

TOE-IN

Standard value:

At the centre of tyre tread 3 ± 2 mm

Toe angle (per wheel) $0^{\circ}07' \pm 05'$

1. If the toe-in is not within the standard value, adjust the toe-in by undoing the clip and turning the left and right tie rod turnbuckles by the same amount (in opposite directions).

NOTE

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.

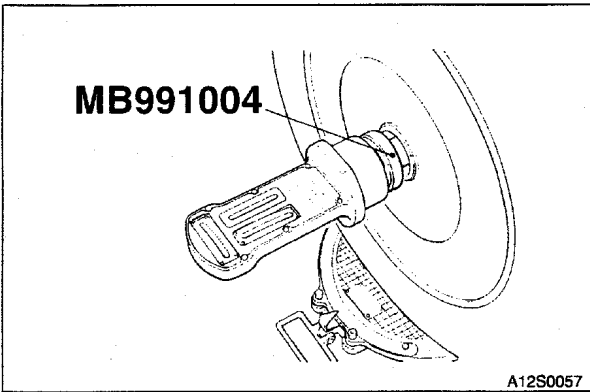
2. Use a turning radius gauge to check that the steering angle is at the standard value.
(Refer to GROUP 37A – On-vehicle Service.)

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 (Inner wheel when outer wheel at 20°): $21^{\circ}04'$



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CAMBER, CASTER AND KINGPIN INCLINATION

Standard value:

$-0^{\circ}30' \pm 30'$

<Правильно>

Item	Specification
Camber (difference between right and left wheel: less than $30'$)	$0^{\circ}30' \pm 30'$ <Не правильно>
Caster (difference between right and left wheel: less than $30'$)	$3^{\circ}00' \pm 30'$
Kingpin inclination	$11^{\circ}04'$

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 226 Nm as the drive shaft nut.