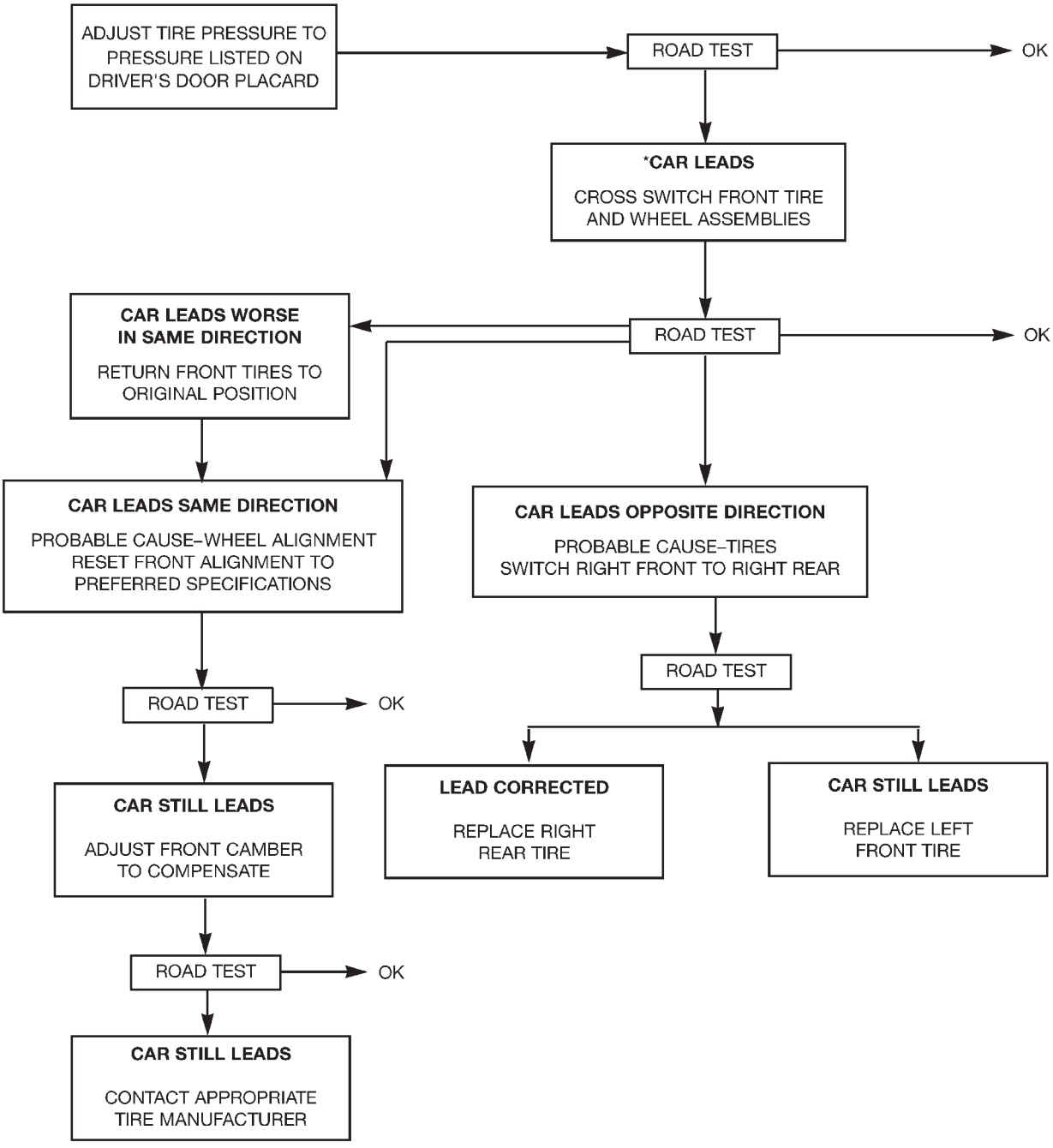
To find out if tires are causing the noise or vibration, drive the vehicle over a smooth road at varying speeds. Note the noise level during acceleration and deceleration. The engine, differential and exhaust noises will change as speed varies, while the tire noise will usually remain constant.

VEHICLE LEAD DIAGNOSIS AND CORRECTION

Use the following chart to diagnose a vehicle that has a complaint of a drift or lead condition. The use of this chart will help to determine if the lead condition is the result of a bad tire or is caused by the wheel alignment.

DIAGNOSIS AND TESTING (Continued)

VEHICLE LEAD DIAGNOSIS AND CORRECTION PROCEDURE



*NOTE: VERIFY THAT LEAD IS NOT RELATED TO STEERING WHEEL NOT CENTERED

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SERVICE PROCEDURES

PRESSURE GAUGES

A quality air pressure gauge is recommended to check tire pressure. After checking the air pressure, replace valve cap finger tight.

TIRE INFLATION PRESSURES

Under inflation causes rapid shoulder wear, tire flexing, and can result in tire failure (Fig. 5).

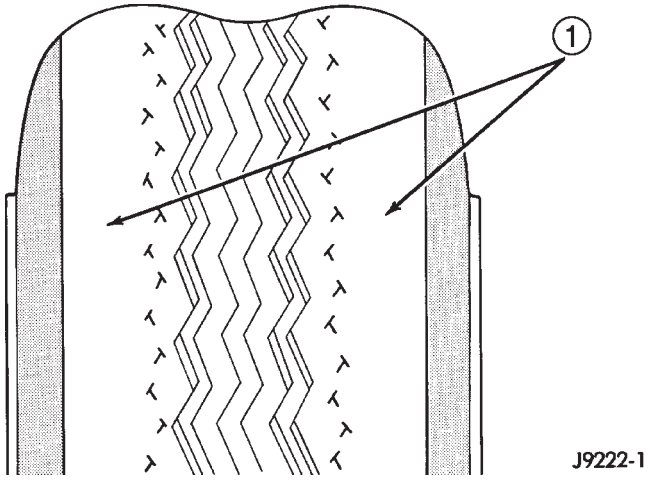

Fig. 5 Under Inflation Wear

1 – THIN TIRE TREAD AREAS

Over inflation causes rapid center wear and loss of the tire's ability to cushion shocks (Fig. 6).

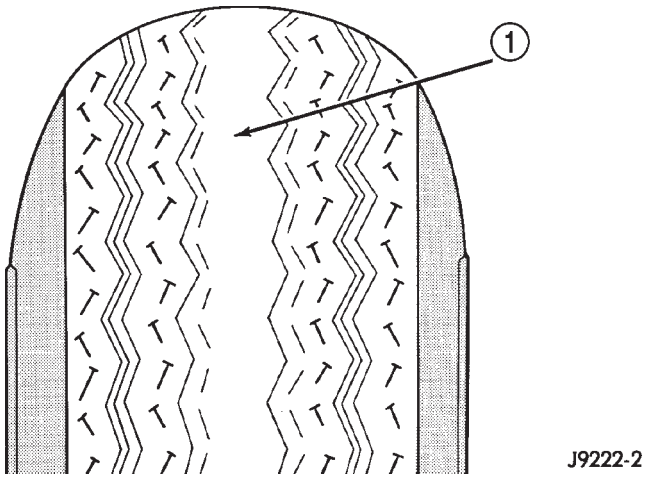

Fig. 6 Over Inflation Wear

1 – THIN TIRE TREAD AREA

Improper inflation can cause:

- Uneven wear patterns
- Reduced tread life
- Reduced fuel economy
- Unsatisfactory ride
- The vehicle to drift.

For proper tire pressure specification refer to the Tire Inflation Pressure Chart Placard provided with the vehicle.

Tire pressures have been chosen to provide safe operation, vehicle stability, and a smooth ride. Tire pressure should be checked cold once per month. Check tire pressure more frequently when the weather temperature varies widely. Tire pressure will decrease when the outdoor temperature drops.

Inflation pressures specified on the placard are always the cold inflation pressure of the tire. Cold inflation pressure is obtained after the vehicle has not been operated for at least 3 hours, or the vehicle is driven less than one mile after being inoperative for 3 hours. Tire inflation pressures may increase from 2 to 6 pounds per square inch (psi) during operation. Do not reduce this normal pressure build-up.

WARNING: OVER OR UNDER INFLATED TIRES CAN AFFECT VEHICLE HANDLING. THE TIRE CAN FAIL SUDDENLY, RESULTING IN LOSS OF VEHICLE CONTROL.

TIRE PRESSURE FOR HIGH SPEED OPERATION

DaimlerChrysler Corporation advocates driving at safe speeds within posted speed limits. Where speed limits allow the vehicle to be driven at high speeds, correct tire inflation pressure is very important. For speeds up to and including 120 km/h (75 mph), tires must be inflated to the pressures shown on the tire placard. For continuous speeds in excess of 120 km/h (75 mph), tires must be inflated to the maximum pressure specified on the tire sidewall.

Vehicles loaded to the maximum capacity should not be driven at continuous speeds above 75 mph (120 km/h).

For emergency vehicles that are driven at speeds over 90 mph (144 km/h), special high speed tires must be used. Consult tire manufacturer for correct inflation pressure recommendations.

TIRE AND WHEEL ROTATION

NON-DIRECTIONAL TREAD PATTERN TIRES

Tires on the front and rear axles operate at different loads and perform different functions. For these reasons, they wear at unequal rates, and tend to develop irregular wear patterns. These effects can be reduced by timely rotation of tires. The benefits of rotation are especially worthwhile. Rotation will increase tread life, help to maintain mud, snow, and wet traction levels, and contribute to a smooth, quiet ride.

SERVICE PROCEDURES (Continued)

The suggested rotation method is the forward-cross tire rotation method (Fig. 7). This method takes advantage of current tire industry practice which allows rotation of radial-ply tires. Other rotation methods may be used, but may not have all the benefits of the recommended method.

NOTE: Only the 4 tire rotation method may be used if the vehicle is equipped with a low mileage or temporary spare tire.

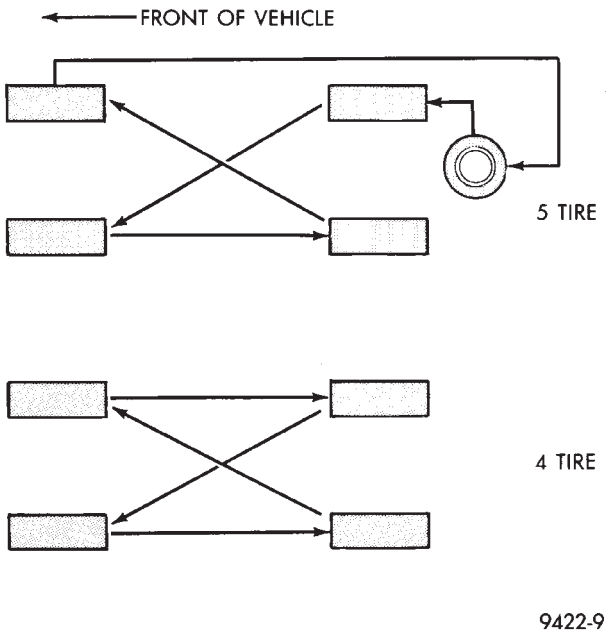

Fig. 7 Forward-Cross Tire Rotation Method

DIRECTIONAL TREAD PATTERN TIRES

Some vehicles are fitted with special high-performance tires having a directional tread pattern. These tires are designed to improve traction on wet pavement. To obtain the full benefits of this design, the tires must be installed so that they rotate in the correct direction. This is indicated by arrows on the tire sidewalls.

When wheels and tires are being installed, extra care is needed to ensure that this direction of rotation is maintained.

Refer to Owner's Manual for rotation schedule.

REPAIRING TIRE LEAKS

For proper repairing, a radial tire must be removed from the wheel. Repairs should only be made if the defect, or puncture, is in the tread area (Fig. 8). The tire should be replaced if the puncture is located in the sidewall.

Deflate tire completely before attempting to dismount the tire from the wheel. **Use a lubricant such as a mild soap solution when dismounting or mounting tire.** Use tools free of burrs or sharp edges which could damage the tire or wheel rim.

Before mounting tire on wheel, make sure all rust is removed from the rim bead and repaint if necessary.

Install wheel on vehicle, and progressively tighten the 5 wheel nuts to a torque of 135 N·m (100 ft. lbs.).

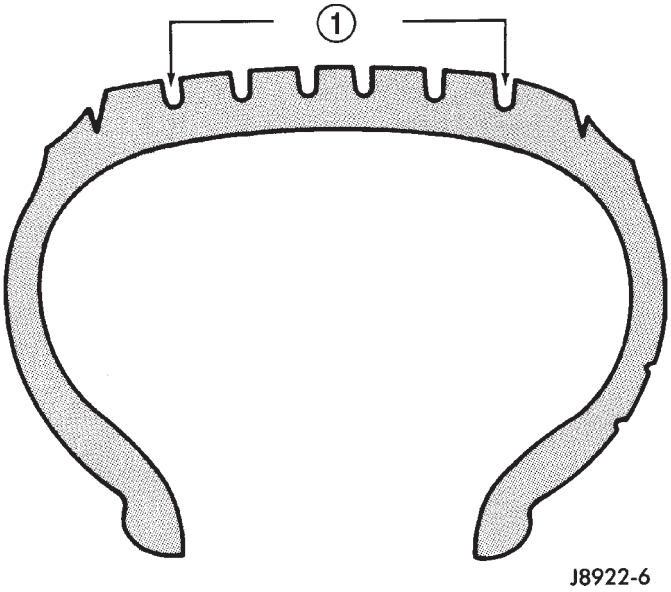

Fig. 8 Tire Repair Area

1 – REPAIRABLE AREA

TIRE AND WHEEL MATCH MOUNTING

Wheels and tires are match mounted at the factory. This means that the high spot of the tire is matched to the low spot on the wheel rim. This technique is used to reduce run-out in the wheel/tire assembly. The high spot on the tire is marked with a paint mark or a bright colored adhesive label on the outboard sidewall. The low spot on the rim is identified with a label on the outside of the rim and a dot or line in the drop well on the tire side of the rim. If the outside label has been removed the tire will have to be removed to locate the dot or line on the inside of the rim.

Before dismounting a tire from its wheel, a reference mark should be placed on the tire at the valve stem location. This reference will ensure that it is remounted in the original position on the wheel.

SERVICE PROCEDURES (Continued)

(1) Measure the total indicator runout on the center of the tire tread rib. Record the indicator reading. Mark the tire to indicate the high spot. Place a mark on the tire at the valve stem location (Fig. 9).

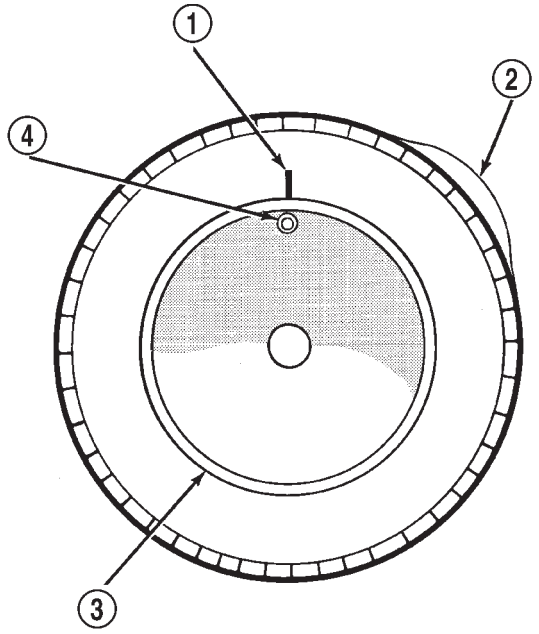

Fig. 9 First Measurement On Tire

1 – REFERENCE MARK
2 – 1ST MEASUREMENT HIGH SPOT MARK TIRE AND RIM
3 – WHEEL
4 – VALVE STEM

(2) Break down the tire and remount it 180 degrees on the rim (Fig. 10).

(3) Measure the total indicator runout again. Mark the tire to indicate the high spot.

(4) If runout is still excessive (in excess of 1.524 mm or 0.060 in.), the following procedures must be done.

- If the high spot is within 102 mm (4.0 in.) of the first spot and is still excessive, replace the tire.
- If the high spot is within 102 mm (4.0 in.) of the first spot on the wheel, the wheel may be out of specifications. Refer to Wheel and Tire Runout.
- If the high spot is NOT within 102 mm (4.0 in.) of either high spot, draw an arrow on the tread from second high spot to first. Break down the tire and remount it 90 degrees on rim in that direction (Fig. 11). This procedure will normally reduce the runout to an acceptable amount.

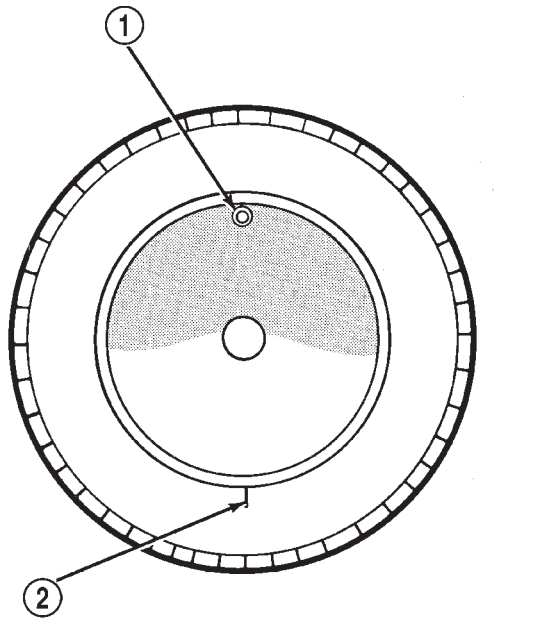

Fig. 10 Remount Tire 180 Degrees

1 – VALVE STEM
2 – REFERENCE MARK

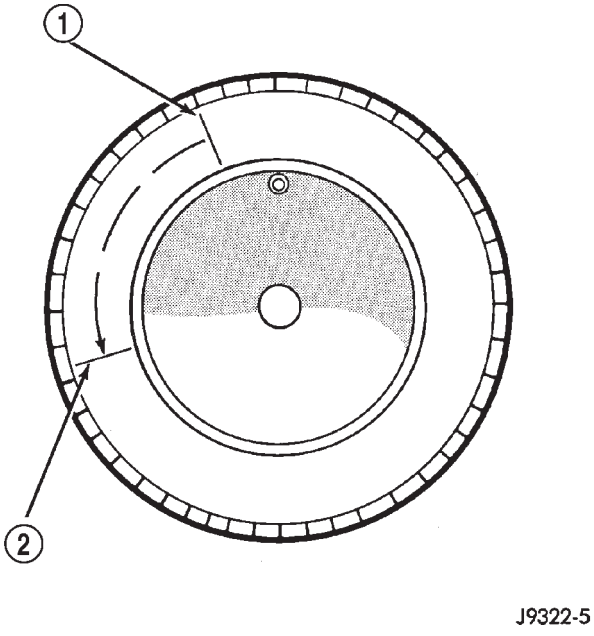

Fig. 11 Remount Tire 90 Degrees In Direction of Arrow

1 – 2ND HIGH SPOT ON TIRE
2 – 1ST HIGH SPOT ON TIRE

CLEANING AND INSPECTION

CLEANING TIRES

Remove the protective coating on the tires before delivery of a vehicle. This coating may cause deterioration of the tires.

To remove the protective coating, apply warm water and let it soak for a few minutes. Afterwards, scrub the coating away with a soft bristle brush. Steam cleaning may also be used to remove the coating.

NOTE: DO NOT use gasoline, mineral oil, oil-based solvent or a wire brush for cleaning.

SPECIFICATIONS

TIRE SPECIFICATIONS

The following guide should help you understand the tire designations:

P	Passenger car tire (or “T” for temporary-use tire).
185	Nominal width of tire in millimeters.
70	Tire height-to-width ratio.
R	Radial-ply tire (or “D” for bias-ply tire).
14	Nominal rim diameter in inches.

Do not install smaller than minimum size tires shown on the tire inflation placard on the vehicle.

WHEELS

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DESCRIPTION AND OPERATION

WHEEL

Original equipment wheels are designed for proper operation at all loads up to the specified maximum vehicle capacity.

All models use steel or cast aluminum drop center wheels (Fig. 1). Every wheel has raised sections between the rim flanges and rim drop well called safety humps (Fig. 2).

Initial inflation of the tires forces the bead over these raised sections. In case of air loss the raised

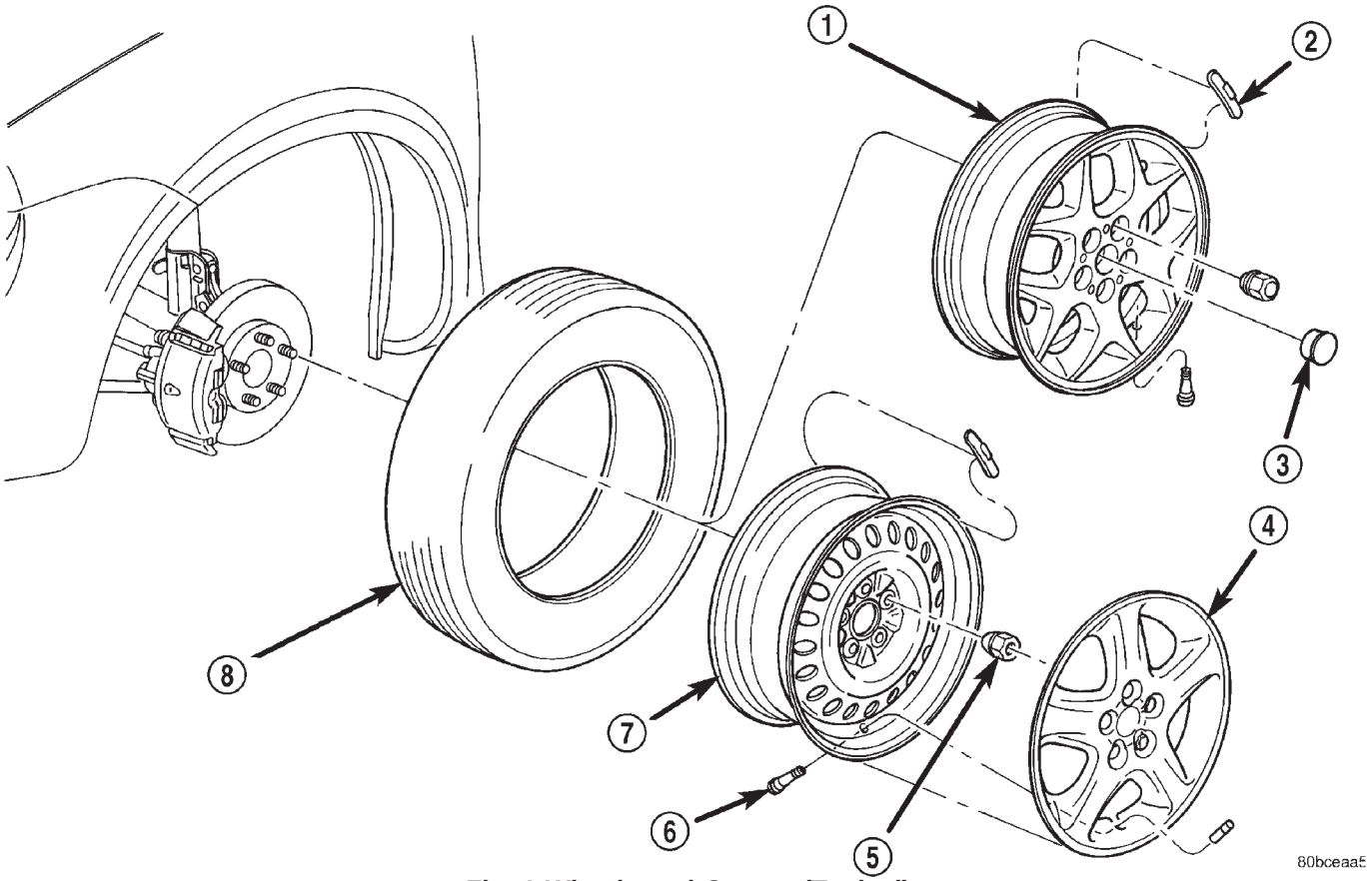

Fig. 1 Wheels and Covers (Typical)

1 – CAST ALUMINUM WHEEL
2 – WEIGHTS
3 – CENTER CAP
4 – WHEEL COVER
5 – MOUNTING NUTS
6 – VALVE STEM
7 – STEEL WHEEL
8 – TIRE

DESCRIPTION AND OPERATION (Continued)

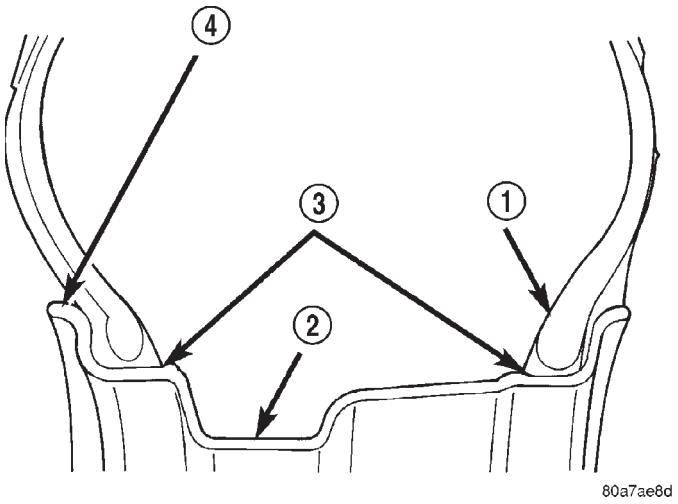

Fig. 2 Safety Rim

1 – TIRE
2 – WELL
3 – SAFETY HUMPS
4 – FLANGE

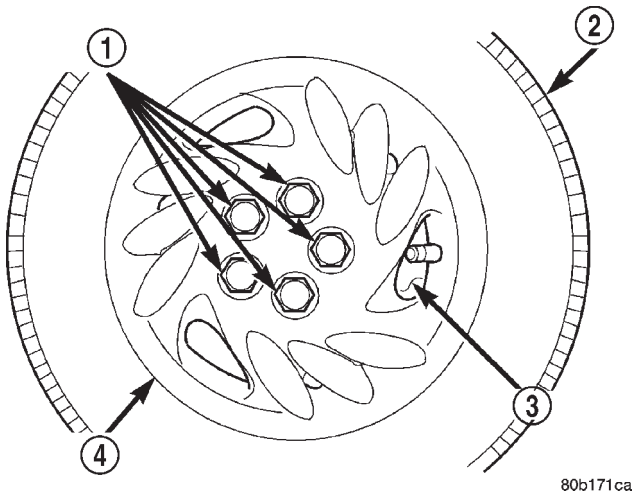

Fig. 3 Wheel Cover And Retaining Nut

1 – WHEEL COVER RETAINING NUTS
2 – TIRE
3 – WHEEL
4 – LOCK-ON WHEEL COVER

sections help hold the tire in position on the wheel until the vehicle can be brought to a safe stop.

Cast aluminum wheels require special balance weights to fit on the thicker flange of the rim and special wheel clamps for the alignment equipment.

The wheel studs and nuts are designed for specific wheel applications and must be replaced with equivalent parts. Do not use replacement parts of lesser quality or of a substitute design. All aluminum wheels use wheel nuts with an enlarged nose. This enlarged nose is necessary to ensure proper retention of the wheels.

Vehicles that are equipped with lock-on wheel covers use large nose wheel nuts. The wheel nuts are externally threaded so that the wheel covers can be attached to the wheel nuts.

WHEEL COVER (LOCK-ON)

This vehicle uses a lock-on type wheel cover (Fig. 3) on certain models.

The wheel cover is attached to the wheel using the 5 nuts located in the wheel cover (Fig. 3). The nuts in the wheel cover thread onto a special externally threaded wheel nut (Fig. 4) to retain the wheel cover to the wheel.

The wheel cover retaining nut (Fig. 3) is retained in the wheel cover and will stay on the wheel cover when un-threaded from the wheel nut. If required, the retaining nut can be removed from the wheel cover and replaced as a separate part of the wheel cover.

The lock-on wheel cover can not be removed from the wheel until all 5 wheel cover retaining nuts are

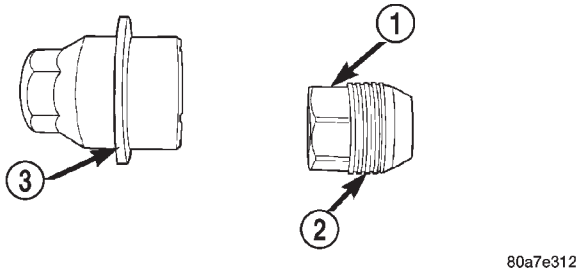

Fig. 4 Wheel Nut And Wheel Cover Retaining Nut

1 – WHEEL NUT
2 – EXTERNAL THREADS
3 – LOCK-ON WHEEL COVER RETAINING NUT

un-threaded from the wheel nuts. Then the lock-on wheel cover can be removed by hand from the wheel.

DIAGNOSIS AND TESTING

WHEEL INSPECTION

Inspect wheels for:

- Excessive run out
- Dents or cracks
- Damaged wheel lug nut holes
- Air Leaks from any area or surface of the rim

NOTE: Do not attempt to repair a wheel by hammering, heating or welding.

If a wheel is damaged an original equipment replacement wheel should be used. When obtaining replacement wheels, they should be equivalent in load carrying capacity. The diameter, width, offset,

DIAGNOSIS AND TESTING (Continued)

pilot hole and bolt circle of the wheel should be the same as the original wheel.

WARNING: FAILURE TO USE EQUIVALENT REPLACEMENT WHEELS MAY ADVERSELY AFFECT THE SAFETY AND HANDLING OF THE VEHICLE. USED WHEELS ARE NOT RECOMMENDED. THE SERVICE HISTORY OF THE WHEEL MAY HAVE INCLUDED SEVERE TREATMENT OR VERY HIGH MILEAGE. THE RIM COULD FAIL WITHOUT WARNING.

TIRE AND WHEEL RUNOUT

NOTE: Runout should always be measured off the vehicle and on a suitable balance machine.

Radial run out is the difference between the high and low points on the outer edge of the tire or wheel.

Lateral run out is the total side–to–side wobble of the tire or wheel.

Radial run out of more than 1.5 mm (.060 inch) measured at the center line of the tread may cause the vehicle to shake.

Lateral run out of more than 2.0 mm (.080 inch) measured at the side of the tire as close to the tread as possible may cause the vehicle to shake.

Sometimes radial run out can be reduced by relocating the wheel and tire on the wheel studs (See Method 1). If this does not reduce run out to an acceptable level, the tire can be rotated on the wheel. (See Method 2).

METHOD 1 (RELOCATE WHEEL ON HUB)

Check accuracy of the wheel mounting surface; adjust wheel bearings.

Drive vehicle a short distance to eliminate tire flat spotting from a parked position.

Verify all wheel nuts are tightened and properly torqued in the correct sequence (Fig. 5).

Use run out gauge D-128-TR to determine run out (Fig. 6).

Relocate the wheel on the mounting studs, two studs over from the original position.

Retighten wheel nuts until all are properly torqued. This will prevent brake distortion.

Check radial run out. If still excessive, mark tire sidewall, wheel, and stud at point of maximum run out (Fig. 7) and proceed to Method 2.

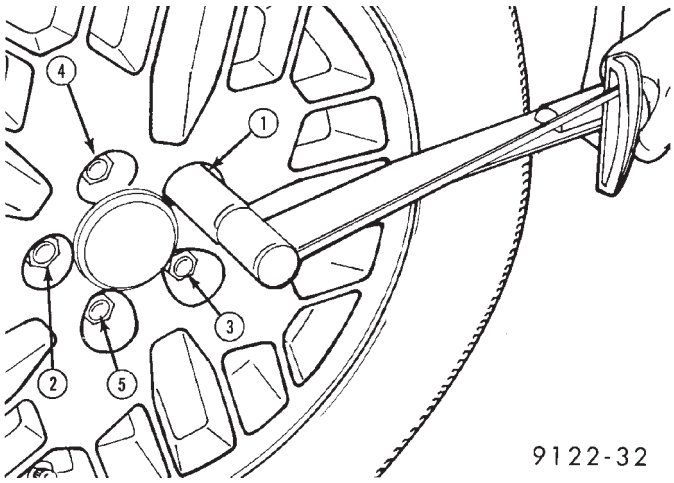

Fig. 5 Tightening Wheel Nuts

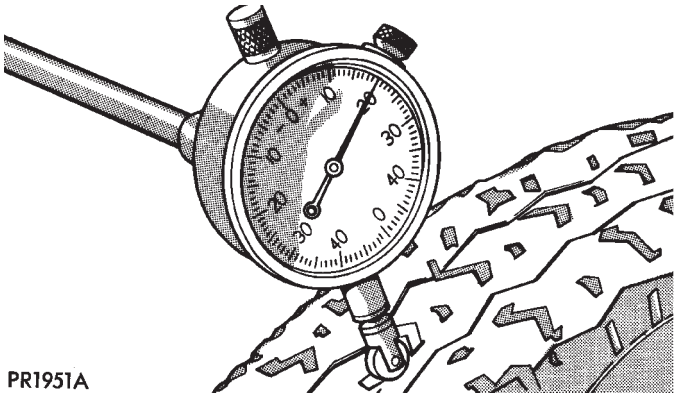

Fig. 6 Run Out Gauge

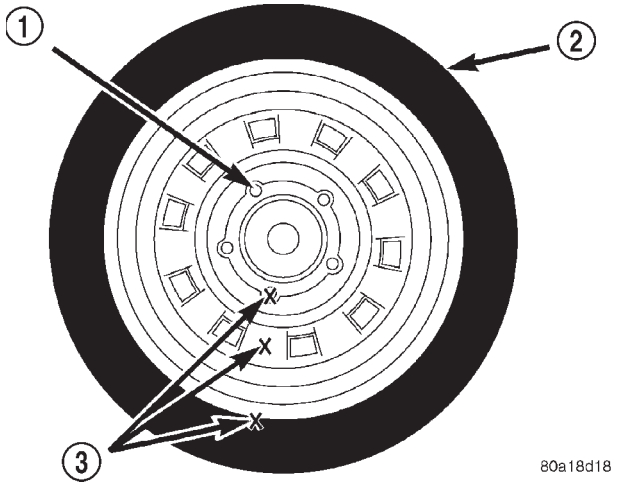

Fig. 7 Chalk Marking On Wheel, Tire And Stud

1 – STUD
2 – TIRE
3 – CHALK MARK LOCATIONS

DIAGNOSIS AND TESTING (Continued)

METHOD 2 (RELOCATE TIRE ON WHEEL)

Rotating tire on wheel is particularly effective when there is run out in both tire and wheel.

Remove tire from wheel and remount wheel on hub in former position.

Check the radial run out of the wheel (Fig. 8). The radial runout should be no more than 0.762 mm (0.030 inch).

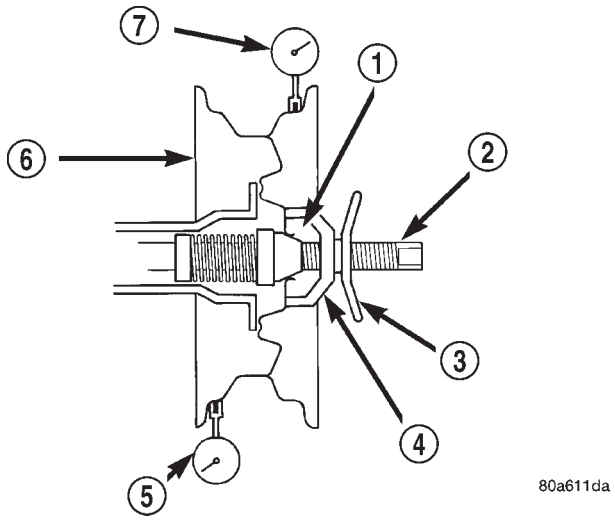

Fig. 8 Checking Wheel Radial Run Out

1 – MOUNTING CONE
2 – SPINDLE SHAFT
3 – WING NUT
4 – PLASTIC CUP
5 – DIAL INDICATOR
6 – WHEEL
7 – DIAL INDICATOR

Check the lateral run out of the wheel (Fig. 9). The lateral run out should be no more than 0.762 mm (0.030 inch).

If the point of greatest wheel radial run out is near the original chalk mark, remount the tire on the rim 180 degrees from its original position. Recheck the run out. If this does not reduce the run out to an acceptable level, replace the wheel and/or the tire.

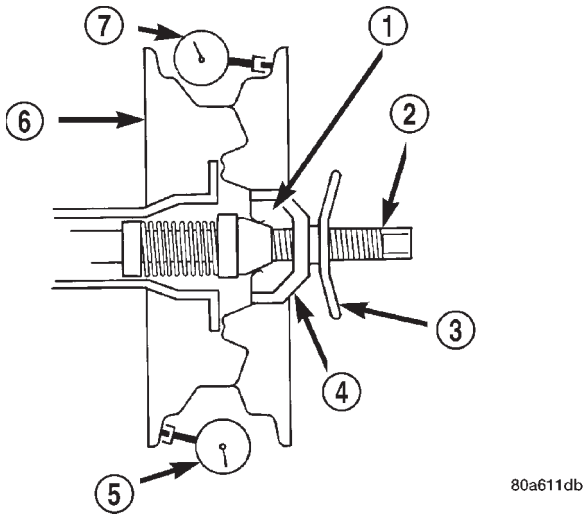

Fig. 9 Checking Wheel Lateral Run Out

1 – MOUNTING CONE
2 – SPINDLE SHAFT
3 – WING NUT
4 – PLASTIC CUP
5 – DIAL INDICATOR
6 – WHEEL
7 – DIAL INDICATOR

SERVICE PROCEDURES

TIRE AND WHEEL BALANCE

Balancing need is indicated by vibration of seats, floor pan, or steering wheel. The vibration will be noticed mostly when driving over 90 km/h (55 mph) on a smooth road.

It is recommended that a two plane dynamic balancer be used when a wheel and tire assembly require balancing. Static balancing should be used only when a two plane balancer is not available.

Off-vehicle tire and wheel balancing is recommended to be used on this vehicle.

NOTE: If on vehicle equipment is being used to balance the tire /wheel assemblies, remove the opposite tire/wheel from the vehicle.

For static balancing, find the location of heavy spot on tire/wheel causing the imbalance. Counter balance wheel directly opposite the heavy spot. Determine weight required to counterbalance the area of imbalance. Place half of this weight on the **inner** rim flange and the other half on the **outer** rim flange (Fig. 10).

For dynamic balancing, the balancing equipment is designed to indicate the location and amount of weight to be applied to both the inner and outer rim flanges (Fig. 11).

SERVICE PROCEDURES (Continued)

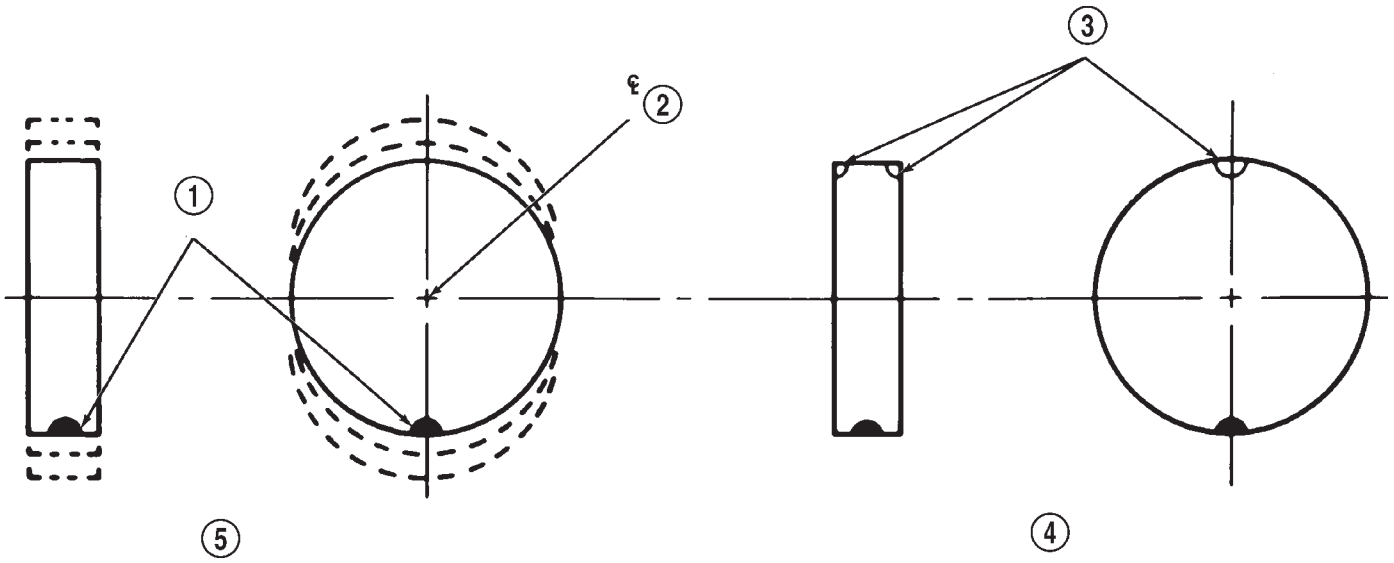

Fig. 10 Static Unbalance & Balance

1 – HEAVY SPOT
2 – OF SPINDLE
3 – ADD BALANCE WEIGHTS HERE
4 – CORRECTIVE WEIGHT LOCATION
5 – TIRE OR WHEEL TRAMP, OR WHEEL HOP

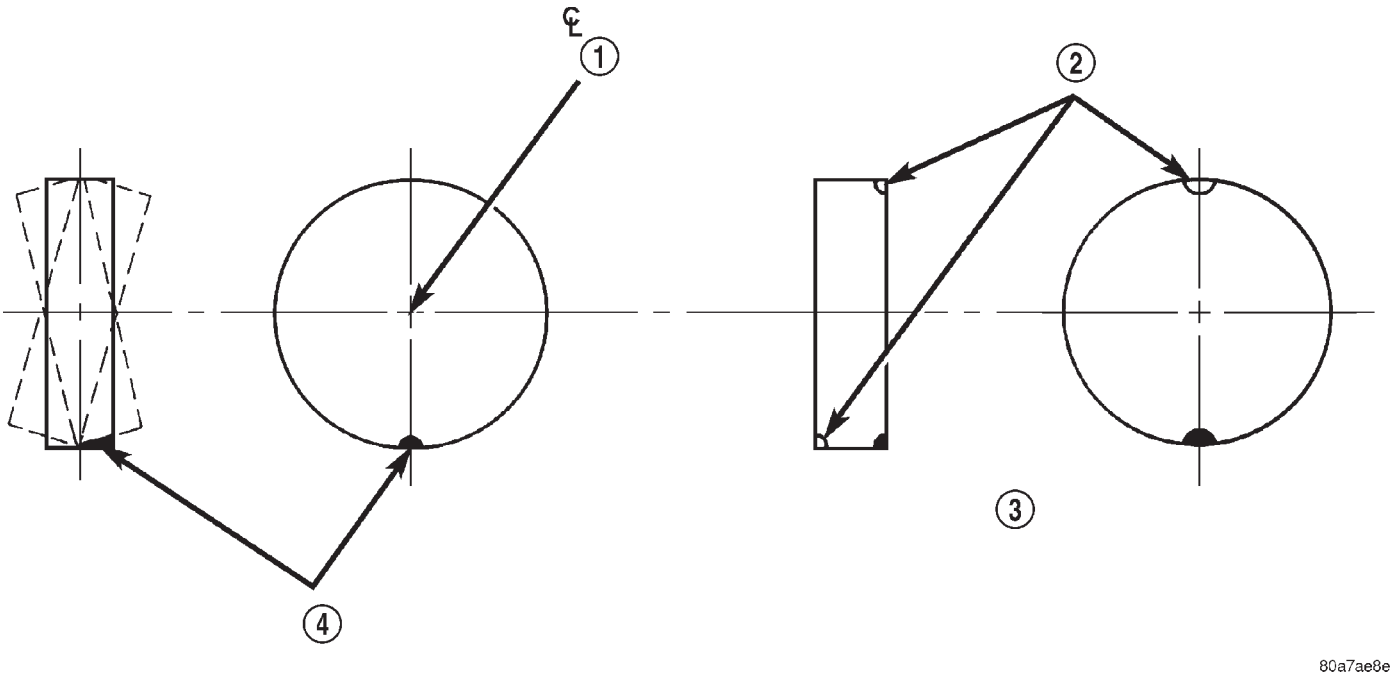

Fig. 11 Dynamic Unbalance & Balance

1 – OF SPINDLE
2 – ADD BALANCE WEIGHTS HERE PER DIRECTION OF DYNAMIC BALANCING EQUIPMENT.
3 – CORRECTIVE WEIGHT LOCATION
4 – HEAVY SPOT WHEEL SHIMMY AND VIBRATION

REMOVAL AND INSTALLATION

WHEEL COVER (LOCK-ON)

REMOVE

NOTE: When unthreading the wheel cover retaining nuts (Fig. 12) from the wheel nuts it is recommended that a hand wrench be used and not an impact wrench. Use of an impact wrench could result in damage to the lock-on wheel cover retaining nuts.

(1) Un-thread the 5 nuts (Fig. 12) attaching the wheel cover to the wheel nuts.

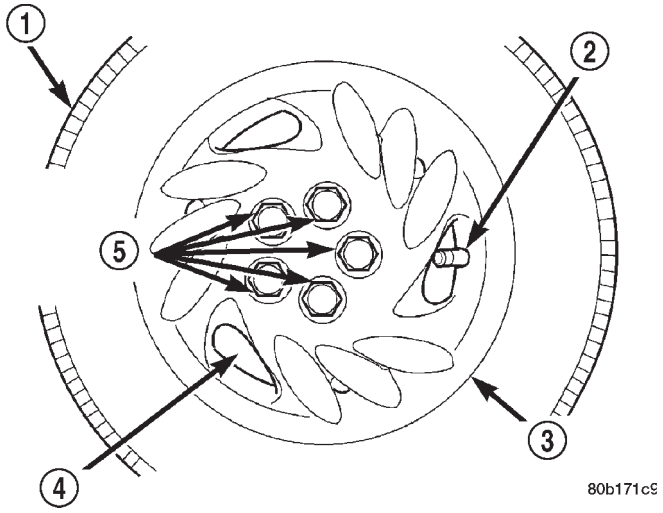

Fig. 12 Wheel Cover Retaining Nuts

1 – TIRE
2 – VALVE STEM
3 – LOCK-ON WHEEL COVER
4 – WHEEL
5 – WHEEL COVER RETAINING NUTS

(2) Grasp the wheel cover and pull straight outward from the wheel. This will remove the wheel cover from the wheel.

INSTALL

(1) Align the valve notch in the wheel cover with the valve stem on the wheel (Fig. 12). Align the wheel cover retaining nuts with the externally threaded wheel nuts.

(2) By hand, start to thread all 5 of the wheel cover retaining nuts onto the externally threaded wheel nuts.

NOTE: When tightening the wheel cover retaining nuts it is recommended that a hand wrench be used and not an impact wrench. Use of an impact wrench could result in damage to the lock-on wheel cover retaining nuts.

(3) Tighten each of the wheel cover retaining nuts. If the retaining nut "jumps" a thread (slips), which is an override feature of the retaining nut, retighten the retaining nut to a point just prior to this occurring. To avoid rattling of the wheel cover be sure all five retaining nuts are correctly tightened.

WHEEL COVER RETAINING NUT

If a retaining nut for the lock-on wheel cover is damaged, it can be replaced as a separate component of the wheel cover. Use the following procedure for replacing a wheel cover retaining nut.

REMOVE

(1) If required, remove the wheel cover from the wheel. Refer to Wheel Cover Lock-On in the Removal And Installation Section in this group of the service manual for the procedure.

NOTE: The retaining nut flange can not be forced past the large retaining tab. When removing retaining nut from wheel cover, the flange on the retaining nut must be forced past the 2 small retaining tabs on wheel cover.

(2) From the back side of the wheel cover, push outward and tilt the retaining nut sideways forcing the flange on the retaining nut past the 2 small retaining tabs in the retaining nut hole of the wheel cover (Fig. 13).

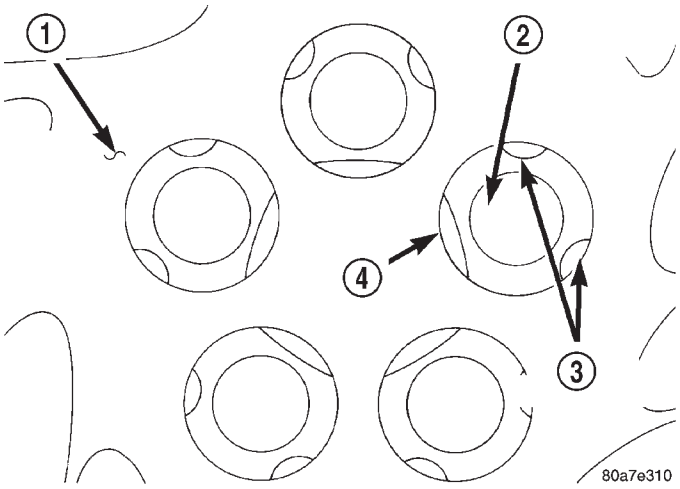

Fig. 13 Wheel Cover Retaining Nut Retention

1 – WHEEL COVER
2 – WHEEL COVER RETAINING NUT
3 – SMALL RETAINING TABS
4 – LARGE RETAINING TAB

REMOVAL AND INSTALLATION (Continued)

(3) When flange on retaining nut is past the 2 retaining tabs on the wheel cover, remove retaining nut from wheel cover by pushing or pulling from hole in wheel cover.

INSTALL

(1) Install retaining nut in hole of wheel cover with retaining nut flange positioned under the large retaining flange (Fig. 13).

(2) Push on hex of retaining nut forcing the retaining nut flange past the 2 small retaining tabs in wheel cover.

TIRE AND WHEEL ASSEMBLY

CAST WHEEL

REMOVAL

(1) Raise the vehicle. Refer to HOISTING in the LUBRICATION AND MAINTENANCE section.

(2) Remove the wheel mounting nuts from the studs.

(3) Remove the tire and wheel assembly from the hub.

INSTALLATION

CAUTION: Installing the wheel mounting nuts without having good metal-to-mental contact between the back of the wheel and the hub mounted brake disc or drum could cause the wheel to bind and eventually cause loosening of the wheel mounting nuts.

(1) Install the tire and wheel assembly on the hub studs against the hub mounted brake disc or drum using the hub pilot as a guide.

CAUTION: When installing the tire and wheel assembly, never use oil or grease on studs or nuts.

(2) Install and lightly tighten the wheel mounting nuts in the proper sequence (Fig. 14).

(3) Lower the vehicle.

(4) Progressively tighten the 5 wheel nuts in the proper sequence until tightened to half of the specified torque (Fig. 14). Finally, tighten the wheel nuts in the proper sequence to a torque of 135 N·m (100 ft. lbs.).

STEEL WHEEL

REMOVAL

(1) Raise the vehicle. Refer to HOISTING in the LUBRICATION AND MAINTENANCE section.

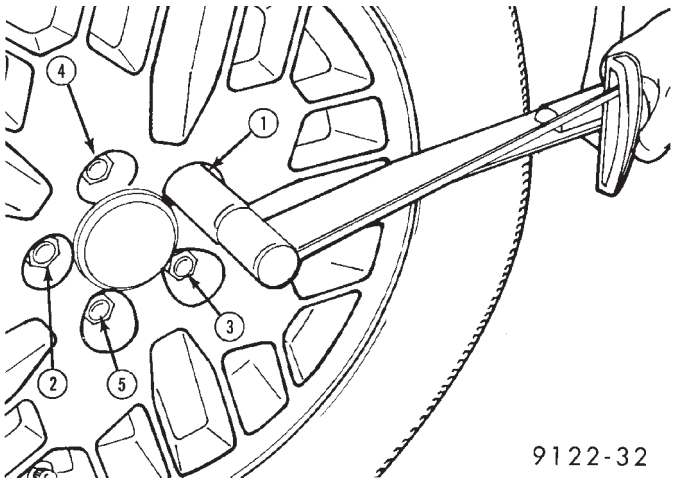

Fig. 14 Tightening Wheel Nuts

CAUTION: When removing the lock-on wheel cover, do not attempt to pry the wheel cover off the wheel. This can result in damage to the wheel cover. The wheel cover is removed by unthreading the wheel cover retaining nuts and pulling it off the wheel by hand.

NOTE: When unthreading the lock-on wheel cover retaining nuts (Fig. 15) from the wheel nuts it is recommended that a hand wrench be used and not an impact wrench. Use of an impact wrench could result in damage to the lock-on wheel cover retaining nuts.

(2) Unthread the nuts attaching the wheel cover to the wheel mounting nuts (Fig. 15).

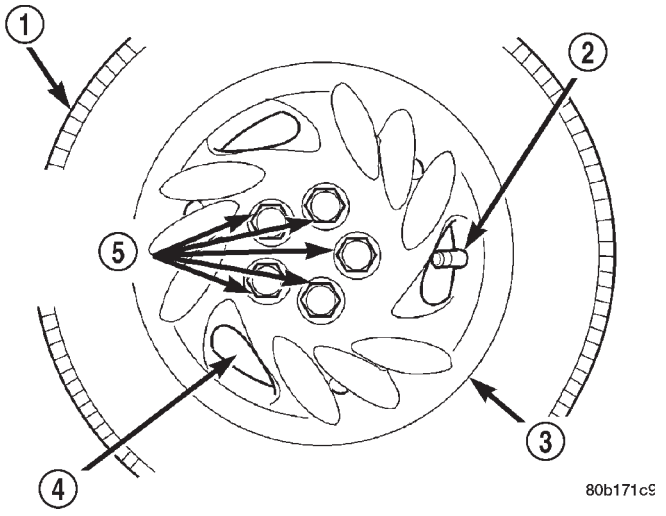

Fig. 15 Wheel Cover Retaining Nuts

1 – TIRE
2 – VALVE STEM
3 – LOCK-ON WHEEL COVER
4 – WHEEL
5 – WHEEL COVER RETAINING NUTS

REMOVAL AND INSTALLATION (Continued)

(3) Grasp the wheel cover and pull straight outward. This will remove the wheel cover from the wheel.

(4) Remove the wheel mounting nuts from the studs (Fig. 16).

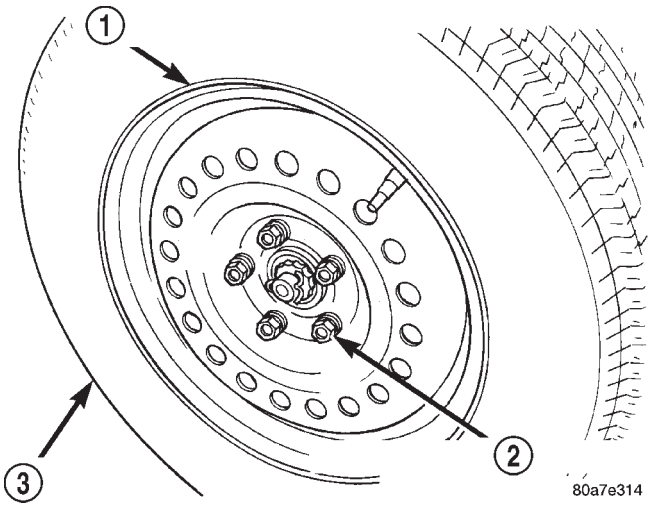

Fig. 16 Wheel Nuts

1 – WHEEL
2 – EXTERNALLY THREADED WHEEL NUTS
3 – TIRE

(5) Remove the tire and wheel assembly from the hub.

INSTALLATION

CAUTION: Installing the wheel mounting nuts without having good metal-to-mental contact between the back of the wheel and the hub mounted brake disc or drum could cause the wheel to bind and eventually cause loosening of the wheel mounting nuts.

(1) Install the tire and wheel assembly on the hub studs against the hub mounted brake disc or drum using the hub pilot as a guide.

CAUTION: When installing the tire and wheel assembly, never use oil or grease on studs or nuts.

(2) Install and lightly tighten the wheel nuts in the proper sequence (Fig. 17).

(3) Lower the vehicle.

(4) Progressively tighten the 5 wheel nuts in the proper sequence until tightened to half of the specified torque (Fig. 17). Finally, tighten the wheel nuts in the proper sequence to a torque of 135 N·m (100 ft. lbs.).

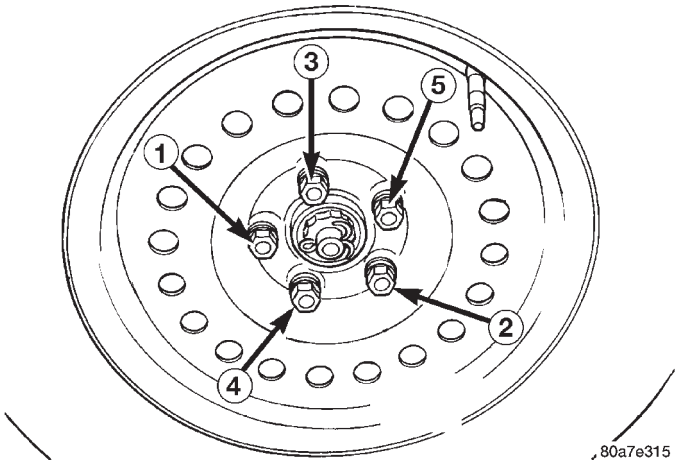

Fig. 17 Wheel Nut Tightening Sequence

(5) Align the valve notch in the wheel cover with the valve stem on the wheel (Fig. 15). Align the wheel cover retaining nuts with the externally threaded wheel nuts.

(6) By hand, start to thread all 5 of the wheel cover retaining nuts onto the externally threaded wheel nuts.

NOTE: When tightening the wheel cover retaining nuts it is recommended that a hand wrench be used and not an impact wrench. Use of an impact wrench could result in damage to the lock-on wheel cover retaining nuts.

(7) Tighten each of the wheel cover retaining nuts. If the retaining nut "jumps" a thread (slips), which is an override feature of the retaining nut, retighten the retaining nut to a point just prior to this occurring. To avoid rattling of the wheel cover be sure all five retaining nuts are correctly tightened.

SPECIFICATIONS

WHEEL SPECIFICATIONS

Wheel:

Wheel Mounting Stud Size	M12 x 1.5 mm
Wheel Mounting Nut Hex Size	19 mm
Wheel Mounting Nut Torque	115–155 N·m (85 to 115 ft. lbs.)