

# WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

1992 Infiniti G20

1992 WHEEL ALIGNMENT  
Specifications & Procedures

G20, M30, Q45

## WHEEL ALIGNMENT PROCEDURES

NOTE: Front suspension camber, caster, and kingpin inclination are not adjustable.

### CAMBER, CASTER & KINGPIN INCLINATION

Front Suspension

1) Check tires for wear and improper inflation. Check front wheel bearings for looseness. Check wheel lateral and radial runout. See WHEEL RUNOUT SPECIFICATIONS table.

#### WHEEL RUNOUT SPECIFICATIONS

Application	In. (mm)
G20	
Aluminum Wheel	.012 (.3)
Steel Wheel	
Lateral Runout	.031 (.8)
Radial Runout	.020 (.5)
M30 & Q45	.012 (.3)

2) Check front suspension components for looseness. Check steering linkage for looseness. Ensure front shock absorbers work properly. Check vehicle riding height. See RIDING HEIGHT ADJUSTMENT.

3) Check camber, caster, and kingpin inclination of both wheels. If camber, caster and kingpin inclination are not within specification, inspect and replace any damaged or worn front suspension components.

### CAMBER ADJUSTMENT

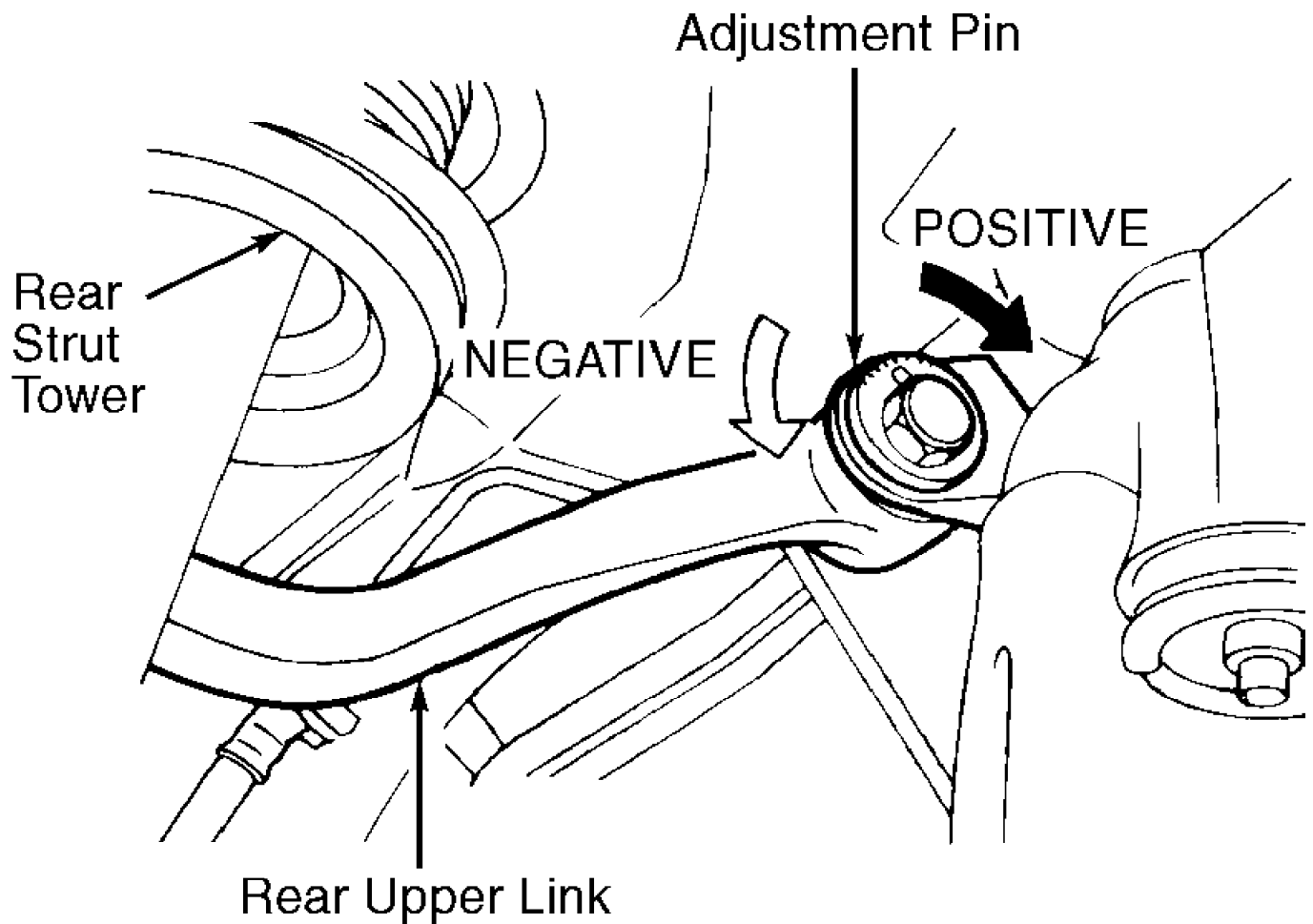
NOTE: Rear camber on G20 and M30 is not adjustable. Inspect and replace any damaged or worn components.

Rear Suspension (Q45)

1) Check tires for wear and improper inflation. Check rear wheel bearings for looseness. Check wheel runout. Wheel runout should not exceed 0.012" (0.3 mm).

2) Check rear axle and rear suspension components for looseness. Ensure rear shock absorbers work properly. Check vehicle riding height. See RIDING HEIGHT ADJUSTMENT. Measure camber of both right and left wheels with an alignment gauge.

3) Adjust rear wheel camber by turning adjustment pins. Camber changes about 5 degrees (0.083") with each graduation of the adjustment pin. See Fig. 1.



## 91E02845

Fig. 1: Locating Rear Camber Adjustment Pin (Q45)  
 Courtesy of Nissan Motor Co., U.S.A.

### TOE-IN ADJUSTMENT

#### Front Suspension

Ensure camber, caster, and kingpin inclination are correctly set. Ensure steering wheel is in straight-ahead position. Bounce both ends of vehicle several times to settle suspension. Measure toe-in. See appropriate WHEEL ALIGNMENT SPECIFICATIONS table at end of article. If necessary, adjust toe-in by varying length of tie-rods.

#### Rear Suspension

Ensure camber is correctly set. Bounce both ends of vehicle several times to settle suspension. Measure toe-in. Adjust toe-in by turning adjustment pin. See Fig. 2. On G20, toe changes about 0.079" (2.0 mm), per side, with each graduation of adjusting pin. On M30 and Q45, toe changes about 0.059" (1.5 mm), per side, with each graduation of adjusting pin.

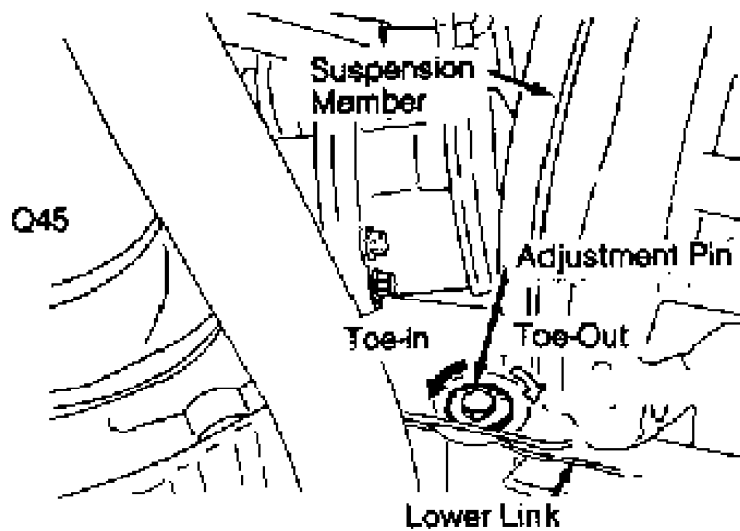
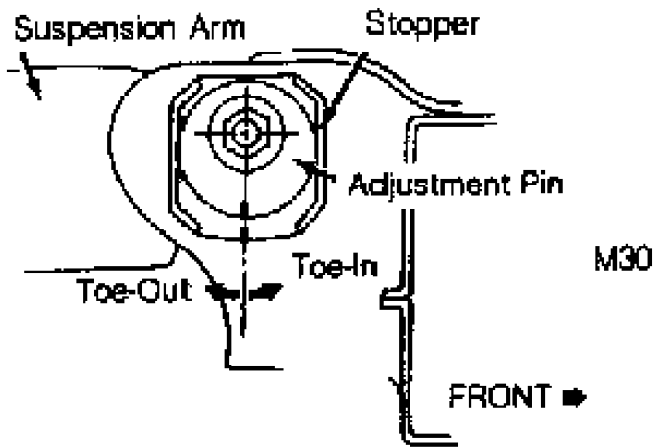
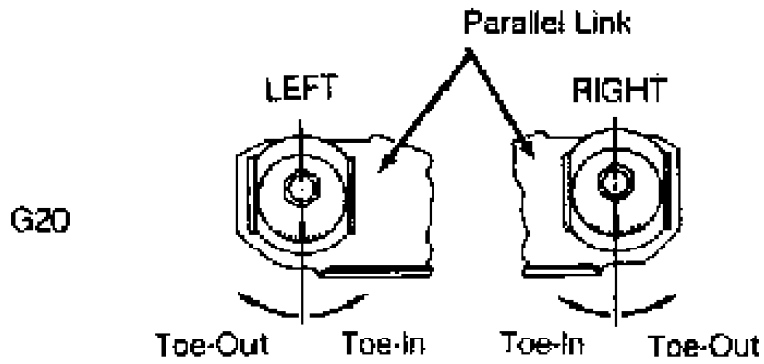


Fig. 2: Locating Rear Toe-In Adjustment Pin  
 Courtesy of Nissan Motor Co., U.S.A.

TURNING ANGLE

Front Suspension

1) Ensure steering wheel is in straight-ahead position. Raise front of vehicle. Place turning radius gauges beneath front wheels. Lower front of vehicle.

2) Turn steering wheel right and left, observing turning radius on both wheels. See appropriate WHEEL ALIGNMENT SPECIFICATIONS table. If turning radius is incorrect, inspect and replace any damaged or worn front suspension components.

**TORQUE SPECIFICATIONS**

TORQUE SPECIFICATIONS

Application	Ft. Lbs. (N.m)
<b>G20</b>	
Rear Toe-In Adjustment Pin .....	80-94 (108-127)
Tie Rod Lock Nuts .....	58-72 (78-98)
<b>M30</b>	
Rear Toe-In Adjustment Pin .....	72-87 (98-118)
Tie Rod Lock Nuts .....	58-72 (78-98)
<b>Q45</b>	
Rear Camber Adjustment Pin .....	51-65 (69-88)
Rear Tie Rod Lock Nuts (Super HICAS) .....	27-34 (37-46)
Rear Toe-In Adjustment Pin .....	51-65 (69-88)
Tie Rod Lock Nuts .....	58-72 (78-98)

**WHEEL ALIGNMENT SPECIFICATIONS**

WHEEL ALIGNMENT SPECIFICATIONS (G20)

Application	Preferred	Range
<b>Camber (1)</b>		
Front .....	0	-0.75 To 0.75
Rear .....	-1	-1.75 To 0.25
<b>Caster (1)</b>		
Front .....	1.83	1.08 To 2.58
<b>Toe-In (2)</b>		
Front .....	0.04 (1)	0 To 0.08 (0 To 2)
Rear .....	0	-0.8 To 0.8 (-2 To 2)
<b>Toe-In (1)</b>		
Front .....	.1	0 To 0.2
Rear .....	0	-0.16 To 0.16
<b>Toe-Out On Turns (1)</b>		
Inner .....	35	33 To 37
Outer .....	30	28 To 32
SAI (1) .....	14.5	.....

(1) - Measurement in degrees.  
 (2) - Measurement in inches.

WHEEL ALIGNMENT SPECIFICATIONS (M30)

Application	Preferred	Range
<b>Camber (1)</b>		
Front .....	0.17	-0.58 To 0.92
Rear .....	-0.37	-1.08 To 0.33
<b>Caster (1)</b>		

Front	4.67	3.92 To 5.42
Toe-In (2)		
Front	0	-0.4 To 0.4 (-1 To 1)
Rear	-0.09 (-2)	-0.18 To 0 (-4 To 0)
Toe-In (1)		
Front	0	-0.08 To 0.08
Rear	-0.18	-0.36 To 0
Toe-Out On Turns (1)		
Inner	42.5	40.5 To 44.5
Outer	33.5	
SAI (1)	12.67	

(1) - Measurement in degrees.

(2) - Measurement in inches.

#### WHEEL ALIGNMENT SPECIFICATIONS (Q45)

Application	Preferred	Range
With Active Suspension		
Camber (1)		
Front	-0.92	-1.67 To -0.17
Rear	-1.5	-2 To -1
Caster		
Front (1)	6.92	6.17 To 7.67
Toe-In (2)		
Front	0	-0.04 To 0.04 (-1 To 1)
Rear	0.08 (2)	0 To 0.16 (0 To 4)
Toe-In (1)		
Front	0	-0.08 To 0.08
Rear	0.18	0 To 0.36
Toe-Out On Turns (1)		
Inner	37	35 To 39
Outer	32	
SAI (1)	12.92	
W/O Active Suspension		
Camber (1)		
Front	-0.83	-1.58 To -0.08
Rear	-1.08	-1.58 To -0.58
Caster (1)		
Front	6.5	5.75 To 7.25
Toe-In (2)		
Front	0.04 (1)	0 To 0.08 (0 To 2)
Rear	0.08 (2)	0 To 0.16 (0 To 4)
Toe-In (1)		
Front	0.08	0 To 0.16
Rear	0.18	0 To 0.36
Toe-Out On Turns (1)		
Inner	37.5	35.5 To 39.5
Outer	32	
SAI (1)	12.75	

(1) - Measurement in degrees.

(2) - Measurement in inches.