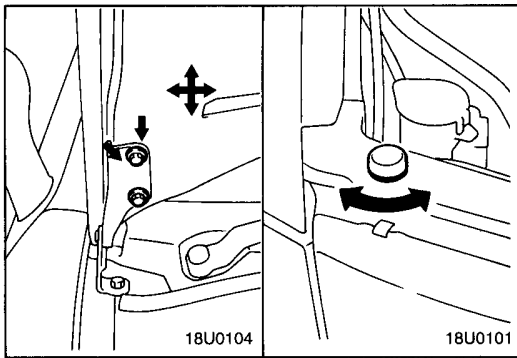


8 REFERENCE MATERIAL

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BOLTED PANEL FIT AND ADJUSTMENT

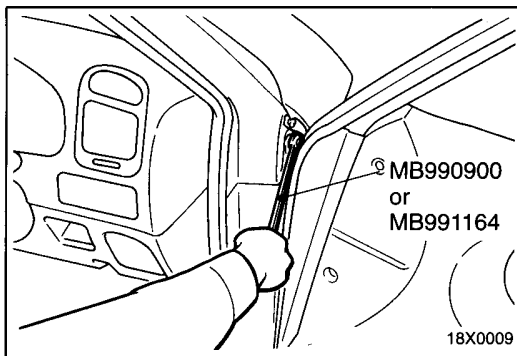
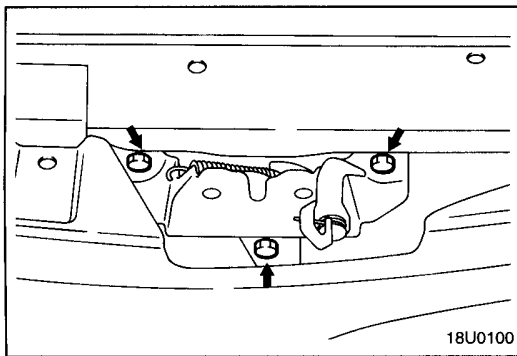
HOOD

HOOD FIT ADJUSTMENT

- (1) Adjust the longitudinal and lateral positions of the hood by utilizing the oblong holes in the hinge.
- (2) Turn the hood bumpers either left or right to adjust the height of the hood.
- (3) Loosen the hood latch mounting bolts.
- (4) Adjust the alignment of the hood striker and the hood latch by adjusting the horizontal and vertical position of the latch and height of the hood.

Hood mounting bolt tightening torque: 12 Nm

Hood latch mounting bolt tightening torque: 9 Nm



DOOR

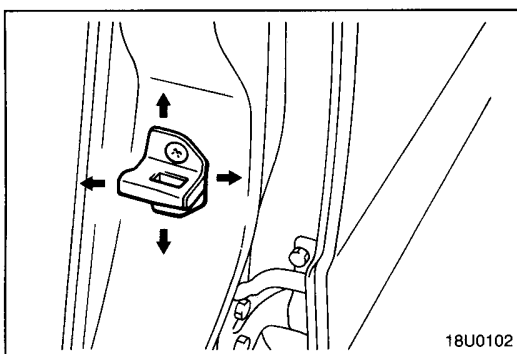
DOOR FIT ADJUSTMENT

- (1) Use the special tool to loosen the hinge mounting bolts on the body side, and then adjust the clearance around the door so that it is uniform on all sides.
- (2) If there is a stepped section on the door and body, use the special tool to loosen the door hinge mounting bolts on the door side, and move the door to adjust the door fit.

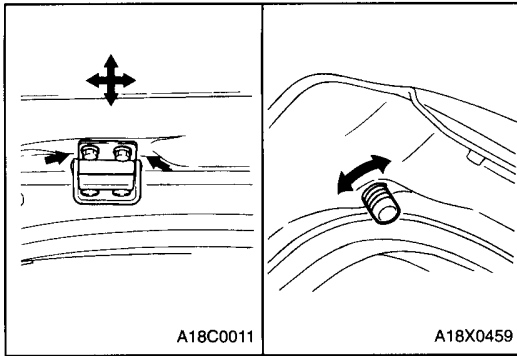
Door hinge bolt tightening torque: 22 Nm

Caution

Attach protection tape to the fender edges where the hinge is installed.



- (3) If the striker and latch do not mesh properly, adjust the position of the striker.



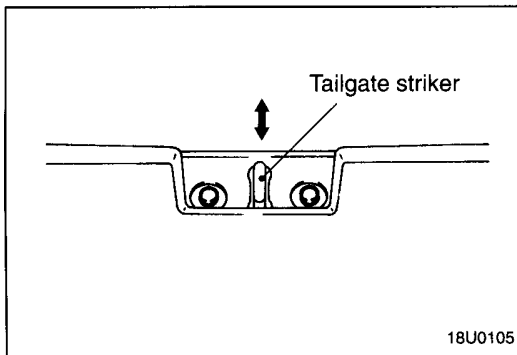
TAILGATE

TAILGATE FIT ADJUSTMENT

- (1) Loosen the tailgate mounting bolts, and then move the tailgate forward and backward, and to the left and right, to make the adjustment.

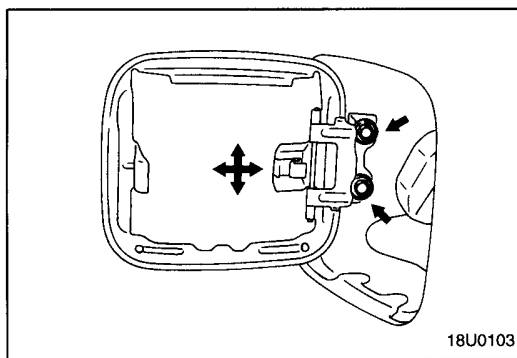
Tailgate mounting bolt tightening torque: 12 Nm

- (2) Turn the tailgate bumpers either left or right to adjust the tailgate height.



- (3) Loosen the tailgate striker mounting bolts, and then adjust the alignment of the tailgate by adjusting the vertical positioning of the striker.

Tailgate striker mounting bolt tightening torque: 9 Nm



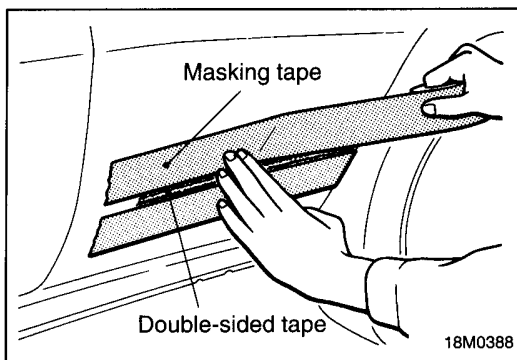
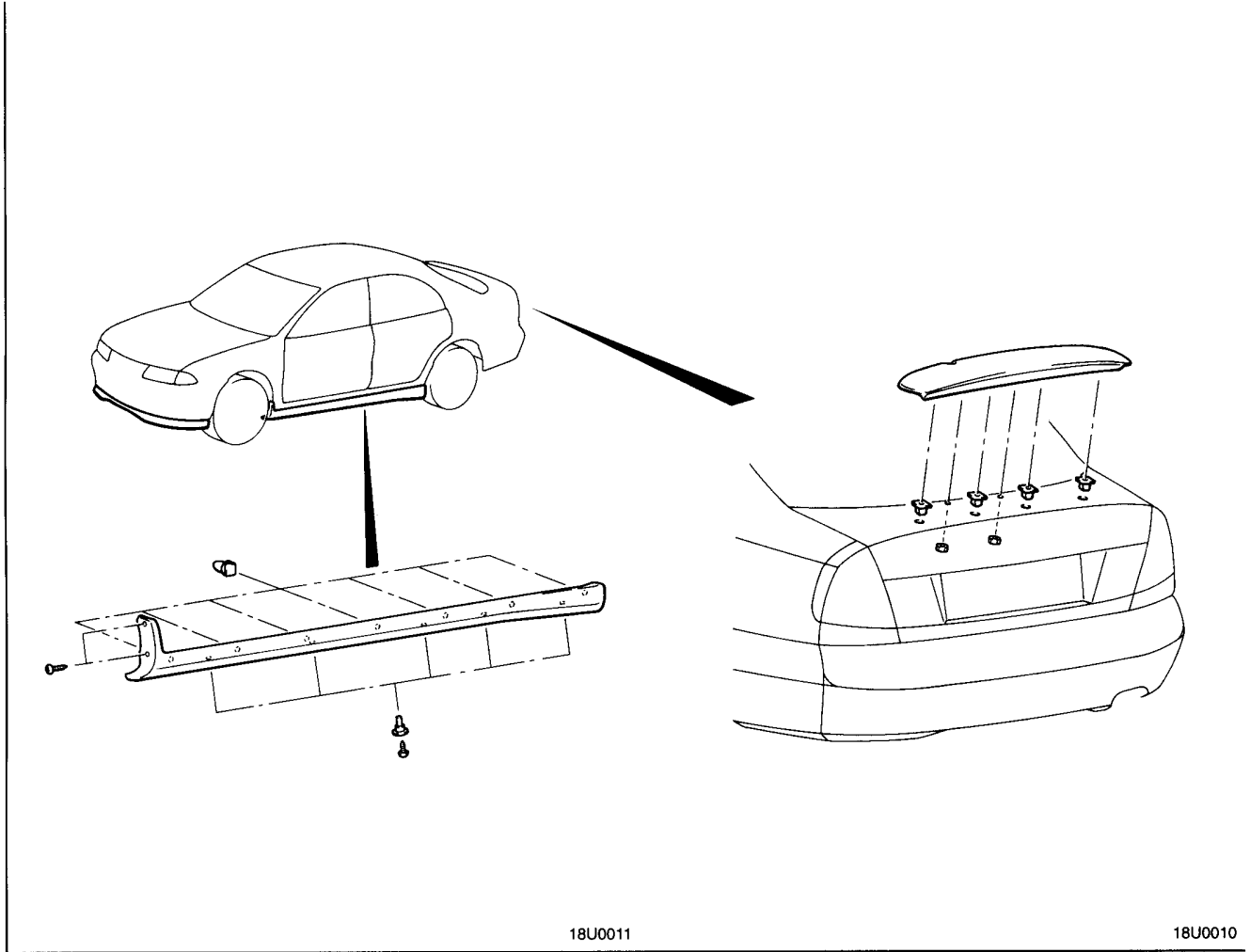
FUEL FILLER DOOR

FUEL FILLER DOOR FIT ADJUSTMENT

Loosen the fuel filler door mounting screws and adjust the fuel filler door so that the clearance around the fuel filler door is even without any height differences.

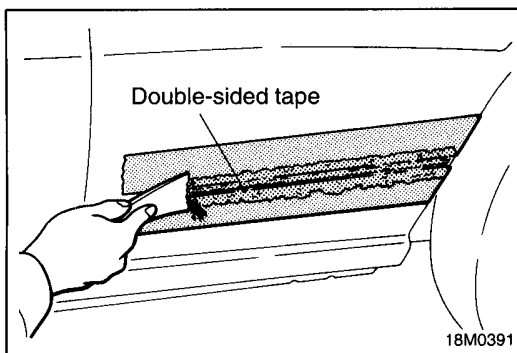
INSTALLATION AND REMOVAL OF ADHESIVE COMPONENTS

AERO PARTS

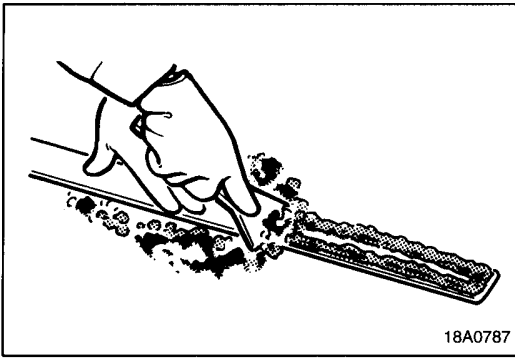


REMOVAL

- (1) Apply masking tape to the outside circumference of the double-sided tape remaining on the body surface.



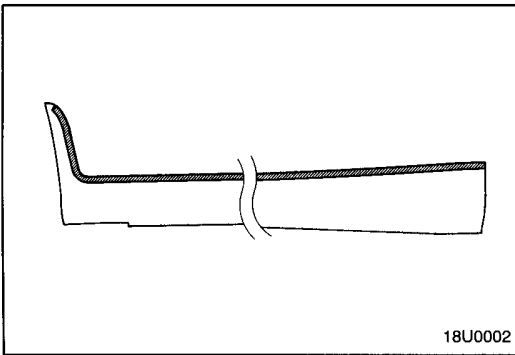
- (2) Scrape off the double-sided tape with a resin spatula.
- (3) Tear off the masking tape.
- (4) Wipe the body surface clean with a rag moistened with isopropyl alcohol.



INSTALLATION

Affixing the double-sided tape to the side air dam or rear spoiler (when reusing)

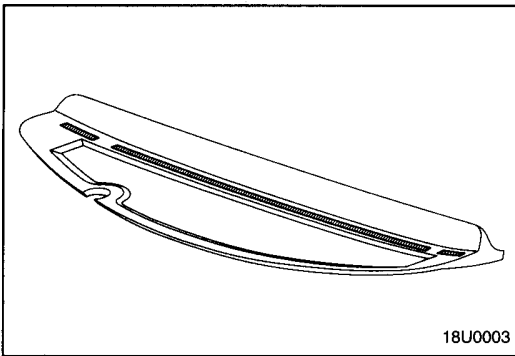
- (1) Scrape off the double-sided tape with a resin spatula or gasket scraper.
- (2) Wipe the side air dam or rear spoiler adhesion surface clean with a rag moistened with isopropyl alcohol.



- (3) Affix specified pressure sensitive double-sided tape to the side air dam or rear spoiler.

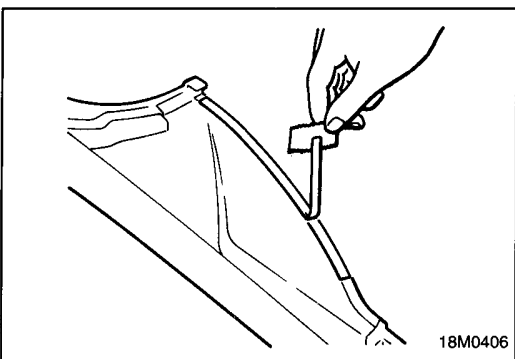
SIDE AIR DAM

**Adhesive tape: Double-sided
5 mm wide and 1.2 mm thick**



REAR SPOILER

**Adhesive tape: Double-sided tape
10 mm wide and 1.2 mm thick**



- (4) Remove strip paper from the pressure sensitive double-sided tape.

NOTE

Affix double-sided tape to the end of strip paper for ease of strip paper removal.

- (5) Install the side air dam or the rear spoiler.

NOTE

If it is hard to affix the pressure sensitive double-sided tape in winter, heat the application surface of the body and the adhesive surface of the side air dam or rear spoiler before affixing the tape.

Body 40 – 60°C (104 – 140°F)

Side air dam or

rear spoiler 20 – 30°C (68 – 86°F)

Apply pressure fully to the side air dam or rear spoiler.

ADJUSTMENT OF OTHER PARTS

FRONT WHEEL ALIGNMENT

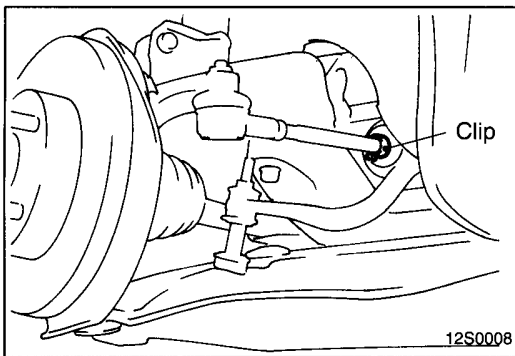
Measure the wheel alignment with the vehicle parked on a level surface.

The front suspension, steering system, and wheels should be serviced to normal condition prior to measurement of wheel alignment.

TOE-IN

Standard value:

At the centre of tyre tread	$1 \pm 2 \text{ mm}$
Toe angle (per wheel)	$0^{\circ}06' \pm 12'$



NOTE

1. If the toe-in is not within the standard value, adjust the toe-in by undoing the clips and turning the left and right tie rod turnbuckles by the same amount (in opposite directions).
2. The toe will move out as the left turnbuckle is turned toward the front of the vehicle and the right turnbuckle is turned toward the rear of the vehicle. For each one turn of the left and right tie rods, the toe-in will be adjusted by approx $1^{\circ}05'$.

Caution

The difference between the left and right tie rods shall not exceed $1^{\circ}30'$.

TOE-OUT ANGLE ON TURNS

To check the steering linkage, especially after the vehicle has been involved in an accident or if an accident is presumed, it is advisable to check the toe-out angle on turns in addition to the wheel alignment.

Conduct this test on the left turn as well as on the right turn.

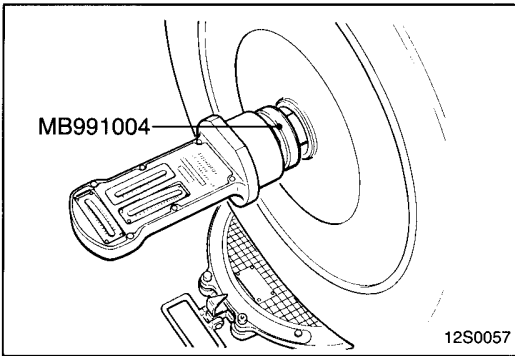
Standard value:

21.8° (inner wheel when outer wheel at 20°)

STEERING ANGLE

Standard value:

Inner wheel	39°
Outer wheel	32°



CAMBER, CASTER AND KINGPIN INCLINATION

Standard value:

Camber	0°00' ± 30'
Caster	2°12'
Kingpin inclination	12°41'

NOTE

1. Camber and caster are preset at the factory and cannot be adjusted.
2. If camber is not within the standard value, check and replace bent or damaged parts.
3. For vehicles with aluminium type wheels, attach the camber/caster/kingpin gauge to the drive shaft by using the special tool. Tighten the special tool to the same torque 200 – 260 Nm as the drive shaft nut.

Caution

Never subject the wheel bearings to the vehicle load when the drive shaft nuts are loosened.

REAR WHEEL ALIGNMENT

Measure the wheel alignment with the vehicle parked on level ground.

The rear suspension and wheels should be serviced to the normal condition prior to measurement of wheel alignment.

TOE-IN

Standard value:

At the centre of tyre tread	3 ± 2 mm
Toe angle (per wheel)	0°18' ± 12'

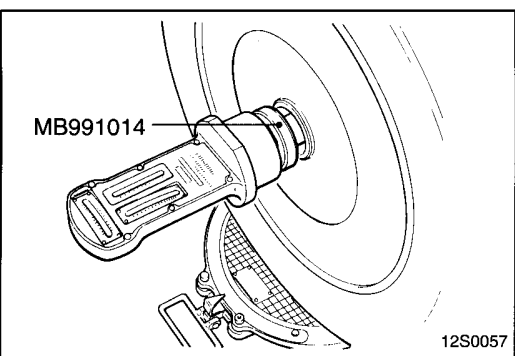
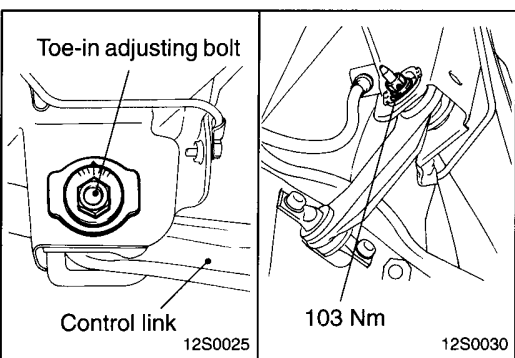
If outside the standard value, adjust by the following procedure.

- (1) Be sure to adjust the camber before adjusting the toe-in.
- (2) Adjust by turning the toe adjusting bolt (mounting bolt on the inside of the control link).

LH: Turning clockwise → toe-in direction

RH: Turning clockwise → toe-out direction

The scale has gradations of approximately 2.6 mm (single side toe angle equivalent to 16')



CAMBER

Standard value: **-0°40' ± 30'**

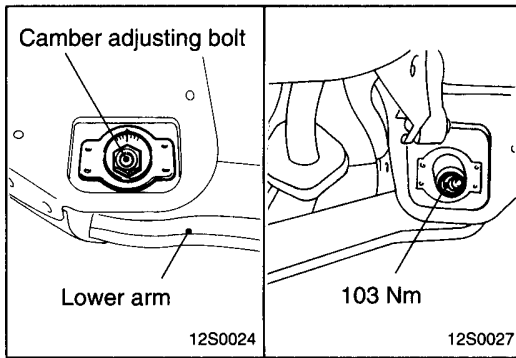
(The difference between the left and right wheels should be 30' or less.)

NOTE

For vehicles equipped with aluminium wheels, measure the camber after tightening the special tool MB991014 to the specified torque 180 Nm.

Caution

Never subject the wheel bearings to the full vehicle load when the flange nuts are loosened.



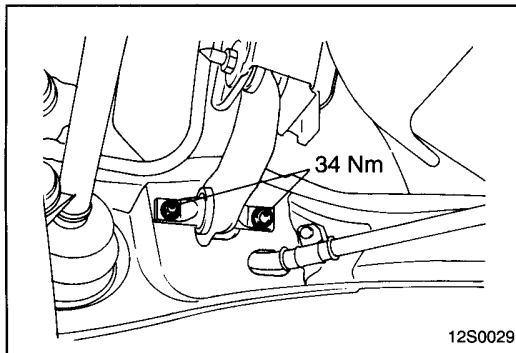
If outside the standard value, adjust by the following procedure.

- (1) Remove the connection between the control link and the trailing arm.
- (2) Adjust by turning the camber adjusting bolt (mounting bolt for the lower arm and rear crossmember).

Left wheel: clockwise + camber

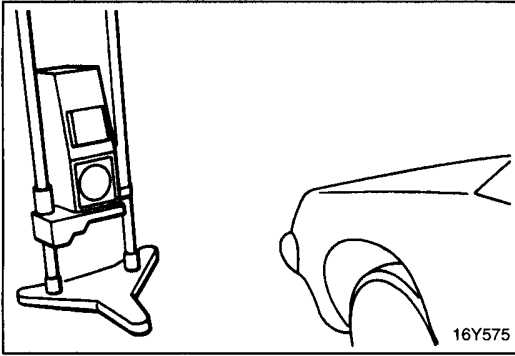
Right wheel: clockwise – camber

The scale has gradations of approximately 14'



- (3) Tighten the control link to the trailing arm at the specified torque.

- (4) After adjusting the camber, be sure to adjust the toe-in.



HEADLAMP AIMING

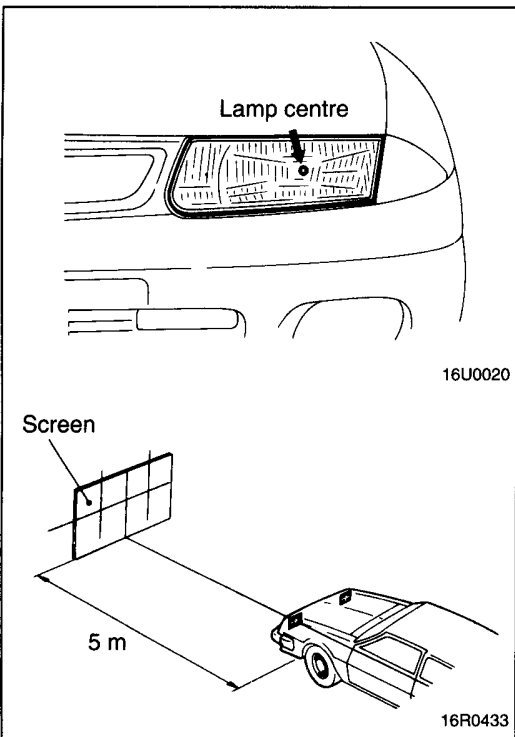
<USING A BEAMSETTING EQUIPMENT>

- (1) The headlamps should be aimed with the proper beam-setting equipment, and in accordance with the equipment manufacturer's instructions.

NOTE

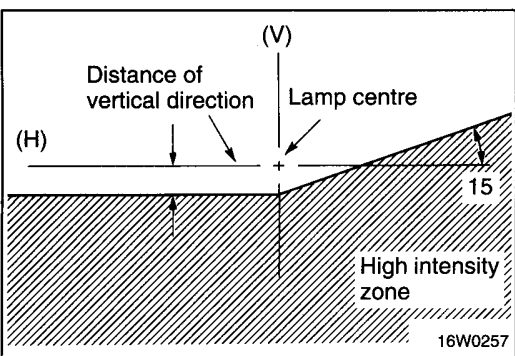
If there are any regulations pertinent to the aiming of headlamps in the area where the vehicle is to be used, adjust so as to meet those requirements.

- (2) Alternately turn the adjusting screw to adjust the headlamp aiming.



<USING A SCREEN>

- (1) Inflate the tyres to the specified pressures and there should be no other load in the vehicles other than driver or substituted weight of approximately 75 kg placed in driver's position.
- (2) Set the distance between the screen and the centre marks of the headlamps as shown in the illustration.



- (3) Check if the beam shining onto the screen is at the standard value.

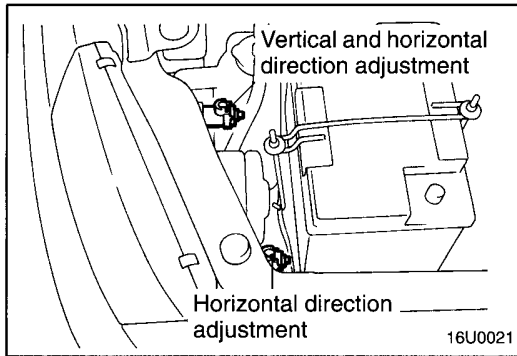
Standard value:

(Vertical direction)

60 mm below horizontal (H)

(Horizontal direction)

Position where the 15° sloping section intersects the vertical line (V)



- (4) Alternately turn the adjusting screw to adjust the headlamp aiming.

Caution

Be sure to adjust the aiming adjustment screw in the tightening direction.

INTENSITY MEASUREMENT

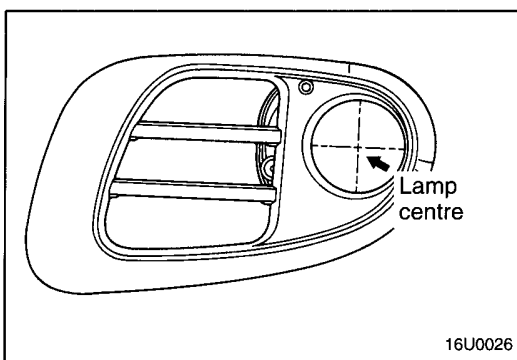
Using a photometer, and following its manufacturer's instruction manual, measure the headlamp intensity and check to be sure that the limit value is satisfied.

Limit: 30,000 cd or more

NOTE

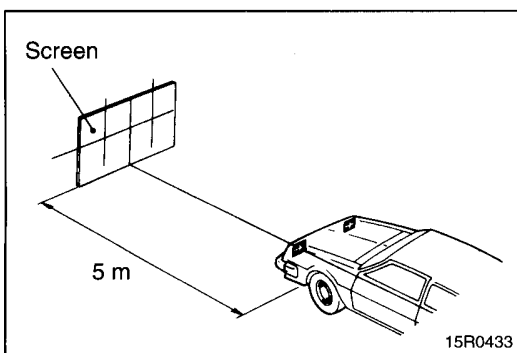
1. When measuring the intensity, maintain an engine speed of 2,000 r/min., with the battery in the charging condition.
2. There may be special local regulations pertaining to headlamp intensity; be sure to make any adjustments necessary to satisfy such regulations.
3. If an illuminometer is used to make the measurements, convert its values to photometer values by using the following formula.

$I = Er^2$ Where: I = intensity (cd)
 E = illumination (lux)
 r = distance (m) from headlamps to illuminometer

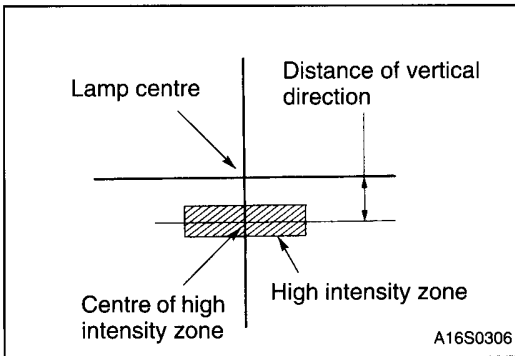


FRONT FOG LAMP AIMING

- (1) Measure the centre of the fog lamps, as shown in the illustration.



- (2) Set the distance between the screen and the centre of the fog lamps as shown in the illustration.
- (3) Inflate the tyres to the specified pressures and there should be no other load in the vehicles other than driver or substituted weight of approximately 75 kg placed in the driver's position.
- (4) With the engine running at 2,000 r/min., aim the fog lamp.



(5) Check if the beam shining onto the screen is at the standard value.

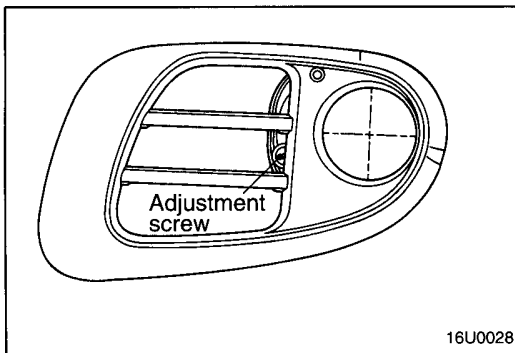
Standard value:

(Vertical direction)

100 mm below horizontal (H)

(Horizontal direction)

Parallel to direction of vehicle travel



NOTE

The horizontal direction is non-adjustable. If the deviation of the light beam axis exceeds the standard value, check to be sure that the mounting location or some other point is not defective.

Caution

When making the aiming adjustment, be sure to mask those lamps which are not being adjusted.

SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – AIR BAG AND SEATBELTS WITH PRE-TENSIONER

- (1) Air bag (driver-side air bag or passenger-side air bag in combination with driver-side air bag) and Seatbelts with pre-tensioner have been installed in this vehicle as an optional equipment.
- (2) The SRS includes the following components: SRS-ECU; SRS warning lamp, air bag module (driver-side and passenger-side), clock spring, seatbelts with pre-tensioner interconnecting wiring. Other SRS-related components (that may have to be removed/installed in connection with SRS service or maintenance) are indicated in the table of contents of Workshop Manual by an asterisk (*).
- (3) Warning labels must be heeded when servicing or handling SRS components and seatbelts with pre-tensioner. Warning labels are located in the following locations.
 - Sun visor
 - Glove box
 - SRS air bag control unit
 - Steering wheel
 - Steering gear and linkage
 - Air bag module
 - Clock spring
 - Seatbelts with pre-tensioner
- (4) Be sure to carefully read and understand the WARNING below before proceeding.

WARNING!

- (1) **Improper service or maintenance of any component of the SRS, or any SRS-related component, can lead to personal injury or death to service personnel (from inadvertent firing of the air bag) or to the driver (from rendering the SRS inoperative).**
- (2) **If it is possible that the SRS components are subjected to heat over 93° C in baking or in drying after painting, remove the SRS components (air bag module, SRS diagnosis unit, front impact sensors) beforehand.**
- (3) **Service or maintenance of any SRS component or SRS-related component must be performed only at an authorized MITSUBISHI dealer.**
- (4) **MITSUBISHI dealer personnel must thoroughly review Workshop Manual, and especially its GROUP 52B-Supplemental Restraint System (SRS), before beginning any service or maintenance of any component of the SRS or any SRS-related component.**