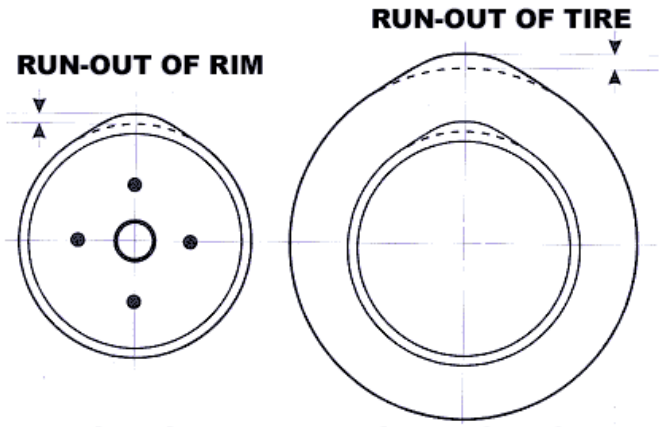
BALANCE/RUNOUT

Tire and wheel imbalance may result in irregular tire wear. Steering axle and drive axle tires should be balanced dynamically for best results. Vibration may also be the result of mismatch of the high and low spots of the tire and wheel.



RUN-OUT OF TIRE DUE TO RUN-OUT OF RIM

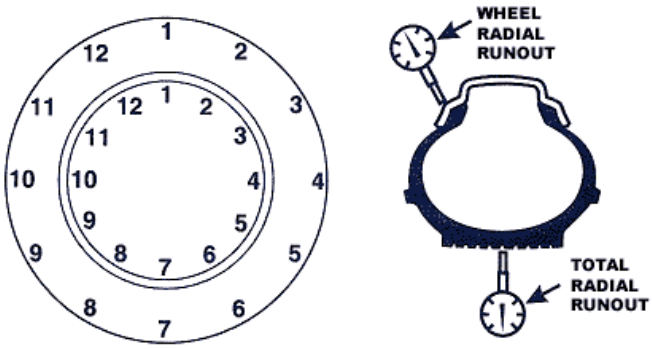
To resolve vibration problems, the run -out of tire and rim should be measured, then matched in the following manner:

1. With the tire mounted on the rim, number both at 12 asymmetrical points.

2. Measure run -out at the shoulder of the tire and record the results. (Note: accuracy in these measurements is essential.)

3. Demount the tire, measure the rim for runout, record the results, then average the inside and outside measurements.

4. Matching the lowest average point of the rim to the highest average point of the tire, remount the tire, then balance accurately.



PROPER POSITION FOR MEASURING RUN-OUT

5. It may be necessary to repeat this procedure since the tire cannot be measured accurately while on an imperfect rim. *Note:* If a run-out dial is not available, rotate the tire 180° relative to the rim and remount. If the vibration persists, rotate the tire another 90°, then another 180°.

6. The maximum suggested radial runout for a rotating tire/wheel assembly is .125 inches for both front and rear tire positions. If runout exceeds suggested limits, check for bent rims, cocked rims, improperly adjusted wheel bearings, improper tire bead seating, tire flat spots, improperly tightened rim clamps and rear rim spacers.

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