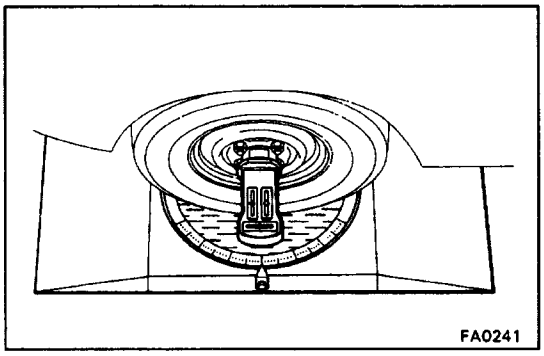
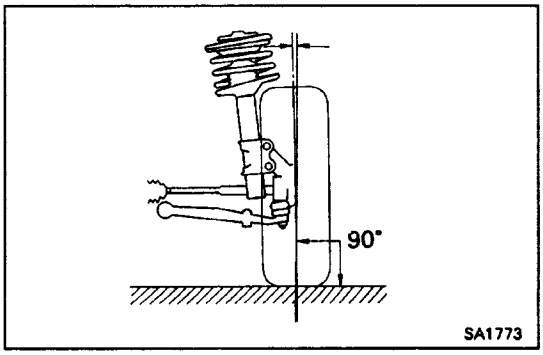

FA0241

FRONT WHEEL ALIGNMENT

FRONT WHEEL ALIGNMENT INSPECTION AND ADJUSTMENT

1. INSTALL WHEEL ALIGNMENT EQUIPMENT

Follow the specific instructions of the equipment manufacturer.



SA1773

2. INSPECT CAMBER

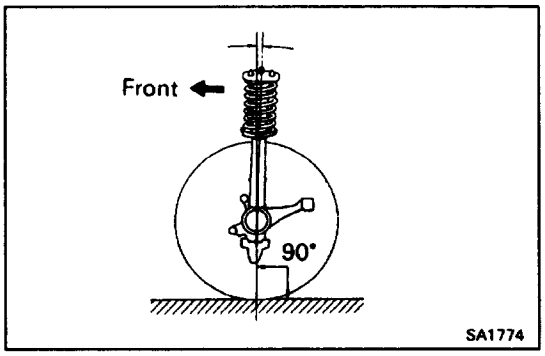
Camber:

–1°00±45'

Cross camber:

30' or less

HINT: Camber is not adjustable, if measurement is not within specification, inspect and replace the suspension parts as necessary.



SA1774

3. INSPECT CASTER

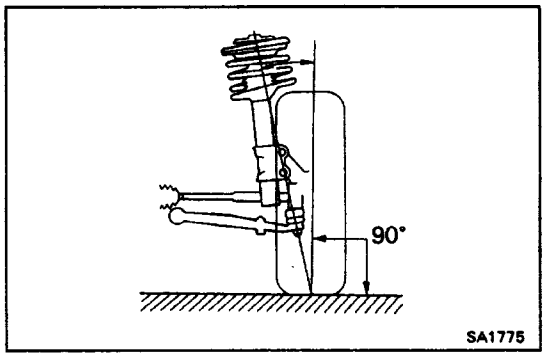
Caster:

2°50'±45'

Cross caster:

30' or less

HINT: Caster is not adjustable, if measurement is not within specification, inspect and replace the suspen–sion parts as necessary.



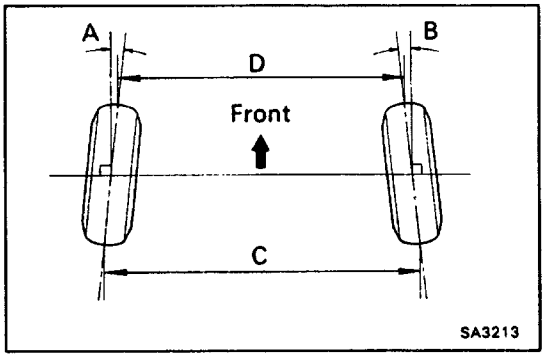
SA1775

4. INSPECT STEERING AXIS INCLINATION

Steering axis inclination:

13°50'±45'

HINT: Steering axis inclination is not adjustable, if measurement is not within specification, inspect and replace the suspension parts as necessary.



SA3213

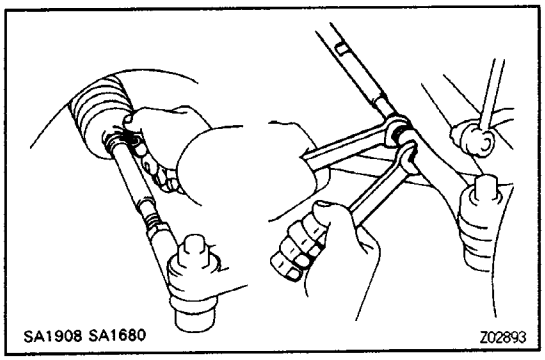
5. INSPECT TOE–IN

Toe–in (total):

A+B 0.1° ±0.2°

(C–D 1±2 mm, 0.04±0.08 in.)

If toe–in is not within specification, adjust by the tie rod end.

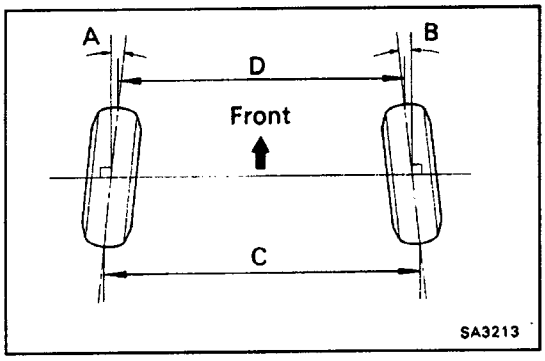


6. ADJUST TOE–IN

(a) Remove the boot clips.

(b) Loosen tie rod end lock nut.

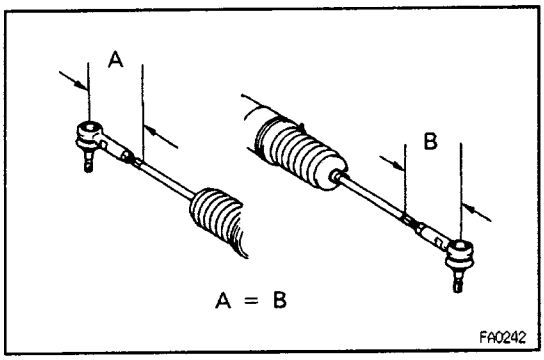
(c) Turn the left and right tie rod ends an equal amount to adjust the toe–in.



Toe–in (total):

A+13 0.1°±0.1°

(C–D 1 ±1 mm, 0±0.08 in.)



HINT: Insure that the lengths of the left and right tie rod ends are the same.

Tie rod end length left–right error:

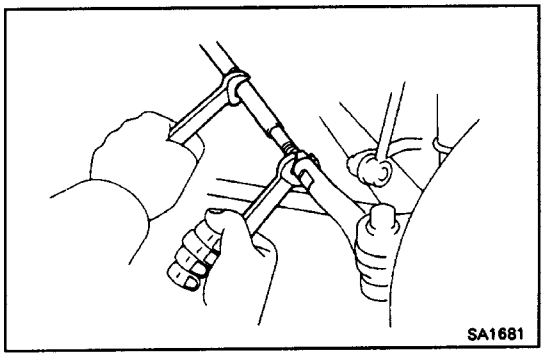
1.0 mm l0.039 in.) or less

(d) Torque the tie rod end lock nuts.

Torque: 47 N–m (480 kgf–cm, 35 ft–lbf)

(e) Place the boot on the seat and clamp it.

HINT: Insure that the boots are not twisted.

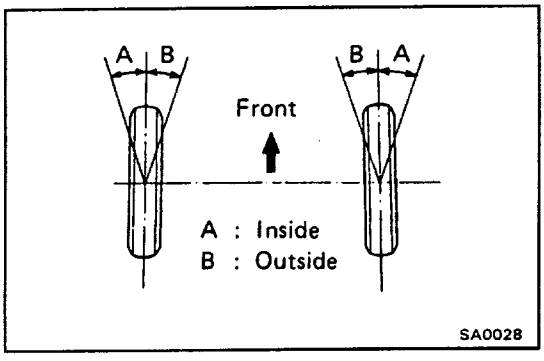


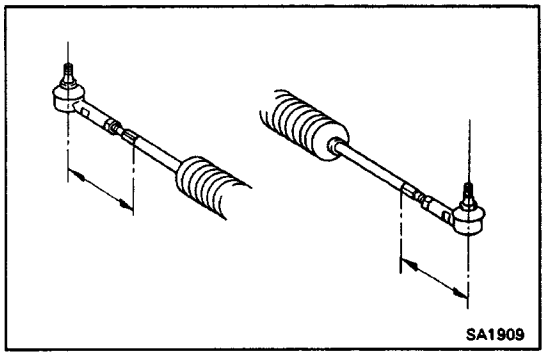
7. CHECK WHEEL ANGLE

Wheel Angle (Maximum):

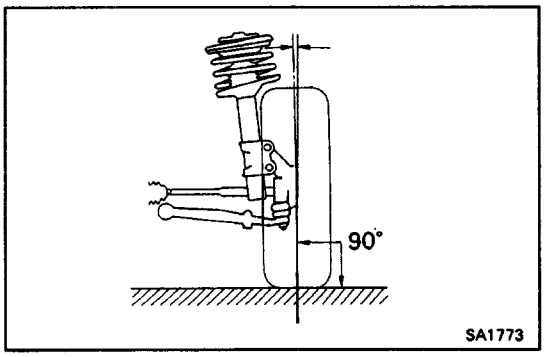
Inside wheel 37°00' ± 1° 30'

Outside wheel 32°





If wheel angles differ from the standard specifica–tions, check to see of the lengths of the left and right tie rods are the same.
HINT: If the rod lengths are not equal, the wheel angle cannot be adjusted properly.
If the tie rod lengths were changed to adjust the wheel angle, inspect the toe–in.



REAR WHEEL ALIGNMENT

REAR WHEEL ALIGNMENT INSPECTION AND ADJUSTMENT

1. INSPECT CAMBER

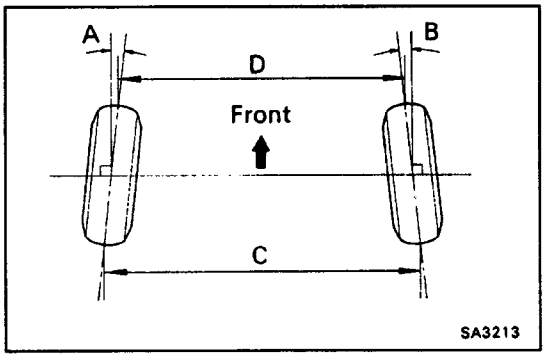
Camber:

–1°35'±45'

Cross camber:

30' or less

HINT: Camber is not adjustable, if measurement is not within specification, inspect and replace the suspen–sion parts as necessary.



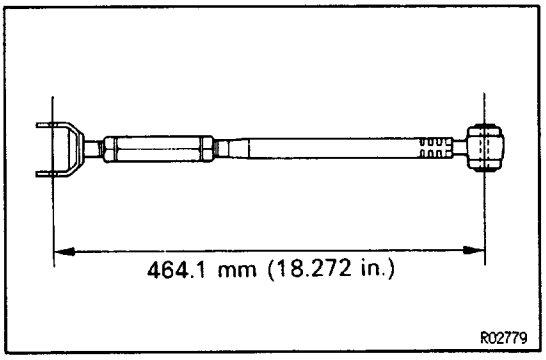
2. INSPECT TOE–IN

Toe–In (total):

A+13 0.6°±0.1°

(C–D 6±1 mm (0.24±0.04 in.)

If toe–in is not within specification adjust it.



3. ADJUST TOE–IN

(a) Measure the lengths of the left and right suspension arms to see that the length are equal.
If not equal, adjust following the procedures below.

- If the toe–in is less than standard, shorten the tie rod by turning the tie rod tube.
- If the toe–in is greater than standard, lengthen the tie rod by turning the tie rod tube.