REAR WHEEL ALIGNMENT

27064–01

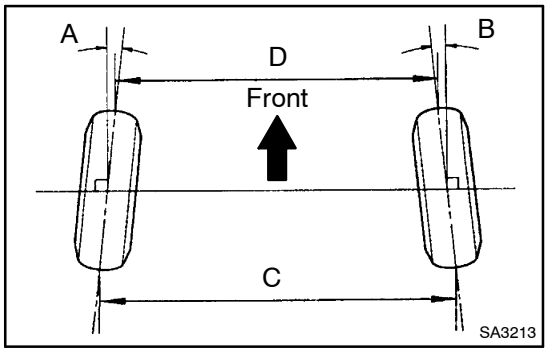
ADJUSTMENT

1. INSPECT TIRE(See page 28–1)

2. MEASURE VEHICLE HEIGHT (See page 26–4)

NOTICE:

Before inspecting the wheel alignment, adjust the vehicle height to the specified value.

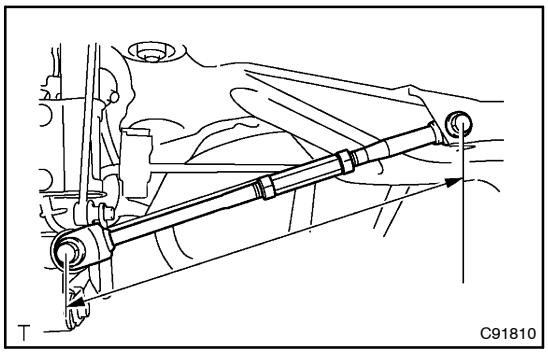


3. INSPECT TOE–IN

Toe–in:

Toe–in (total)	A + B: 0°22’ ± 11’ (0.4° ± 0.2°) C – D: 4 ± 2 mm (0.16 ± 0.08 in.)

If the toe–in is not within the specified value, inspect and replace the suspension parts if necessary.

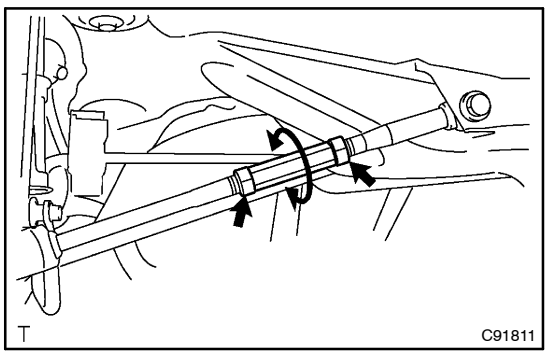


4. ADJUST TOE–IN

(a) Measure the lengths of the right and left No. 2 lower suspension arms.

No. 2 lower suspension arm length difference:
1.0 mm (0.039 in.) or less

If the left–right difference is larger than 1.0 mm (0.039 in.), adjust it by following the procedures below.



(b) Loosen the lock nuts.

(c) Turn the right and left adjusting tube by an equal amount to adjust toe–in.

HINT:

- Try to adjust the toe–in to the center value.
- One turn of the each adjusting tube will adjust the toe–in by approximately 67’ (1°12’, 10.8 mm, 0.425 in.).

(d) Torque the lock nut.

Torque: 56 N·m (570 kgf·cm, 41 ft·lbf)

5. INSPECT CAMBER

HI–UP:	
Camber Right–left error	–1°00’ ± 45’ (–1.00° ± 0.75°) 45’ (0.75°) or less
Except HI–UP:	
Camber Right–left error	–1°13’ ± 45’ (–1.22° ± 0.75°) 45’ (0.75°) or less

HINT:

Camber is not adjustable. If the measurement is not within the specification, inspect the suspension parts for damaged and/or worn–out parts and replace them if necessary.