## **DESCRIPTION (Continued)**

## Wheels

Wheels must be replaced when they are bent, dented, heavily rusted, have air leaks (aluminum wheels can, in most cases, be serviced using the procedure under Adjustments) or elongated bolt holes, and have excessive lateral or radial runout. Wheels with a lateral or radial runout greater than the recommended specification may cause an objectionable, high-speed vehicle vibration.

Replacement wheels must be equal to the original equipment wheels in load capacity, diameter, width, offset and mounting configuration. An improper wheel may affect wheel and bearing life, ground and tire clearance, or speedometer and odometer calibrations.

Corrosion buildup can result in wheels sticking to the axle or rotor flange after extensive service. To prevent this from recurring once the wheels are removed, use the following procedure:

- Clean axle/rotor flange and wheel bore of corrosion with wire brush, steel wool or other suitable material.
- Coat wheel bore with Disc Brake Caliper Slide Grease D7AZ-19590-A (ESA-M1C172-A) or equivalent. Do not apply grease to wheel lug nut seats or wheel studs.
- 3. Install wheel on vehicle.

## Wheelcovers

Ornament Applique Replacement (All Types Using Medallions—Except Snap-On Type Ornaments)

If a wheelcover is not damaged but is missing its ornament applique, the applique should be replaced by using the following procedure:

- Remove any old mastic present in wheelcover ornament cavity.
- Thoroughly clean contact area on wheelcover with Extra Strength Spot and Stain Remover B7A-19521-AA (ESR-M5B197-A) or equivalent.

CAUTION: Do not allow solvent to contact other wheelcover surfaces.

- 3. Apply three dime-sized daubs of Ford Silicone Rubber E7TZ-19562-A (WSE-M4G320-A2) to wheelcover.
- Install ornament applique with slight twisting pressure to ensure proper seating. Ideal curing time before installing wheelcover is 24 hours.