

SPECIFICATIONS

Type Independent, McPherson strut
with coil spring

Suspension unit:

Type Double acting

Repairable type oil capacity —

Four wheel drive 220 cc

Two wheel drive 205 cc

*Camber angle two wheel drive:

Sedan —

1979–1984 1 deg 30 min $\pm$ 45 min

1985–1987 45 min $\pm$ 45 min

Station Wagon —

1979–1984 1 deg 45 min $\pm$ 45 min

1985–1987 1 deg $\pm$ 45 min

*Camber angle four wheel drive:

1979–1984 and Utility .. 2 deg 35 min $\pm$ 45 min

1985–1987 —

Sedan 1 deg 40 min $\pm$ 45 min

Station Wagon 1 deg 45 min $\pm$ 45 min

*Caster angle two wheel drive:

Sedan —

1979–1984 minus 25 min $\pm$ 45 min

1985–1987 2 deg 30 min $\pm$ 45 min

Station Wagon —

1979–1984 minus 5 min $\pm$ 45 min

1985–1987 2 deg 5 min $\pm$ 45 min

*Caster angle four wheel drive:

1979–1984 and Utility .. minus 35 min $\pm$ 45 min

1985–1987 —

Sedan 1 deg 50 min $\pm$ 45 min

Station Wagon 1 deg 35 min $\pm$ 45 min

Toe in/out:

Two wheel drive —

1979–1984 1 $\pm$ 1 mm toe in

1985–1986 2 $\pm$ 1 mm toe out

1987 2 $\pm$ 3 mm toe in

Four wheel drive —

1979–1984 and Utility 5 mm toe out

1985–1986 4.5 $\pm$ 0.5 mm toe out

1987 5 $\pm$ 3 mm toe out

**Four wheel drive standard ground clearance:

1979–1984 Station Wagon —

Front 250–280

Rear 335–355 mm

Utility —

Front 250–280 mm

Rear 345–365 mm

1985–1987 Station Wagon —

Front 248–282 mm

Rear 259–289 mm

1985–1987 Sedan —

Front 244–278 mm

Rear 245–275 mm

*The camber and caster angles are not adjustable.

**For rear ground clearance adjustment on two wheel drive vehicles refer to the Rear Suspension section. 1987 model suspensions are not adjustable.

TORQUE WRENCH SETTINGS

Suspension unit upper mounting

to body nuts 36 Nm

Drive shaft nut 196 Nm + 0–30 deg
to align split pin hole

Tie rod end to steering

arm nut 29 Nm + 0–60 deg to align
split pin hole

Repairable suspension unit

piston gland nut 118 Nm

Suspension control arm pivot bolt nut:

1979–1982 64 Nm

1983–1987 69 Nm

Ball joint stud nut 39 Nm
+ 0–60 deg to align split pin hole

Suspension unit piston rod nut:

1979–1984 and Utility 74 Nm

1985–1987 67 Nm

1. FRONT SUSPENSION TROUBLE SHOOTING

NOISY FRONT SUSPENSION

(1) Loose upper suspension mounting or piston rod nuts: Tighten mounting and/or piston rod nuts.

(2) Loose or worn suspension control arm ball joints: Tighten or renew ball joints.

(3) Noise in suspension units: Repair or renew suspension units.

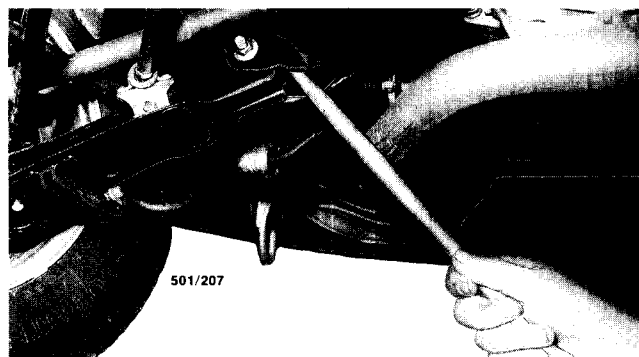
(4) Loose or defective stabiliser bar mountings: Check, tighten or renew mounting rubbers.

(5) Loose or defective radius rod mountings: Check, tighten or renew radius rod mountings.

(6) Worn or damaged front hub bearings: Renew defective parts.

(7) Worn steering gear: Renew defective parts as described in the Steering section.

NOTE: To check the front suspension components for wear, raise the front of the vehicle and support it on chassis stands allowing both front wheels and suspension units to hang free. With an assistant pushing and pulling at the top and then at the



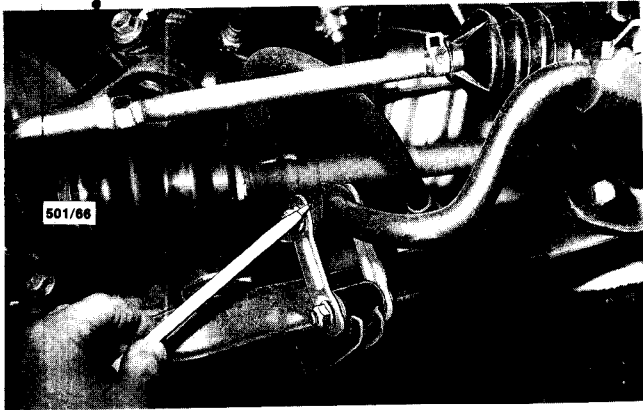
Using a lever to check the suspension control arm inner pivot bushes.

bottom, check for excessive looseness in the front hub bearings, suspension control arm ball joints and inner pivot bushes.

The inner pivot bushes may also be checked using a lever between the suspension control arm and the crossmember.

To check the radius rod mounting bushes, have the assistant push the wheel firmly towards the rear and then towards the front of the vehicle.

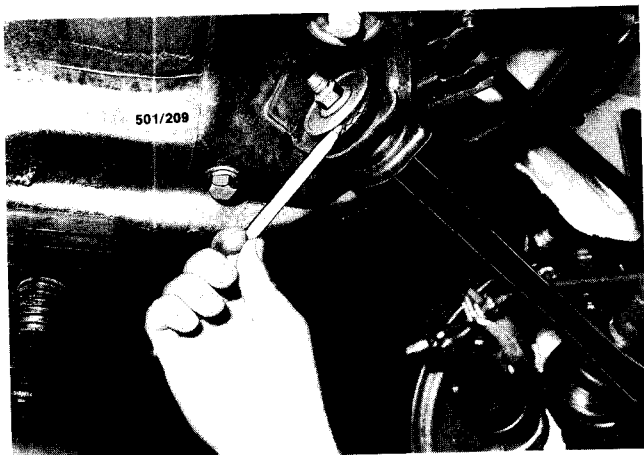
Stabiliser bar mounting rubbers can be visually checked for damage or deterioration.



Check the stabiliser bar rubber visually for deterioration.

POOR OR ERRATIC ROAD HOLDING ABILITY

- (1) Low or uneven tyre pressures: Inflate tyres to the recommended pressures.
- (2) Defective suspension unit: Repair or renew defective suspension unit, preferably in pairs.
- (3) Unevenly worn front tyres: Instal a matching pair of front tyres.
- (4) Loose or defective stabiliser bar mounting rubbers: Check and tighten or renew mounting rubbers.



Check the radius rod mounting bushes for deterioration.

(5) Weak or broken front coil spring: Renew front coil spring, preferably in pairs.

(6) Loose or defective radius rod mounting: Check, tighten or renew radius rod mounting.

(7) Unevenly adjusted ground clearance right to left sides: Adjust ground clearance as detailed later in this section until vehicle attitude, side to side, is level (four wheel drive only).

NOTE: As a quick guide to suspension unit condition, bounce the front of the vehicle up and down (one side at a time) and observe that the vehicle comes to rest in a single movement. If it bounces two or three times before settling, the suspension unit should be repaired or renewed.

If the front of the vehicle is laying down further on one side than the other, remove the coil spring and check its free length against a new spring. If the spring is found to be unserviceable it is a good practice to instal a matching pair of front springs. On four wheel drive vehicles unevenly adjusted ground clearance can give the same result.

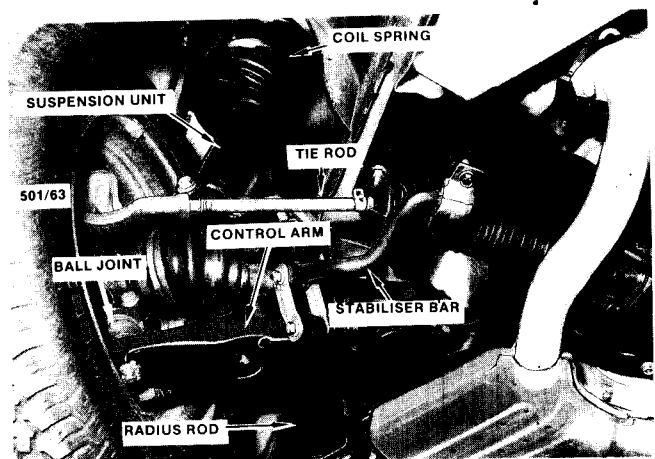
2. DESCRIPTION

Each suspension unit comprises a vertical tubular strut and shock absorber unit, surrounded at the upper end by a coil spring, in the top of which is an upper mounting attached to the underside of the front wheel housing.

The piston rod of the shock absorber is in turn attached to the upper centre of the spring upper mounting.

The lower end of the suspension unit tube is clamped into the top of the steering knuckle which is attached to the suspension control arm by a ball joint clamped into the bottom of the steering knuckle.

The inner end of the suspension control arm is attached to the vehicle front crossmember by a bolt which is retained by a self locking nut.



Underbody view of the right hand side front suspension, 1986 model shown.

In order to maintain the suspension control arm in correct relationship with the other suspension components in service, a radius rod is mounted between the suspension control arm and the radius rod mounting bracket.

On 1979-1984 and Utility models, a stabiliser bar, attached to the rear of the radius rod mounting brackets and clamped to each radius rod contributes considerably to the riding qualities of the front suspension units. On 1985-1987 Sedan and Station Wagon models, the stabiliser bar is attached to the suspension control arms.

Caster and camber angles are set in production and cannot be adjusted. Any variation in these angles will be caused by worn or damaged components.

Four wheel drive models, prior to 1987, have adjusting nuts to raise the coil spring lower seat which increases the ground clearance. These nuts must be adjusted evenly from front to back and side to side. The correct adjustment procedure is described at the end of this section.

3. FRONT HUB

TO REMOVE AND DISMANTLE

(1) With the handbrake firmly applied, remove the split pin securing the front axle shaft nut. Loosen the drive shaft nut and the front wheel nuts.

(2) Raise the front of the vehicle, support it on chassis stands and remove the front wheel.

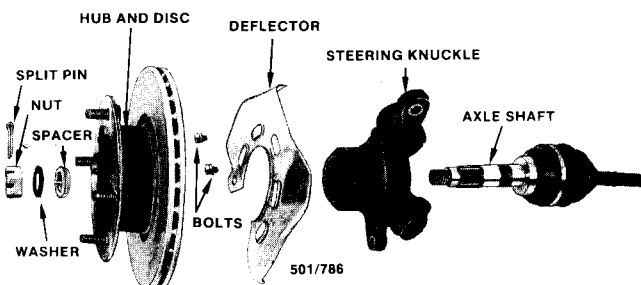
(3) Release the handbrake and disconnect the outer handbrake cable from the retaining bracket on the brake caliper lever.

(4) Disconnect the inner handbrake cable from the caliper lever.

(5) Remove the retaining bolts and lift the brake caliper off the brake disc. Suspend the caliper with a cord or wire to avoid damage to the brake hose.

(6) Remove the split pin and the nut retaining the tie rod end to the steering arm.

(7) Disconnect the tie rod end from the steering arm by holding a suitable dolly or hammer against one side of the steering arm boss and striking the other side with a hammer.



Front hub and steering knuckle components removed from the vehicle.

(8) Remove the bolts retaining the bottom of the suspension unit to the steering knuckle and separate the steering knuckle from the suspension unit. If necessary, open the steering knuckle slightly with a suitable screwdriver and lower the steering knuckle, using care to avoid damage to the axle shaft rubber boot.

(9) Remove the axle shaft nut, washer and spacer.

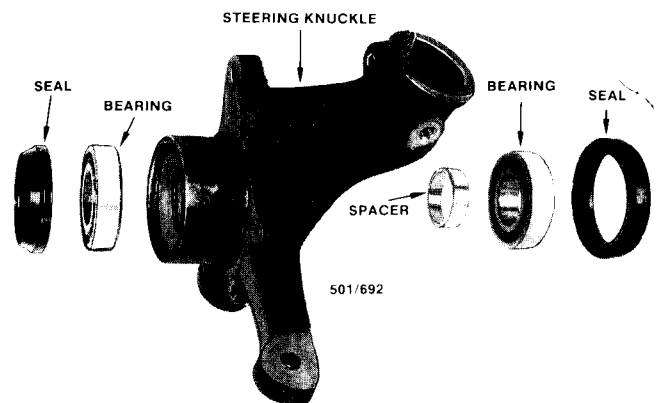
(10) Withdraw the hub and brake disc assembly from the axle shaft by pulling on the hub and tapping the end of the axle shaft with a soft faced hammer. It may be necessary to use a suitable puller if this method fails.

Remove the retaining bolts and withdraw the air deflector from the steering knuckle.

(11) Remove the clamp bolt and disconnect the steering knuckle from the control arm ball joint. If necessary, open the steering knuckle slightly with a suitable screwdriver and withdraw the steering knuckle from the vehicle.

(12) Slide the bearing spacer to one side to gain access to the inner bearing race and using a suitable punch lightly tap the bearing and seal from one end of the steering knuckle housing and remove the spacer.

Reverse the direction of the steering knuckle and remove the bearing and seal from the other end of the steering knuckle. Discard the seals.



Dismantled view of the steering knuckle components.

TO CLEAN AND INSPECT

(1) Remove all the old grease and thoroughly wash all the components in suitable cleaning solvent.

NOTE: Do not spin the bearings with compressed air as damage to the bearings and/or injury to the operator may result.

(2) Inspect the inside of the hub and steering knuckle for wear and damage. Inspect the bearing spacer for wear. Renew all worn or damaged parts.

(3) Turn the bearings by hand and check for roughness or excessive side movement which indicates a faulty bearing.

TO ASSEMBLE AND INSTAL

(1) Lubricate the bearings by holding a liberal amount of suitable grease in the palm of one hand and kneading the side of the bearing down through the grease. During the kneading process turn the bearing approximately 20 deg at a time until the balls and cage section inside the bearing inner and outer races is full of grease.

(2) Instal a bearing in one side of the steering knuckle tapping with a suitable punch on the bearing outer race until the bearing outer race contacts the shoulder inside the steering knuckle bore.

(3) Reverse the direction of the steering knuckle and smear 10–13 grams of suitable grease inside the steering knuckle bore. Instal the spacer to contact the installed bearing inner race.

(4) Instal the bearing into the other side of the steering knuckle as described in operation (2).

(5) Using a suitable tube on the outside edge of the seal, carefully tap the seal into the end of the steering knuckle bore until the inside edge of the seal contacts the bearing.

Repeat the procedure to instal the seal in the other end of the steering knuckle.

(6) Carefully slide the steering knuckle onto the end of the axle shaft and using the axle shaft nut and suitable spacers pull the axle shaft end through the bearings in the steering knuckle being careful not to damage the seals. Remove the nut and spacers.

(7) Push the control arm ball joint into the bottom of the steering knuckle and tighten the clamp bolt securely.

(8) Push the steering knuckle onto the bottom of the suspension unit and tighten the retaining bolts securely.

(9) Connect the tie rod end to the steering arm, tighten the retaining nut to the specified torque and instal a new split pin.

(10) Instal the air deflector to the steering knuckle and tighten the retaining bolts securely.

(11) Holding the axle shaft outer joint, push the hub and brake disc onto the end of the axle shaft until the inside of the hub contacts the outer steering knuckle bearing.

(12) Instal the spacer, the washer and the drive shaft nut, with the concave side of the washer against the spacer.

(13) Instal the brake caliper to the steering knuckle and tighten the retaining bolts securely.

(14) Connect the inner handbrake cable to the lever on the brake caliper and the outer handbrake cable to the retaining bracket on the brake caliper.

(15) Instal the front wheel, lower the vehicle and tighten the axle shaft nut to the specified torque.

(16) Instal a new split pin to the drive shaft nut and tighten the wheel nuts securely.

(17) Pump the brake pedal to position the brake pads against the brake disc. If necessary, adjust the handbrake as described in the Brakes section.

4. SUSPENSION UNIT**Special Equipment Required:**

To Dismantle and Assemble — Spring compressor

TO REMOVE

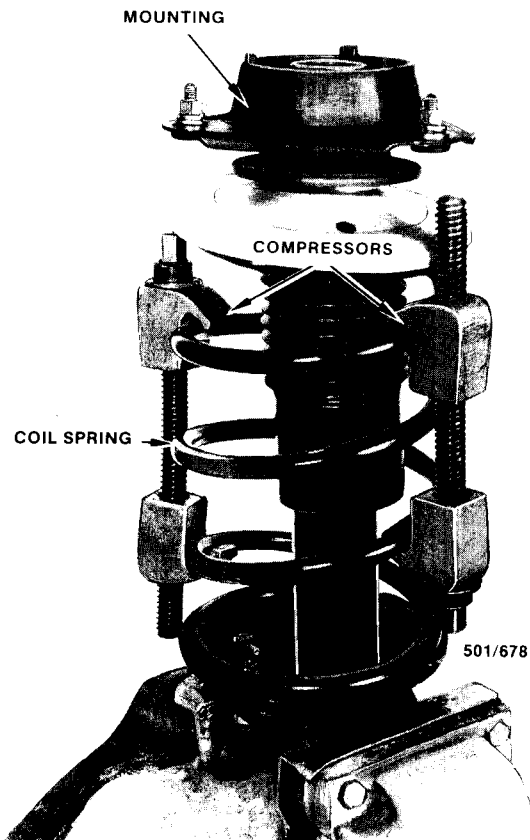
(1) Raise the front of the vehicle, support it on chassis stands and remove the front wheel.

(2) Disconnect the brake hose from the front brake caliper. Plug the end of the hose and the hole in the caliper to prevent the entry of dirt and the loss of fluid.

(3) Remove the retaining clip and disconnect the brake hose from the bracket on the suspension unit.

(4) Remove the suspension unit clamp bolt and the suspension unit bracket retaining bolt from the steering knuckle and push the steering knuckle down off the suspension unit, using care to avoid damage to the drive shaft rubber boot. It may be necessary to open the steering knuckle slightly with a suitable screwdriver.

(5) Working in the engine compartment, mark the installed position of the upper mounting. Remove the nuts retaining the suspension unit to the body and withdraw the suspension unit from the vehicle.



Using spring compressors to compress the coil spring.

TO DISMANTLE AND ASSEMBLE

(1) Prior to dismantling the suspension unit, clean it thoroughly and ensure that a clean working area is available.

(2) Attach the spring compressors and compress the coil spring. Remove the rubber plug and the piston rod nut from the piston rod.

(3) Remove the suspension unit upper mounting, spacer, seal where fitted, spring seat with rubber insulator, coil spring, rubber boot and bump rubber.

(4) To renew the seals in the hydraulic section of a repairable type suspension unit proceed as follows:

(a) Carefully mount the suspension unit in a vice using suitable jaw protection.

(b) Remove the gland nut from the top of the suspension unit tube.

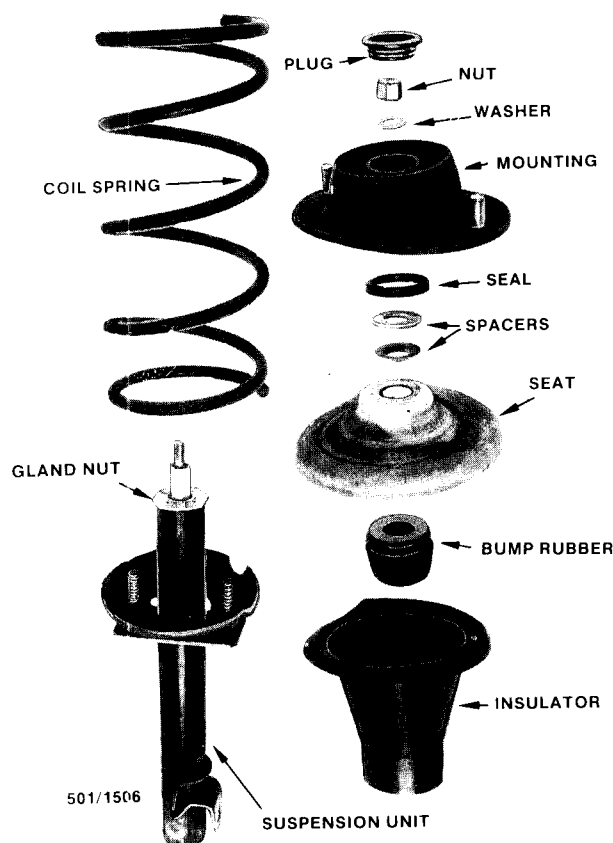
(c) Remove the piston rod and guide from the suspension unit tube slowly to avoid fluid spillage.

(d) Remove the inner cylinder slowly to avoid fluid spillage.

(e) Invert the suspension unit tube and discard the fluid from the suspension unit.

(f) Inspect the components for wear, bend and damage and renew all the seals supplied in the seal kit.

NOTE: Lubricate all the seals with the fluid supplied with the seal kit prior to installation.



Dismantled view of the repairable suspension unit components, 1983 model shown.

(g) Instal the piston into the inner cylinder, compressing the piston ring with finger pressure and instal the inner cylinder and piston rod into the suspension unit tube and fill the suspension unit with the specified quantity of the fluid supplied with the seal kit.

(h) Instal the guide and gland nut. Tighten the gland nut to the specified torque.

(i) With the suspension unit in a vertical position, extend and retract the piston rod fully several times until a steady and uniform resistance is felt which indicates satisfactory operation of the suspension unit.

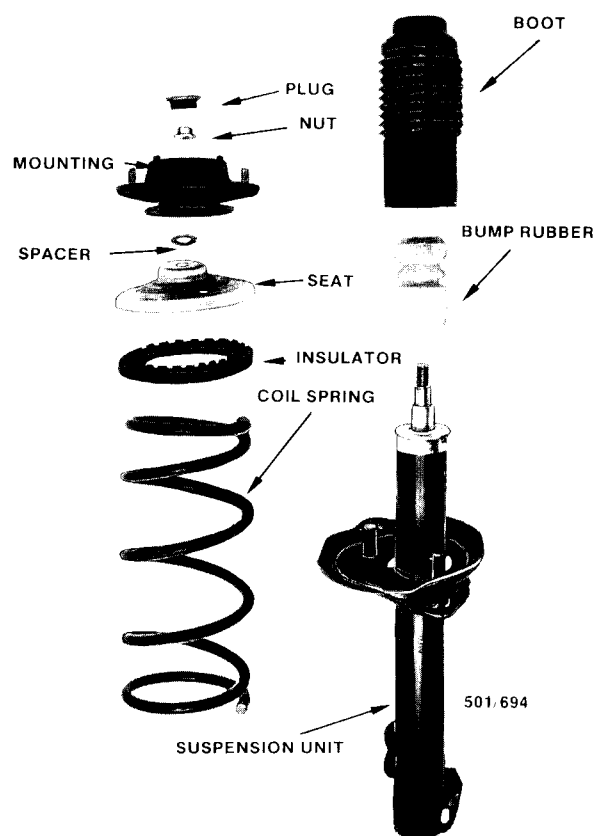
(5) Assemble the coil spring and upper mounting components in the reverse order of dismantling.

TO INSTAL

(1) Place the suspension unit in position with the upper mounting in the position marked prior to removal and instal the retaining nuts to the upper mounting. Tighten the retaining nuts to the specified torque.

(2) Slide the steering knuckle onto the bottom of the suspension unit and instal the suspension unit bracket retaining bolt and the clamp bolt. Tighten the bolts securely.

(3) Connect the brake hose to the suspension unit bracket and instal the retaining clip.



Dismantled view of the non-repairable suspension unit components, 1986 model shown.

- (4) Connect the brake hose to the brake caliper and bleed the brakes as described in the Brakes section.

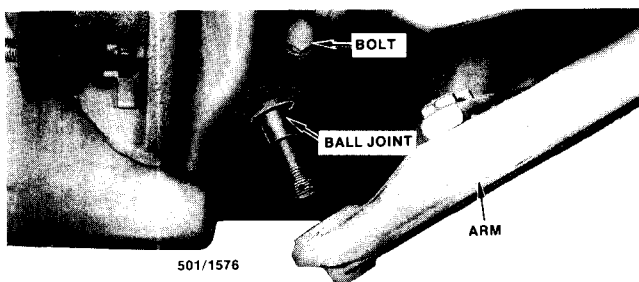
5. BALL JOINT

Special Equipment Required:

To Remove Ball Joint — Suitable puller

TO REMOVE AND INSTALL

- (1) Raise the front of the vehicle, support it on chassis stands and remove the front wheel.
 - (2) Remove the split pin and nut retaining the ball joint stud to the suspension control arm and separate the ball joint from the suspension control arm using a suitable puller.
 - (3) Remove the clamp bolt from the steering knuckle and slide the ball joint out of the steering knuckle. If necessary use a suitable screwdriver to open the steering knuckle.
 - (4) Inspect the ball joint rubber boot for cracks and deterioration and the ball joint for wear, cracks and damage. Renew any damaged ball joint.
- Use the following test procedure to ascertain the serviceability of the ball joints:
- (a) Apply a force of 686 N to the end of the ball joint stud and note the distance the stud moves into the ball joint body.
 - (b) Apply a pull of 686 N to the end of the ball joint stud and note the distance the stud moves out of the ball joint body.
 - (c) Subtract the distance obtained in (a) from the distance obtained in (b) and renew the ball joint if the result is more than 0.3 mm.
- Installation is a reversal of the removal procedure using a new split pin to lock the ball joint stud nut.



View of the ball joint disconnected from the suspension control arm.

6. SUSPENSION CONTROL ARM

Special Equipment Required:

To Remove Ball Joint — Suitable puller

TO REMOVE AND INSTALL

- (1) Raise the front of the vehicle, support it on chassis stands and remove the front wheel.

- (2) Remove the nut retaining the handbrake cable bracket and separate the handbrake cable bracket from the suspension control arm.

- (3) Remove the bolts and disconnect the end of the radius rod from the suspension control arm.

- (4) On 1985–1987 Sedan and Station Wagon models, remove the bolt and disconnect the stabiliser bar links from the suspension control arm.

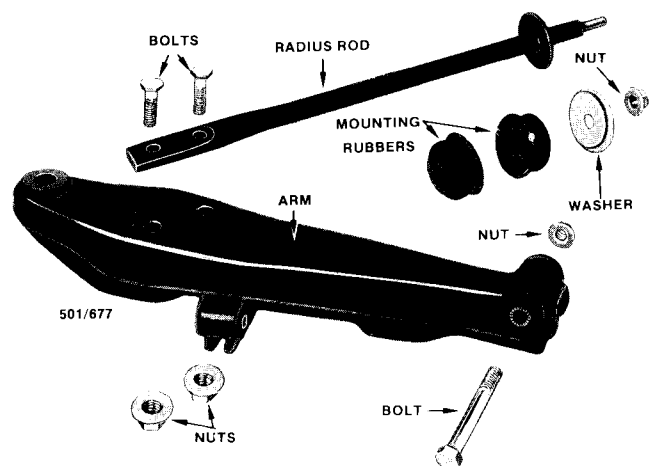
- (5) Remove the split pin and nut retaining the ball joint to the suspension control arm and disconnect the ball joint from the suspension control arm, using a suitable puller, if necessary.

- (6) Remove the pivot bolt and nut from the inner end of the suspension control arm and withdraw the suspension control arm from the vehicle.

- (7) Inspect the suspension control arm rubber bushes for deterioration and the suspension control arm for cracks, bend and damage. Renew as necessary.

Installation is reversal of the removal procedure with attention to the following points:

- (1) Coat the radius rod mounting rubbers with a saturated soap solution before installation.
- (2) Tighten the suspension control arm inner pivot bolt nut to the specified torque with the weight of the vehicle on the front wheels.
- (3) Check and if necessary, adjust the front wheel alignment.



Suspension control arm removed from the vehicle.

7. RADIUS ROD

TO REMOVE AND INSTALL

- (1) Raise the front of the vehicle, support it on chassis stands and remove the front wheel.

- (2) Remove the bolts retaining the radius rod to the suspension control arm.

- (3) Remove the retaining nut from the end of the radius rod and withdraw the radius rod from the vehicle. Note the installed position of the radius rod mounting rubbers to aid assembly.

- (4) Inspect the radius rod for bend and damage

and the mounting rubbers and hardware for damage and deterioration. Renew all damaged parts.

Installation is a reversal of the removal procedure with attention to the following points:

- (1) Coat the radius rod mounting rubbers with a saturated soap solution before installation to the positions noted during removal.
- (2) Tighten all the bolts and nuts securely.
- (3) Check and if necessary, adjust the front wheel alignment.

8. STABILISER BAR

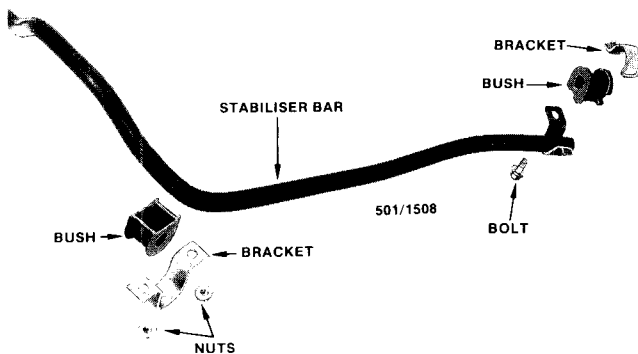
TO REMOVE AND INSTAL

1979-1984 and Utility Models

- (1) Raise the front of the vehicle and support it on chassis stands.
- (2) Remove the bolts retaining the front stabiliser bar brackets to the radius rods at each side of the vehicle.
- (3) Remove the nuts retaining the stabiliser bar mounting brackets to the rear of the radius rod mounting brackets and remove the mounting brackets and rubber bushes from the stabiliser bar.
- (4) Withdraw the stabiliser bar from the vehicle.
- (5) Inspect the stabiliser bar for bend and damage and the rubber bushes and mounting hardware for damage and deterioration. Renew all damaged parts.

Installation is a reversal of the removal procedure with attention to the following point:

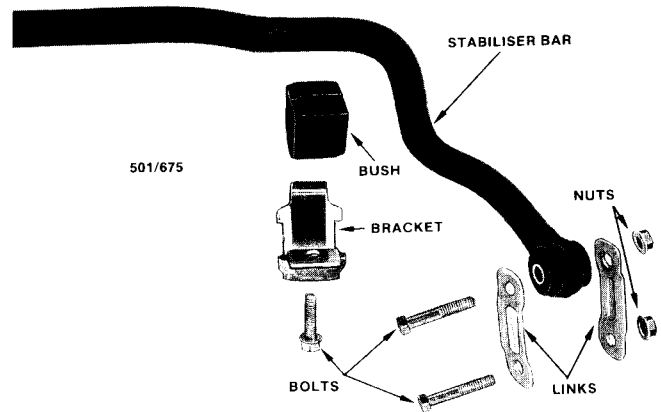
- (1) Tighten the stabiliser bar mounting bracket nuts and bolts securely with the weight of the vehicle on the front wheels.



1979-1984 and Utility stabiliser bar components.

1985-1987 Sedan and Station Wagon Models

- (1) Raise the front of the vehicle and support it on chassis stands.
- (2) Remove the bolts retaining the engine sump guard to the crossmember at the rear and the body panel at the front and manoeuvre the engine sump guard from the vehicle.
- (3) Remove the bolts retaining the ends of the stabiliser bar to the suspension control arms.
- (4) Remove the bolts retaining the stabiliser bar mounting brackets to the crossmember and remove



1985-1987 Sedan and Station Wagon stabiliser bar components.

the mounting brackets and rubber bushes from the stabiliser bar.

- (5) Manoeuvre the stabiliser bar from the vehicle.

- (6) Inspect the stabiliser bar for bend and damage and the rubber bushes and mounting hardware for damage and deterioration. Renew all damaged parts.

Installation is a reversal of the removal procedure with attention to the following point:

- (1) Tighten the stabiliser bar mounting bracket bolts securely with the weight of the vehicle on the front wheels.

9. STEERING ANGLES AND GROUND CLEARANCE

Special Equipment Required:

To Adjust Rear Ground Clearance, 1985-1986 Sedan and Station Wagon Models — Suitable coil spring compressor

WHEEL ALIGNMENT

NOTE: Extensive knowledge and specialised equipment is required to measure and correct the suspension and steering angles except the front wheel toe in/out. It is therefore not a worthwhile proposition for the layman to do a complete wheel alignment and the vehicle should be taken to a wheel alignment specialist.

Prior to carrying out a wheel alignment the front suspension should be completely checked to ascertain that it is in a serviceable condition.

Carry out a thorough inspection of the steering linkage, front hub bearings, suspension ball joints, springs and suspension unit recoil action. Renew or repair components where necessary.

The tread of the front tyres should be examined for excessive or uneven wear as certain conditions of tyre wear are indicative of damaged or worn compo-

nents in the suspension, steering linkage or the wheels and hub bearings. Refer to Tyre Wear Trouble Shooting in the Wheels and Tyres section. If the tyres are found to be defective, renew with serviceable tyres.

The vehicle should be unladen, except for the normal amount of fuel, with the tyres inflated to the normal pressures.

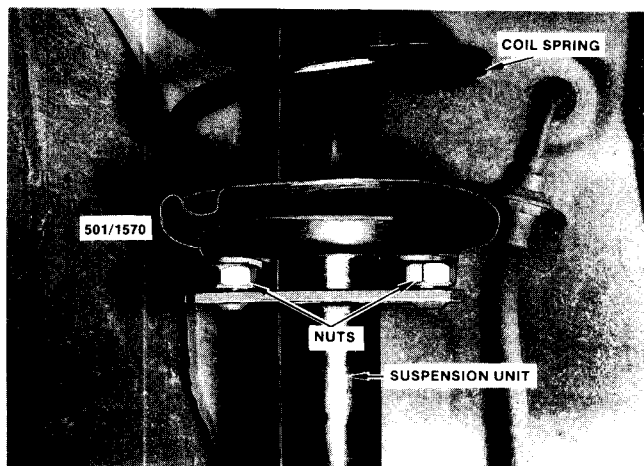
TO CHECK AND ADJUST GROUND CLEARANCE

(1) With the vehicle unladen, on a flat surface and the tyres inflated to the correct pressures measure the distance from the front of the suspension control arm pivot bolt to the ground to obtain the front ground clearance and from the lowest point at each end of the rear suspension tube to the ground to obtain the rear ground clearance.

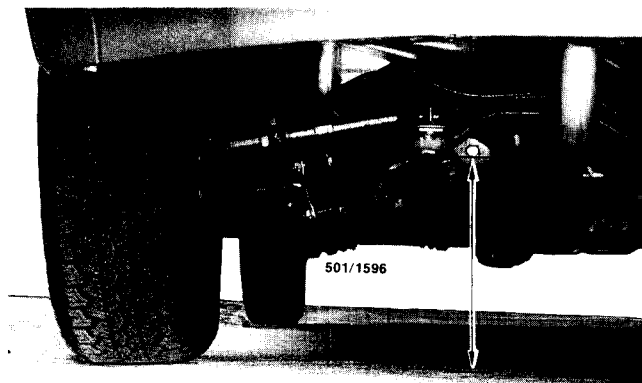
(2) If the front ground clearance is not to Specifications on four wheel drive models, turn the adjusting nuts located under the lower coil spring seat by equal amounts until the front ground clearance is equal on both sides of the vehicle and to Specifications. Two wheel drive models are non-adjustable.

(3) If the rear ground clearance is not to Specifications on 1979–1984 four wheel drive and Utility models, turn the adjusting bolt located at the centre of the rear suspension crossmember until the rear ground clearance is to Specifications.

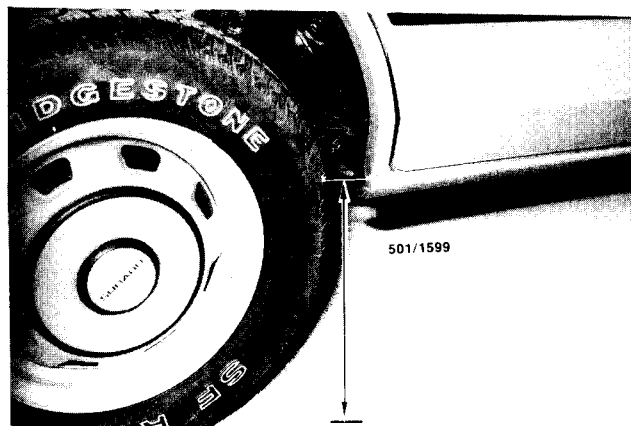
NOTE: On Sedan and Station Wagon models remove the rear seat and the rubber plug in the floor panel to gain access to the adjusting bolt. It will be necessary to work underneath the vehicle on Utility models. On two wheel drive models it will be necessary to alter the position of the trailing link engagement with the torsion bar as described in the Rear Suspension section Part 2. Torsion Bar Suspension.



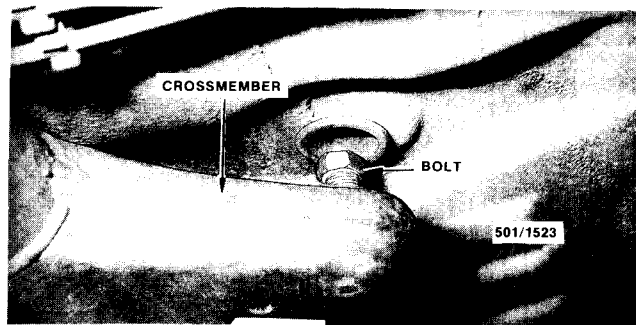
View of the four wheel drive front ground clearance adjustment nuts. Note that two wheel drive vehicles are non adjustable.



View of the front ground clearance measuring point.



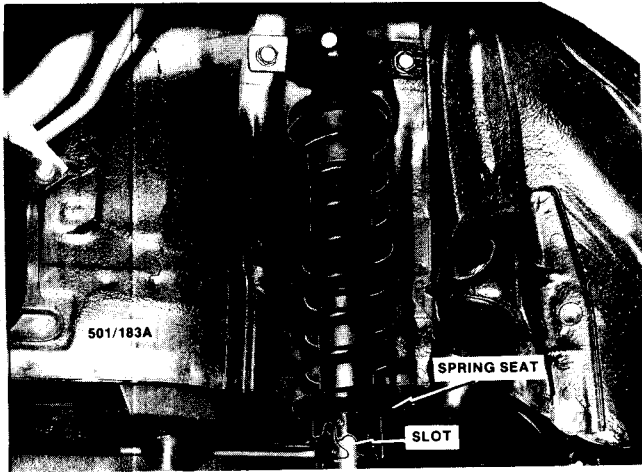
View of the rear ground clearance measuring point.



View of the 1979–1984 four wheel drive and Utility models rear ground clearance adjustment bolt.

On 1985–1986 four wheel drive Sedan and Station Wagon models, compress the rear coil spring and rotate the lower coil spring seat until the rear ground clearance is equal on both sides of the vehicle and to Specifications.

NOTE: Changing the rear coil spring lower seat from one slot to the adjacent slot will alter the ground clearance by 15 mm. Two wheel drive 1985–1986 Sedan and Station Wagon models do not have adjustable suspension. 1987 model suspensions are not adjustable, ground clearance errors require coil spring renewal for rectification.



View of the 1985–1986 Sedan and Station Wagon four wheel drive rear ground clearance adjustment.

TO CHECK AND ADJUST TOE IN/OUT

- (1) Ensure that the vehicle ground clearance is at the specified height.
- (2) Raise the front of the vehicle and support it on chassis stands.
- (3) Spin each front wheel in turn and using a piece of chalk, mark a thin line around the periphery of each tyre as near to the centre as possible.
- (4) Lower the vehicle to the floor and bounce the vehicle up and down several times to settle the suspension. Set the front wheels in the straight ahead position.
- (5) Mark the centre chalk line on both tyres in front of the suspension at the height of the wheel centres.
- (6) Using a telescopic gauge or rule, measure the distance between the two marks on the tyre centres. Record the measurement.
- (7) Maintain the wheels in the straight ahead position, roll the vehicle forward until the marks are the same distance above the floor, but to the rear of the front suspension.
- (8) Again, use the telescopic gauge or rule to measure the distance between the marks on the tyres. Subtract the measurement taken with the marks at the front of the suspension from the measurement taken with the marks at the rear of the suspension to obtain the toe in figure. Alternatively, subtract the measurement taken with the marks at the rear of the suspension from the measurement taken with the marks at the front of the suspension to obtain the toe out figure. Compare the toe in/out figures to Specifications.
- (9) If adjustment is required proceed as follows:
 - (a) Remove the outer clips from the steering gear rubber boots and loosen the tie rod end locknuts.
 - (b) Adjust the tie rods as required until the correct toe in/out is reached.

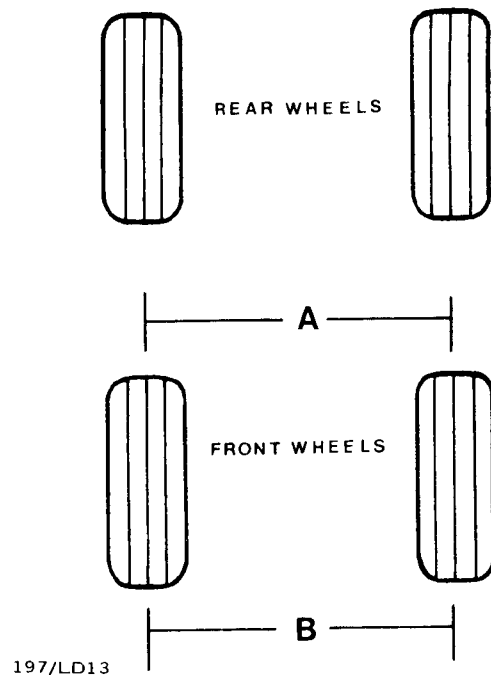
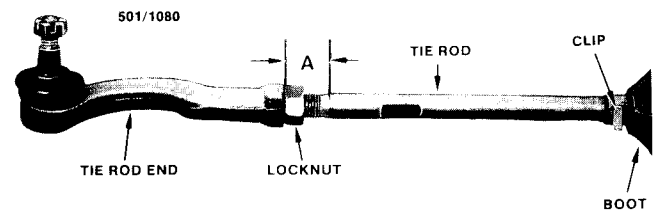


Diagram indicating front wheel toe in/out. Refer to Specifications for the correct difference between measurement 'A' and 'B'.



View of the tie rod and components used to adjust toe in/out. Arrows indicate the initial tie rod end installation measurement. Refer to the Steering section.

NOTE: It is important to make equal adjustments to each tie rod to maintain the central position of the steering gear.

- (c) Tighten the tie rod end locknuts and install the outer clips to the steering gear rubber boots.
- (d) Check the position of the steering wheel with the front wheels in the straight ahead position. If necessary remove and reposition the steering wheel. Refer to the Electrical System section for the correct steering wheel removal and installation procedure.

NOTE: Ensure that the steering gear is in the central position when the front wheels are in the straight ahead position. If necessary, shorten and lengthen the appropriate tie rods by equal amounts to achieve this condition.