8 REFERENCE MATERIAL

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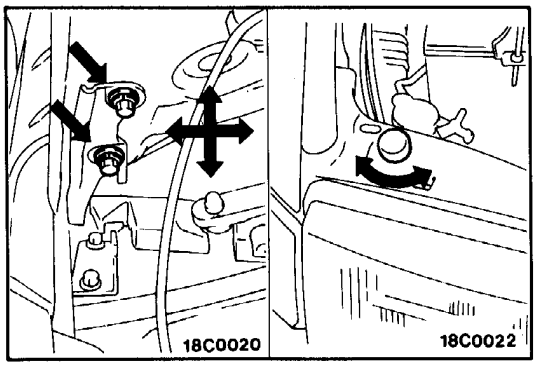
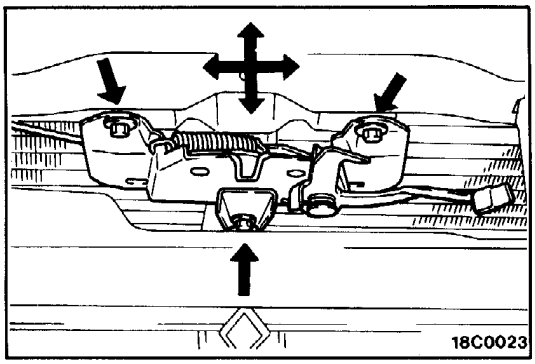


BOLTED PANEL FIT ANDADJUSTMENT

HOOD

ADJUSTMENT OF HOOD FIT

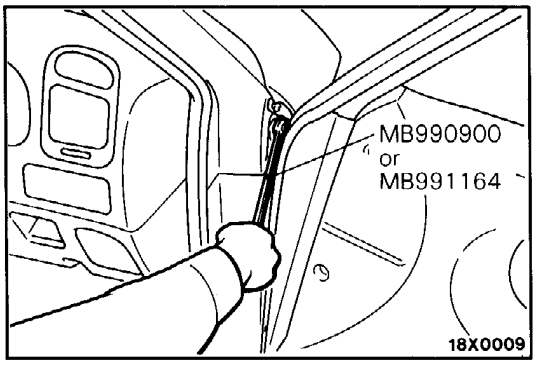
(1) Adjust the longitudinal and lateral positions of the hood by utilizing the oblong holes in the hinge.
(2) Turn the hood bumpers either left or right to adjust the height of the hood.
(3) Loosen the hood latch mounting bolts.



(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 N-m

Hood latch mounting bolt tightening torque: 9 N-m



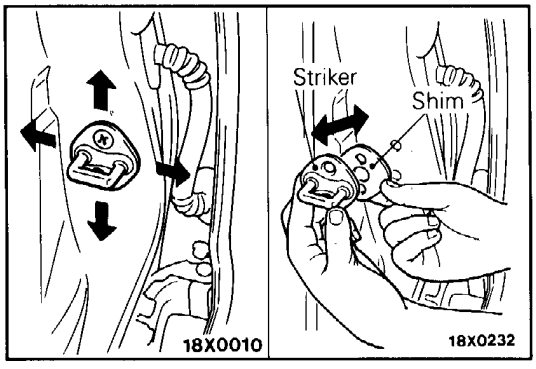
DOOR

ADJUSTMENT OF DOOR FIT

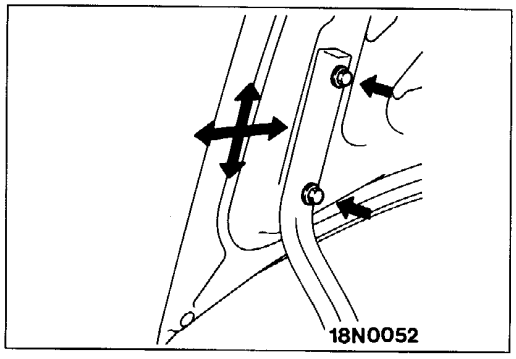
(1) Use the special tool to loosen the hinge mounting bolts on the body side, and then adjust the clearance around the door so that it is uniform on all sides.
(2) If there is a stepped section on the door and body, use the special tool to loosen the door hinge mounting bolts on the door side, and move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

Door hinge bolt tightening torque: 22 N-m

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



(3) If the opening and closing of the door is stiff, adjust the linkage of the striker and the door latch with striker mounting shim, while moving the striker forwards, backwards or sideways.

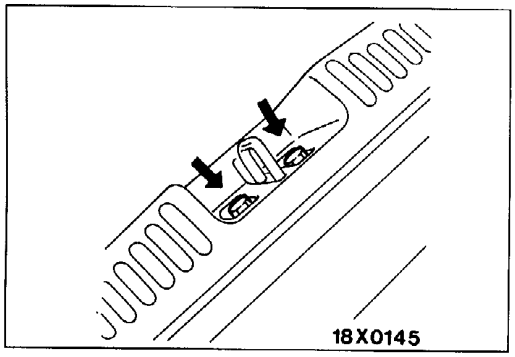


[SEDAN]

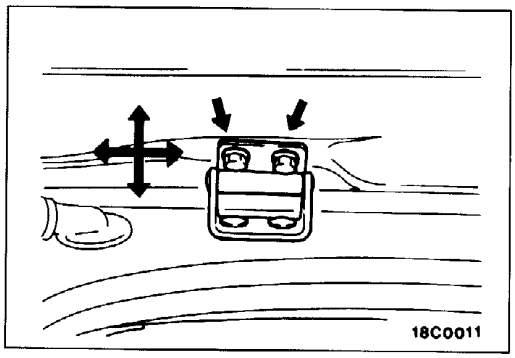
TRUNK LID

ADJUSTMENT OF TRUNK LID FIT

(1) If the clearance between the trunk lid and the body is not uniform, loosen the trunk lid mounting bolts and move the trunk lid to adjust so that the clearance around the trunk lid is uniform.



(2) If the step, floating, locking and unlocking of the trunk lid are heavy, check the condition of the release cable, and then loosen the trunk lid striker mounting bolts and move the trunk lid striker to adjust the meshing with the trunk lid latch.



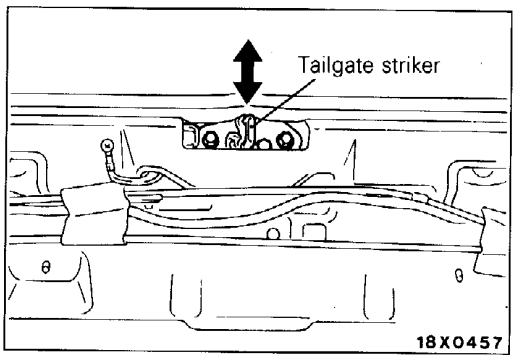
[HATCHBACK]

TAILGATE

ADJUSTMENT OF TAILGATE FIT

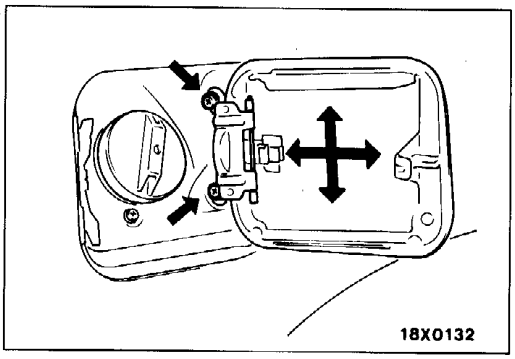
(1) Loosen the tailgate mounting bolts, and then move the tailgate forward and backward, and to the left and right, to make the adjustment.

Tailgate mounting bolt tightening torque: 12 N-m



(2) 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 N-m



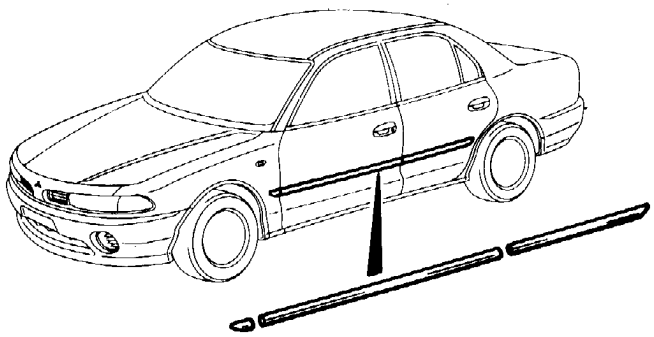
FUEL FILLER DOOR

ADJUSTMENT OF FUEL FILLER DOOR FIT

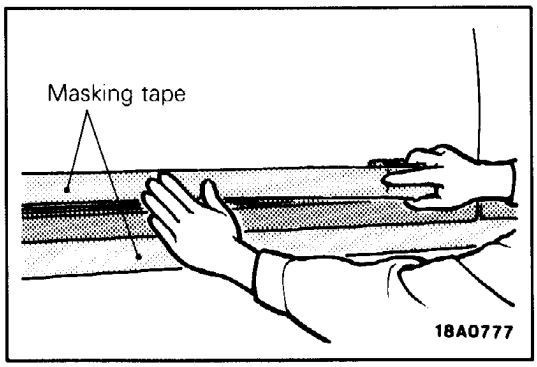
Loosen the fuel filler door mounting screw and adjust the fuel filler door so that the clearance around the fuel filler door is even without any height differences.

INSTALLATION AND REMOVAL OF ADHESIVE COMPONENTS

SIDE PROTECTOR MOULDING



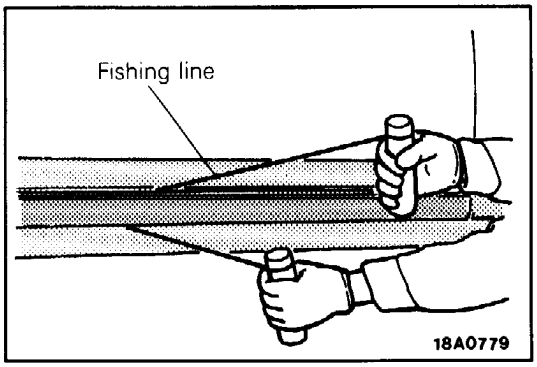
30X0070



18A0777

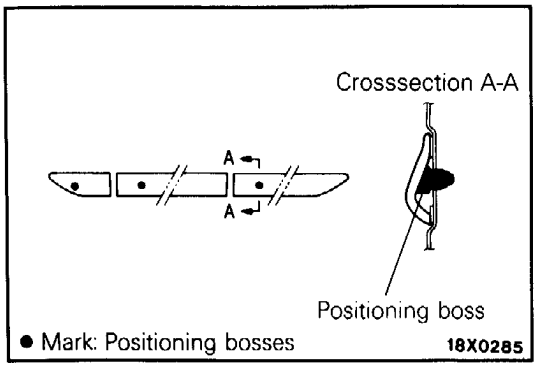
REMOVAL

(1) Apply masking tape to the outside circumference of the side protector moulding.



18A0779

(2) Insert fishing line (ϕ0.8 mm) in between the body and the side protector moulding, and pull both ends alternately to cut the adhesive section and remove the side protector moulding.

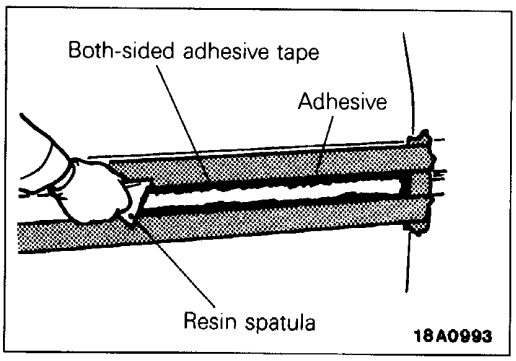


18X0285

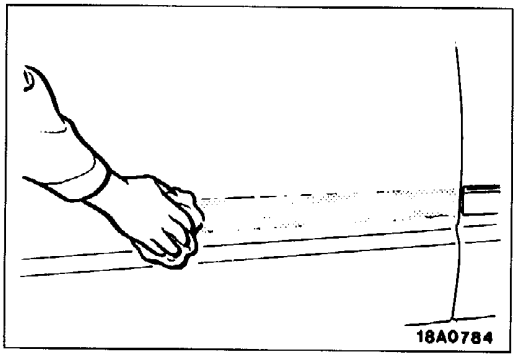
(3) Pull the section of the side protector moulding with the positioning bosses towards you to remove the bosses from the mounting holes.

Caution

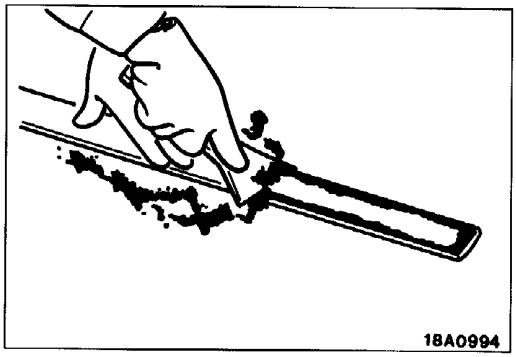
1. **When reusing the side protector moulding, pull the fishing line along the edge of the body so as not to damage the edge of the side protector moulding.**
2. **If the adhesive is difficult to remove, heat it to 40°C.**



(4) Scrape off the both-sided adhesive tape with a resin spatula.
(5) Tear off the masking tape.
(6) Scrape off a small amount of the adhesive with a cutter knife.



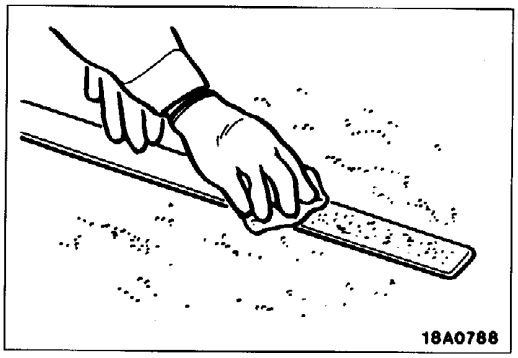
(7) Wipe the body surface clean with a rag moistened with isopropyl alcohol.



INSTALLATION

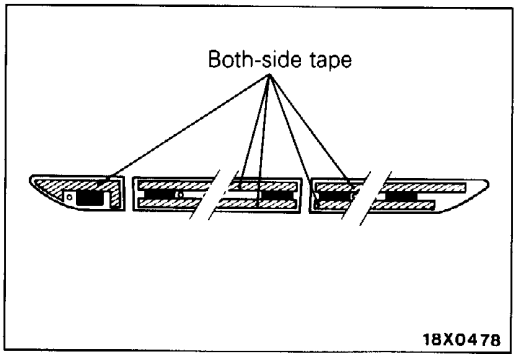
Affixing the both-sided tape to the side protector moulding (when reusing)

(1) Scrape off the both-sided adhesive tape with a resin spatula or gasket scraper.



(2) Wipe the body surface clean with a rag moistened with isopropyl alcohol.
(3) Remove a small portion of the residual adhesive.

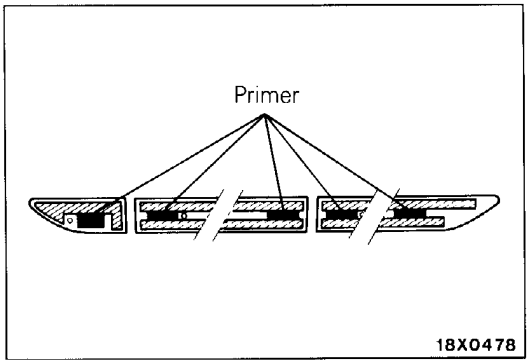
Caution
Do not remove all of the residual adhesive.

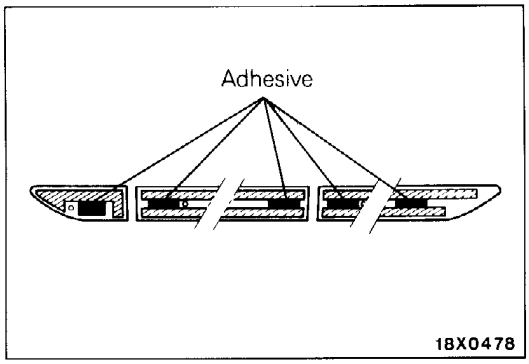


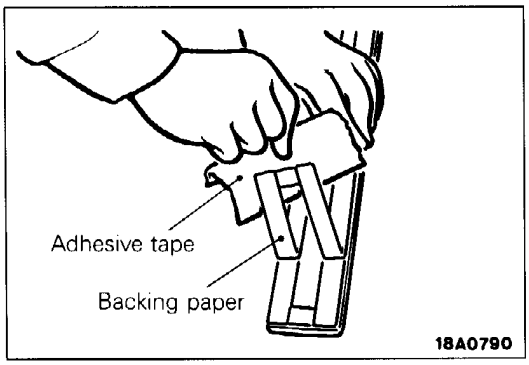
(4) Heat the adhesive surface of the both-side tape on the side protector moulding to about 40–60°C.
(5) Affix the specified both-sided adhesive tape to the side protector moulding.

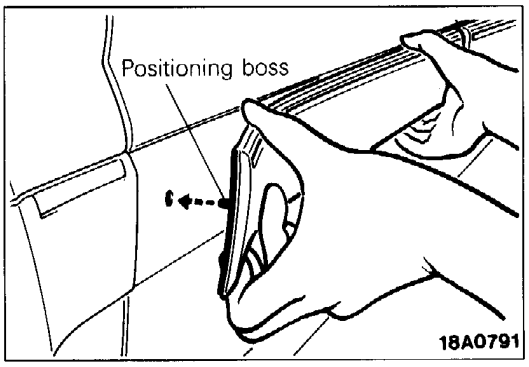
Adhesive tape: Both-side tape
8 mm wide and 0.8 mm thick

8









Installation of side protector moulding

(1) Soak a sponge in the primer, and apply evenly to the side protector moulding in the places shown in the illustration.

Specified primer: 3M ATD Part No. 8608 Super Fast Urethane Primer or equivalent

Caution

1. **The primer strengthens the adhesive strength, so be sure to apply it evenly around the entire circumference. Also, a too thick application will cause lowering of the adhesive strength.**
2. **Do not touch the coated surface.**

(2) After applying the primer, let it dry for 3 to 30 minutes.

(3) Apply adhesive to the side protector moulding.

Specified adhesive: 3M ATD Part No. 8609 Super Fast Urethane or equivalent

NOTE
When reusing the side protector moulding, remove some of the residual adhesive, and apply the new adhesive over the top.

(4) Tear off the both-sided tape backing paper.

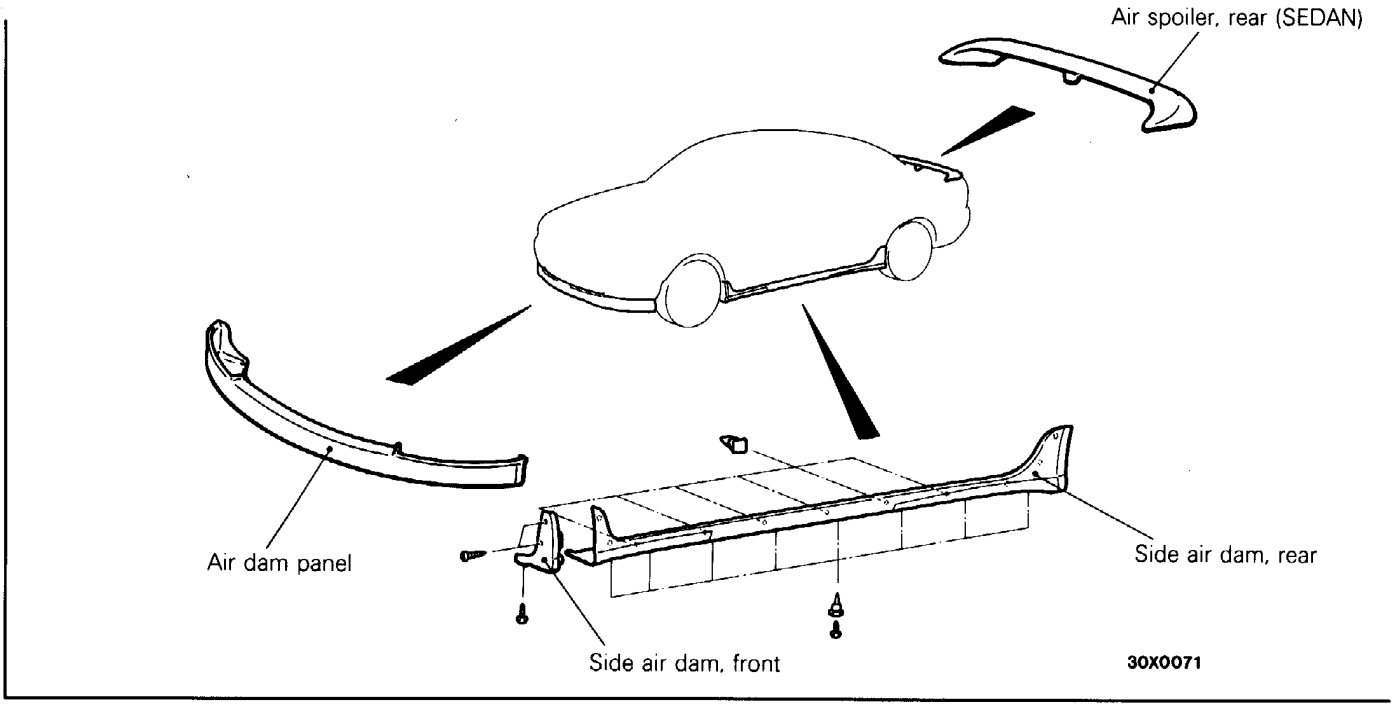
NOTE
If you attach the adhesive tape to the edge of the backing paper, it will be easy to tear off.

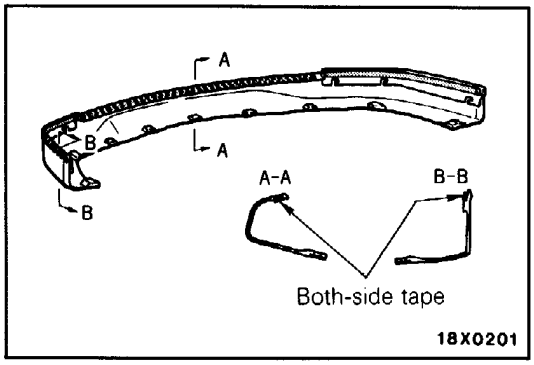
(5) Install the side protector moulding so that the positioning bosses match the body holes.

NOTE
If the both-sided adhesive tape is difficult to affix during winter, etc., warm the bonding surfaces of the body and the side protector moulding to about 40 – 60°C before affixing the tape.

(6) Firmly press in the side protector moulding.

AERO PARTS





REMOVAL

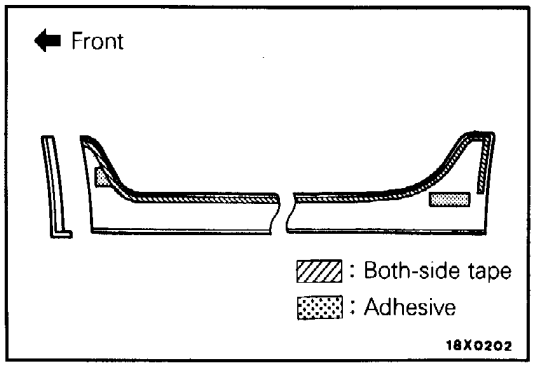
Remove in the same way as the side protect moulding is removed.
(Refer to P. 8-4.)

INSTALLATION

Install in the same way as the side protect moulding is installed.
(Refer to P. 8-5.)

AIR DAM PANEL

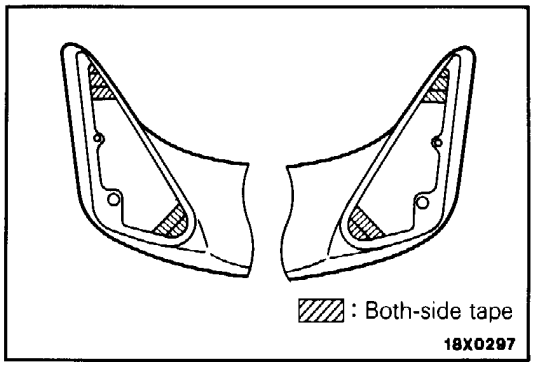
Adhesive tape: Both-side tape
12 mm wide and 1 mm thick



SIDE AIR DAM, REAR

Adhesive tape: Both-side tape
8 mm wide and 1.2 mm thick

Adhesive: 3M ATD Part No. 8608 Super Fast Urethane Primer or equivalent and 3M ATD Part No. 8609 Super Fast Urethane or equivalent



AIR SPOILER, REAR [SEDAN]

Adhesive tape: Both-side tape
20 mm wide and 1.6 mm thick

ADJUSTMENT OF OTHER PARTS

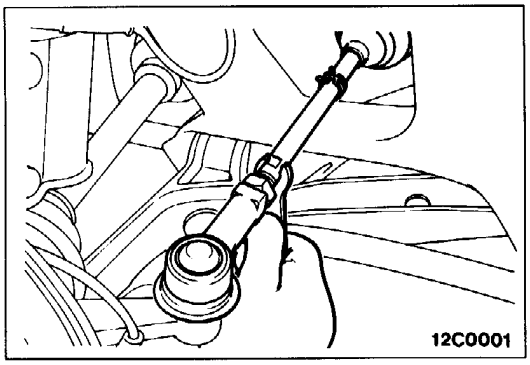
FRONT WHEEL ALIGNMENT

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	**0 ± 3 mm**
At the rim of disc wheel	**0 ± 1.5 mm**
Toe angle (per wheel)	**0°00′ ± 0°09′**



NOTE
1. If the toe-in is not within the standard value, adjust the toe-in by undoing the bellows 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.

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: 22°

STEERING ANGLE

Standard value:

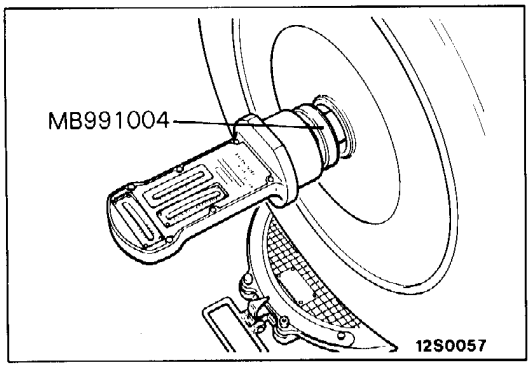
Inner wheel	**39°00′ ± 2°**
Outer wheel	**30°30′**

CAMBER, CASTER AND KINGPIN INCLINATION

Standard value:

Camber	**0°00′ ± 0°30′ <2WD>**
	0°10′ ± 0°30′ <4WD>
Caster	**4°20′ ± 1°30′**
Kingpin inclination	**7°20′ ± 1°30′**

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 N-m) 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.

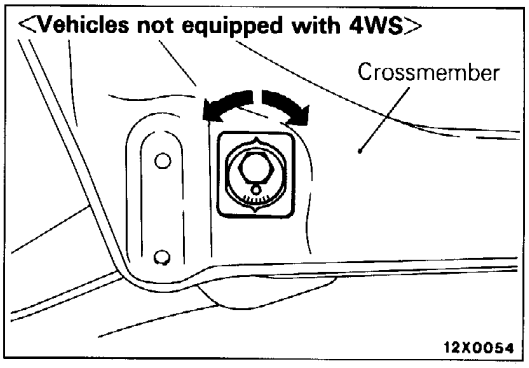
TOE-IN

Standard value:

At the centre of tyre tread
3 ± 3 mm <2WS>
0 ± 3 mm <4WS>

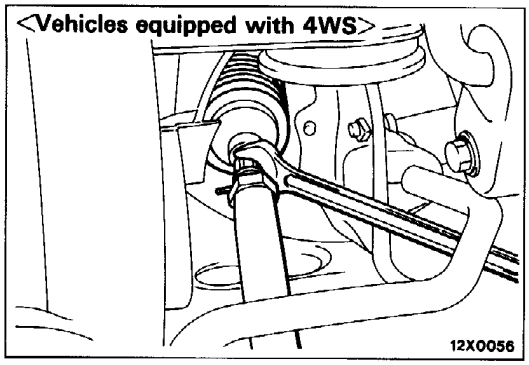
At the rim of disc wheel
1.5 ± 1.5 mm <2WS>
0 ± 1.5 mm <4WS>

Toe angle (per wheel)
0°09′ ± 0°09′ <2WS>
0°00′ ± 0°09′ <4WS>



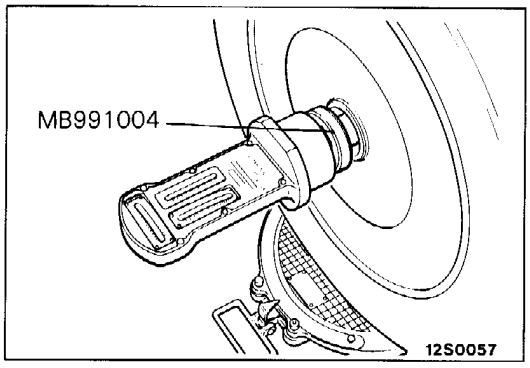
<Vehicles not equipped with 4WS>

Adjust the toe-in by turning the toe control arm attaching bolts by the same amounts.
LH: Clockwise → Toe out
RH: Anticlockwise → Toe in
The toe will be adjusted by approx. 1.3 mm for one gradation.



<Vehicles equipped with 4WS>

Adjust the toe-in by undoing the bellows clips and turning the left and right tie rod turnbuckles by the same amount (in opposite directions).

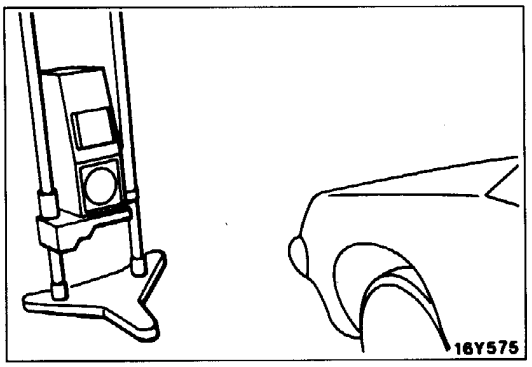


CAMBER

Standard value: -1°10′ ± 0°30′ <2WD>
-0°55′ ± 0°30′ <4WD>

NOTE
1. Camber is 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 N-m) as the drive shaft nut.

Caution
Never subject the wheel bearings to the full vehicle load when the flange nuts (2WD) or drive shaft nuts (4WD) are loosened.



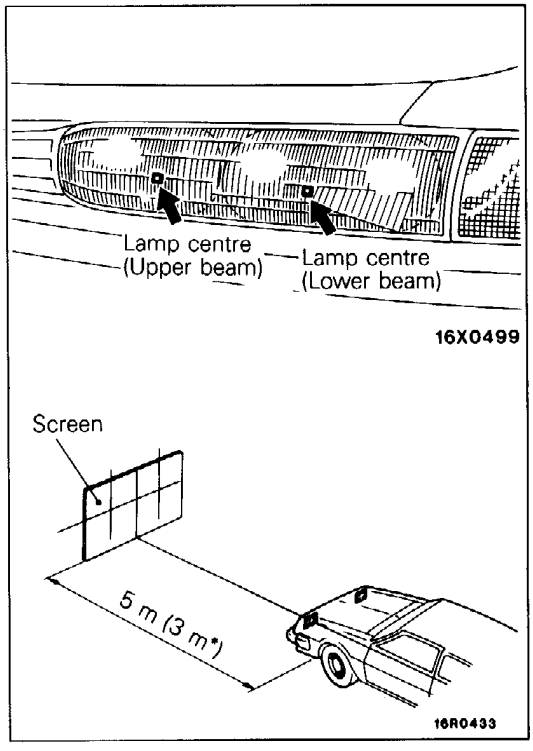
HEADLAMP AIMING

<USING A BEAMSETTING EQUIPMENT>

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

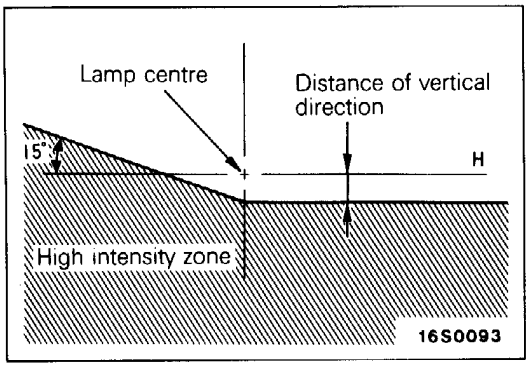
NOTE
If there are any regulations pertinent to the aiming of headlamps in the area where the vehicle is to be used, adjust so as to meet those requirements.

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



<USING A SCREEN>

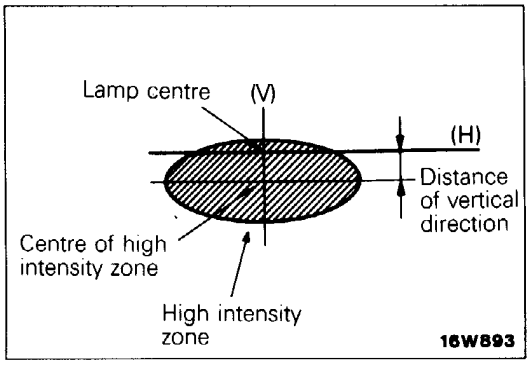
(1) Inflate the tyres to the specified pressures and there should be no other load in the vehicles other than driver or substituted weight of approximately 75 kg placed in driver's position.
(2) Set the distance between the screen and the lamp centre (□ mark) of the headlamps as shown in the illustration.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



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

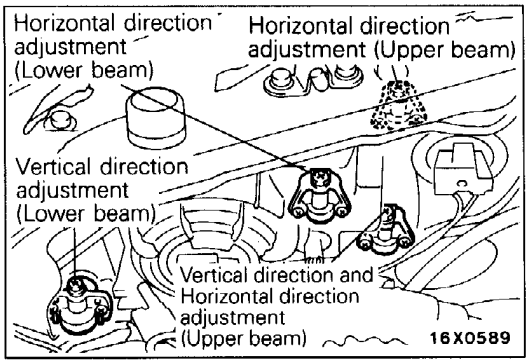
Standard value: <For lower beam adjustment>
(Vertical direction)
60 mm (36 mm*) below horizontal (H)
(Horizontal direction)
Position where the 15° sloping section intersects the vertical line (V)

***: Vehicles for General Export**



Standard value: <For upper beam adjustment>
(Vertical direction)
22 mm (13 mm*) below horizontal (H)
(Horizontal direction)
Parallel to direction of vehicle travel

Caution
1. **When making the aiming adjustment, be sure to mask those lamps which are not being adjusted.**
2. **When it is difficult, because of outside light, to distinguish the light/dark dividing line, use a curtain, screen or similar material to reduce the effects of the outside light.**



(5) 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

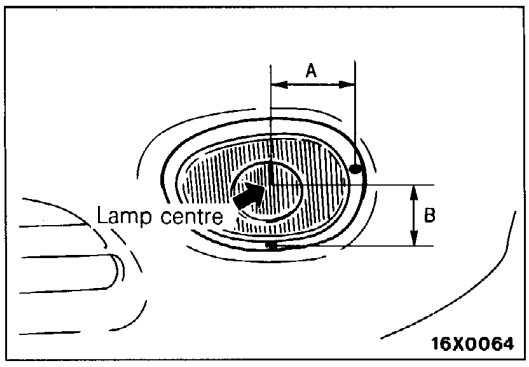
Using a photometer, and following its manufacture's instruction manual, measure the headlamp intensity and check to be sure that the limit value is satisfied.

Limit: 30,000 cd or more
(<LH drive vehicles> 30,000 cd or more)*
(<RH drive vehicles> 12,000 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

* : Vehicles for General Export

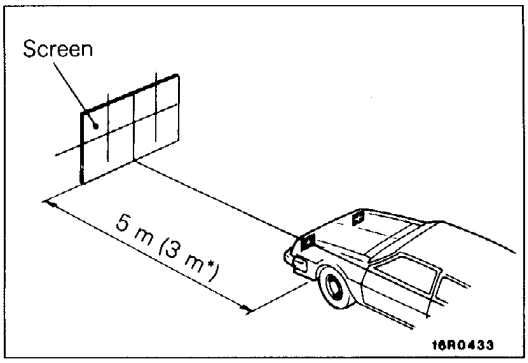


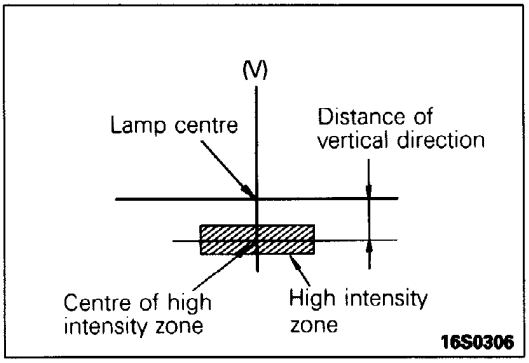
FOG LAMP AMING

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

Dimension A	mm	66.5
Dimension B	mm	46

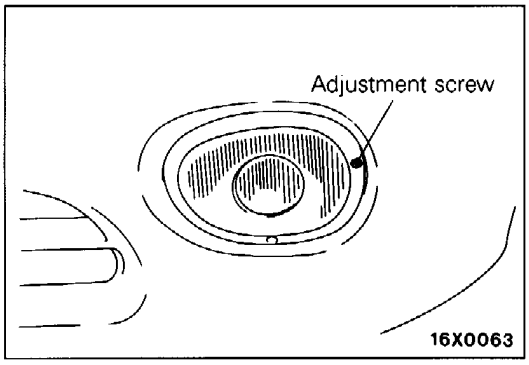
(2) Set the distance between the screen and the centre of the fog lamps as shown in the illustration.
(3) Inflate the tyres to the specified pressures and there should be no other load in the vehicles other than driver or substituted weight of approximately 75 kg placed in driver's position.
(4) With 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 (60 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.

* : Vehicles for General Export

SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – AIR BAG

(1) A driver-side air bag has been installed in this vehicle as an optional equipment.
(2) The SRS includes the following components: impact sensors, SRS diagnosis unit; SRS warning lamp, air bag module, clock spring, 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 by an asterisk (*).

The Supplemental Restraint System (SRS)-related components are shown on the MASTER TABLE OF CONTENTS in the following page. 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.

MASTER TABLE OF CONTENTS

Group. number	Group name	SRS-related components
13G	AUTO-CRUISE CONTROL SYSTEM	Auto-cruise control switch
21	CLUTCH	Clutch pedal
22	MANUAL TRANSMISSION	Transmission control
23	AUTOMATIC TRANSMISSION	
33B	ELECTRONIC CONTROL SUSPENSION (ECS)	Steering sensor
33C	ELECTRONIC CONTROL SUSPENSION (ACTIVE-ECS)	
35C	AUTI-LOCK BRAKING SYSTEM (ABS) <4WD>	G-sensor
36	PARKING BRAKES	Parking brake lever and parking brake cable
37A	STEERING	Steering wheel and shaft
		Power steering gear box
51	EXTERIOR	Column switch (Wiper and washer switch)
52A	INTERIOR	Instrument panel
		Floor console
54	CHASSIS ELECTRICAL	Column switch (Lighting switch)
55	HEATER, AIR CONDITIONER AND VENTILATION	Heater unit
		Blower assembly
		Ventilators
		Engine coolant temperature sensor (Vehicles for Europe)

NOTE
Refer to the GALANT Workshop Manual for each Group Number, Group Name concerned as shown in the table.