



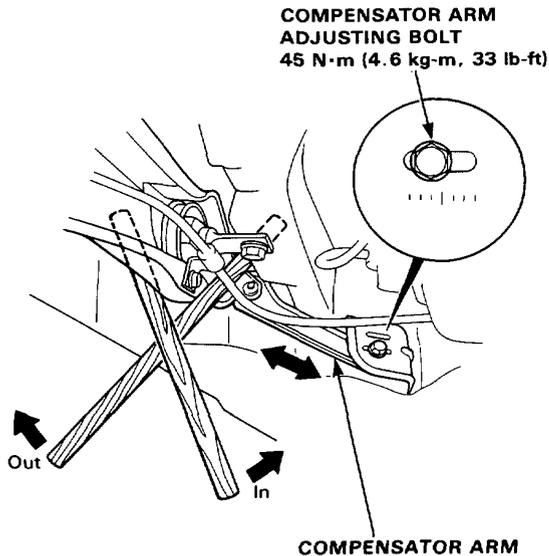
## Rear Toe Inspection/ Adjustment

1. Release parking brake.

NOTE: If the parking brake is engaged, you may get an incorrect reading.

**Rear toe in:  $2.3 \pm 1.4\text{mm}$  ( $0.09 \pm 0.05\text{in}$ )**

- If adjustment is required, go to step 2.
  - If no adjustment is required, remove alignment equipment.
2. Before adjustment, note the locations of right and left compensator arm adjusting bolts.
  3. Loosen the adjusting bolt and slide the compensator arm in or out as shown, to adjust the toe.
  4. Tighten the adjusting bolt.



### ● Example

- After the rear toe inspection, the wheel is 2 mm (0.079 in.) out of the specification.
- Move the arm so the adjusting bolt moves 2 mm (0.079 in) inward from the position recorded before the adjustment.
  - The distance the adjusting bolts is moved should be equal to the amount of out-of-specification.

## Front Toe Inspection/ Adjustment

NOTE: Check the tire pressure before inspection.

1. Center steering wheel spokes.

NOTE: Measure difference in toe measurements with the wheels pointed straight ahead.

**Front toe-out:  $0.7 \pm 1.4\text{mm}$  ( $0.027 \pm 0.05\text{in}$ )**

- If adjustment is required, go on to step 2.
  - If no adjustment is required, remove alignment equipment.
2. Loosen the tie-rod locknuts and turn both tie-rods in the same direction until the front wheels are in straight ahead position.
  3. Turn both tie-rods equally until the toe reading on the turning radius gauge is correct.
  4. After adjusting, tighten the tie-rod locknuts.

NOTE: Reposition the tie-rod boot if twisted or displaced after adjustment has been made.

