

Wheel and Tire

Materials

Name	Specification
Motorcraft® High Temperature Nickel Anti-Seize Lubricant XL-2	-

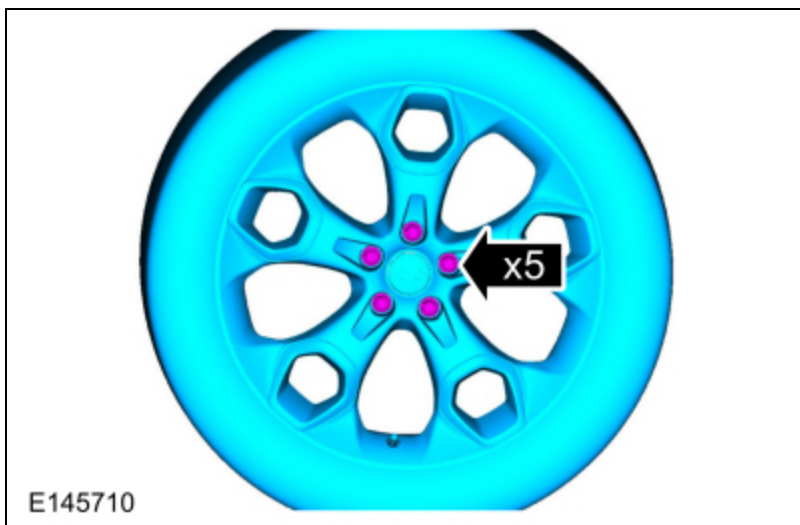
Removal

NOTICE: Ford Recommends The Following For Vehicles With Carbon Fiber And Alloy Wheels:

- **Tire Changer:**
 - Ford requires center clamp style tire changers such as Hunter® Auto 34, Revolution, TC3900 or equivalent. Anything else, especially table top style machines, are highly likely to damage the wheel which is not warrantable. Do not use table top design machines that grab onto the inside of the wheel and that ride on the front wheel flange to remove the tire. Wheel damage will occur.
- **Tire Balancer:**
 - Ford requires the use of wheel balancers that do not contact the wheel face such as, Hunter® Road Force Touch GSP9700. Do not use machines that contact the wheel face. Wheel damage will occur.

1. With the vehicle in NEUTRAL, position it on a hoist.
Refer to: [Jacking and Lifting - Overview](#) (100-02 Jacking and Lifting, Description and Operation).
2. **NOTICE: Do not use heat to loosen a seized wheel nut or damage to the wheel and wheel bearing can occur.**

Remove the wheel nuts.



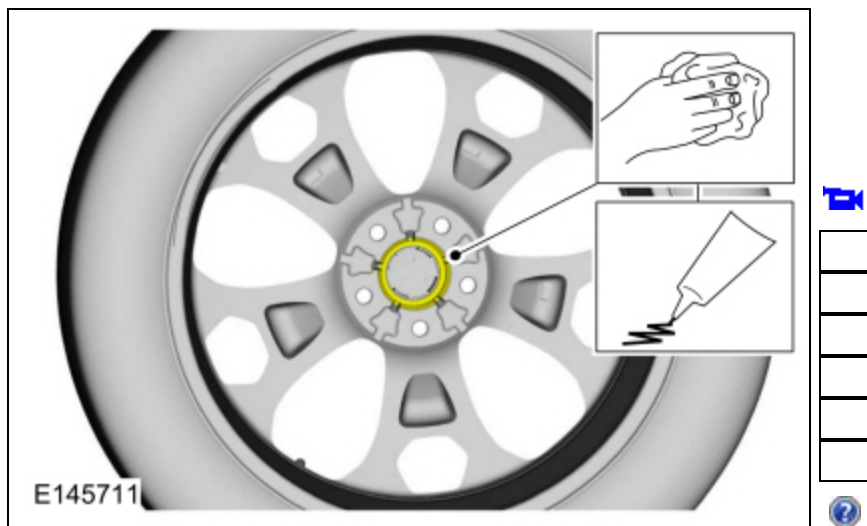
Installation

1. **⚠ WARNING:** When a wheel is installed, always remove any corrosion, dirt or foreign material present on the mounting surface of the wheel and the mounting surface of the wheel hub, brake drum or brake disc. Make sure that any fasteners that attach the rotor to the hub are secured so they do not interfere with the mounting surfaces of the wheel. Failure to follow these instructions when installing wheels may result in the wheel nuts loosening and the wheel coming off while the vehicle is in motion, which could result in loss of control, leading to serious injury or death to vehicle occupant(s).

NOTICE: Make sure to apply a thin coat of anti-seize lubricant only to the interface between the wheel pilot bore and the hub pilot. Do not allow the anti-seize to make contact with the wheel-to-brake disc/drum mounting surface, wheel studs, wheel nuts, brake pads or brake disc friction surfaces or damage to components may occur.

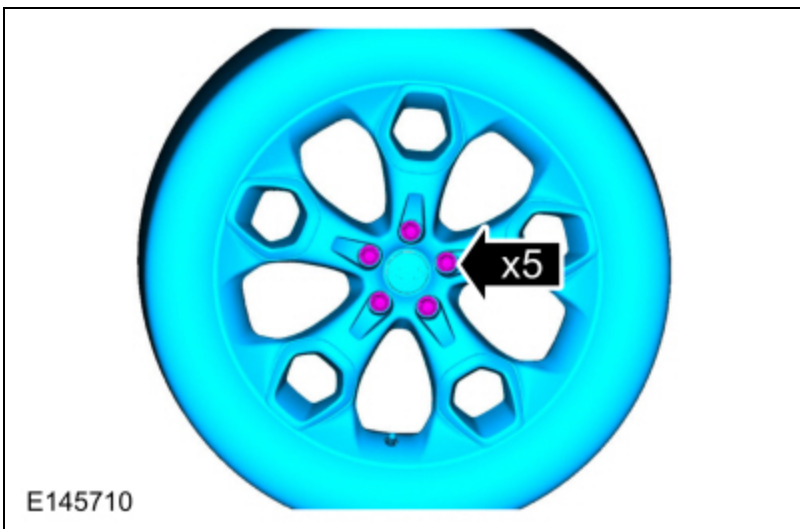
Clean the mounting surface of the wheel. Apply the substance from the specified tube.

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2. **NOTE:** Only tighten the nuts finger tight at this stage.

Position the wheel and install the wheel nuts.



3. **⚠ WARNING:** Retighten wheel nuts within 160 km (100 mi) after a wheel is reinstalled. Wheels can loosen after initial tightening. Failure to follow this instruction may result in serious injury to vehicle occupant(s).

NOTICE: Failure to tighten the wheel nuts in a star/cross pattern can result in high brake disc runout, which accelerates the development of brake roughness, shudder and vibration.

NOTE: The wheel nut torque specification is for clean, dry wheel stud and wheel nut threads.

NOTE: Final tightening to be performed with vehicle resting on tires.

Tighten the wheel nuts in a star pattern.

Torque: 150 lb.ft (204 Nm)

