

2002 Ford Mustang GT V8-4.6L SOHC VIN X

Vehicle > Technical Service Bulletins

WHEELS/TIRES - ROAD FORCE MEASUREMENT EQUIPMENT

Related Links

Service Information

NOTE

TRADITIONAL WHEEL BALANCER "MATCH-MOUNTING" OR "WEIGHT OPTIMIZATION" ACHIEVES WEIGHT MINIMIZATION AND WILL NOT ACHIEVE THE SAME RESULTS.

NOTE

WARRANTY CLAIMS CANNOT BE SUBMITTED FOR TIRE/WHEEL REPLACEMENT BASED ON HUNTER G5P9700 RESULTS.

NOTE

UPGRADING SOFTWARE TO VERSION 2.1 OR GREATER WILL ENHANCE THE TECHNICIANS CAPABILITY TO MINIMIZE THE ROAD FORCE VARIATION OF THE TIRE/WHEEL ASSEMBLY. THE VERSION OF SOFTWARE CAN BE IDENTIFIED FROM THE START-UP SCREEN BY PRESSING THE CENTER SHIFT KEY ONCE (I.E. HAS TWO GREEN ARROWS) AND SELECTING THE K1 KEY ("IDENTIFY SOFTWARE"). IF THE SYSTEM IS IN THE BALANCE MODE, THE START-UP SCREEN CAN BE ACCESSED BY PRESSING THE "R" KEY TWICE (THIS IS JUST TO THE LEFT OF THE START KEY). CONTACT YOUR LOCAL HUNTER ENGINEERING REPRESENTATIVE TO ORDER SOFTWARE UPGRADES

1. Check the inflation pressure of all four tires and adjust to the vehicle manufacturers recommended pressure. The vehicle manufacturers recommended tire pressure for the original equipment tires can be found on the drivers side door placard.
2. Road test the vehicle on a smooth road for a minimum of 10 miles. Performance of the road test at highway speeds is preferred.

NOTE

THIS MUST BE PERFORMED TO "EXERCISE" THE TIRES AND ELIMINATE "COLD" FLAT SPOTTING THAT OCCURS DUE TO SHORT-PERIOD VEHICLE STORAGE OR PARKING. IF THE VEHICLE'S TIRES ARE NOT EXERCISED FIRST, ACCURACY OF THE ROAD FORCE MEASUREMENTS CAN VARY SIGNIFICANTLY, EVEN IF THE VEHICLE IS PARKED/STORED IN ONE LOCATION FOR ONLY A SHORT PERIOD OF TIME (E.G. 20 MINUTES).

3. Perform the road force measurement IMMEDIATELY after exercising the tires. If the road force measurement cannot be performed immediately, lift all four tires off the ground with a hoist or jack stands to prevent measurement errors due to further flat spotting.
4. Assembly centering verification MUST be performed and PASSED prior to any road force measurement.

For those with a software version other than 2.1 the centering verification must be performed manually.

- a. Spin assembly to measure. Record the assembly R1H.
- b. Loosen wing-nut.

- c. Rotate and reposition assembly and cone/adaptor to a different mounting location (180 degrees).
 - d. Tighten wing-nut.
 - e. Re-spin to measure. Record the assembly R1H.
 - f. Compare results obtained in STEP a with those obtained in STEP e.
 - g. If the difference in assembly R1H measurements is less than 5 lbs., the assembly centering verification PASSES and technician can proceed to the measurement/repair process. If the centering verification FAILS proceed to STEP h.
 - h. The following items may contribute to an assembly centering verification FAILURE.
 - ^ Cone/adaptor does not fit properly or is incorrect for the application
 - ^ The wheel mounting surface is damaged
5. For those with software version 2.1 the following procedure will lead the technician through a Centering Check.
- a. From the balance mode screen press the center SHIFT KEY ONCE (i.e. has two green arrows).
 - b. Push the "K1" button to select Perform Centering Check.
 - c. Follow the instructions.
 - d. If Centering Check PASSES proceed to the measurement/repair process. If the Centering Check fails proceed to step e.
 - e. The following items may contribute to an assembly centering verification FAILURE.
 - ^ Cone/adaptor does not fit properly or is incorrect for the application
 - ^ The wheel mounting surface is damaged
6. Prior to installing assembly on the vehicle balance assembly utilizing the two-plane dynamic balancing mode.