

SERVICE BULLETIN

APPLICABILITY

ALL XT MODELS

DATE

05-01-92

SUBJECT:

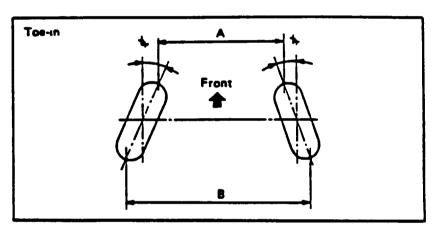
WHERL ALIGNMENT SPECIFICATIONS

Use the revised alignment information in this bulletin to correct Section 4-1 suspension "Wheel Alignment" of the applicable service manual.

SIGNIFICANT CHANGES

I. Rear wheel toe angles are caluclated in total toe which is the sum of both right and left wheel angles per axle. See Figure 1 for measurement points.

TOR MRASUREMENTS



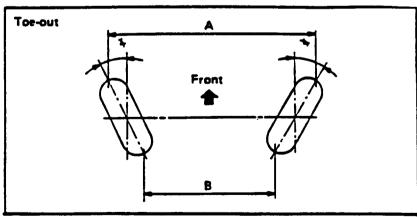


Figure 1

TOTAL TOE BY MEASUREMENT

B-A = 0 --- OPTIMUM SPEC.

B > A --- TOE IN

B < A --- TOE OUT

TOTAL TOR BY ANGLE OF RH & LH WHERLS

= L + R = 0 - OPTIMUM SPEC.

= L + R > 0 --- OUT

= L + R < O --- IN

THRUST ANGLE

II. Thrust angle measurements for rear wheel tracking is now included. Thrust angle is defined as the path that the rear wheels will take, which is geometrically aligned with the body centerline.

NOTE: DUE TO MINOR ACCIDENTS, HITTING CURBS OR POTHOLES AND OTHER RELATED ROAD HAZARDS, ONE OF THE REAR WHEELS MAY CHANGE POSITION.
THIS DIRECTLY AFFECTS THE THRUST ANGLE BY PREVENTING THE REAR WHEELS FROM TRACKING BEHIND THE FRONT WHEELS. THIS CAN RESULT IN WHEEL SCRUBBING WHICH CAN CAUSE: UNUSUAL AND ACCELERATED TIRE WEAR, A DECREASE IN FUEL ECONOMY AND LESS THAN OPTIMUM HANDLING.

Position the vehicle on a four wheel alignment machine. The machine will determine the centerline difference of the front and rear axles. See Figure 2.

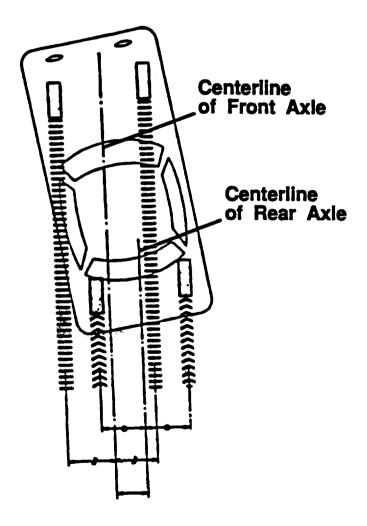


Figure 2

CAUTION

VEHICLE SERVICING PERFORMED BY UNTRAINED PERSONS COULD RESULT IN SERIOUS INJURY TO THOSE PERSONS OR TO OTHERS.

Subaru Service Bulletins are intended for use by professional technicians ONLY. They are written to inform those technicians of conditions that may occur in some vehicles, or to provide information that could assist in the proper servicing of the vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do the job correctly and safety. If a condition is described, DO NOT assume that this Service Bulletin applies to your vehicle, or that your vehicle will have that condition.

	i			ON.			4VD
				1800	2700	1800	2700
				NORMAL	HOMININ	нож	MAXTHUH
		Service Limit	in)	NI (0) 0	3 (0.12) IN	2) IN	3 (0.12) OUT
	Toe		Total Angle of RH & LH	0	0 18,	NI	0° 18' OUT
		Service Standard	■ (in)	NI (0) 0	2 (0.08) IN	8) IN	2 (0.08) OUT
Rear			Total Angle of RH & LH		00 12	IN	0° 12° our
	Thrust	Service Limit	Calculated Angle	00	+0, 30,		-0° 30,
	Angle	Service Standard	Calculated Angle	00	+0° 20°		-0° 20°

USE THIS CHART TO UPDATE THE FIGURE FOR "WHERE ALIGNMENT SPECIFICATIONS" IN THE APPLICABLE SERVICE MANUAL. 49 **NOTE:**

8	NVKRSIO	CONVERSION OF MINUTES TO DECIMAL PRACTIONS OF HOURS AND DEGREES	NUTES T	O DECTH	AL FRAC	TIONS O	F HOURS	AND DE	GREES	
					DRGRKRS (0)	(0)				
MINUTES	0,	1,	2,	3,	.7	5,	.9	7,	8	9,
0	•	0.017	0.033 0.050	0.050	0.067	0.083 0.100 0.117 0.133	0.100	0.117	0.133	0.150
10,	0.167	0.167 0.183	0.200 0.217 0.233 0.250 0.267 0.283	0.217	0.233	0.250	0.267	0.283	0.300 0.317	0.317
20,	0.333	0.333 0.350 0.367 0.383 0.400 0.417 0.433 0.450	0.367	0.383	0.400	0.417	0.433	0.450	0.467 0.483	0.483
30,	0.500	0.500 0.517 0.533 0.550 0.567 0.583 0.600 0.617 0.633	0.533	0.550	0.567	0.583	0.600	0.617	0.633	0.650
40,	0.667	0.683	0.700 0.717 0.733 0.750 0.767 0.783	0.717	0.733	0,750	0.767	0.783	0.800	0.817
50,	0.833	0.833 0.850 0.867 0.883 0.900 0.917 0.933 0.950 0.967 0.983	0.867	0.883	0.900	0.917	0.933	0.950	0.967	0.983