WHEELS–BEARINGS–TIRES

CONTENTS

GENERAL INFORMATION

The original equipment Load Range B (4) ply rating bias belted factory installed tires on your vehicle are designed and tested to meet all normal operating requirements. These tires are superior tires for the vehicle and provide the best overall performance for normal operation; furthermore, the ride and handling characteristics match the vehicle's requirements. With proper care they will give excellent reliability, traction skid resistance and tread life.

The bias belted (bias breaker) represents a complete departure in tire design. This type of tire construction has the body plies, or layers of cords, running at a bias or criss-crossed angle to the circumference (Fig. 1). In addition, a rugged two-ply glass fiber circumferencial belt is added directly under the tread.

The advantages of bias belted tires which are most important to the owner are: Superior ride and handling, improved tread life, improved traction and skid resistance and improved high speed durability because of cooler operating temperatures.

Tire wear and vehicle stability are affected greatly by tire size, tire pressures, wheel rim size, distribution of load within the vehicle, wheel alignment, road surface conditions, and driver operating habits.

Tires used at low speeds, in cool climates, and with light loads will have longer life than tires used for high speed driving in hot climates with heavy loads. Abrasive road surfaces will accelerate tire wear.

Driving habits have more effect on tire life than any other factor. Careful drivers will obtain, in most cases, much greater mileage than severe or careless drivers. Rapid acceleration and deceleration, severe application of brakes, high speed driving, taking turns at excessive speeds, striking curbs and other obstacles are just a few of the driving habits which will shorten the life of any tire.

To obtain maximum vehicle stability and tire life the vehicle should be equipped with the recommended suspension application including the proper tire size and the recommended full rated load should not be exceeded. See Minimum Tire Size—Tire Pressure and Vehicle Load Chart in this section.

SERVICE PROCEDURES

TIRES

Care of Tires—Cleaning

Some white side wall tires have a colored protective coating that should be removed from the tires before delivery of the car. This protective coating is not as flexible as rubber and will crack. This may introduce sidewall checking if not removed. In no case should the tires be driven more than 50 miles before this coating is removed.

To remove this coating, wet the tire surface thoroughly with warm water and allow it to soak for one minute. Using a soft bristle brush or sponge, wash the protective coating from the tire. This coating may also be removed by steam cleaning. DO NOT USE GASOLINE OR OTHER SOLVENTS. DO NOT USE A WIRE BRUSH.

After the car is in service, ordinary road dirt that

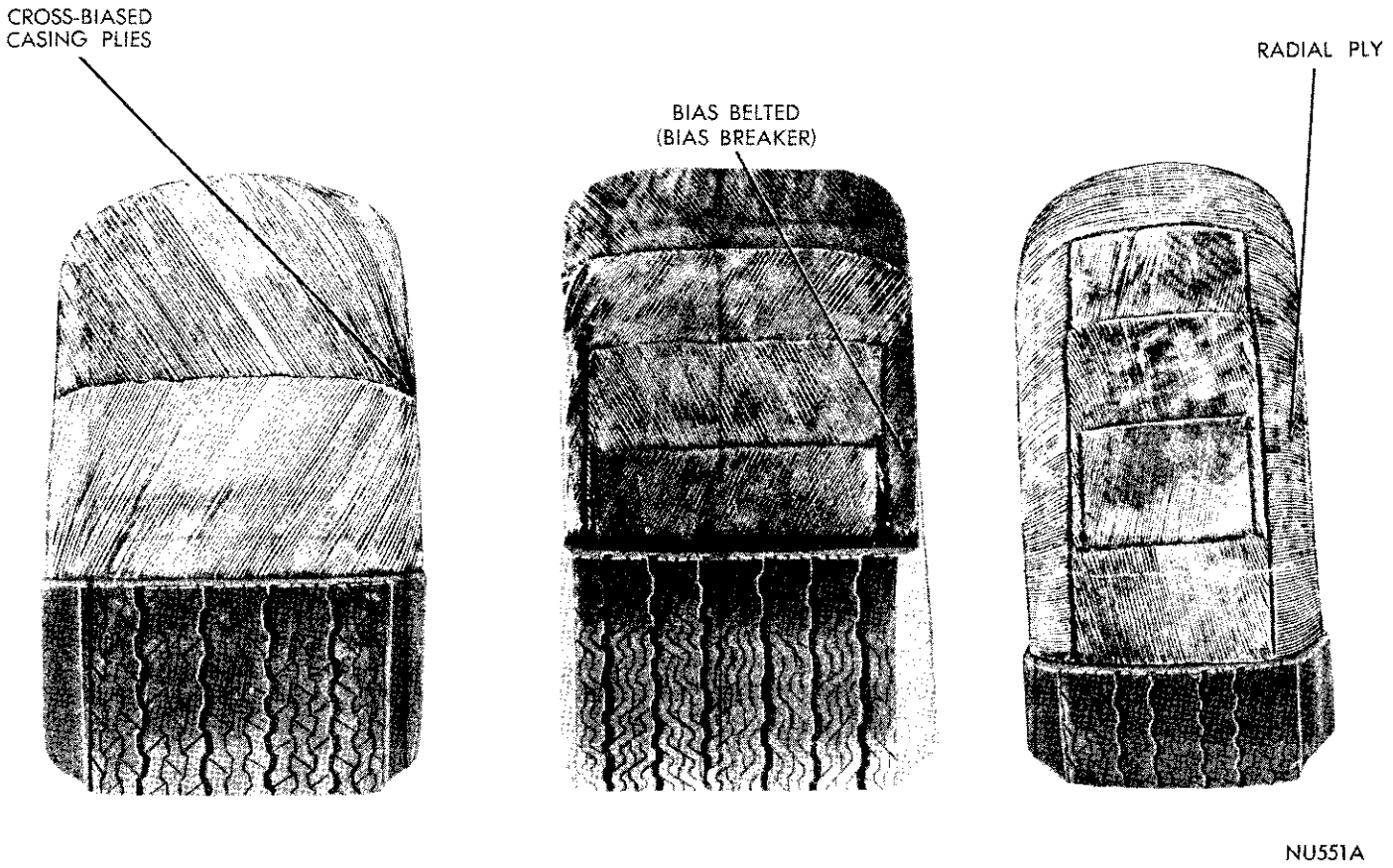

Fig. 1—Tire Cord Angles

collects on white side wall tires may be cleaned with soap or a non-abrasive cleaner and (if necessary) a soft bristle brush. Under no circumstances should gasoline, kerosene, or any cleaning fluid containing a solvent derived from oil be used to clean white sidewall tires. Mineral oil in any form is detrimental to rubber, and a cleaner with an oil base solvent will discolor or injure any tires.

Inflation of Tires

Tire inflation pressure is one of the most important elements of tire care. Inflation pressures recommended for all vehicle models have been carefully selected to provide a proper balance between ride handling, and tire life. See Tire Inflation Pressure Chart (Rear of this section) or the placard located on the latching pillar of the driver's door.

Tire pressures should be checked at least once a month and should be checked and adjusted before any long trips. **Check and adjust tire pressures with the tires cold if possible.** It is normal for tire air pressure to increase (2-6 psi) due to temperature increases caused by tire flexing. **Under no circumstances should inflation pressure of warm tires be reduced.**

When it is not possible to check tire air pressure cold, assume a (2-6 psi) increase over cold pressures. **It may be recognized that this method is not as accurate as checking pressures when the tires are cold. Always check tire pressure with an accurate gauge.**

Higher inflation pressures than shown on the chart can cause deterioration in ride quality, less resistance to various types of impact bruises, rapid wear at the center of tire treads and poor steering returnability.

Lower tire pressures than those recommended on the chart can result in greater gasoline consumption, rapid wear toward the edges of tire tread, less resistance to rim bruises and various types of ply and tread separation, cord fatigue or breakage and increased steering effort.

Tire valve caps (or valve extensions) should always be reinstalled on the valve and tightened finger tight. They assist in retaining air and also keep foreign material out of the valve.

Tire Rotation

Under normal operating conditions it is recommended that all tires, especially the wide tread 70 series and fiberglass belted type, should be rotated **no later** than every second oil change and should be in correct balance to obtain the most uniform tread wear. Tire inspection at every oil change is recommended and if irregular tread wear is evident, rotation of tires is suggested at that time. Be sure to always adjust tire pressures properly after rotation, especially on station wagons. If vehicle is equipped with styled wheels or a collapsible spare tire, follow

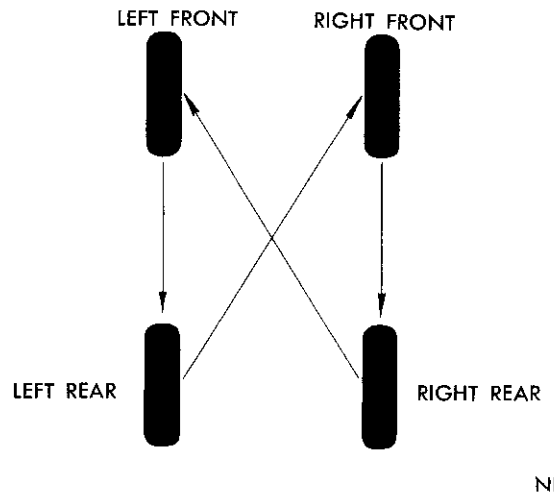

Fig. 2—Tire Rotation Diagram—4 Tires

the 4 tire rotation illustration. Proper tire rotation at the recommended intervals reduces the possibility of tire noise and equalizes tire wear. Figures 2 and 3 are the recommended sequence for the rotation of tires. Under conditions of severe service (trailer towing) they should be rotated more frequently.

Uneven tire wear is frequently the cause of tire induced noises which are attributed to rear axle gears, bearings etc. Unnecessary work is often performed on other chassis components in an effort to correct tire noises.

Radial Ply Tires

Your vehicle is designed for bias belted or cross bias tires of the sizes indicated. The use of radial tires is not recommended particularly on station wagons. Should these radial tires be desired then tire sizes and road wheel diameters must be selected to maintain ground clearance and load capacity equivalent to the minimum specified tires. **Radial ply tires must be used in sets of five (5), and under no circumstances should they be used on the front only. If snow tires are installed on the rear wheels bias belted or cross bias tires must be mounted on the front wheels. Not doing this will result in oversteer and could possibly cause spins on wet or icy roads. The safest policy is never intermix radial ply tires with bias belted or cross bias tires.**

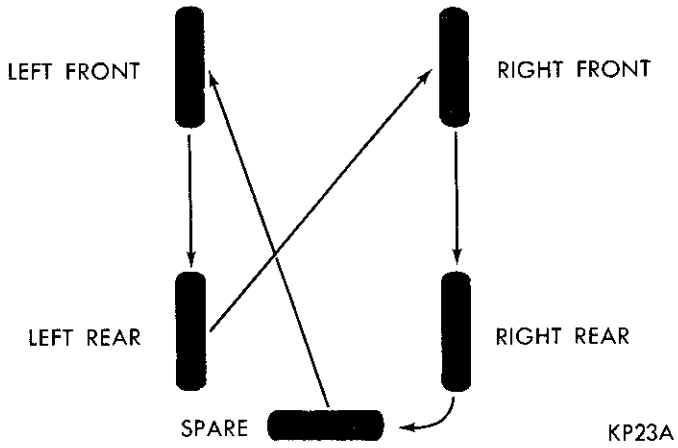

Fig. 3—Tire Rotation Diagram—5 Tires

Wide Tread 70 Series Tires

The use of 70 Series wide tread bias belted or cross bias (again radial not recommended) tires is acceptable on your vehicle if the size is listed in the specification charts. The use of oversize tires of this construction (that are not listed in the specification charts) may cause interference with vehicle components under extremes of suspension and steering travel and may cause tire damage. For maximum satisfaction these tires should be used only in sets of five and under no circumstances should they be used on the front only. If snow tires are used they must also be of the same wide tread—low profile 70 Series design.

REPAIRING LEAKS

Leaks between the tire and wheel require the removal of the tire. Leaks in the tire can often be repaired without removing the tire. Always follow the equipment manufacturers recommendations.

Tools used for dismounting and mounting tires must be smooth, free from sharp edges or burrs which could damage the tire or wheel rim.

The tire must be **completely** deflated before the tire beads are removed from the seats. Before mounting the tire on the wheel, make sure all rust scale is removed from the wheel rim. A mild soap solution applied to both tire bead surfaces will aid in installation. Either a commercial type bead expander or a rope tourniquet can be used to seat the tire beads.

When installing wheels on the vehicle, progressively tighten wheel nuts in sequence shown in (Fig. 4) to proper torque specifications, 65 foot-pounds all models.

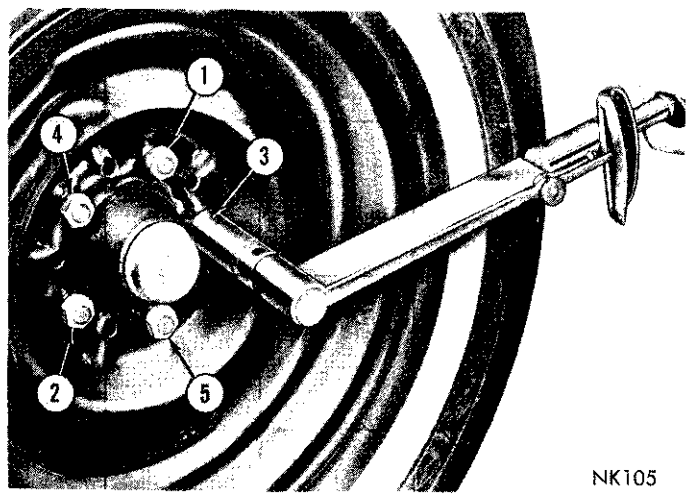

Fig. 4—Wheel Stud Nut Tightening Sequence

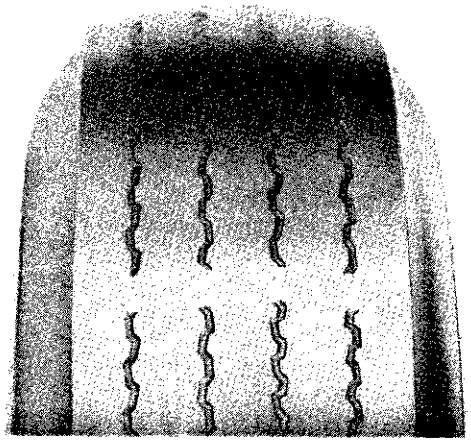

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Fig. 5—Tire Tread Wear Indicator

Tire Tread Wear Indicators

Your potential driving, cornering and braking traction decreases as your tires wear. Furthermore, as the tread depth is decreased the tires have less resistance to road hazards and are more likely to hydroplane on wet pavement. Tread wear indicators have been provided to assist you in determining when your tires are worn so as to require replacement. These indicators are molded into the bottom of the tread grooves and will appear as approximately 1/2 inch wide bands when this tread depth has been reduced to 1/16 inch (Fig. 5). Tire replacement due to tread wear is necessary when these indicators appear in two or more adjacent grooves or a localized worn spot eliminates all the tread.

Tire Noise or Vibration Complaints

To determine whether tires are causing the noise or vibration drive the car over a smooth portion of highway at various speeds and note the effect of acceleration and deceleration on noise level. Axle and exhaust noise change in intensity under these conditions, while tire noise will usually remain constant. If after road testing the vehicle it was determined that tires may be causing the noise, balance all tires very carefully and inflate to 50 psi. Drive the car over the same route at the same speeds as before to determine whether the disturbance has been changed. If the disturbance is changed or eliminated by overinflating the tires, continue the road test by deflating one tire at a time to normal pressure. When the disturbance returns, the last tire deflated will usually be the offender. Tire thump (sometimes referred to as "tramp") usually occurs in the speed range of 20-40 MPH and can usually be located this way. If you have a "thumper", replace the tire.

Tire roughness can be caused by a single tire with two or more "thump" spots in it, or by two or more thumping tires at speeds of 40-70 MPH. To isolate the cause of this condition, you may have to substitute the spare for each of the four tires, with all tires inflated to normal pressure. Tire roughness is recognized as a low-frequency rumble or vibration and is very similar to driveline vibration. Positive separation of the two disturbances can only be accomplished by using a known set of good tires or by towing the vehicle with the propeller shaft removed. To correct tire roughness, replace the offending tires.

Tire Wear Patterns

An inspection of the tires, together with information as to locality of vehicle operation will usually indicate whether abnormal wear is due to operating conditions or to mechanical faults which should be corrected. Various types of abnormal tire wear with their causes and corrective action are shown in (Fig. 6).

CONDITION	RAPID WEAR AT SHOULDERS	RAPID WEAR AT CENTER	CRACKED TREADS	WEAR ON ONE SIDE	FEATHERED EDGE	BALD SPOTS
CAUSE	UNDER INFLATION	OVER INFLATION	UNDER-INFLATION OR EXCESSIVE SPEED	EXCESSIVE CAMBER	INCORRECT TOE	WHEEL UNBALANCED
CORRECTION	ADJUST PRESSURE TO SPECIFICATIONS WHEN TIRES ARE COOL			ADJUST CAMBER TO SPECIFICATIONS	ADJUST FOR TOE-IN 1/8 INCH	DYNAMIC OR STATIC BALANCE WHEELS

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Fig. 6—Tire Wear Patterns

Underinflation

For the maximum results in stability and handling, ride quality and tire life, tire inflation pressures should not be allowed to go below the recommended inflation pressures. When a tire is underinflated, this results in much faster wear of the shoulders than of the center of tread.

Overinflation

When tire inflation pressures are maintained within the specifications the tire will wear evenly over the entire tread. A tire that is overinflated wears much faster in the center of the tread.

Cracked Treads

This is the result of alternate under and over inflation, exceeding the recommended full rated load, high temperature and high speed driving.

Excessive Camber Wear

Excessive wheel camber, either positive or negative causes the tire to run at an angle to the road. One side of the tread wears much more than the other. For best corrective results have the front wheel camber adjusted to specifications.

Toe-in or Toe-out Tread Wear

Excessive toe-in or toe-out causes wear on the edges of the front tires. An excessive amount of either toe-in or toe-out actually drags the tire instead of letting the tire roll true. This wear condition will usually produce a tapered or feathered edge on the outside ribs. Have the toe-in or toe-out adjusted to specifications to correct.

Bald Spot, Cupped or Scalloped Tire Tread Wear

Cupping, scalloping and bald spotting of tires is associated with wear on a car driven mostly at highway speeds without the recommended tire rotation and with unbalance conditions. Regardless of the cause of cupped wear on either front tire, no alignment or balance job can prevent future excessive wear of the spots. Once a front tire acquires flat or cupped spots additional wear will continue at a rapid rate. To correct this condition, tire rotation and wheel balance are necessary. A cupped tire will partially true itself up on a rear wheel.

WHEELS

All models use steel drop center wheels. The safety rim wheel (Fig. 7) has raised sections between the rim flanges and the rim well. Initial inflation of the tire forces the bead over these raised sections. Tire-wheel separation under extreme hard cornering is prevented by air pressure and these safety humps. Furthermore, in case of a tire failure, the raised sections help hold the tire in position on the wheel until the car can be brought to a safe stop.

TIRE-WHEEL BALANCE

The need for tire and wheel assembly balancing is indicated by heavy vibration of the steering wheel when driving at speeds above 40 miles an hour.

Static (still) balance is equal distribution of the weight of the wheel and tire around the spindle, so that the assembly has no tendency to rotate by itself. An assembly that has a heavy spot is statically out of balance and can produce a bouncing motion.

Correction for static unbalance is made by first finding the location of the heavy spot, then adding sufficient weight to counterbalance it (follow the equipment manufacturers recommendations.) Half the balance weight should be added to the inside of the wheel and the other half to the outside to prevent excessive dynamic unbalance.

A wheel and tire, to be in dynamic balance, must first be in static balance and also be in balance from inside to outside. A wheel not in dynamic balance can produce wobble or shimmy.

TIRE AND WHEEL RUNOUT

Wheels and tires may be measured for both radial and lateral runout. Radial runout (eccentricity) is the difference between the high and low points on the tread of the tire; lateral runout is the "wobble" of the wheel and/or tire.

Prior to measuring the wheel or tire for runout, the accuracy of the drum at the mounting bolts

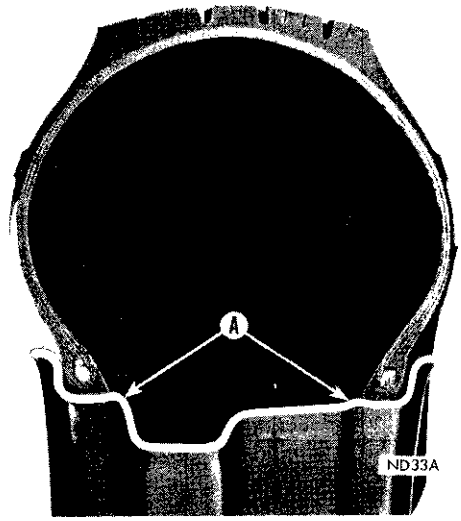

Fig. 7—Safety Type Rim

should be determined. The car should be driven a short distance and immediately lifted off the ground before the measurement is made so that "flat-spotting of the tire (from being parked) does not affect the runout measurement.

(1) Attach dial indicator C-3339 to a firm base so it will be held steady while taking the runout readings.

(2) Place plunger of dial indicator against one of the center ribs of the tire tread and rotate the assembly slowly to measure radial runout. This measurement should not exceed .080 inch.

(3) To measure lateral runout, position the dial indicator against the side of the tire. This measurement should not exceed .105 inch.

Rotating the tire on the wheel may reduce runout or it may be necessary to take dial indicator measurements of the wheel itself in order to determine which unit has the excessive runout. Measure runout at the protected areas "A" and "B" (Fig. 8), where the tire bead pilots. The radial runout, "A" should not exceed .035 inch. The lateral runout "B", should not exceed .045 inch. **Under no circumstances should point indicated by "C" be used for measuring wheel runout as this metal has been sheared in the manufacturing process and is not an even surface.**

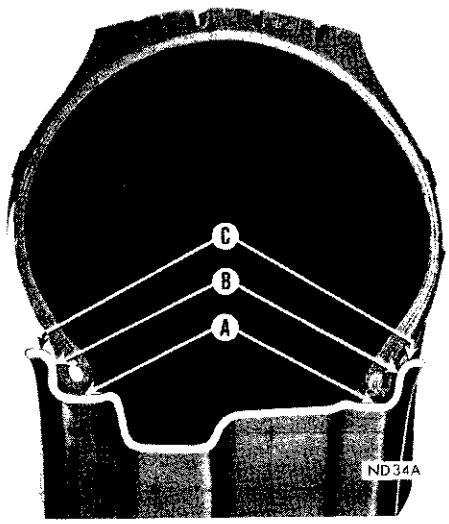

Fig. 8—Runout Checking Area

WHEEL COVERS

To avoid damaging the wheel covers during removal and installation, care should be used to be sure the forces are applied to the correct area of the covers. To install the wheel covers, insert the tire valve through the cover valve hole and seat this portion of the cover **completely.** Apply force 180° from the valve hole to complete the installation. When removing the wheel covers, pry completely loose 180° from the valve hole first. Continue prying toward the valve hole until covers are loose. **Do not remove the wheel cover at the valve stem hole.** The covers are structurally stronger at the outer circumference to withstand the force required for removal and installation. Use a rubber end mallet when installing the covers.

BEARINGS

FRONT WHEEL BEARING LUBRICATION

Front wheel bearing lubricant should be changed at the recommended intervals or at the time of normal brake reline. Lubricant should not be added to that already in the bearings.

Removal (without Disc Brakes)

(1) Raise vehicle so front wheels are free of the floor.

(2) Remove wheel cover, grease cap, cotter pin, nut lock and bearing adjusting nut.

(3) Remove thrust washer and outer bearing cone.

(4) Slide wheel, hub and drum assembly off the spindle.

(5) Drive out inner oil seal and remove bearing cone.

Removal (with Disc Brakes)

(1) Raise vehicle so front wheels are free of floor.

(2) Remove wheel cover and loosen and remove wheel nuts and remove wheel and tire assembly.

(3) Remove grease cap, cotter pin, nut lock and bearing adjusting nut.

(4) Remove bolts that attach disc brake caliper assembly to steering knuckle.

(5) Slowly slide caliper assembly up and away from brake disc and support caliper assembly on steering knuckle arm. CAUTION: **Do not leave caliper assembly hang by brake hose, as possible brake hose damage may result.**

(6) Remove thrust washer and outer bearing cone.

(7) Slide wheel hub and disc assembly off the spindle.

(8) Drive out inner seal and remove bearing cone.

Cleaning and Inspection

(1) Clean the hub and drum assembly and the bearings in kerosene, mineral spirits or other similar cleaning fluids. **Do not dry the bearings by air spinning.**

(2) Examine bearing cups for pitting, brinnel marks or other imperfections. If cups are damaged, remove them from the hub with a soft steel drift positioned in the slots in the hub.

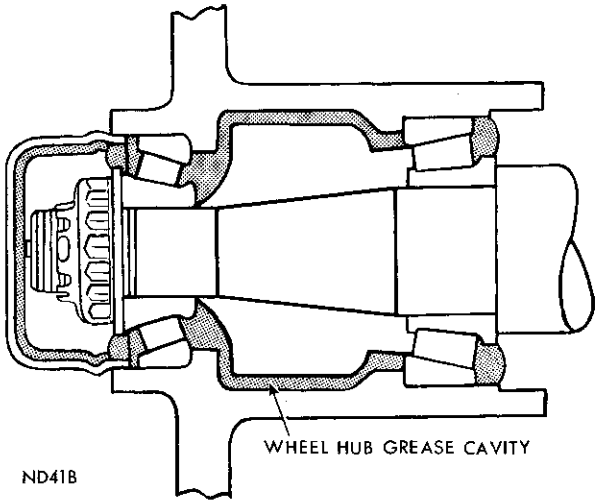

Fig. 9—Wheel Hub Grease Cavity

(3) Bearing cup areas in the hub should be smooth without scored or raised metal which could keep the cups from seating against shoulders in hub.

(4) The bearing cones and rollers should have smooth, unbroken surfaces without brinnel marks.

The ends of the rollers and both cone flanges should also be smooth and free from chipping or other damage.

Installation (without Disc Brakes)

(1) If the bearing cups were removed, start the new cups into hub evenly, driving them flush with hub using a soft steel block and hammer. Seat cups against shoulders of hub, using a soft steel drift and hammer.

(2) Fill hub grease cavity (Fig. 9) with recommended wheel bearing lubricant. Lubricant should be even with inner diameter of bearing cups.

(3) Force lubricant between bearing cone rollers or repack using a suitable bearing packer.

(4) Install inner cone and a new seal, with lip of seal facing inward. Using Tool C-3893, position seal flush with end of hub. The seal flange may be damaged if tool is not used.

(5) Clean the spindle and apply a light coating of wheel bearing lubricant over the polished surfaces.

(6) Install wheel tire and drum assembly on spindle.

(7) Install outer bearing cone, thrust washer and adjusting nut.

Installation (with Disc Brakes)

(1) If bearing cups were removed, start new cup into hub evenly, driving them flush with hub using a soft steel block and hammer. Seat cups against shoulders of hub, using a soft steel drift and hammer.

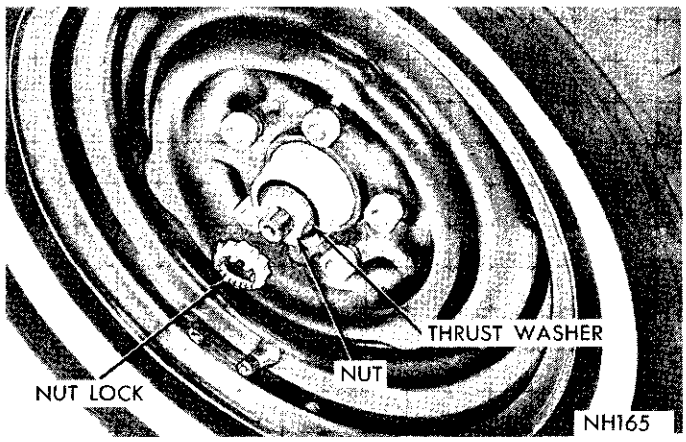

Fig. 10—Front Wheel Bearing Adjustment

(2) Fill hub grease cavity (Fig. 9) with recommended bearing lubricant, see Lubrication Group 0. Lubricant should be even with inner diameter of bearing cups.

(3) Force lubricant between bearing cone rollers or repack using a suitable bearing packer.

(4) Install inner cone and a new seal with lip of seal facing inward. Using Tool C-3893, position seal flush with end of hub. The seal flange may be damaged if tool is not used.

(5) Clean the spindle and apply a light coating of wheel bearing lubricant over the polished surfaces.

(6) Install hub and braking disc assembly on spindle and install outer bearing cone, thrust washer and adjusting nut.

(7) Slowly slide caliper assembly down on brake disc assembly and position correctly.

(8) Install caliper assembly over disc and align mounting holes. Install mounting bolts and tighten to 45 to 60 foot-pounds.

(9) Install tire and wheel and tighten wheel nut to specifications.

Adjustment

(1) Tighten wheel bearing adjusting nut to 90 inch-pounds while rotating wheel.

(2) Position nut lock (Fig. 10) on nut with one pair of slots in line with cotter pin hole.

(3) Back off adjusting nut lock assembly one slot and install cotter pin. **The resulting adjustment should be zero (no preload) to .003 inch end play.**

(4) Clean the grease cap, coat inside with wheel bearing lubricant (do not fill) and install.

(5) Install wheel covers and lower vehicle to floor.

SPECIFICATIONS

MINIMUM TIRE SIZE AND INFLATION PRESSURES—CHRYSLER-IMPERIAL

Your vehicle, when equipped with the minimum specified tire size shown in the Minimum Tire Size Chart and inflated to the corresponding maximum vehicle capacity pressure listed in Tire Pressure Chart, is designed to operate at any load up to and including the maximum vehicle capacity at all normal highway speeds (up to 75 mph). Owners who prefer a softer ride may use the optional reduced inflation pressure if the load carried is five passengers or less (750 pounds maximum) and the vehicle speed does not exceed 75 mph.

Model & Body Style	Minimum Tire Size	Standard Wheel Size	Maximum Vehicle Capacity (Pounds)	Inflation Pressure—Cold				Tire Load Range	Optional Allowable Tire and Wheel Size
				Maximum Vehicle Capacity		5 Passengers or less			
				Front	Rear	Front	Rear		
Newport-300 Sedans-Hardtops	H78-15	5-1/2 JJ**	1100 Lbs.	26	26	24	24	B	J78-15* or H70-15* or L78-15* with 6JJ Wheel
New Yorker Sedans-Hardtops	J78-15*	6 JJ	1100 Lbs.	24	24	—	—	B	L78-15* with 6JJ Wheel
Town & Country Wagon	L78-15* with dual air-conditioning. J78-15* w/o dual air-conditioning	6-1/2 JJ	1200 Lbs.	22	32	—	—	B	— — — —
Imperial All Models	L78-15*	6 JJ	1100 Lbs.	24	24	—	—	B	— — — —

**Chrysler 300 equipped with 6JJ Wheel

(1) For All Load Conditions Up To And Including Vehicle Maximum Capacity. Vehicle Maximum Capacity—Sedans, Hardtops, Convertibles; Front Seat—3 passengers; Rear seat—3 passengers; Luggage 200 Lbs.; Total 1100 Lbs. Vehicle Maximum Capacity Town and Country Wagons; Front seat—3 passengers; Rear seat—3 passengers; Third seat—2 passengers or 300 Lbs. luggage; Total 1200 Lbs.

(2) Optional Reduced Vehicle Loading for Improved Ride—Sedans, Hardtops, Convertibles; Front seat—2 passengers; Second seat—3 passengers; Luggage 0; Total 750 Lbs.

(3) The indicated pressures are essential to provide optimum station wagon directional stability. Under all loading conditions the 10 psi tire pressure difference, 22 psi front—32 psi rear, as shown on the tire pressure charts and placard, must be maintained. The low front tire pressure is practical because of the large tires installed on these vehicles to insure proper capacity for the more heavily loaded rear cargo area.

* **Chain Clearance**
Tire snow chains are not recommended for use with some tire sizes, as indicated on the Tire Size Chart by the symbol*, because of possible fender interferences. In an **emergency,** chains may be used on these tires if the vehicle is moderately loaded and driven cautiously.

TRAILER TOWING TIRE SIZE AND INFLATION PRESSURES

Model & Body Style	Tire Size	Wheel Size	Tire Load Range	Inflation Pressure Cold	
				Front	Rear
Newport-300 Sedans-Hardtop-Convertible	H78-15	6JJ	B	28	28
New Yorker Sedans-Hardtops	J78-15	6JJ	B	28	28
Town & Country Wagon	L78-15	6-1/2 JJ	B	22	32
Imperial (All)	L78-15	6JJ	B	26	26

1. Cold inflation pressures must not exceed 32 pounds per square inch (PSI) for load range B (4 ply rating) and 40 psi for load range D (8 ply rating) tires. These tire pressures may increase as much as 6 psi when hot. Do not reduce this normal pressure buildup. Cold tire inflation is defined as the pressure after the vehicle has been inoperative for at least three hours and driven less than one mile.

2. All tires must be inflated 4 psi more than specified in the chart but not to exceed pressures indicated above in note No. 1 for sustained speeds above 75 mph. Sustained speeds above 75 mph are not recommended when the 4 psi pressure adjustment would require pressures greater than the allowed maximum indicated on the tire sidewall.

Load Range D (eight ply rating) tires inflated an additional 6 psi, but not to exceed 40 psi, are required for these instances where maximum vehicle capacity is carried above 75 mph and maximum allowable load range B (4 ply rating) tire pressures would be exceeded.

We strongly discourage excessive speed, however, if the vehicle must be driven at sustained speeds over 90 mph special high speed tires inflated to maximum vehicle capacity pressures are required.

3. The use of tires smaller than the specified minimum or larger than the specified maximum could constitute a safety hazard.

4. Cargo loads, particularly in station wagon models, should be distributed as far forward as possible.

5. Vehicles with luggage racks do not have a maximum vehicle capacity greater than indicated in chart.

6. Vehicles with trailer towing packages do not have increased maximum capacity. The allowable passenger and cargo load must be decreased an amount equal to the trailer tongue load on the trailer hitch.

7. Because of vehicle limitations, oversize, 70 Series or load range D (8 ply rating) tires do not provide increased vehicle capacity. They do, however, provide an extra margin of tire service (tread life, etc.). Do not exceed the maximum tire size stated in chart.

8. Snow tires should not be operated at sustained speeds over 70 mph. These tires should be operated at maximum vehicle capacity pressures under all load conditions.

9. All tires and especially the wide tread 70 Series, bias breaker and radial types must be rotated no later than every second oil change and should be in correct balance to obtain the most uniform tread wear. Tire rotation at shorter intervals is recommended if irregular tread wear develops.

	Newport	300	New Yorker	Imperial
WHEELS				
Type		Steel Disc		
Rim		Drop Center—Safety Wheel		
Size—Standard	15 x 5-1/2 JJ	15 x 6JJ	15 x 6JJ	15 x 6JJ
—Station Wagon	—	—	15 x 6-1/2 JJ	—
No. of Wheel Nuts	5	5	5	5
Stud Size	1/2"-20	1/2"-20	1/2"-20	1/2"-20
Stud Hole Circle	4-1/2"	4-1/2"	4-1/2"	5"
Wheel Nut Torque	65 ft-lbs.	65 ft-lbs.	65 ft-lbs.	65 ft-lbs.
Bearing Nut Torque (Wheel Spinning)	90 in-lbs.	90 in-lbs.	90 in-lbs.	90 in-lbs.
TIRES				
Type	Tubeless			
Size	(See Minimum Tire Size Chart in this Section)			

TIGHTENING REFERENCE

	Pounds	
	Foot	Inch
Wheel Bearing Nut (With Wheel Spinning)		90
Wheel Stud Nut	65	