

GROUP 31

WHEEL AND TIRE

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GENERAL SPECIFICATIONS

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ROAD WHEEL AND TIRE

Item		Specification
Wheel	Type	Aluminum type
	Size	18 × 8.5JJ
	Amount of wheel offset mm (in)	38 (1.5)
	PCD mm (in)	114.3 (4.50)
Tire	Size	245/40R18 93Y

NOTE: PCD indicates the pitch circle diameter of the wheel installation holes.

SPARE WHEEL AND TIRE

Item		Specification
Wheel	Type	Steel type
	Size	18 × 4T
	Amount of wheel offset mm (in)	30 (1.2)
	PCD mm (in)	114.3 (4.50)
Tire	Size	T145/70R18 107M

NOTE: PCD indicates the pitch circle diameter of the wheel installation holes.

SERVICE SPECIFICATIONS

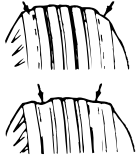
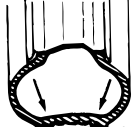
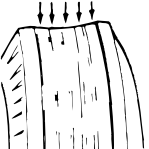
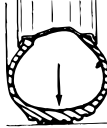

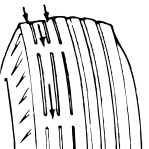
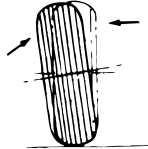
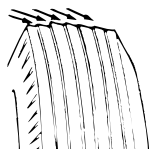
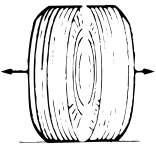

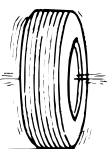
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Item		Limit
Tread depth of tire mm (in)		Minimum 1.6 (0.06)
Wheel runout	Radial runout mm (in)	1.0 (0.04) or less
	Lateral runout mm (in)	1.0 (0.04) or less

WHEEL AND TIRE DIAGNOSIS

DIAGNOSIS

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Symptom	Probable cause	Remedy	Reference page
Rapid wear at shoulders  ACX00923AB	Under-inflation or lack of rotation  ACX00924AE	Adjust the tire pressure.	For tire inflation pressure, refer to the label on the driver's side center pillar.
Rapid wear at center  ACX00925AE	Over-inflation or lack of rotation  ACX00926AI		
Cracked treads  ACX00927AB	Under-inflation		For tire inflation pressure, refer to the label on the driver's side center pillar.
Wear on one side  ACX00928AB	Excessive camber  ACX00929AE	Check the camber.	Refer to GROUP 33, On-vehicle service –Front wheel alignment check and adjustment P.33-8 .
Feathered edge  ACX00930AB	Incorrect toe-in  ACX00931AE	Adjust the toe-in.	
Bald spots  ACX00932AB	Unbalanced wheel  ACX00933AB	Balance the wheels.	–

Symptom		Probable cause	Remedy	Reference page
Scalloped wear	 ACX00934	Lack of rotation of tires or worn or out-of-alignment suspension	Rotate the tires, and check the front suspension alignment.	Refer to GROUP 33, On-vehicle service –Front wheel alignment check and adjustment P.33-8.

WHEEL BALANCE ACCURACY

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PURPOSE

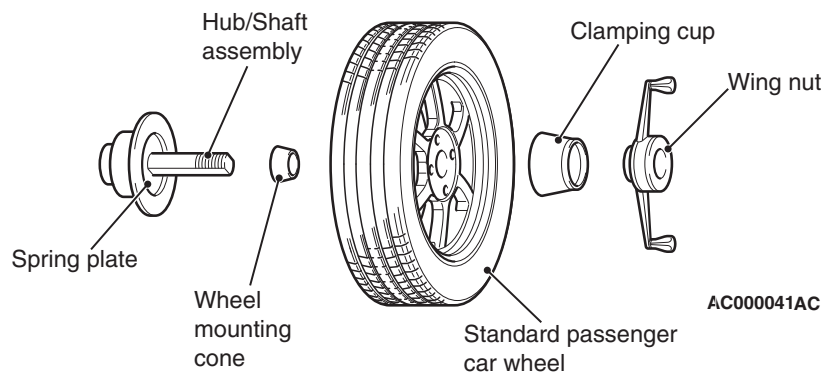
This section contains tips and procedures for achieving accurate wheel balance. Steering wheel vibration and/or body shake can result if any of these procedures are not carefully observed.

1. Wheels and tires must be properly mounted on a balancer in order to achieve correct balance. Centering the wheel on the shaft of the balancer is essential for proper mounting.
2. Off-the-car wheel balancers must be calibrated periodically to ensure good balancing results. An inaccurately calibrated balancer could cause unnecessary replacement of tires, shocks, suspension components, or steering components.

Check your balancer's calibration approximately every 100 balances. Your wheel balancer's instruction manual should include calibration procedures. If the calibration procedures specifically for your balancer are missing, use the generic steps in this section for zero calibration, static balance, and dynamic balance checks. The wheel balancer calibration checks are also described in the flowchart. (Refer to P.31-6.)

PROCEDURE <Balancing Tips>

1. Confirm that the balancer's cone and the wheel mounting cone are undamaged and free of dirt and rust.
2. On this vehicle, the wheel's center hole on the hub side has a chamfered edge. Use a back-mounting cone on your wheel balancer to center the wheel on the balancer shaft.
3. Install a wheel mounting cone. The appropriate size cone for this vehicle is 67.0 mm (2.64 inches).
4. Before balancing the wheel, remove any wheel weights from both sides. Also check both sides for any damage.
5. When installing wheel weights, hammer them at a straight (not diagonal) angle.



<Confirming Proper Balance>

1. After balancing the wheel, loosen the wing nut and turn the wheel 180 degree angle against the balancer's hub. Then re-tighten the wing nut and check the balance again. Repeat wheel balance if necessary.

<Wheel Balancer Calibration Checks>

1. Mount an undamaged original-equipment alloy rim and tire assembly (wheel) onto your off-the-car wheel balancer. Balance the wheel.
2. <<Zero Calibration Check>>
Loosen the balancer wing nut, rotate the wheel a half-turn (180 degree angle), and retighten the nut. Recheck the balance.
 - If the imbalance is 5 g (0.18 ounce) or less, the zero calibration is OK. Rebalance the wheel, then go to Step 4 to check static balance.
 - If the imbalance is more than 5 g (0.18 ounce), go to Step 3.
3. Loosen the balancer wing nut, rotate the wheel 1/4 turn (90 degree angle), and retighten the nut. Recheck the wheel balance.
 - If the imbalance is 5 g (0.18 ounce) or less, the wheel may not be centered on the balancer, or the balancing cones, the cup, and/or wing nut are damaged, dirty, or inappropriate for the wheel. You may need to refer to the balancer manufacturer's instructions to verify the correct attachments. After making the necessary corrections, recheck the wheel balance. If OK, then go to Step 4.
 - If the imbalance is more than 5 g (0.18 ounce), the balancer requires calibration. Contact the balancer manufacturer for calibration by their repair representative.

2. Turn the wheel again 180 degree angle against the balancer's hub. If the wheel becomes out-of-balance each time it is turned against the balancer's hub, the wheel balancer may require calibration.

4. <<Static Balance Check>>

Attach a 5 g (0.18 ounce) weight to the outer rim. Recheck the balancer. The balancer should detect 5 ± 2 g (0.18 ± 0.06 ounce) of imbalance 170 to 190 degree angle away from the 5 g (0.18 ounce) weight.

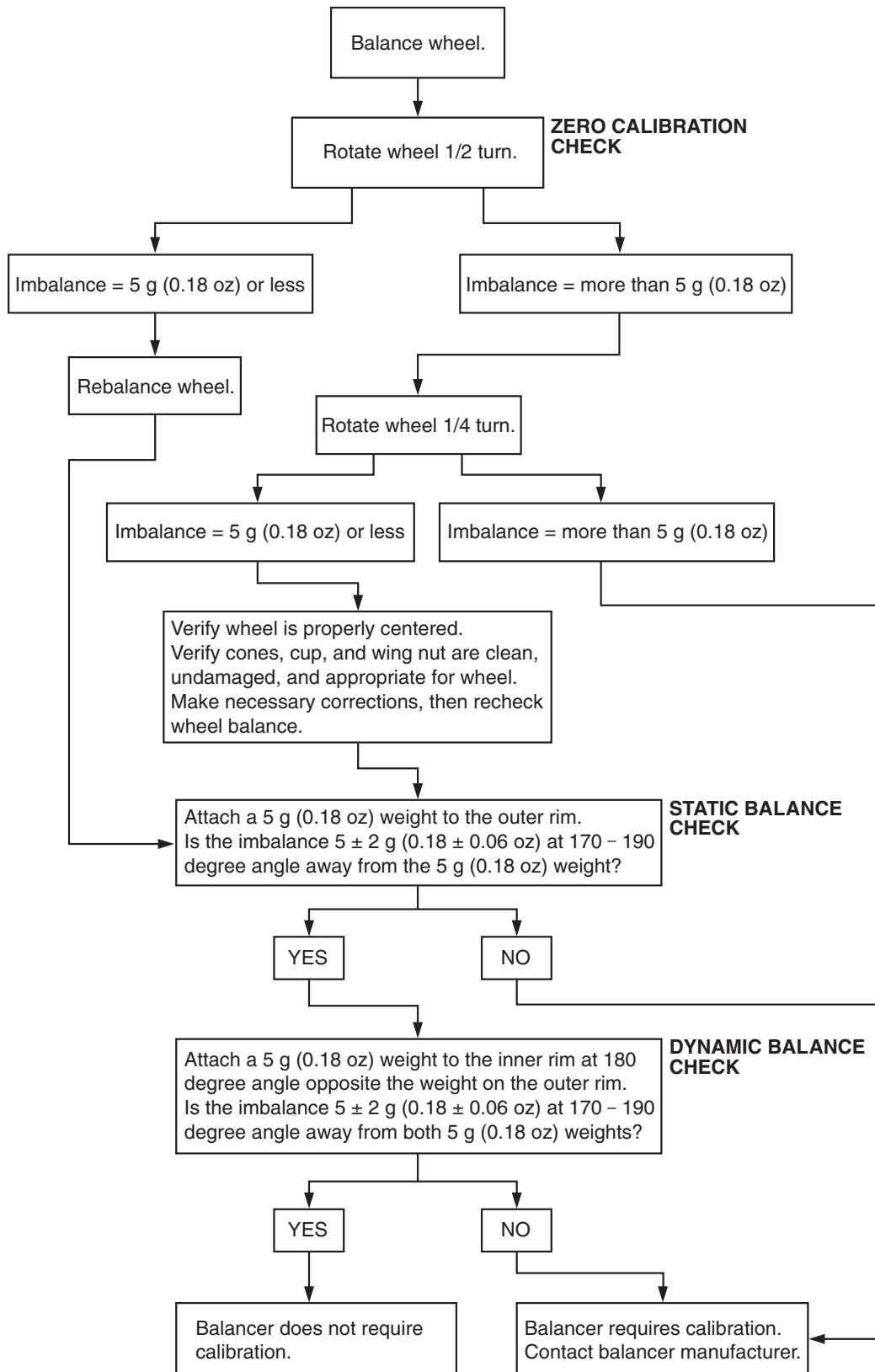
- If the imbalance is within specification, the static balance calibration is correct. Go to Step 5 to check the dynamic balance.
- If the imbalance is out of specification, the balancer requires calibration. Contact the balancer manufacturer for calibration by their repair representative.

5. <<Dynamic Balance Check>>

Attach a 5 g (0.18 ounce) weight to the inner rim at 180 degree angle opposite the 5 g (0.18 ounce) weight that was added in Step 4. Recheck the balance. The balancer should detect 5 ± 2 g (0.18 ± 0.06 ounce) of imbalance 170 to 190 degree angle away from both the inner and outer 5 g (0.18 ounce) weights.

- If the imbalance is within specification, the dynamic balance calibration is correct. The balancer calibration checks are complete.
- If the imbalance is out of specification, the balancer requires calibration. Contact the balancer manufacturer for calibration by their repair representative.

WHEEL BALANCER CALIBRATION CHECKING FLOW CHART



ON-VEHICLE SERVICE

TIRE INFLATION PRESSURE CHECK

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NOTE: For information on tire inflation pressure, refer to the label attached to the center pillar on the driver's side.

NOTE: The TPMS is not a substitute for regular checks of the tire inflation pressure. Be sure to check the tire inflation pressure as usual.

TIRE WEAR CHECK

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Measure the tread depth of the tires.

Minimum limit: 1.6 mm (0.06 inch)

If the remaining tread depth is less than the minimum limit, replace the tire.

NOTE: When the tread depth of the tires is reduced to 1.6 mm (0.06 inch) or less, wear indicators will appear.

WHEEL RUNOUT CHECK

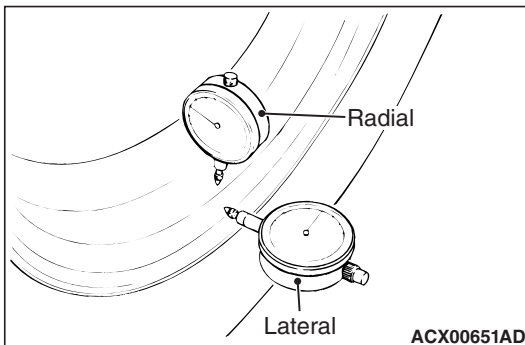
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Jack up the vehicle so that the wheels are clear of the floor. While slowly turning the wheel, measure wheel runout with a dial indicator.

Limit:

Items	Aluminum wheel
Radial runout	1.0 mm (0.04 inch) or less
Lateral runout	1.0 mm (0.04 inch) or less

If wheel runout exceeds the limit, replace the wheel.



WHEEL AND TIRE

INSTALLATION SERVICE POINT

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Tighten the wheel nuts to the specified torque.

Tightening torque: 98 ± 10 N·m (73 ± 7 ft-lb)

TIRE PRESSURE MONITORING SYSTEM (TPMS)

REMOVAL AND INSTALLATION

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Refer to GROUP 42B –Keyless Operation System
(KOS) [P.42B-247](#) or GROUP 42C –Wireless Control
Module (WCM) [P.42C-134](#).