Wheel Alignment

WHEEL ALIGNMENT TROUBLESHOOTING

NOTE — *This is a general troubleshooting guide. When using this guide, locate the CONDITION in column one that corresponds to your problem. Then determine the POSSIBLE CAUSE 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.	1) Check manufacturer's recommended pressure and set to specifications.
	2) Wheel alignment out of tolerance.	2) Check alignment and set to specifications or replace components.
	3) Excessively worn wheel bearings.	3) Check, adjust or replace bearings.
	4) Improper or no tire rotation.	4) Follow manufacturer's recommended procedures. Do either 4 or 5 wheel rotation.
Grating tire noise.	1) Improper tire pressure.	1) Check manufacturer's recommended pressure and set to specifications.
	2) Wheel alignment out of tolerance.	2) Reset alignment or replace necessary suspension components.
	3) Damaged or defective spindle or suspension components.	3) Inspect and replace components.
Uneven tire wear.	1) Uneven tire pressure.	1) Check manufacturer's recommended pressure and inflate to specifications.
	2) Tire pressure too low (shoulders on tire worn).	2) See correction No. 1.
	3) Tire pressure too high (center of tread worn).	3) See correction No. 1.
	4) Bent rotor on wheel.	4) Check and replace part.
	5) One side of front tread worn.	5) Inadequate camber.
	6) Inside of tread worn.	6) Inadequate toe-in.
	7) Outside of tread worn.	7) Excessive toe-in.
	8) Excessive wheel bearing play.	8) Inspect and adjust bearings.
	9) Brake operation on only one side.	9) Check and adjust brakes.
Road noise.	1) Abnormal tire wear.	1) Replace tire.
	2) Tire out of balance.	2) Rebalance tire.
	3) Tire pressure too low.	3) Check manufacturer's recommended pressure and set to specifications.

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