REAR WHEEL ALIGNMENT

SA0R4–03

INSPECTION

1. **MEASURE VEHICLE HEIGHT (See page SA–5)**
2. **INSTALL CAMBER–CASTER–KINGPIN GAUGE OR POSITION VEHICLE ON WHEEL ALIGNMENT TESTER**

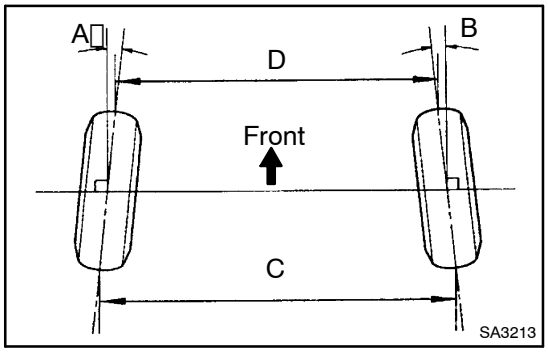
Follow the specific instructions of the equipment manufacturer.

3. **INSPECT CAMBER**

Camber:

Camber Right–left error	–0°23' ± 30' (–0.38° ± 0.5°) 30' (0.5°) or less

If the camber is not within the specified valve, after the toe–in is inspected, see step 5. to adjust.

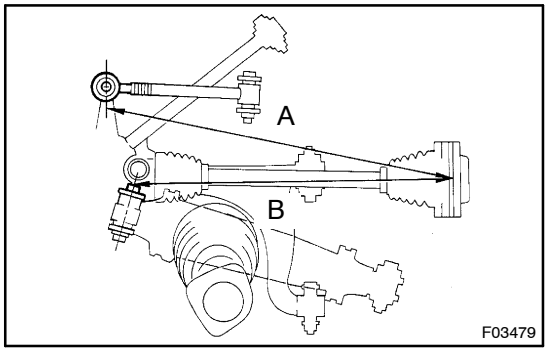


4. **INSPECT TOE–IN**

Toe–in:

Toe–in (total)	A + B: 0°12' ± 12' (0.2° ± 0.2°) C – D: 2 ± 2 mm (0.08 ± 0.08 in.)

If the toe–in is not within the specified valve, after the camber is inspected, see step 5. to adjust.



5. **ADJUST CAMBER AND TOE–IN**

(a) Measure the lengths of the toe control link (A) and No. 2 lower suspension arm (B), as shown in the illustration.

(b) Obtain the difference between A and B.

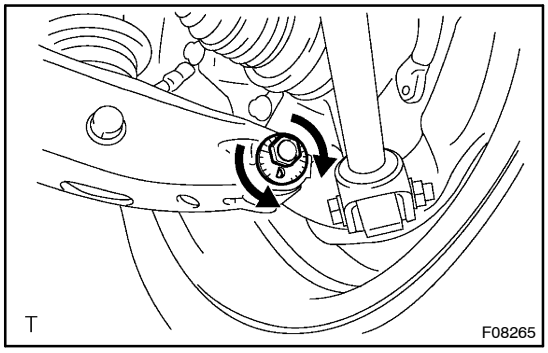
(c) Employ the same manner described above to the other side.

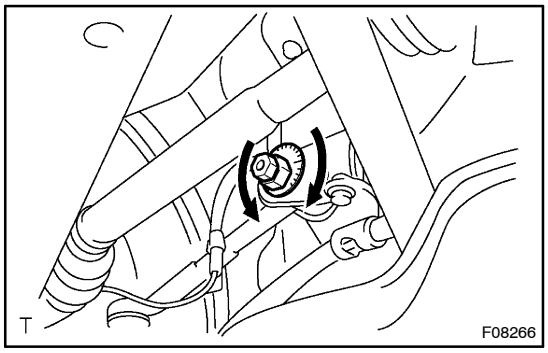
(d) Obtain the difference between right and left from the values obtained above.

Right and left difference: 4.0 mm (0.157 in.) or less

If they are not within the specified value, adjust the lengths of them by turning the adjusting cam.

(e) Inspect the camber and toe–in.





(f) Adjust the camber.
  (1) Loosen the camber adjusting cam nut of the No. 2 lower suspension arm.
  (2) Turn the camber adjusting cam of the No. 2 lower suspension arm and adjust the camber.

HINT:
Camber will change about 5.0' (0.08°) with each graduation of the adjusting cam.

  (3) Torque the camber adjusting cam nut.
  Torque: 110 N·m (1,120 kgf·cm, 81 ft·lbf)

(g) Adjust the toe–in.
  (1) Loosen the camber adjusting cam nut of the toe control link.
  (2) Turn the camber adjusting cam of the toe control link and adjust the toe–in.

HINT:
Toe–in will change about 4.0 mm (0.157 in.) with each graduation of the adjusting cam.

  (3) Torque the camber adjusting cam nut.
  Torque: 49 N·m (500 kgf·cm, 36 ft·lbf)