Wheel Alignment

WHEEL ALIGNMENT TROUBLE SHOOTING

NOTE – *This is a general trouble shooting guide. When using this guide, locate the condition in column one that corresponds to your problem and determine the possible causes in column two. Match the number of the possible cause with the same number in column three, and you will have the suggested correction.*

CONDITION	POSSIBLE CAUSE	CORRECTION
► Tire wear	1) Tire pressure too low 2) Wheel alignment out of tolerance 3) Excessively worn wheel bearings 4) Improper or no tire rotation	1) Check manufacturer's recommended pressure and set to specifications. 2) Check alignment and set to specs or replace components 3) Check, adjust or replace bearings 4) Follow manufacturer's recommended procedures. Perform a 4 or 5-tire rotation
► Grating tire noise	1) Improper tire pressure 2) Wheel alignment out of tolerance 3) Damaged or defective spindle or suspension components	1) Check manufacturer's recommended pressure and set to specifications 2) Reset alignment or replace necessary suspension components 3) Inspect and replace components
► Uneven tire wear	1) Uneven tire pressure 2) Tire pressure too low (shoulders on tire worn) 3) Tire pressure too high (center of tred worn) 4) Bent rotor or wheel 5) One side of front tred worn 6) Inside of tred worn 7) Outside of tred worn 8) Excessive wheel bearing play 9) Brake operation on only one side	1) Check manufacturer's recommended pressure and set to specifications 2) See correction 1 3) See correction 1 4) Check and replace part 5) Inadequate camber 6) Inadequate toe-in 7) Excessive toe-in 8) Inspect and adjust bearings 9) Check and adjust brakes
► Road noise	1) Abnormal tire wear 2) Tire out of balance 3) Tire pressure too low	1) Replace tire 2) Rebalance tire 3) Check manufacturer's recommended pressure and set to specifications