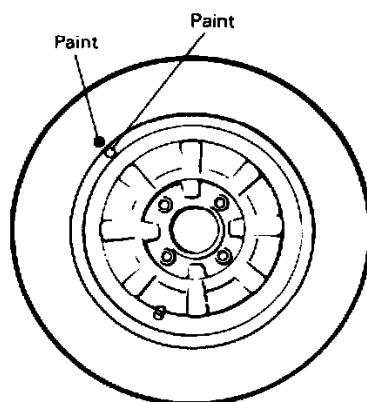


Wheel: Adjustments

MATCHED TIRES AND WHEELS

(For vehicle equipped with steel wheels)



Tires and wheels are matchmounted at the assembly plant. This means that the radially stiffest part of the tire, or "high spot", is matched to the smallest radius or "low spot" of the wheel. This is done to provide the smoothest possible ride.

The "high spot" of the tire is originally marked by paint dot on the outboard sidewall. This paint dot will eventually wash off the tire.

The "low spot" of the wheel is originally marked by paint dot on the wheel rim-flange. Properly assembled, the wheel rims' paint dot should be aligned with the tires' paint dot as shown in figure.

Whenever a tire is dismantled from its wheel, it should be remounted so that the tire and wheel are matched. If the tire's paint dot cannot be located, a line should be scribed on the tire and wheel before dismantling to assure that it is remounted in the same position.

INFLATION OF TIRES

The pressure recommended for any model is carefully calculated to give a satisfactory ride, stability, steering, tread wear, tire life and resistance to bruises.

Tire pressure, with tires cold, (after vehicle has set for three hours or more, or driven less than one mile) should be checked monthly or before any extended trip. Set to the specifications on the tire placard located on the left door (right door for right-hand side steering car) lock pillar.

It is normal for tire pressure to increase 28 kPa (4 psi) when the tires become hot during driving. DO NOT bleed or reduce tire pressure after driving. Bleeding reduces the "Cold Inflation Pressure".

Higher than recommended pressure can cause:

1. Hard ride
2. Tire bruising or carcass damage
3. Rapid tread wear at center of tire

Unequal pressure on same axle can cause:

1. Uneven braking
2. Steering lead
3. Reduced handling
4. Swerve on acceleration

Valve caps should be on the valves to keep dust and water out.

Lower than recommended pressure can cause:

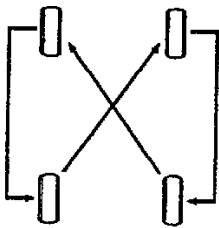
1. Tire squeal on turns
2. Hard Steering
3. Rapid and uneven wear on the edges of the tread
4. Tire rim bruises and rupture
5. Tire cord breakage
6. High tire temperature
7. Reduced handling
8. High fuel consumption

TIRE PLACARD

The tire placard is located on the left door (right door for right-hand side steering vehicle) lock pillar and should be referred to for

tire information.
The placard lists the maximum load, tire size and cold tire pressure where applicable.

TIRE ROTATION



To equalize wear, rotate tires according to figure shown periodically. Set tire pressure.

NOTE: Due to their design, radial tires tend to wear faster in the shoulder area, particularly in front positions. This makes regular rotation especially necessary.