REAR WHEEL ALIGNMENT

SA222–01

INSPECTION

1. MEASURE VEHICLE HEIGHT (See page SA–5)

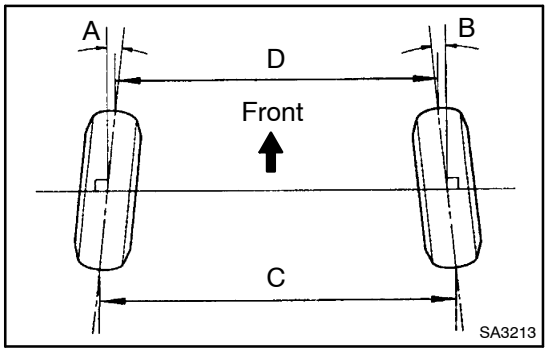
2. INSTALL CAMBER–CASTER–KINGPIN GAUGE ONTO WHEEL ALIGNMENT TESTER

Follow the specific instructions of the equipment manufacturer.

3. INSPECT CAMBER

Camber:

	w/o Electronic modulated air suspension	w/ Electronic modulated air suspension
Camber	–0°53' ± 45' (–0.88° ± 0.75 °)	–1°33' ± 45' (–1.55° ± 0.75 °)
Left–right error	30' (0.5°) or less	30' (0.5°) or less



4. INSPECT TOE–IN

Toe–in:

Toe–in (total)	A + B: 0°18' ± 12' (0.3° ± 0.2°) C – D: 3 ± 2 mm (0.12 ± 0.08 in.)

5. ADJUST CAMBER AND TOE–IN

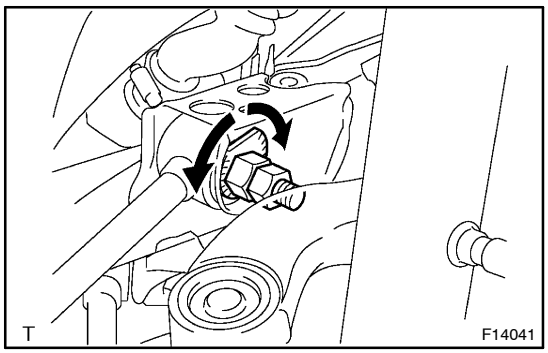
(a) Adjust the camber.

(1) Remove the No. 2 lower suspension arm (See page SA–109).

(2) According to the table below, replace the No. 2 lower suspension arm.

Part No.	Side	Adjustment Amount
48730–50050	RH	+45'
48740–50020	LH	
48730–50060	RH	–45'
48740–50030	LH	

(3) Install the No. 2 lower suspension arm (See page SA–112).



(b) Adjust the toe–in.

(1) Loosen the cams.

(2) Adjust toe–in by turning the front and/or rear cams.

(3) Torque the cam nuts.

HINT:

Toe change about 22.8' (0.38°) with each graduation of the cam.

Torque: 50 N·m (510 kgf·cm, 37 ft·lbf)