

WHEEL: BALANCING



Note, one or more warnings are present in this procedure



1. PREREQUISITES FOR WHEEL BALANCING

- Wheel balancing is a measurement operation.

Several conditions must be met to achieve a reliable result in a single operation.

The wheel balancer must be installed in accordance with the manufacturer's instructions.

It is essential to calibrate the balancer according to the frequency recommended by the manufacturer.

Do not grease the threaded shaft.

Check the condition of the supports, centring components and mountings.

Replace any faulty parts (see manufacturer's instructions).

The wheel and the wheel balancer must be clean.

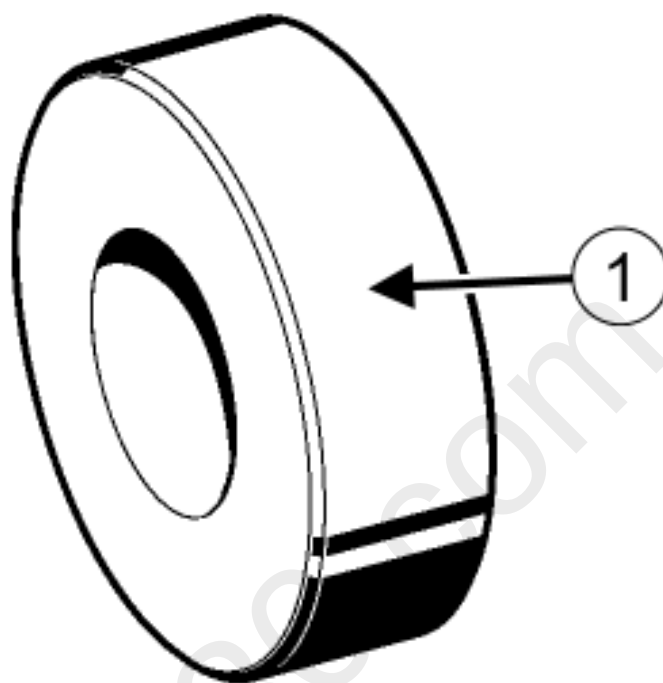
1- DRIVER'S PERCEPTION

- If the wheels are not correctly balanced this causes the steering wheel and/or the vehicle floor to vibrate.

These vibrations appear between 54 mph (90 km/h) and 90 mph (150 km/h).

2. BALANCING PREPARATION OPERATION

- Adjust the tyre pressure [Tyre pressure: Identification](#).
- Always carry out a road test for a minimum distance of 1 mile (2 km) before balancing the wheels, in order to remove any flat spots on the tread caused by the vehicle being immobilised.
- Actions to be carried out immediately after the test drive:
 - Position the vehicle on a two-post vehicle lift [Vehicle: Towing and lifting](#),
 - raise the vehicle,
 - leave the four wheels hanging free,
 - release the parking brake.



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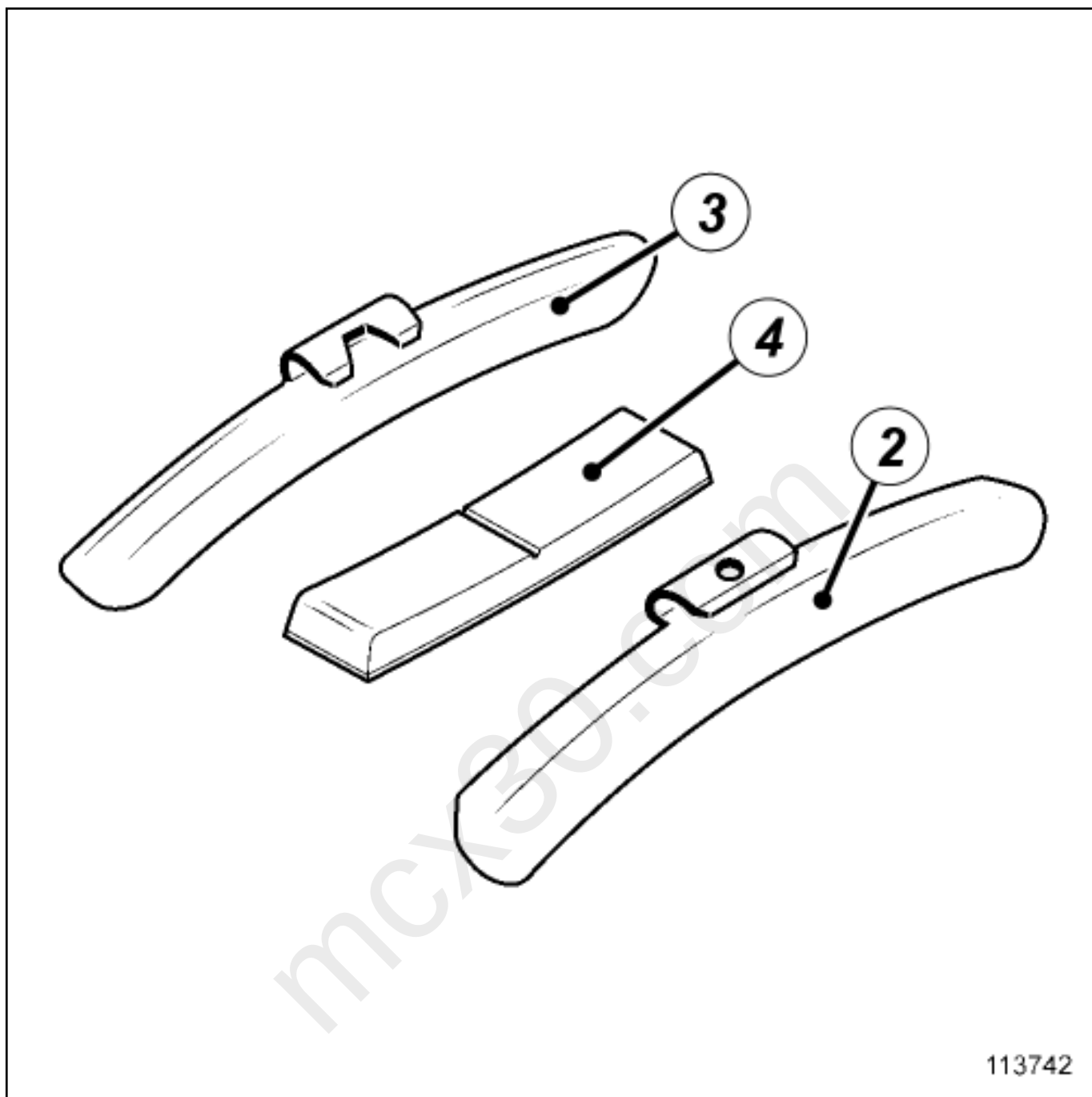
Note:

The ring is available from the supplier of the equipment used.

To reproduce the exact vehicle wheel assembly, use a ring(1) of diameter:

■ 60 mm

There are three types of weight:



(2) Steel wheel with flange

(3) Alloy wheel with flange

(4) Alloy wheel without flange

In some countries, the use of lead weights is forbidden; in this case it is recommended to use ZAMAK weights instead.

Only use weights provided by the Parts Department.

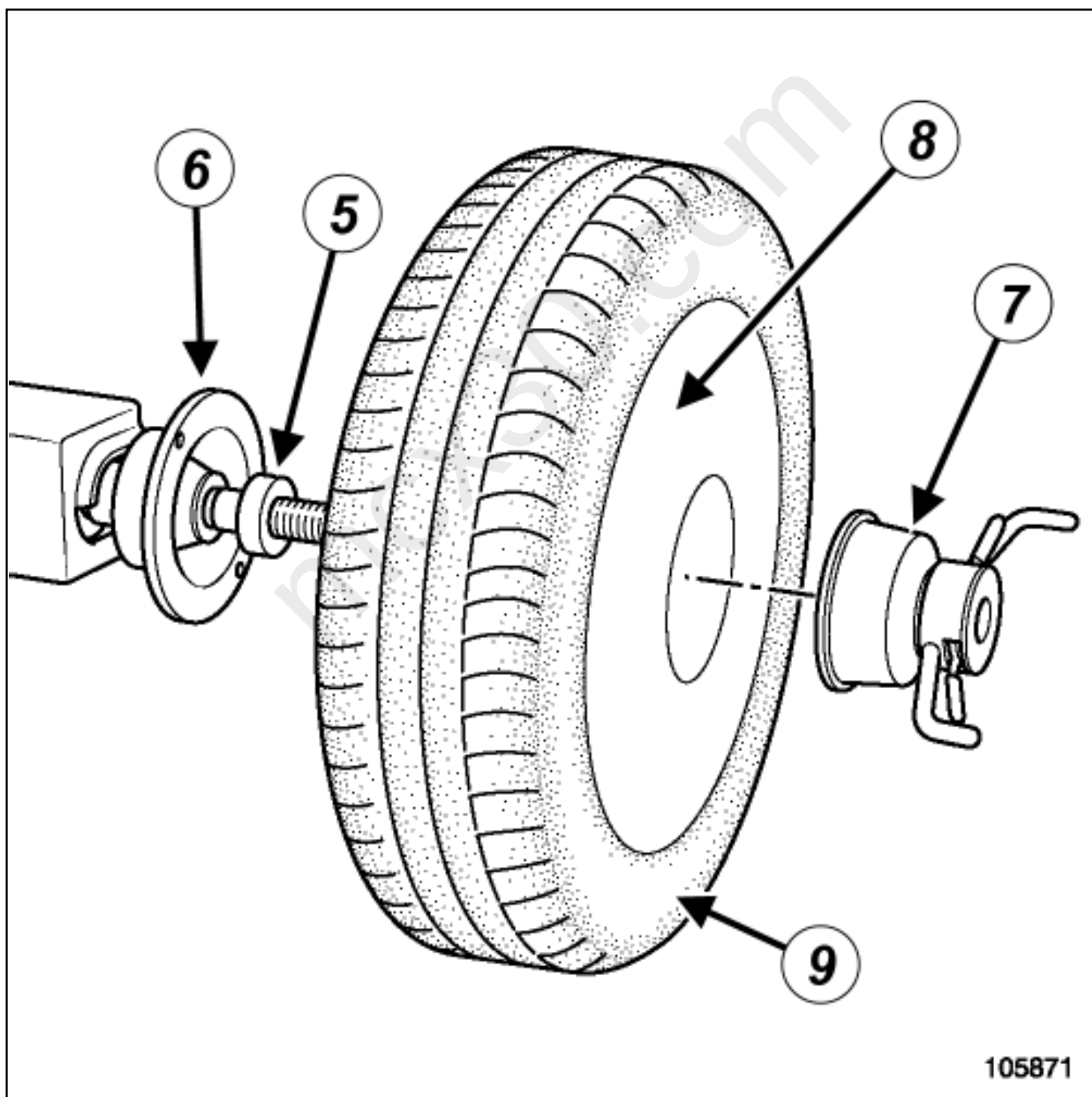
■ Remove the wheels([see 35A, Wheels and tyres, Wheel: Removal - Refitting](#)) .

■ Always clean the wheel, disc, and hub bearing surfaces.

3. PROCEDURE FOR BALANCING THE WHEEL IN QUESTION

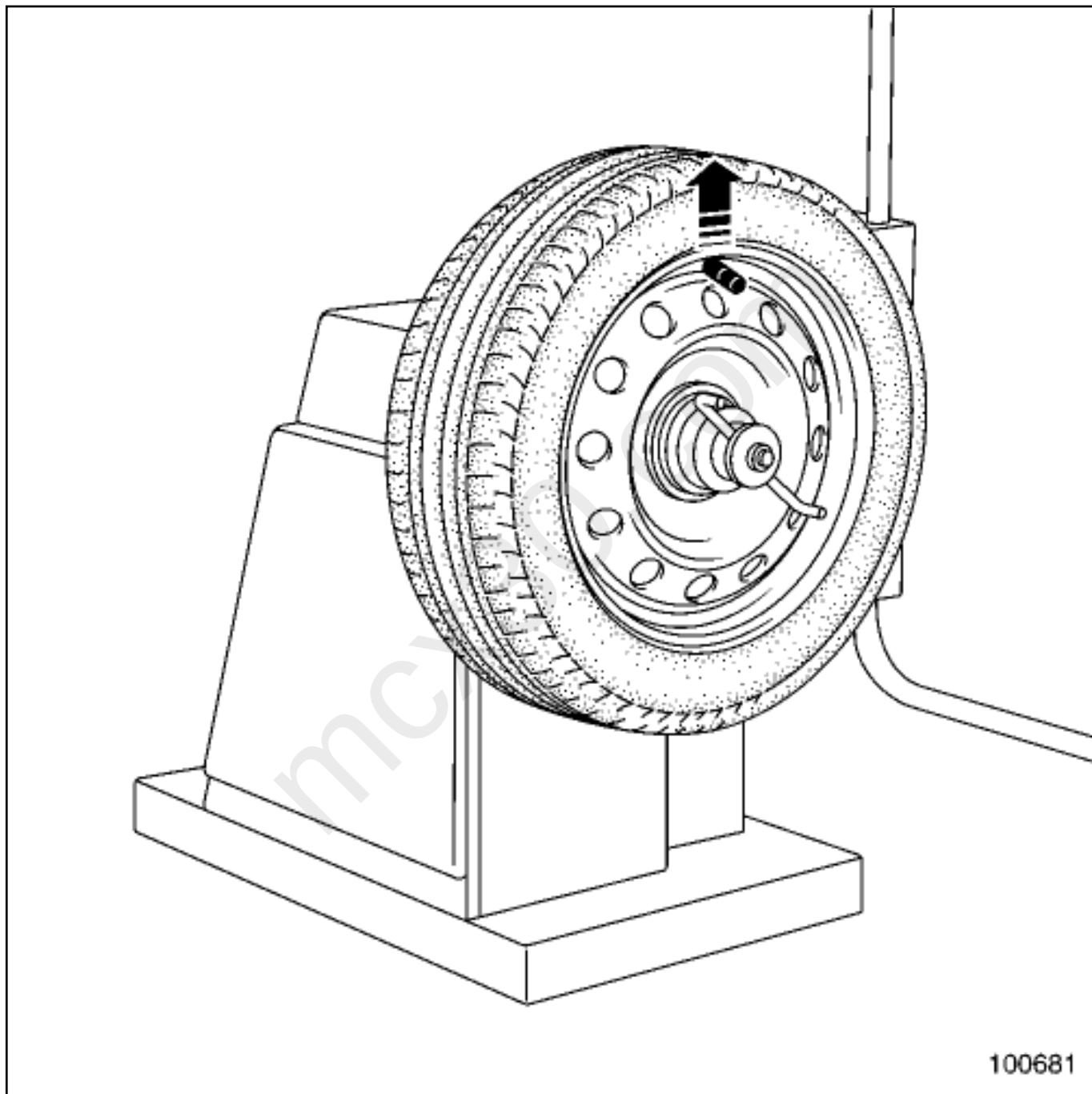
■ Make sure that the wheel balancer bearing surface and all the centring equipment (ring, thrust plate, etc.) are kept clean.

■ Try not to scratch the (alloy) wheel rim with the wheel tightening device.



■ The wheel is fitted on the wheel balancer as follows:

- (5) ring,
- (6) wheel balancer back-plate,
- (7) wheel tightening device (certain alloy wheels require a device 200 mm in diameter to ensure that the wheel has been correctly tightened),
- (8) outer wheel plane,
- (9) wheel.



■ Place the wheel on the wheel balancer, with the valve at the top, then lock the wheel in place.

■ Remove any stones trapped in the tyre tread.

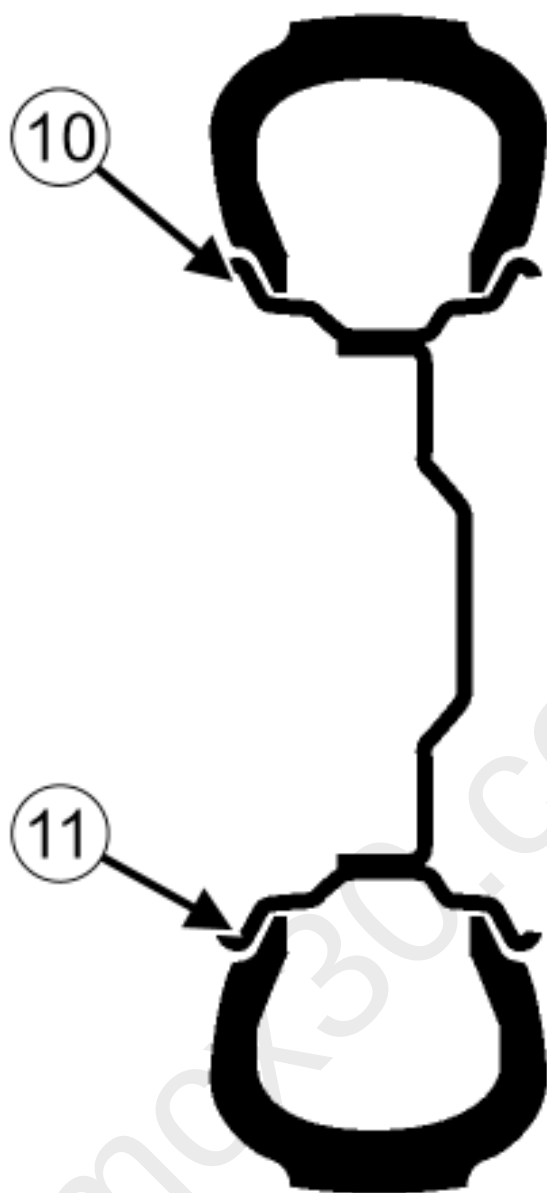
- Enter the specific wheel parameters when starting the wheel balancer.
- Start the wheel balancer and check the wheel balance, which should be 0 gon on each plane of the wheel.
- If this is not the case, remove the old wheel balancing weights and repeat the wheel balancing procedure, checking that the wheel balance equals 0 on each wheel plane.



CAUTION

To avoid detachment of the balance weights, use only weights which correspond to the vehicle wheel rims.

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■ To ensure that the wheels are balanced correctly:

- Position a 10 g adhesive weight (10) on the interior of the wheel rim,

Repeat the wheel balancing procedure; the wheel balancer should indicate an equivalent weight (± 4 g) opposite the weight added(11),

■

Repeat the balancing method from the start if this is not the case.

■

Remove the adhesive weight.

4. FINAL OPERATION



Refit the wheel([see 35A, Wheels and tyres, Wheel: Removal - Refitting](#)) .



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