8 REFERENCE MATERIAL

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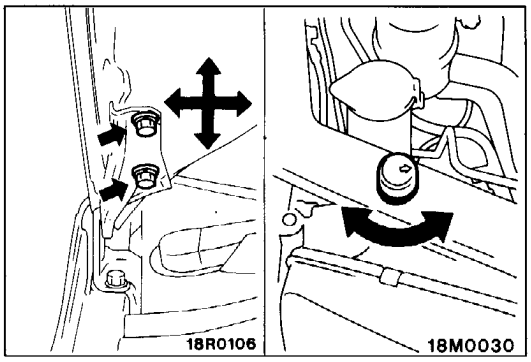
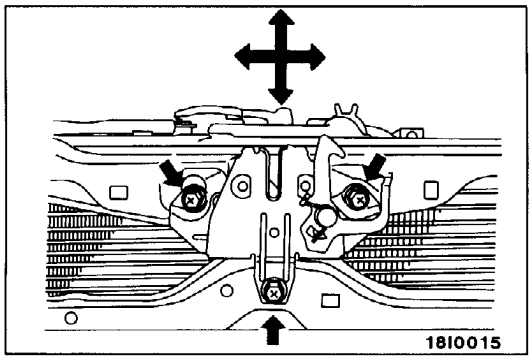


BOLTED PANEL FIT AND ADJUSTMENT

HOOD

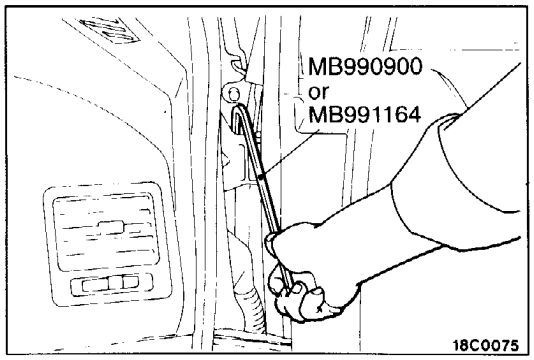
ADJUSTMENT OF HOOD FIT

(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: 22 Nm
Hood latch mounting bolt tightening torque: 9 Nm



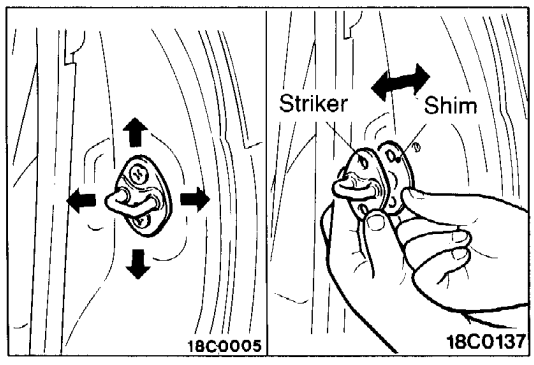
DOOR

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.

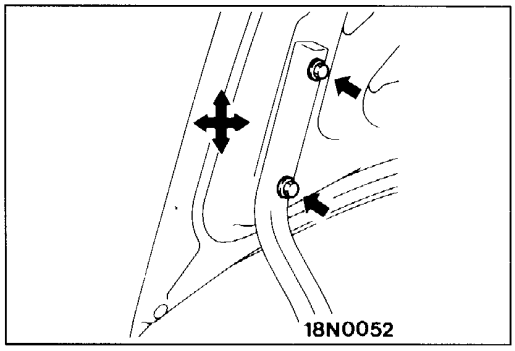
Door hinge bolt tightening torque: 26 Nm

Caution
No more than 98 Nm of torque should be applied to the special tool (MB991164).



(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 forward, backward or sideways.

Striker mounting bolt tightening torque: 12 Nm

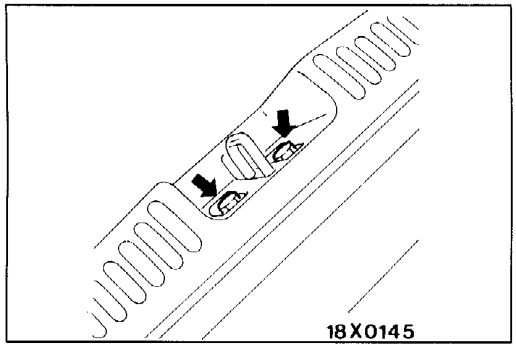


<Sedan>

TRUNK LID

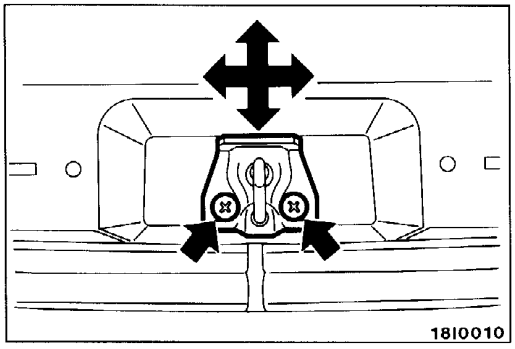
ADJUSTMENT OF TRUNK LID FIT

(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.

Trunk lid striker mounting bolt tightening torque: 9 Nm



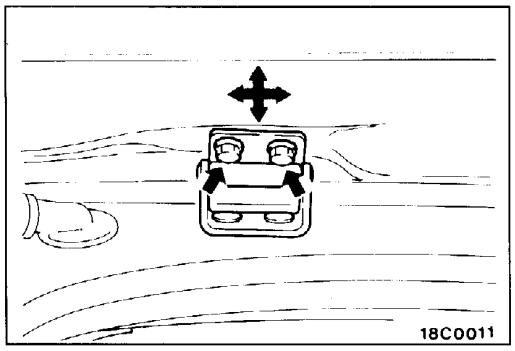
<Wagon>

TAILGATE

ADJUSTMENT OF TAILGATE FIT

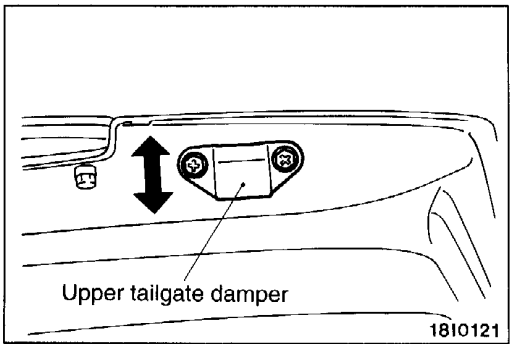
(1) If the striker and the latch do not mesh properly, move the striker forward or back or to the left or right to adjust.

Tailgate striker mounting bolt tightening torque: 9 Nm

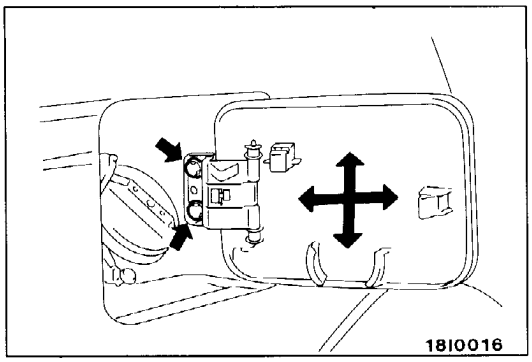


(2) If the clearance all the way around the tailgate is not uniform when the tailgate is closed, adjust by moving the tailgate hinges forward or back or to the left or right until the clearance is uniform.

Tailgate mounting bolt tightening torque: 12 Nm



(3) Check the contact between the upper tailgate damper and the lower tailgate damper when the tailgate is closed. If they do not contact properly, adjust by moving the upper tailgate damper in the direction of the arrows.



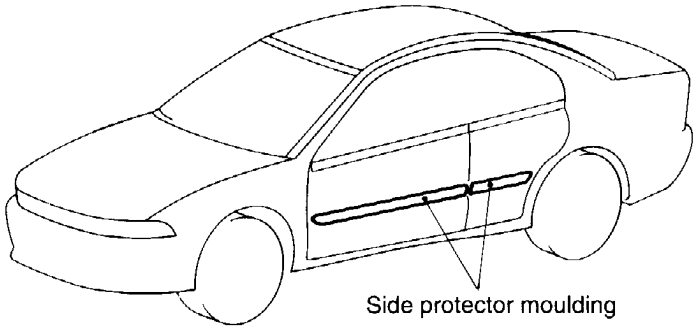
FUEL FILLER DOOR

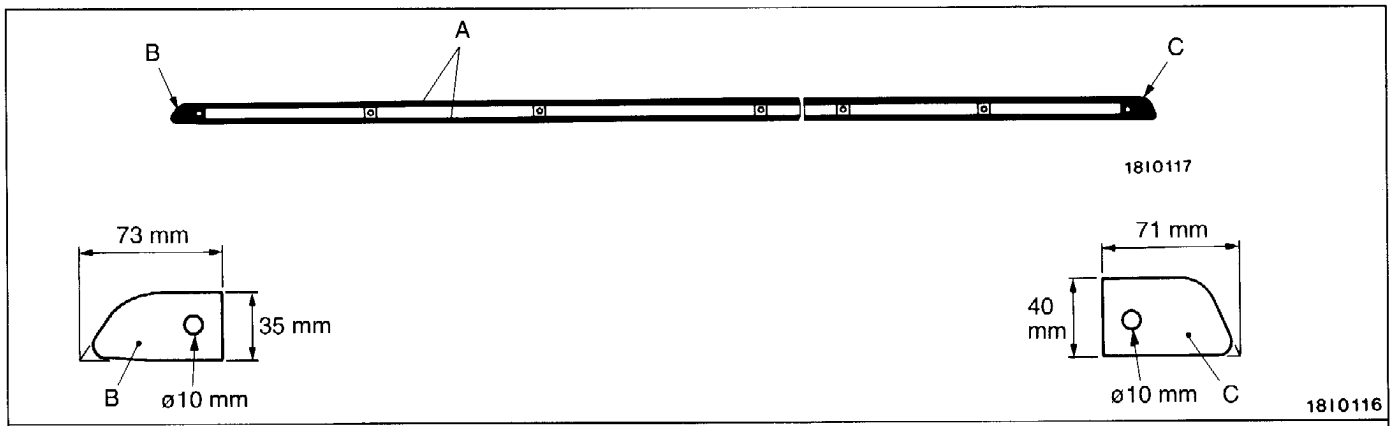
ADJUSTMENT OF FUEL FILLER DOOR FIT

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.

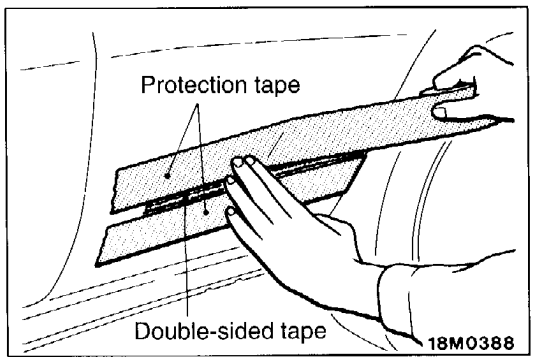
INSTALLATION AND REMOVAL OF ADHESIVE COMPONENTS

MOULDING



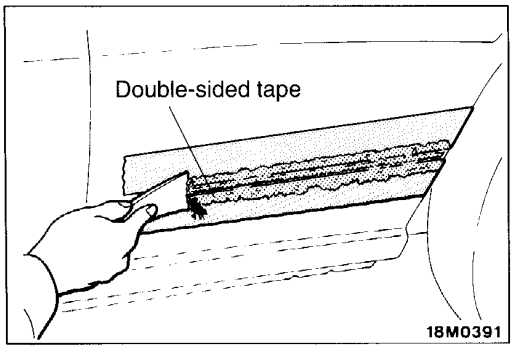


Adhesive tape: double-sided tape <A (10 mm width and 0.8 mm thickness) B, C (0.8 mm thickness)>

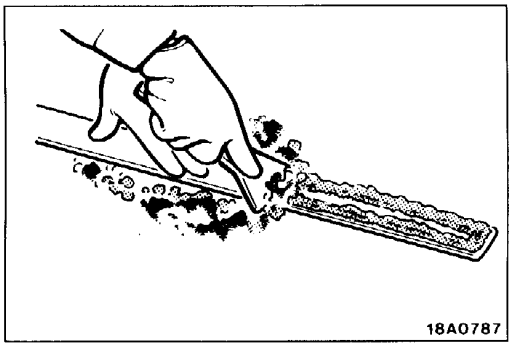


REMOVAL

1. Attach protection tape all the way along the edges of the double-sided tape which is still adhering to the body.



2. Use a resin spatula to scrape off the double-sided tape.
3. Peel off the protection tape.
4. Wipe the body surface and clean it with a rag moistened with isopropyl alcohol.

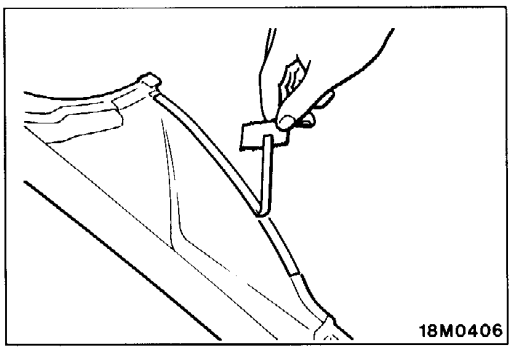


INSTALLATION

Double-sided tape affixing to the side protect moulding (when reusing)

1. Scrape off the double-sided tape with resin spatula or gasket scraper.
2. Wipe the side protector moulding adhesion surface and clean it with a rag moistened with isopropyl alcohol.
3. Affix specified pressure sensitive double-sided tape to the side protector moulding.

Specified adhesive tape:
Double-sided tape
A: 10 mm width and 0.8 mm thickness
B,C: 0.8 mm thickness



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 protector moulding.

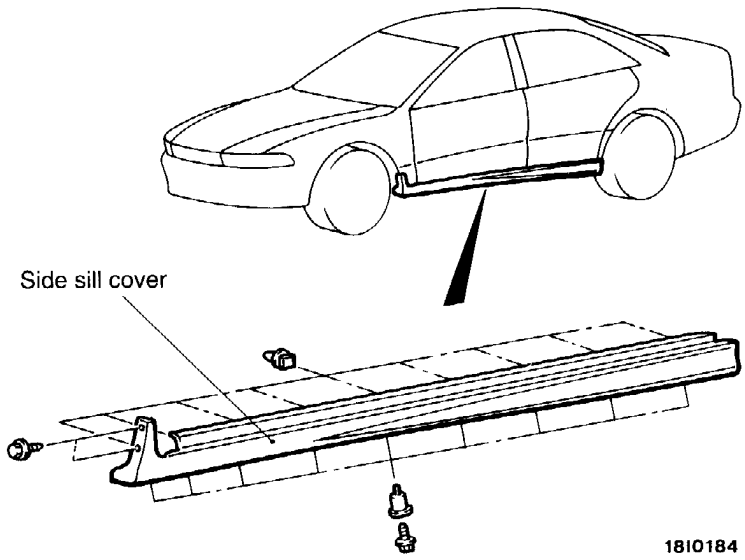
   NOTE
   If it is hard to affix the pressure sensitive double-sided tape in winter, heat the application surface of the body and the adhesive surface of the side protector moulding before affixing the tape.

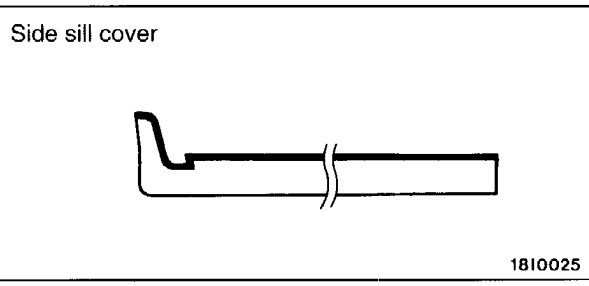
   Body ..... 40 – 60°C
   Side protect moulding ..... 20 – 30°C

   Apply pressure fully to the side protector moulding.

8

AERO PARTS





Adhesive tape: double-sided tape (5mm width and 0.8mm thickness)

REMOVAL

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

INSTALLATION

Install in the same way as the side protector moulding is installed.
(Refer to P.8-4.)

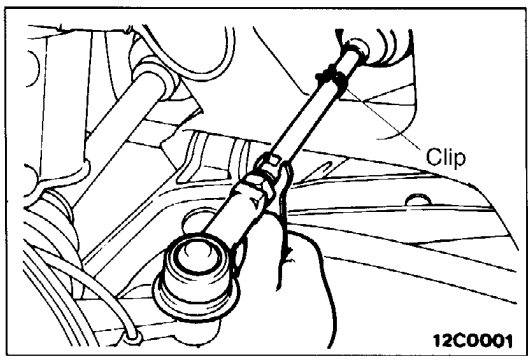
ADJUSTMENT OF OTHER PARTS

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
Toe angle (per wheel) 0°00′ ± 09′



(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).

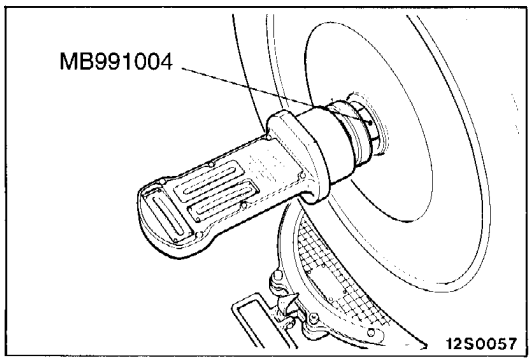
NOTE
The toe will move out as the left turnbuckle is turned toward the front of the vehicle and the right turnbuckle is turned toward the rear of the vehicle.

(2) Use a turning radius gauge to check that the steering angle is at the standard value.

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° (inner wheel when outer wheel at 20°)



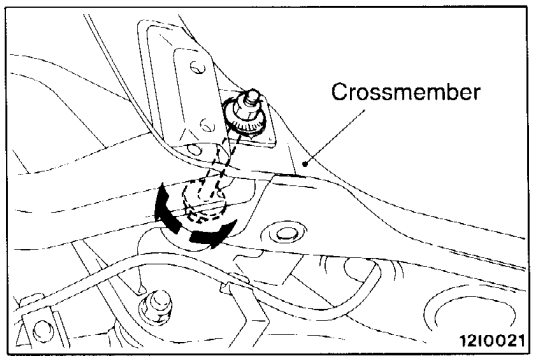
CAMBER, CASTER AND KINGPIN INCLINATION

Standard value:
Camber
[Vehicles for Europe]
0°00′ ± 30′ (difference between right and left wheels: less than 30′)
[Vehicles for General Export]
<SOHC> 0°10′ ± 30′ (difference between right and left wheels: less than 30′)
<DOHC> 0°00′ ± 30′ (difference between right and left wheels: less than 30′)

Caster
4°20′ ± 1°30′ (difference between right and left wheels: less than30′)
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 196 – 255 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 ± 3 mm
Toe angle (per wheel) 0°09′ ± 09′

Adjust the toe-in by turning the toe control arm mounting bolts by the same amount clockwise or anti-clockwise.

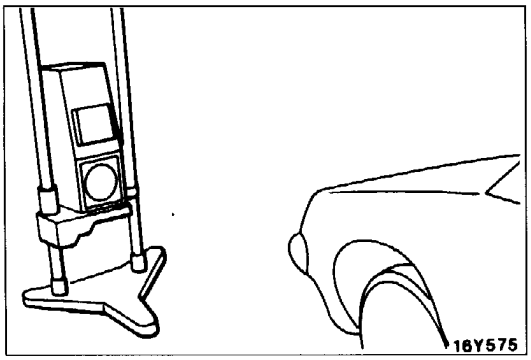
LH: Clockwise viewed from the rear → Toe out
RH: Clockwise viewed from the rear → Toe in

furthermore, toe adjustment can be made at graduations of approximately 2.5 mm.

CAMBER

Standard value:
[Vehicles for Europe]
–1°00′ ± 30′
[Vehicles for General Export]
<SOHC> –0°50′ ± 30′
<DOHC> –1°00′ ± 30′

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.

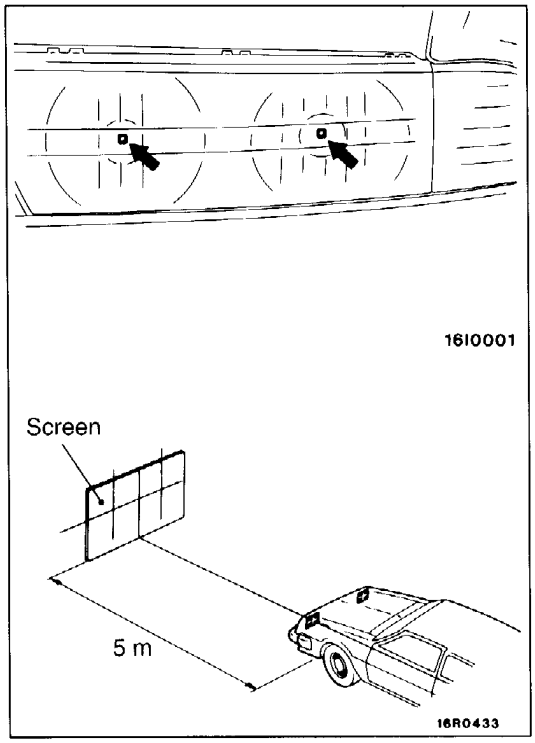


HEADLAMP AIMING

<USING A BEAMSETTING EQUIPMENT>

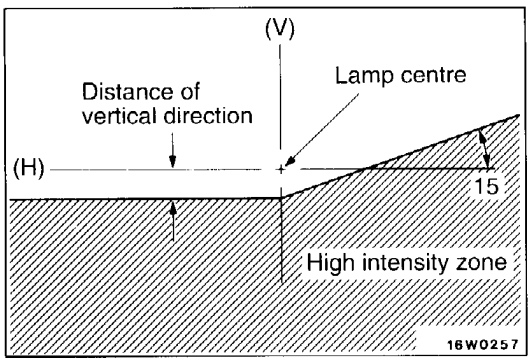
1. The headlamps should be aimed with the proper beamsetting equipment, and in accordance with the equipment manufacture's instructions.

   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.
3. With the engine running at 2,000 r/min, aim the headlamp.



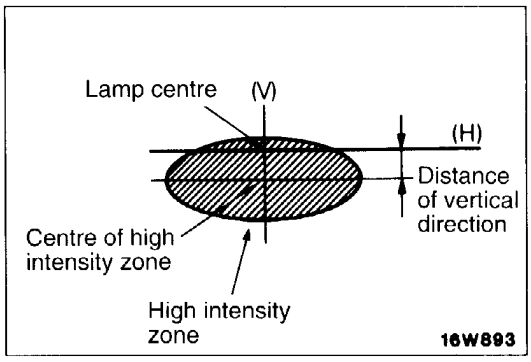
<USING A SCREEN>

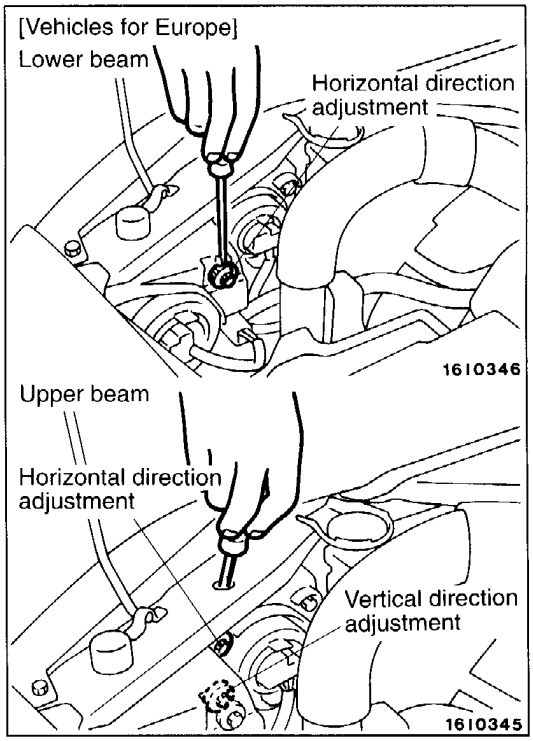
1. Inflate the tyres to the specified pressures and there should be no other load in the vehicles other than driver or substituted weight of approximately 75 kg placed in driver's position.
2. Set the distance between the screen and the centre marks of the headlamps as shown in the illustration.

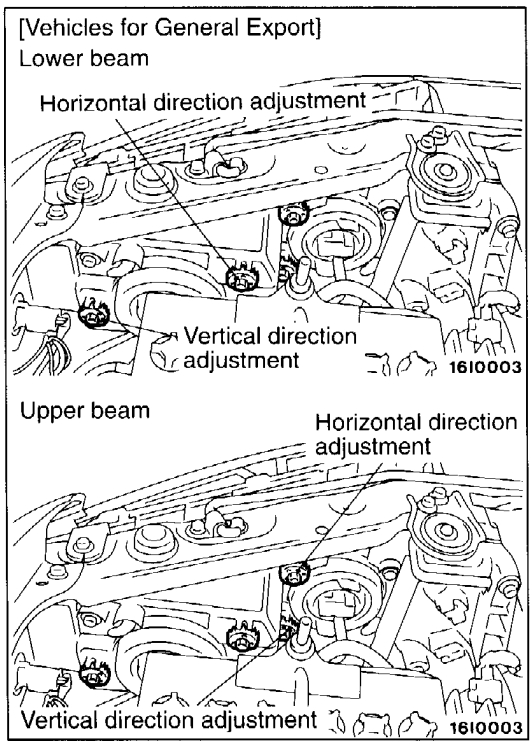


3. Check if the beam shining onto the screen is at the standard value.

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





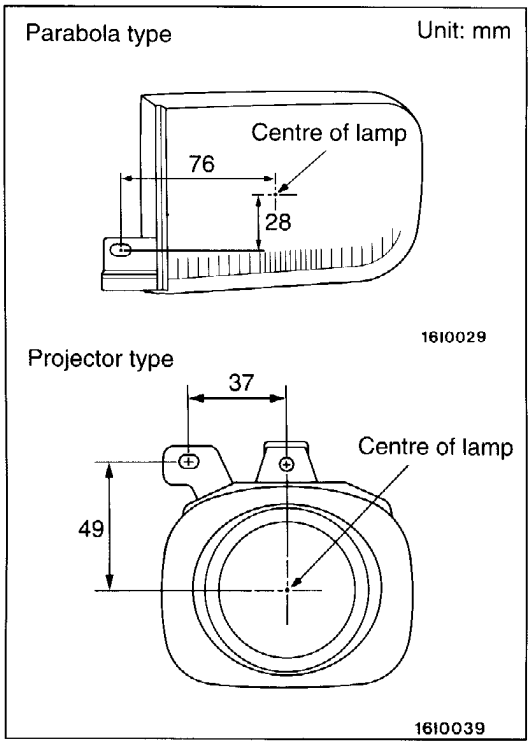


Standard value:
<For upper beam adjustment>
(Vertical direction)
22 mm below horizontal (H)
(Horizontal direction)
Parallel to direction of vehicle travel

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.**

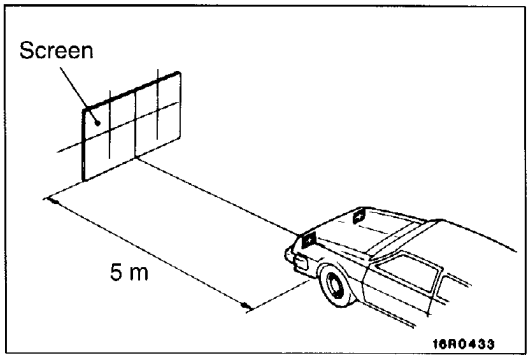
4. Alternately turn the adjusting screw to adjust the headlamp aiming.

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

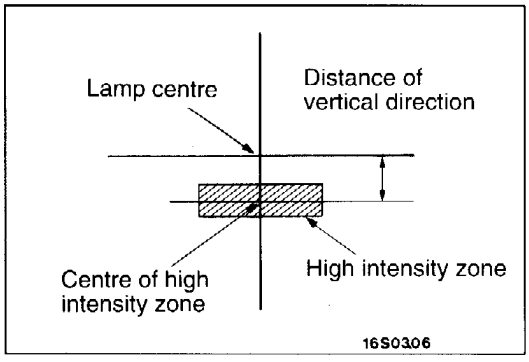


FRONT FOG LAMP AIMING

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

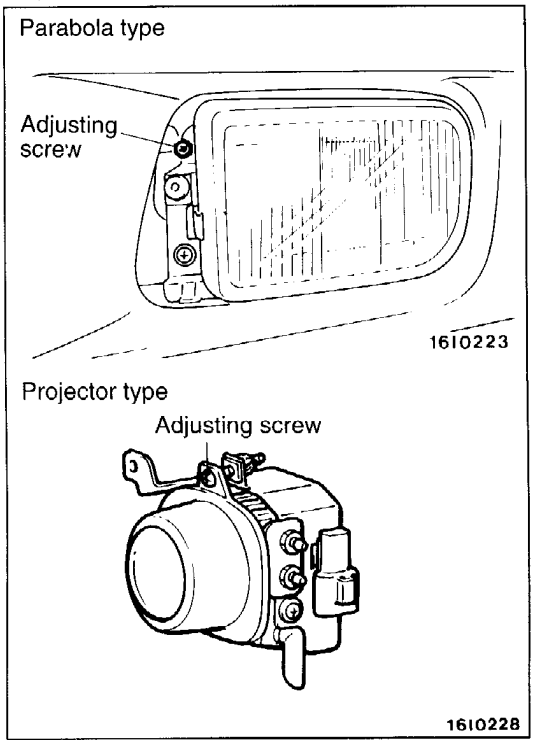


(2) Set the distance between the screen and the centre of the fog lamps as shown in the illustrations.
(3) Inflate the tyres to the specified pressures and there should be no other load in the vehicles other than driver or substituted weight of approximately 75 kg placed in the driver's position.
(4)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

WARNING!
(1) Improper service or maintenance of any component of the SRS and seat belt with pre-tensioner*, or any SRS-related component, can lead to personal injury or death to service personnel (from inadvertent firing of the air bag and seat belt with pre-tensioner*) or to the driver and passenger (from rendering the SRS inoperative).
(2) SRS components and seat belt with pre-tensioner* should not be subjected to heat, so remove the SRS-ECU, air bag module (driver's side and front passenger's side), front seat assembly* (SRS side air bag), clock spring, side impact sensor* (SRS side air bag) and seat belt with pre-tensioner before drying or baking the vehicle after painting.
SRS-ECU, air bag module, clock spring, side impact sensor* (SRS side air bag) : 93°C or more
Seat belt with pre-tensioner*: 90°C or more
(3) Service or maintenance of any SRS component and seat belt with pre-tensioner* 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 and seat belt with pre-tensioner* or any SRS-related component.

NOTE
*: Vehicles for Europe