

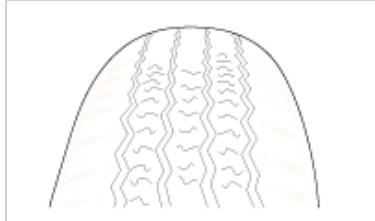
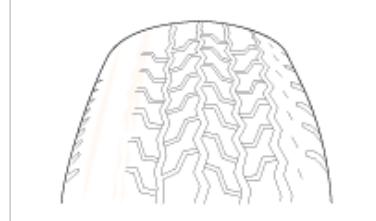


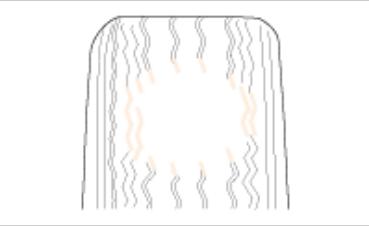
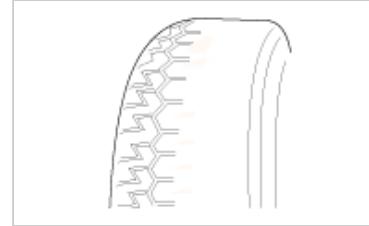
## Troubleshooting

Symptom	Possible cause	Remedy
Hard steering	Improper front wheel alignment Excessive turning resistance of lower arm ball joint Low tire pressure	Correct Replace Adjust
Poor return of steering wheel to center	Improper front wheel alignment	Correct
Poor or rough ride	Improper front wheel alignment Malfunctioning shock absorber Broken or worn stabilizer Broken or worn coil spring Worn lower arm bushing	Correct Repair or replace Replace Replace Replace the lower arm assembly
Abnormal tire wear	Improper front wheel alignment Improper tire pressure Malfunctioning shock absorber	Correct Adjust Replace
Wandering	Improper front wheel alignment Poor turning resistance of lower arm ball joint Loose or worn lower arm bushing	Correct Repair Retighten or replace
Vehicle pulls to one side	Improper front wheel alignment Excessive turning resistance of lower arm ball joint Broken or worn coil spring Bent lower arm	Correct Replace Replace Replace
Steering wheel shimmy	Improper front wheel alignment Poor turning resistance of lower arm ball joint Broken or worn stabilizer Worn lower arm bushing Malfunctioning shock absorber Broken or worn coil spring	Correct Replace Replace Replace Replace Replace
Bottoming	Broken or worn coil spring Malfunctioning shock absorber	Replace Replace

Wheel /tire noise, vibration and harshness concerns are directly related to vehicle speed and are not generally affected by acceleration, coasting or decelerating. Also, out-of-balance wheel and tires can vibrate at more than one speed. A vibration that is affected by the engine rpm, or is eliminated by placing the transmission in Neutral is not related to the tire and wheel. As a general rule, tire and wheel vibrations felt in the steering wheel are related to the front tire and wheel assemblies. Vibrations felt in the seat or floor are related to the rear tire and wheel assemblies. This can initially isolate a concern to the front or rear.

Careful attention must be paid to the tire and wheels. There are several symptoms that can be caused by damaged or worn tire and wheels. Perform a careful visual inspection of the tires and wheel assemblies. Spin the tires slowly and watch for signs of lateral or radial runout. Refer to the tire wear chart to determine the tire wear conditions and actions

Wheel and tire diagnosis		
Rapid wear at the center	Rapid wear at both shoulders	Wear at one shoulder
		
<ul style="list-style-type: none"> <li>Center-tread down to fabric due to excessive over inflated tires</li> <li>Lack of rotation</li> <li>Excessive toe on drive wheels</li> <li>Heavy acceleration on drive</li> </ul>	<ul style="list-style-type: none"> <li>Under-inflated tires</li> <li>Worn suspension components</li> <li>Excessive cornering speeds</li> <li>Lack of rotation</li> </ul>	<ul style="list-style-type: none"> <li>Toe adjustment out of specification</li> <li>Camber out of specification</li> <li>Damaged strut</li> <li>Damaged lower arm</li> </ul>

Partial wear	Feathered edge	Wear pattern
		

**Partial wear**

- Caused by irregular burrs on brake drums

**Feathered edge**

- Toe adjustment out of specification
- Damaged or worn tie rods
- Damaged knuckle

**Wear pattern**

- Excessive toe on non-drive wheels
- Lack of rotation