

Tire Wear



- Using tires and wheel other than the recommended sizes could cause unusual handling characteristics and poor vehicle control, resulting in a serious accident.

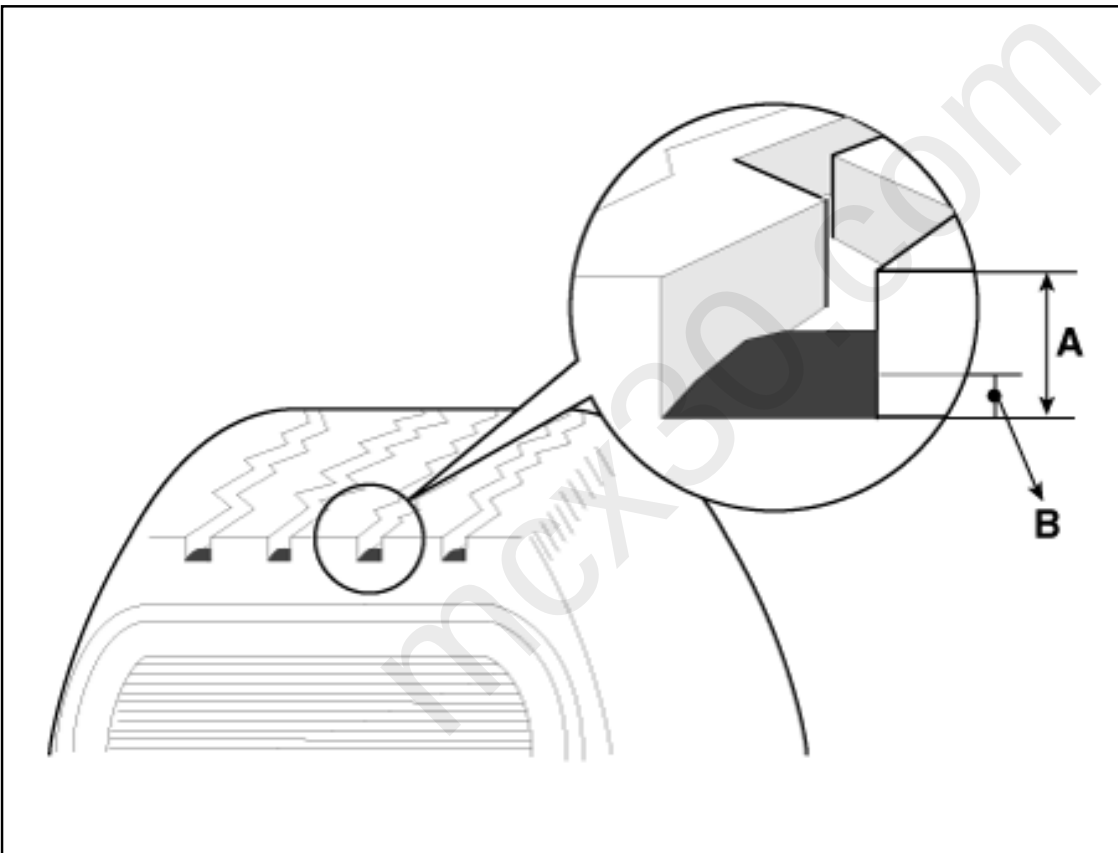
1. Measure the tread depth of the tires.

Tread depth [limit] : 1.6 mm (0.0630 in.)

2. If the remaining tread depth (A) is less than the limit, replace the tire.



- When the tread depth of the tires is less than 1.6 mm(0.0630 in), the wear indicators (B) will appear.

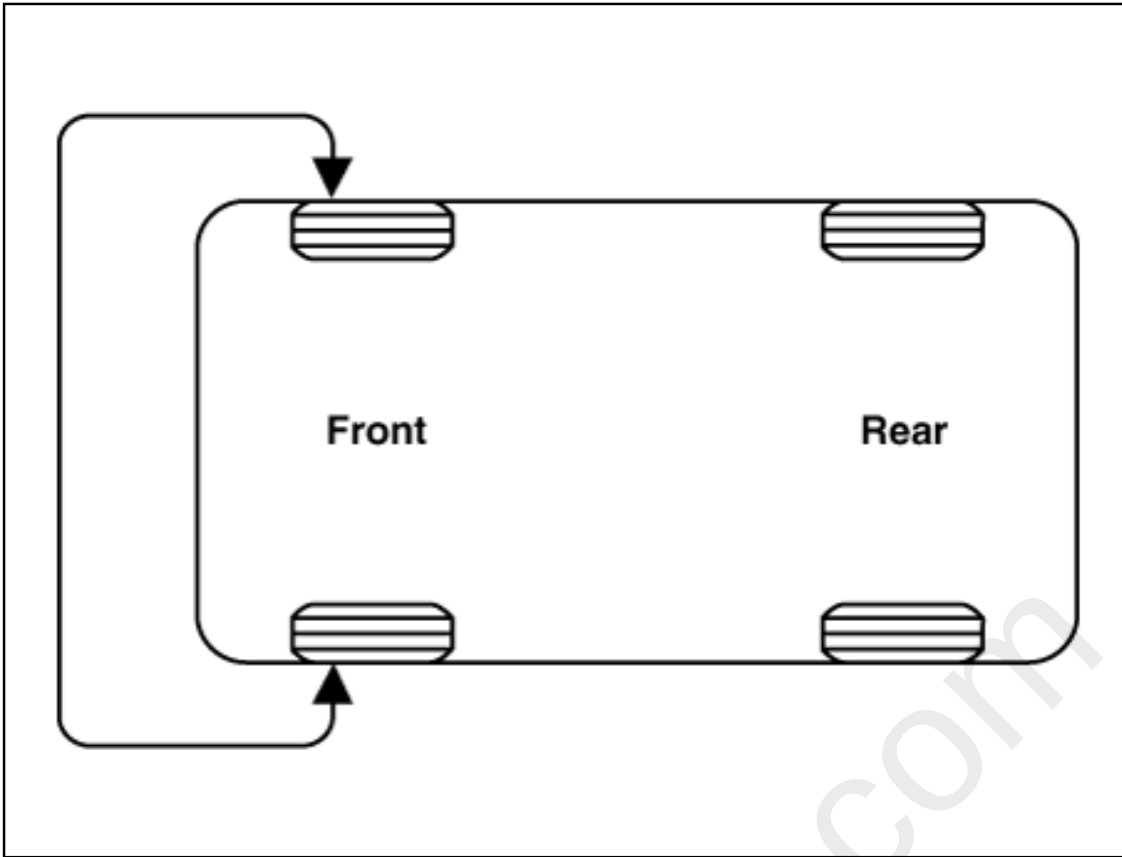


Tire Rotation

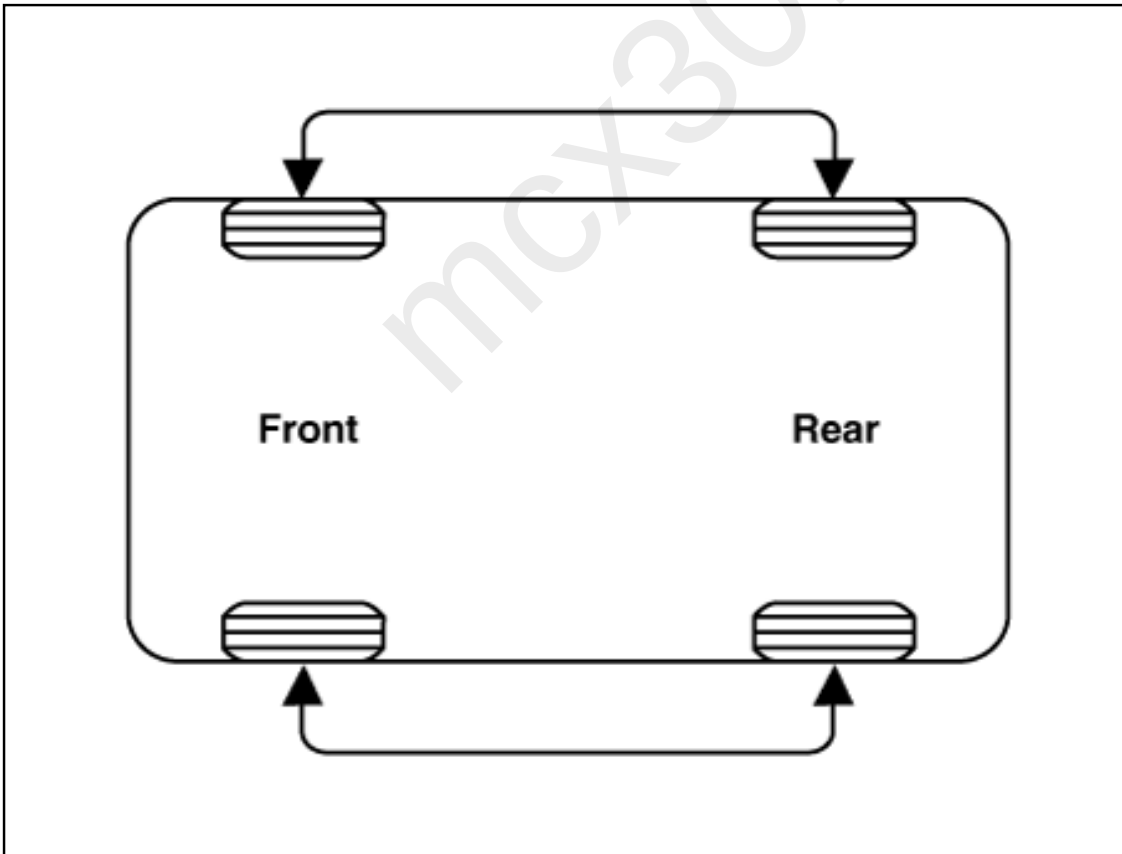
Checking For Pull And Wander

If the steering pulls to one side, rotate the tires according to the following wheel rotation procedure.

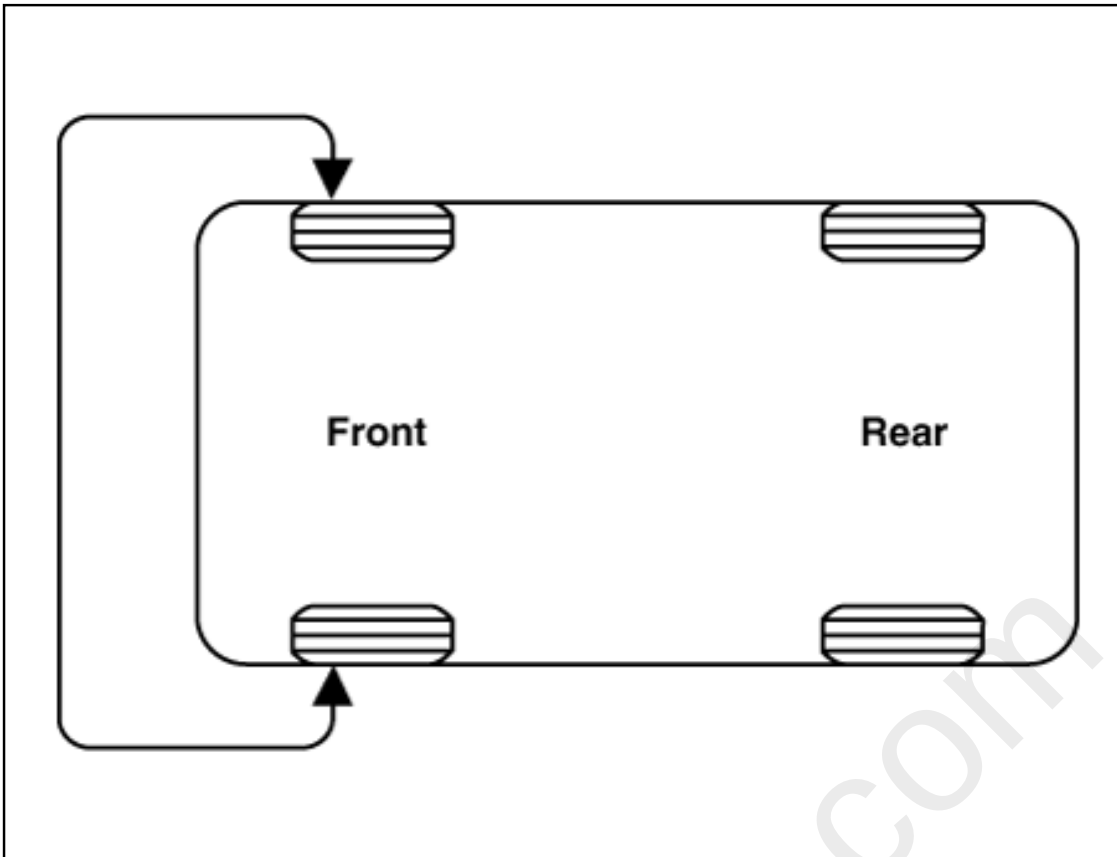
1. Rotate the front right and front left tires, and perform a road test in order to confirm vehicle stability.



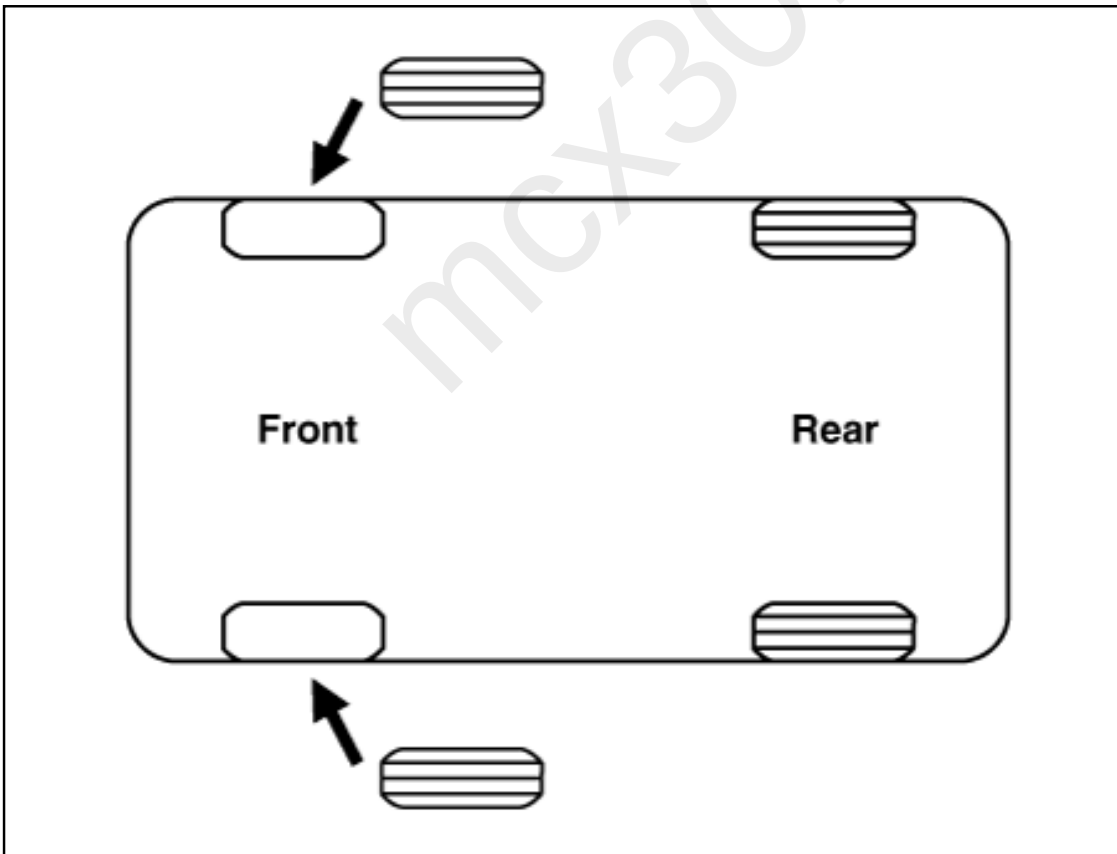
2. If the steering pulls to the opposite side, rotate the front and rear tires, and perform a road test again.



3. If the steering continues to pull to one side, rotate the front right and left tires again, and perform a road test.



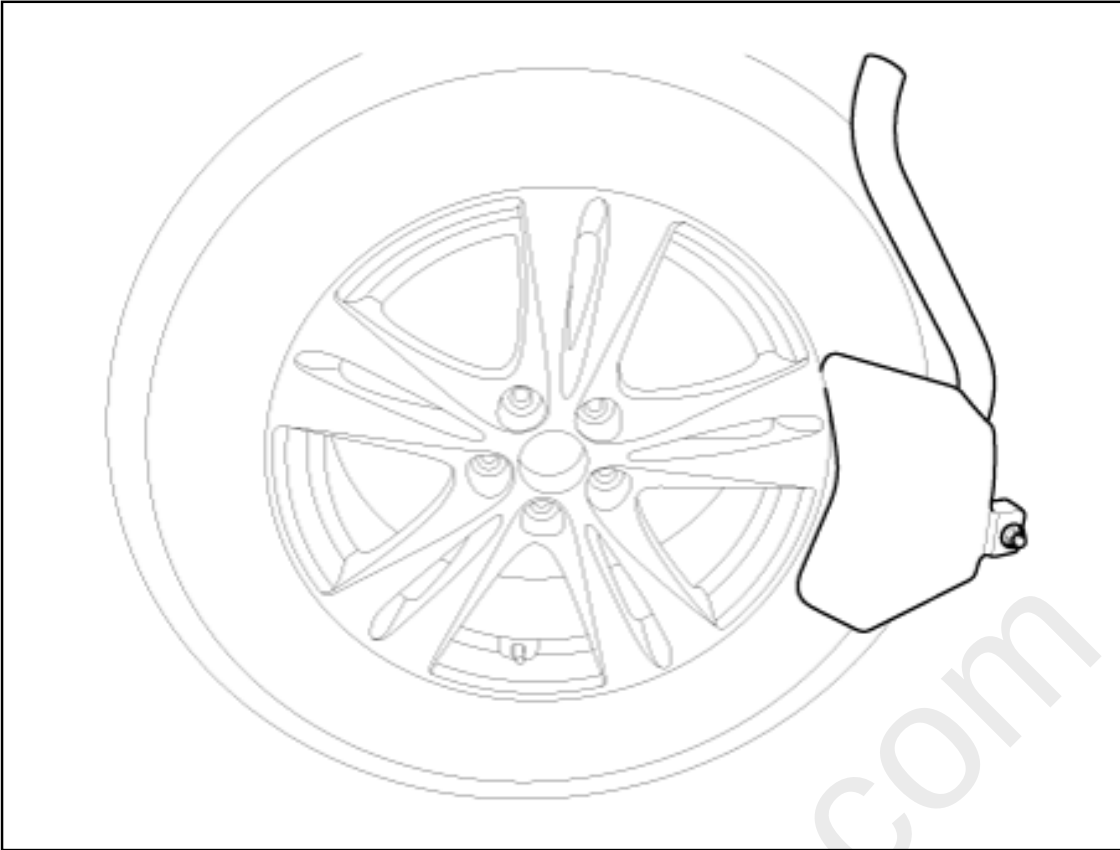
4. If the steering continues to pull to the opposite side, replace the front wheels with new ones.



Removal

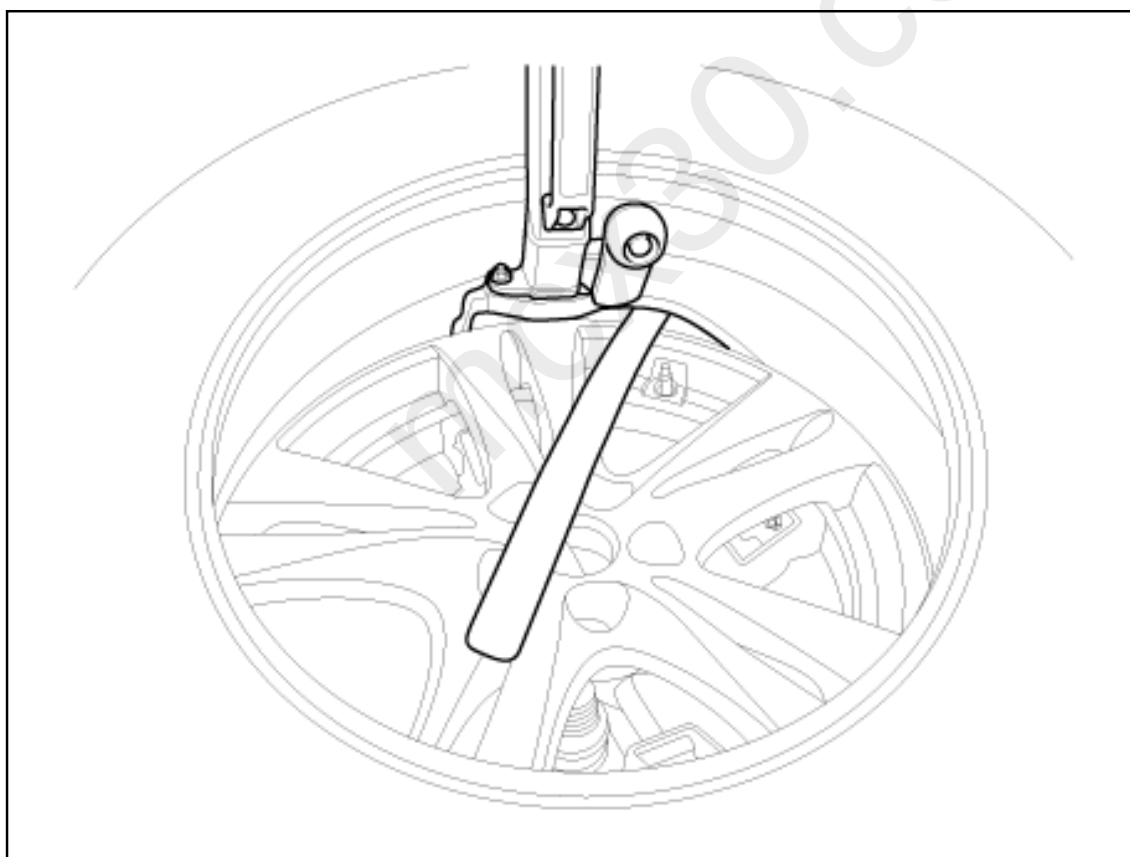
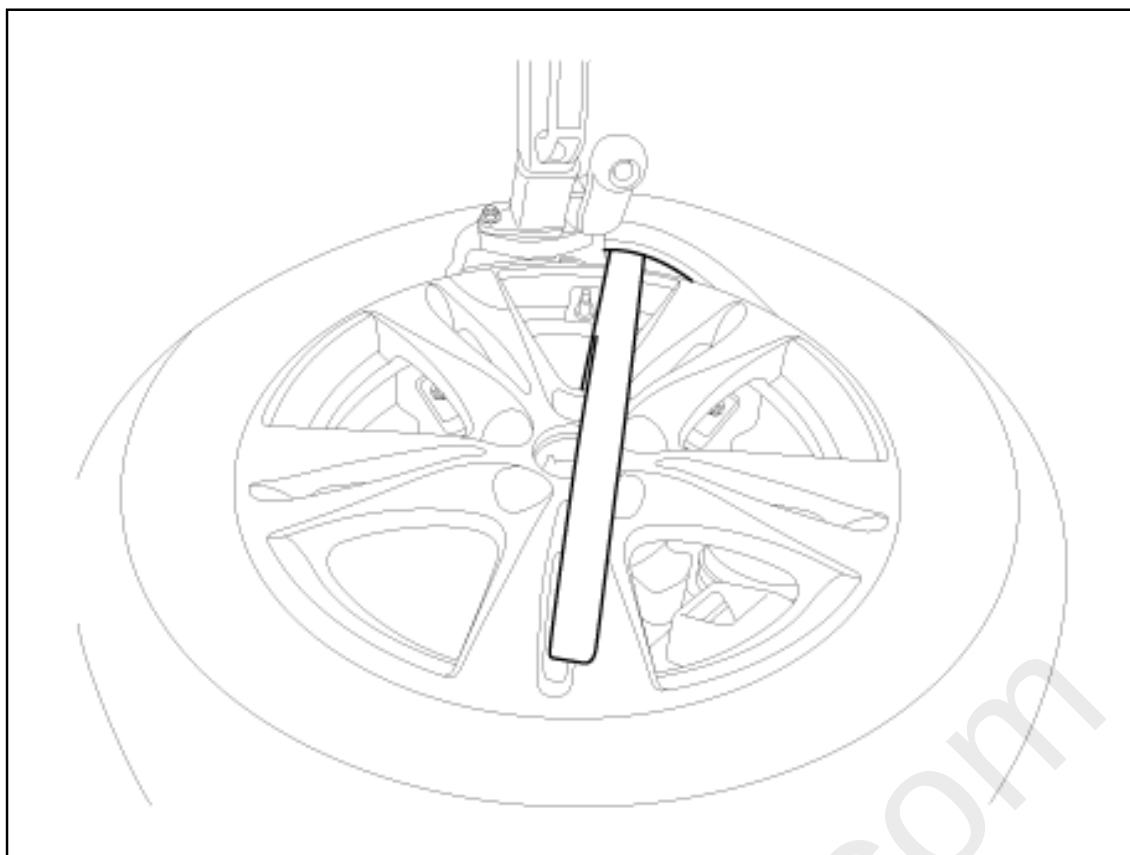
1. Remove valve core and deflate the tire.

2. Remove the side of the tire bead area from the wheel using tire changing machine .



- The tire bead should be broken approx. 90° from the valve side of the wheel. The bead breaker should not be set too deep.
- Avoid tire/tool contact with the valve on dismount.
- Dismount should end near the valve.

3. Rotate the wheel clockwise.

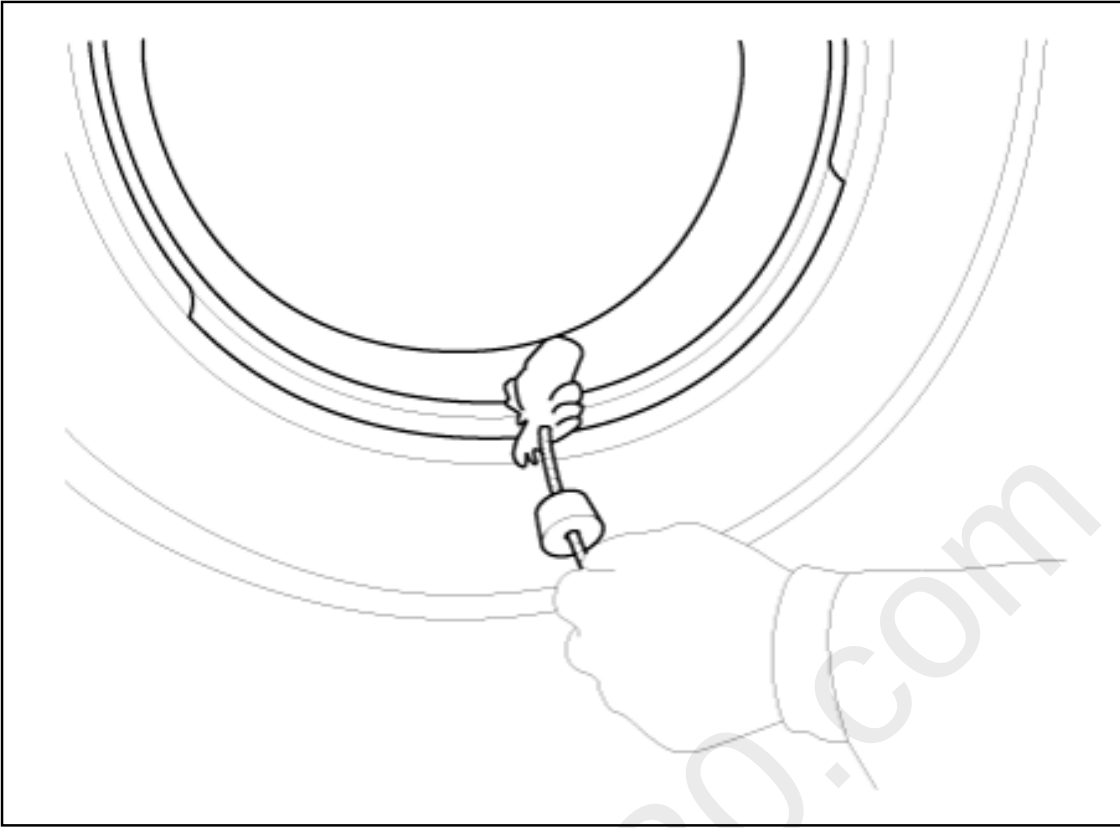


Installation

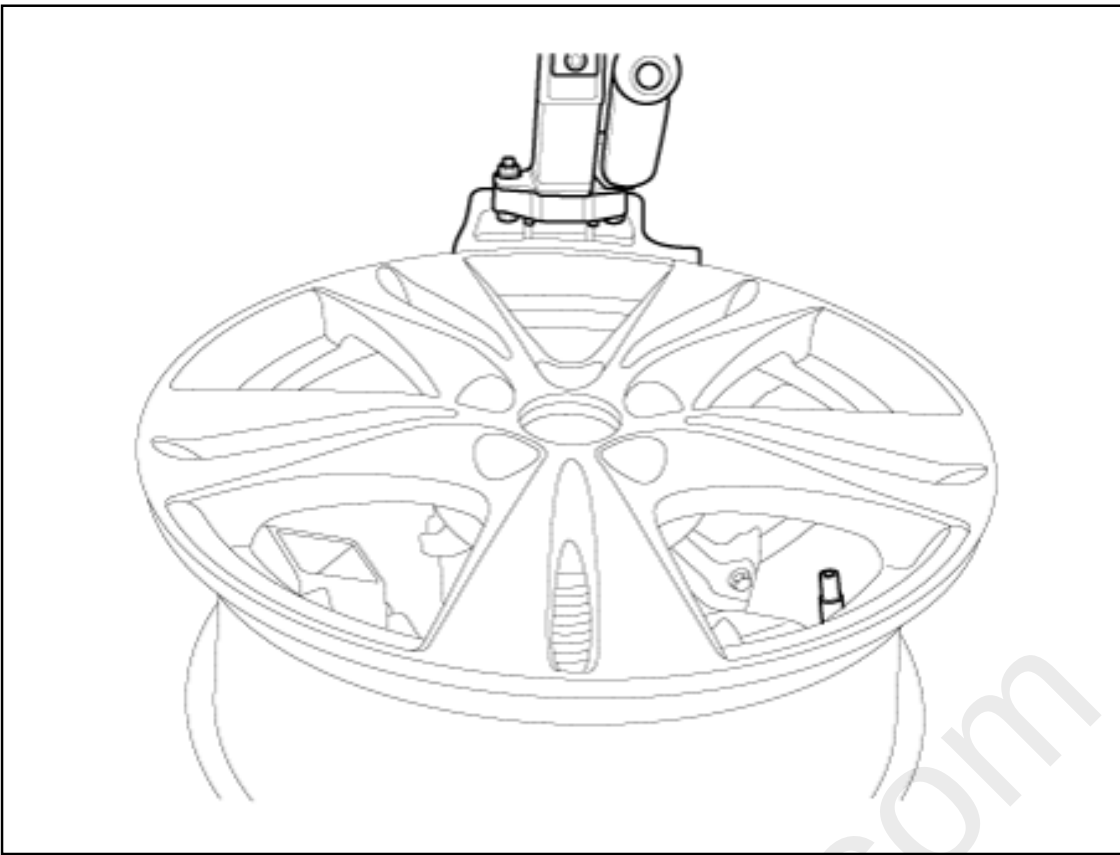
1. Apply tire soap or lubrication to the top and bottom tire beads.



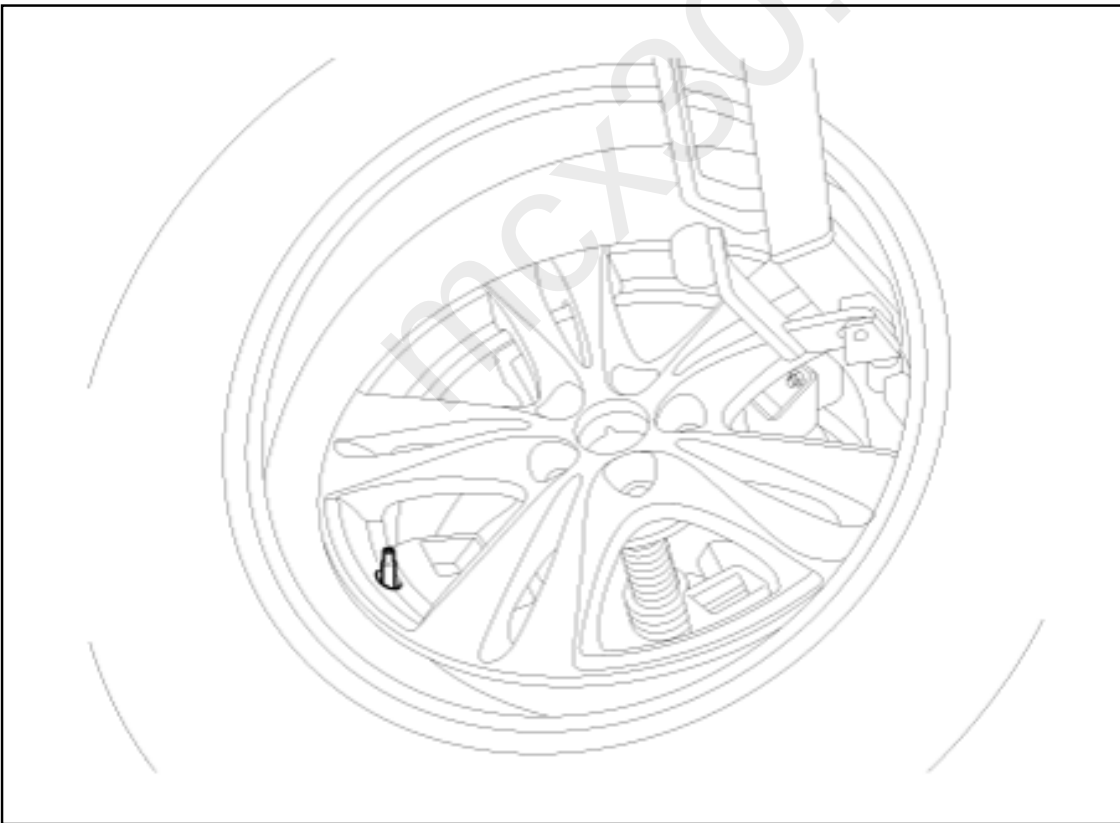
- When changing the wheel, do not reuse the snap-in type TPMS sensor.



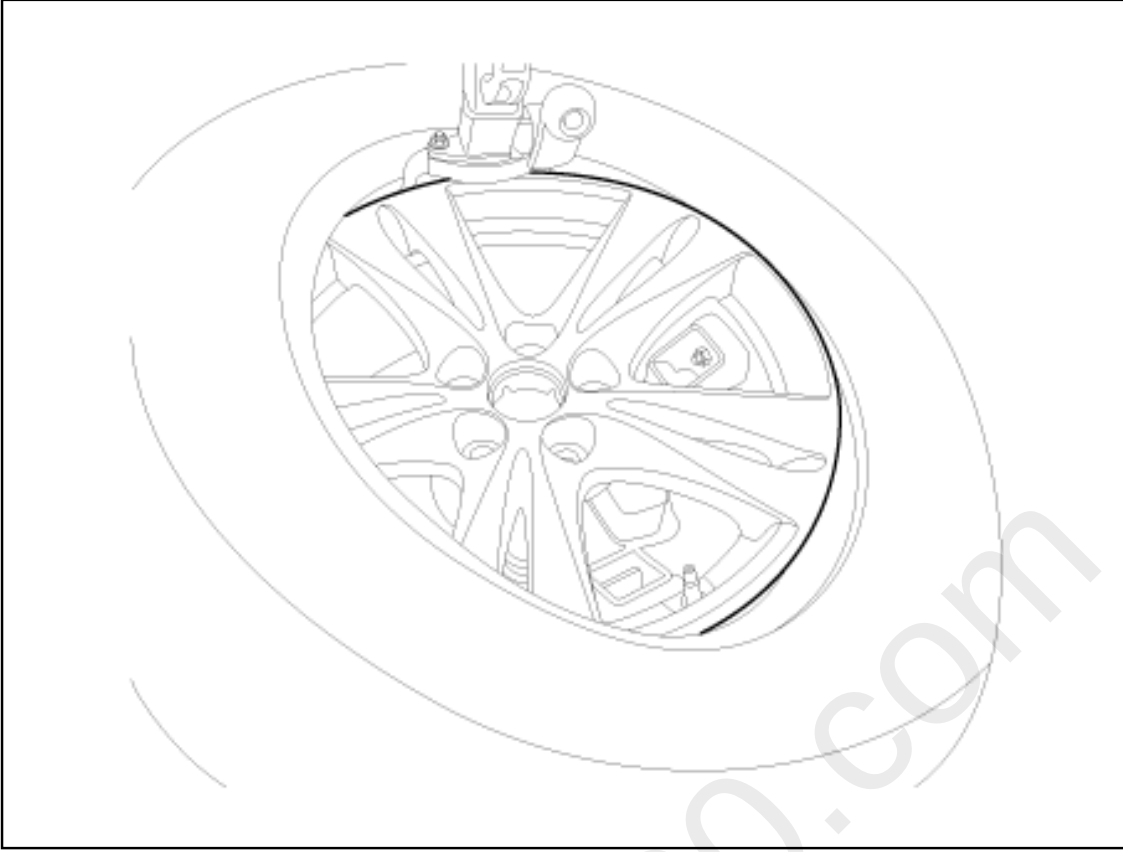
2. To fit the bottom bead, position the valve at the 5 o'clock position relative to the head on the tire changing machine.



3. Place the tire on the rim so the bottom bead touches the edge of the rim after the valve (6 o'clock). Rotate the rim clockwise, and push down on the tire at the 3 o'clock position to fit bottom bead.



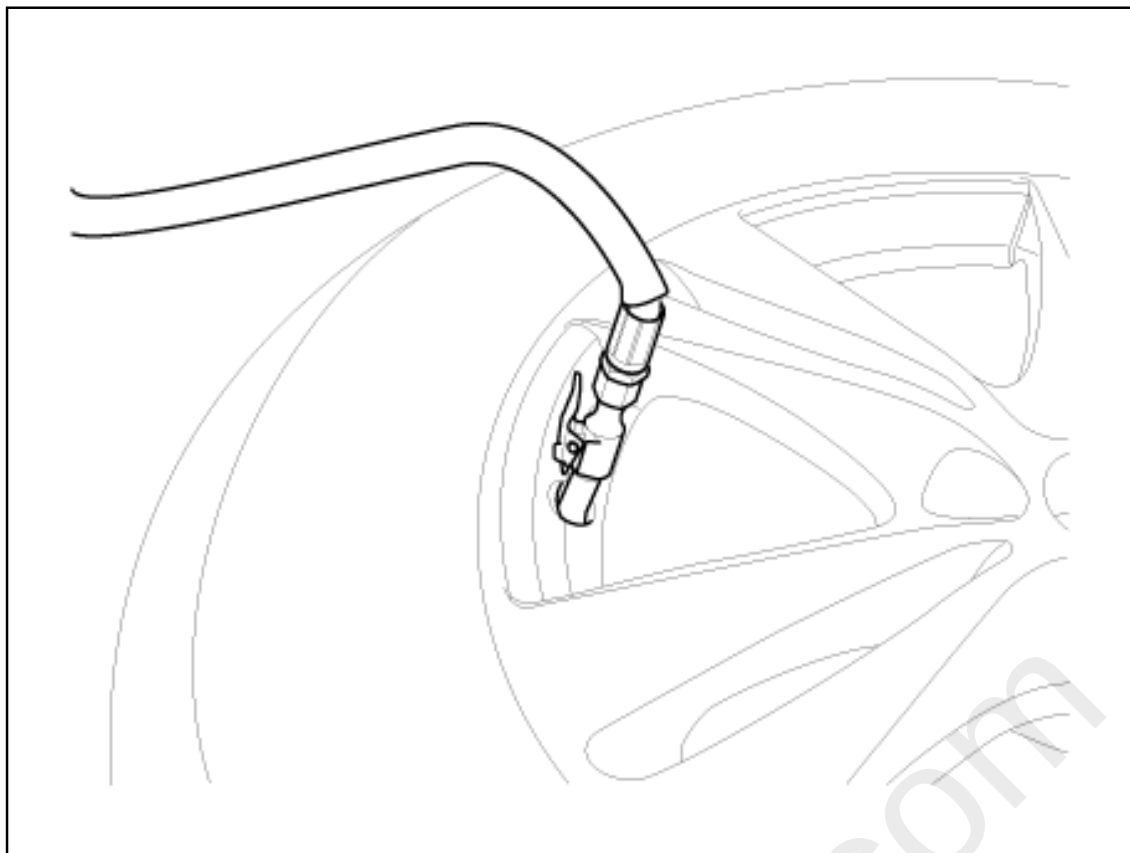
4. After bottom bead is on tire, rotate the rim until the valve is at the 5 o'clock position relative to the head on the tire changing machine. Push down on the tire at the 3 o'clock position and rotate the rim clockwise to fit the top bead.



5. Inflate the tire until both beads seat.

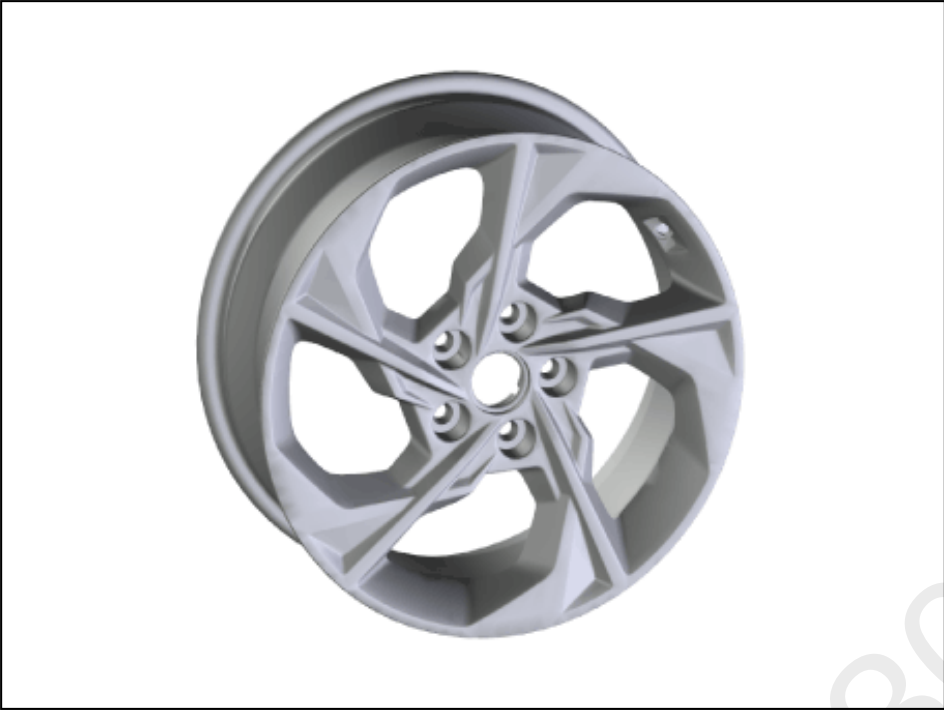
Recommended Tire pressure :

240 kPa (35 psi)



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Components

17 inch (7.0J X 17)	18 inch (7.5J X 18)
	
19 inch (7.5J X 19)	19 inch (7.5J X 19)



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Removal

1. Remove the rear wheel and tire (A).



- Be careful not to damage the hub bolts when removing the rear wheel and tire (A).

[Front]



[Rear]



Installation

1. Install the rear wheel and tire (A).

[Front]



[Rear]



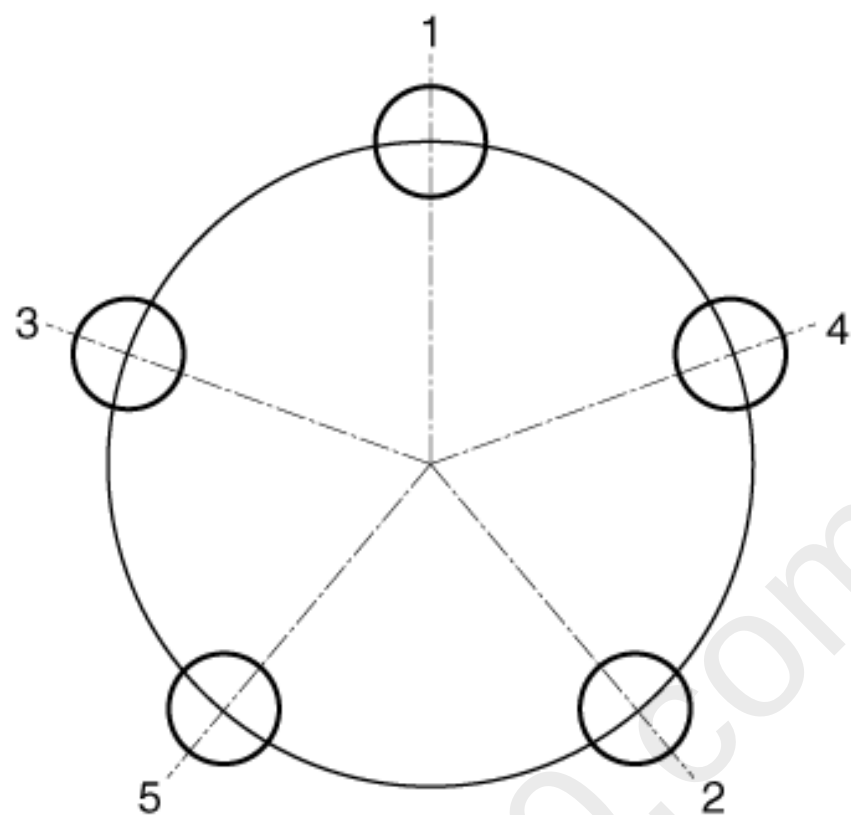
2. Tighten the hub nuts as follows.

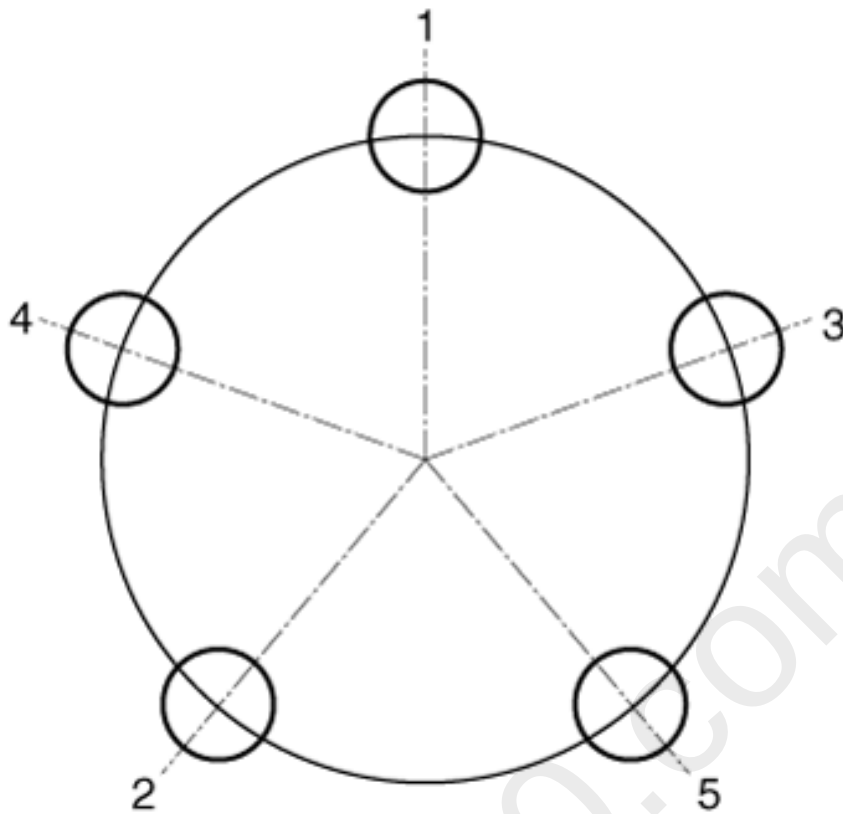
Tightening torque :

107.9 - 127.5 N.m (11.0 - 13.0 kgf.m, 79.6 - 94.0 lb-ft)



- When using an impact gun, final tightening torque should be checked using a torque wrench.





If the vehicle starts within 19 minutes after the replacement of the wheel of the stopped vehicle, the TPMS Malfunction Indicator on the instrument cluster illuminates.

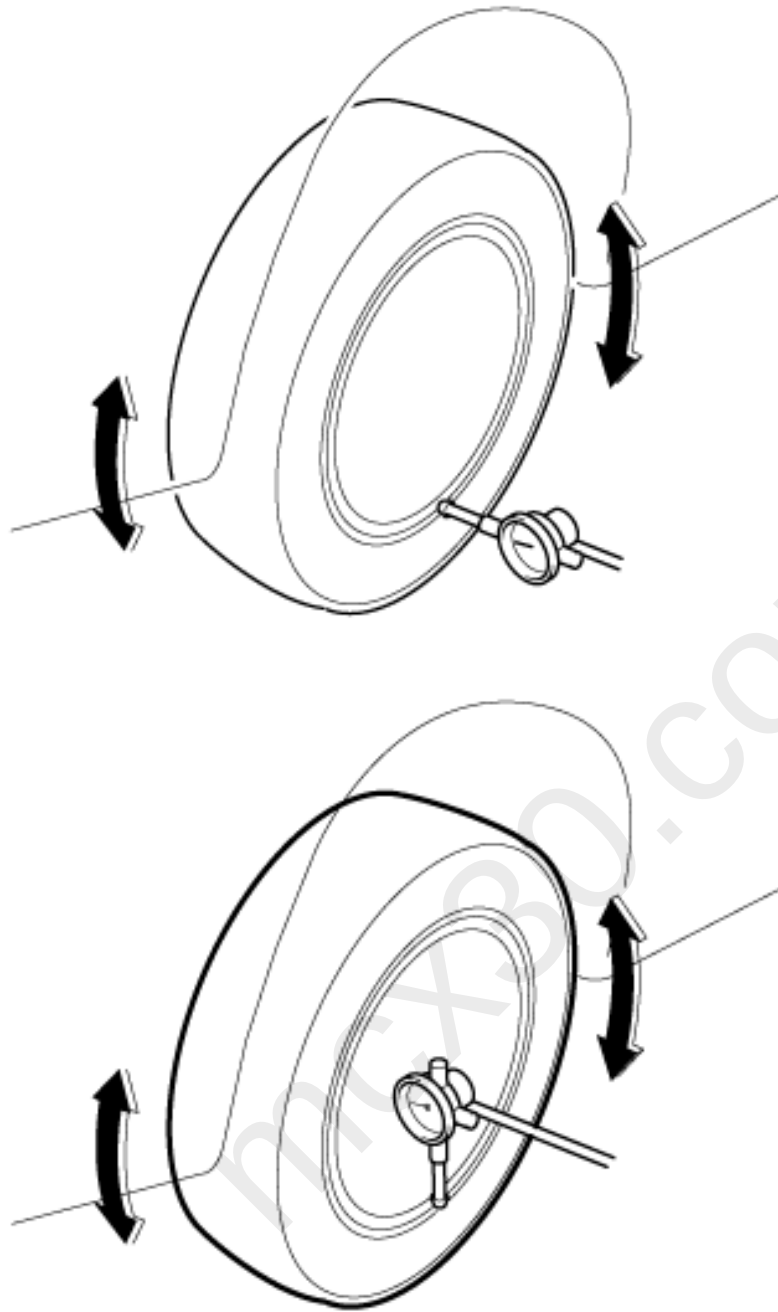
- The above symptom is due to communication failure between the BCM and the replaced TPMS ID.
 - This communication failure indicator turns off in 19 minutes after the vehicle stops through the BCM’s automatic learning process of TPMS ID.
- (When driving the vehicle after stopping for over 19 minutes, the indicator turns off automatically.)

Run out
inspection

1. Jack up the vehicle.
2. Measure the wheel Run-out by using a dial indicator as illustration below.

Run - out	Aluminum
Radial mm (in.)	Below 0.3 (0.0118)
Lateral mm (in.)	Below 0.3 (0.0118)

3. If measured value exceeds the standard value, replace the wheel.



Adjustment

When using a commercially available computerized wheel alignment equipment to inspect the front wheel alignment, always position the vehicle on a level surface with the front wheels facing straight ahead. Prior to inspection, make sure that the front suspension and steering system are in normal operating condition and that the tires are inflated to the specified pressure.

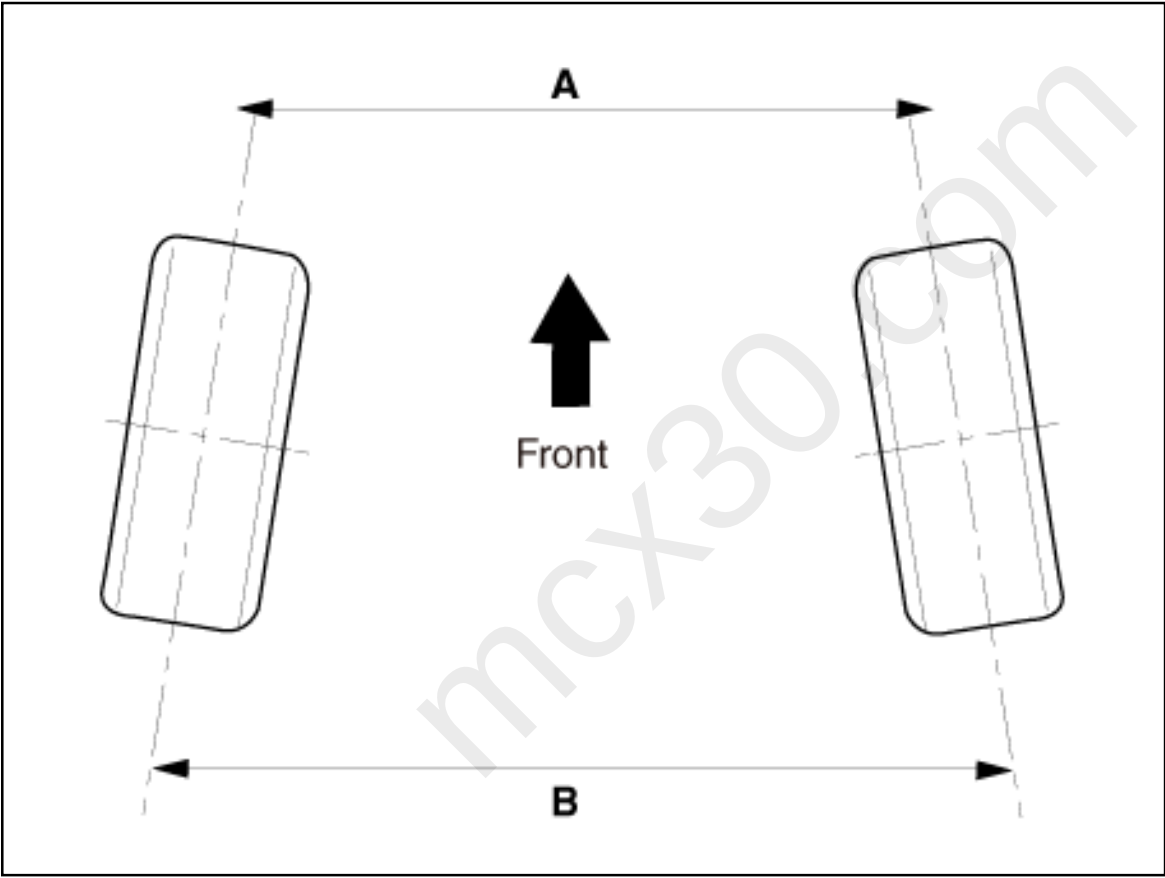
[Front]

Toe

Toe

Total : $0.1^{\circ} \pm 0.2^{\circ}$

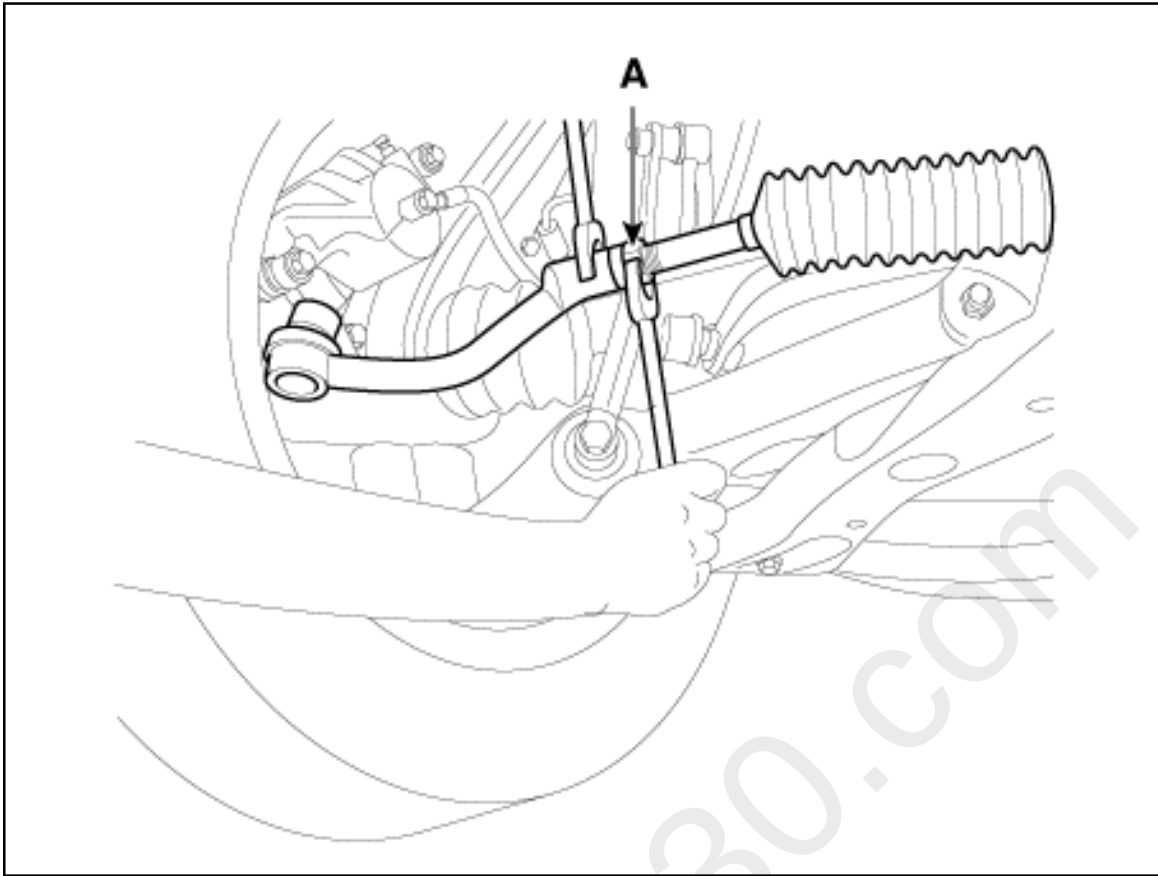
Individual : $0.05^{\circ} \pm 0.1^{\circ}$



Item	Description
$A-B < 0$	Positive (+) toe (toe in)
$A-B > 0$	Negative (-) toe (toe out)

Tightening torque :

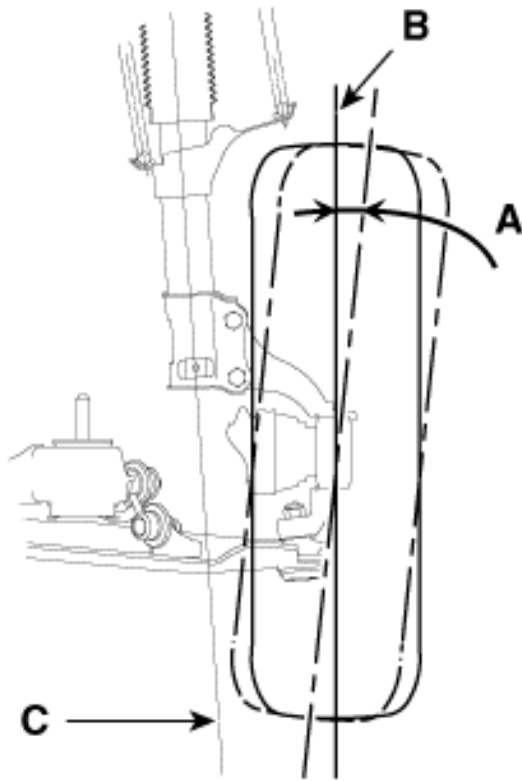
49.0 - 53.9 N.m (5.0 - 5.5 kgf.m, 36.2 - 39.8 lb-ft)



Camber

Camber refers to the tilt of the center of the wheel.

Camber angle : $-0.5^{\circ} \pm 0.5^{\circ}$

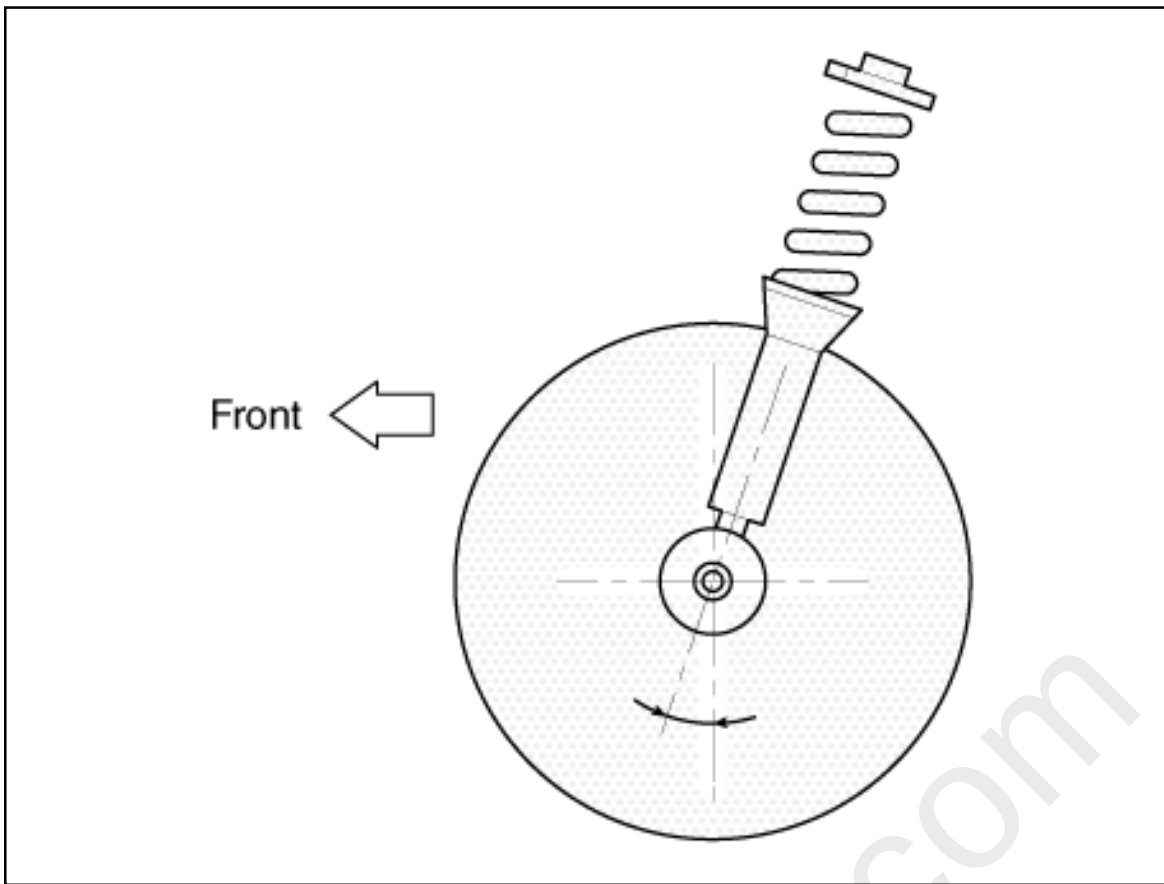


Item	Description
A	Positive camber angle
B	True vertical
C	Strut centerline

Caster

Caster is pre-set at the factory and doesn't need to be adjusted. If the caster is not within the standard value, replace the bent or damaged parts.

Caster : $4.85^{\circ} \pm 0.5^{\circ}$



[Rear]

Toe

Toe

Total : $0.2^{\circ} \pm 0.2^{\circ}$

Individual : $0.1^{\circ} \pm 0.1^{\circ}$

Camber

Camber angle : $-1.2^{\circ} \pm 0.5^{\circ}$