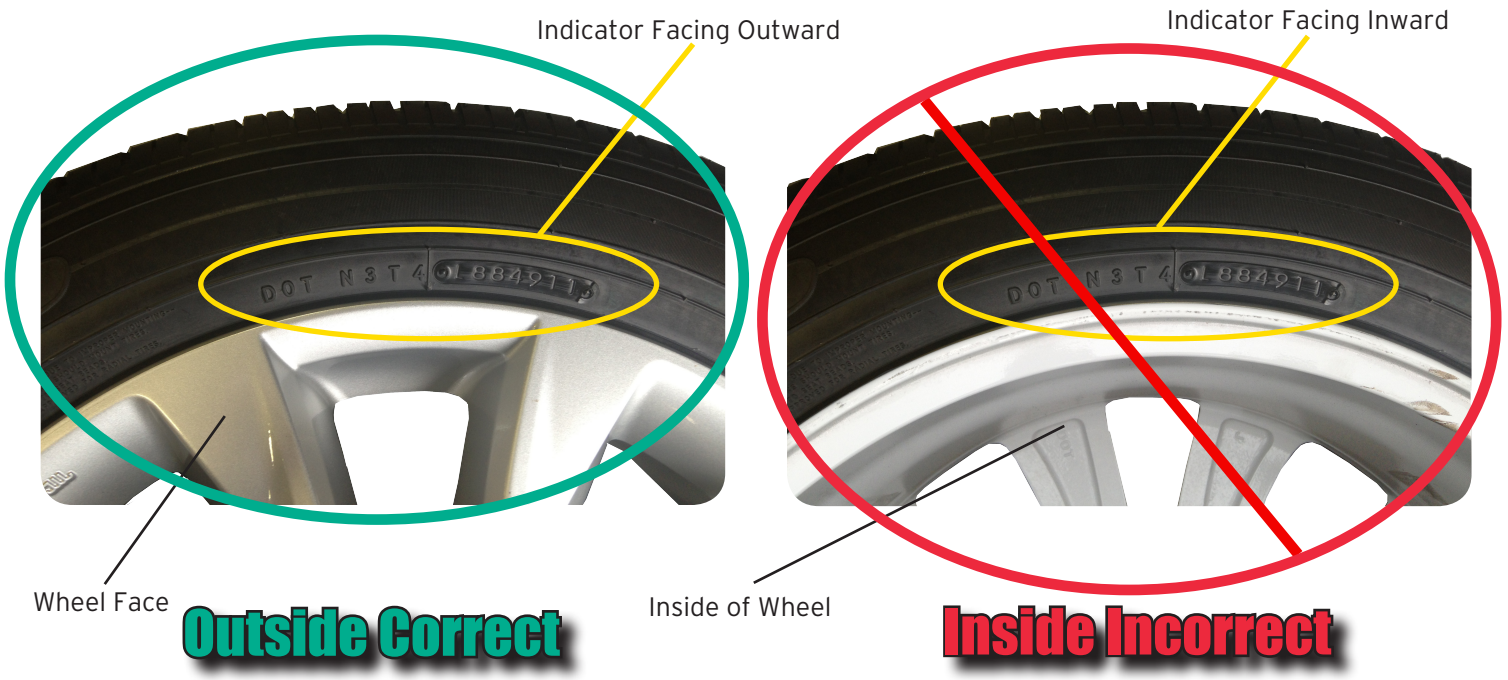
MULTI-MODEL
VEHICLE PULL / DRIFT AFTER TIRE REPLACEMENT

When installing a replacement tire on a customer's vehicle, make note that the tire sidewall indicators below face outward.

- Colored painted dots
- OUTSIDE
- DOT XXXX XXXX XXXX (see example below)

Note: DOT XXXX facing inward is normal

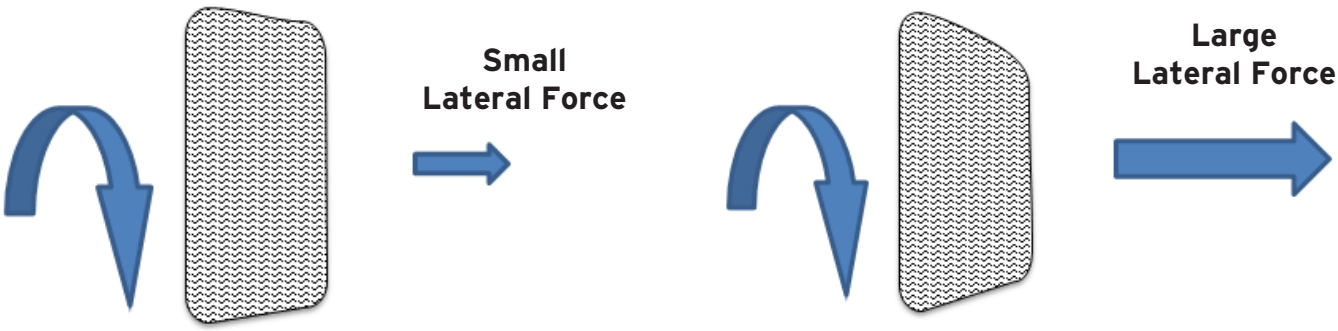
Incorrect tire installation may cause the vehicle to drift or pull while driving.



During the tire manufacturing process, there is some amount of conicity (lateral force). Tire conicity results when the tire belts are not perfectly aligned when the tire is built. Tire conicity should not be confused with a separated, worn, or damaged tire.

Conicity

When a cone rolls, it rolls in a circle towards the point of the cone. This phenomena is known as conicity. The amount of lateral force varies from tire to tire.

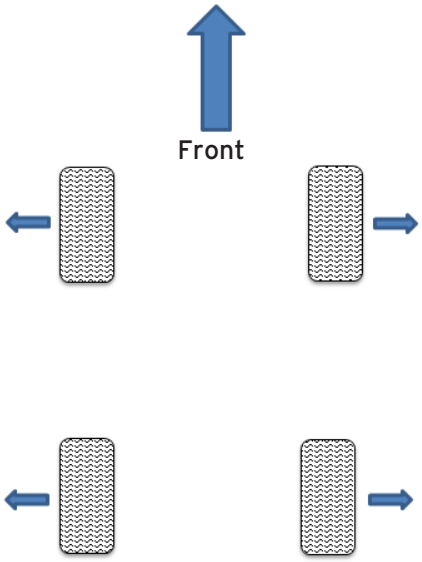


Note: Vehicle pull/drift can be caused by other factors:

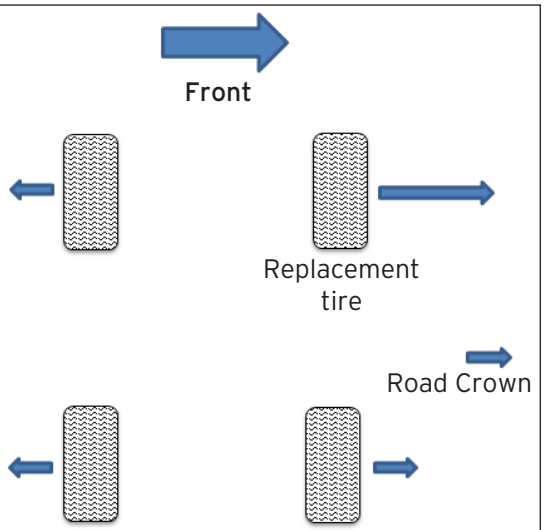
- Improper tire inflation
- Out of wheel alignment
- Improper ride height
- Tire or wheel defect

This article only covers proper tire installation. Refer to MS3 online or Workshop Manual section 02-11 for additional service information.

Correct Tire Installation
All tires are installed correctly with the indicators facing outward. Lateral forces offset each other. When the vehicle is driven, it drives straight.



Correct Tire Installation with Pull/Drift
All tires are installed correctly with the indicators facing outward. The replacement tire conicity lateral force is sometimes more than the three other tires on the vehicle. This additional lateral force, plus road crown, may cause the vehicle to pull/drift to the right when driven.



Correct Tire Installation with Tire Rotation Adjustment
This situation can be corrected by simply rotating the front wheels. The additonal force to the left may be offset by the road crown force to the right. When the vehicle is driven, it drives straight.