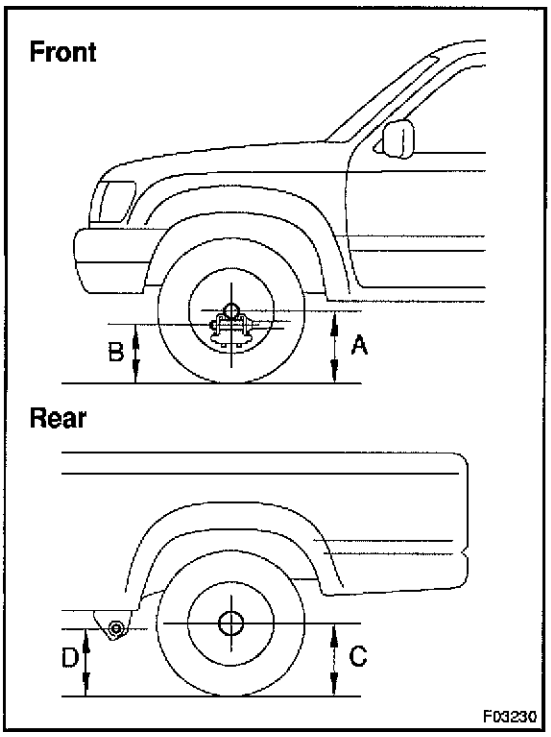


FRONT WHEEL ALIGNMENT (2WD)

SA0LB–01

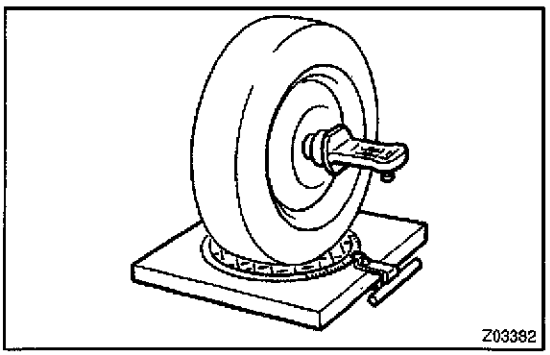
INSPECTION

1. **MEASURE VEHICLE HEIGHT (See page SS–21)**
   Front: A–B
   Rear: C–D
   Measuring points:
   A: Ground clearance of spindle center.
   B: Ground clearance of lower suspension arm bolt center.
   C: Ground clearance of rear axle shaft center.
   D: Ground clearance of leaf spring front hanger pin center.

NOTICE:

Before inspecting the wheel alignment, adjust the vehicle height to specification.

If the vehicle height is not within the specification, try to adjust it by pushing down on or lifting the body.

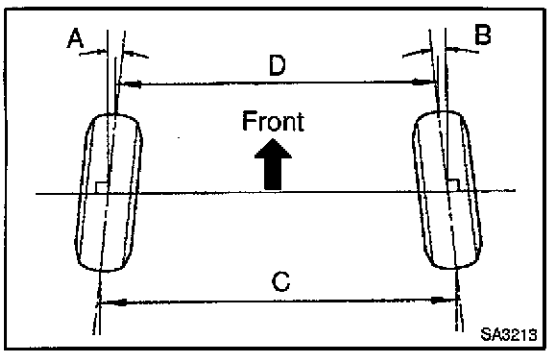


2. **INSTALL CAMBER–CASTER–KINGPIN GAUGE OR TIRE ONTO WHEEL ALIGNMENT TESTER**

Follow the specific instructions of the equipment manufacturer.

3. **INSPECT CAMBER, CASTER AND STEERING AXIS INCLINATION (See page SS–21)**

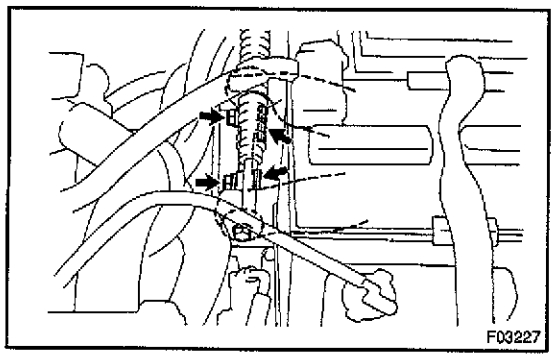
If the steering axis inclination is not within the specification, after camber and caster have correctly adjusted, recheck the steering knuckle front wheel for bearing or looseness.



4. **INSPECT TOE–IN (See page SS–21)**

If the toe–in is not within the specification, adjust the tie rod ends.

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5. ADJUST CAMBER AND CASTER

HINT:

Try to adjust the camber and caster to center value.

If camber or caster is not within the specification, adjust by adding or removing shims on the upper suspension arm.

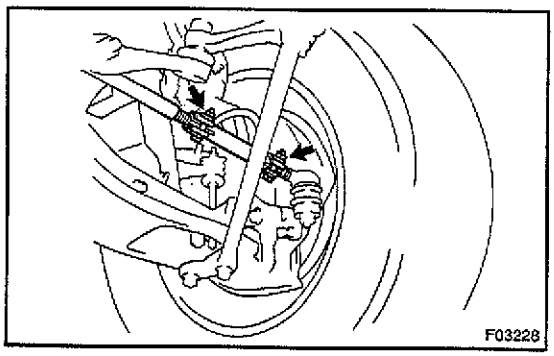
Shim thickness

4.0 mm (0.157 in.)	1.6 mm (0.063 in.)	1.2 mm (0.047 in.)

If the steering axis inclination is not as specified after camber and caster have been correctly adjusted, recheck the steering knuckle and front wheel for distortion or looseness.

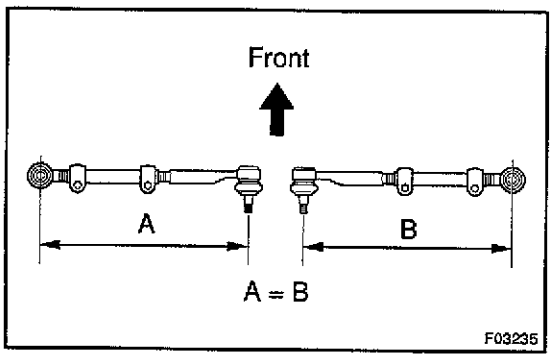
NOTICE:

Adjust the shim thickness to 7 mm (+4, –3), and adjust the difference between the front and rear of the upper suspension arm shaft to within 4 mm.



6. ADJUST TOE–IN

(a) Remove the 2 clamp nuts.



(b) Adjust toe–in by turning the left and right tie rod tubes an equal amount.

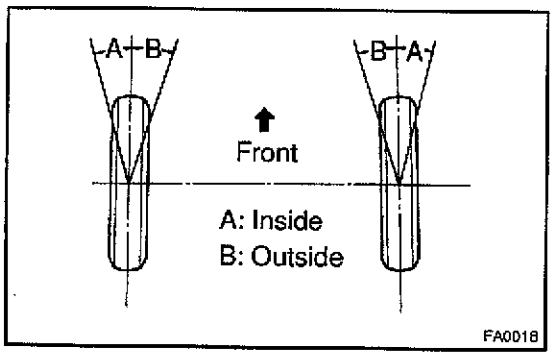
HINT:

- Try to adjust the toe–in to the center value.
- Make sure that the length of the left and right tie rod ends are equal.

Tie rod end length difference:
3.0 mm (0.118 in.) or less

(c) Torque the clamp nuts.

Torque: 25 N·m (260 kgf·cm, 19 ft·lbf)

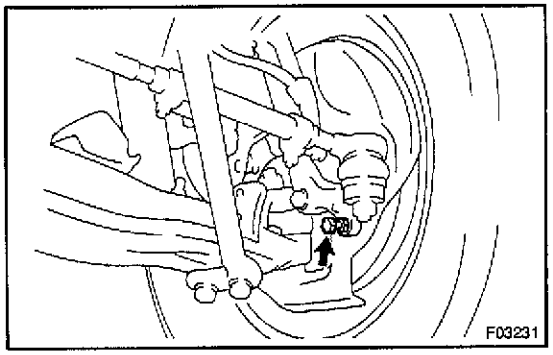


7. INSPECT WHEEL ANGLE

Turn the steering wheel fully, and measure the turning angle.

Item	Inside wheel	Outside wheel (Reference)
MS	36° (34° – 37°)	32°
PS	38° (36° – 39°)	34°

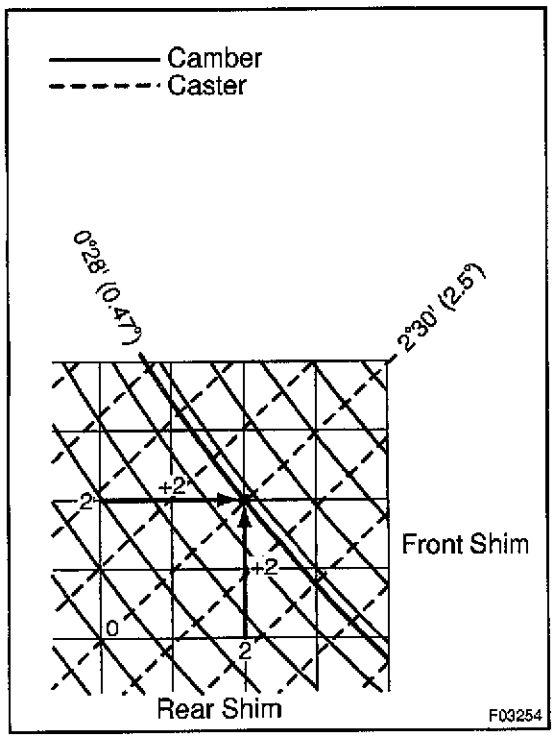
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If maximum steering angles differ from standard value, adjust the wheel angle with the knuckle stopper bolts.

Torque: 34 N·m (350 kgf·cm, 25 ft·lbf)

If the wheel angle still cannot be adjusted within limits, inspect and replace damaged or worn steering parts.



8. HOW TO READ ADJUSTMENT CHART

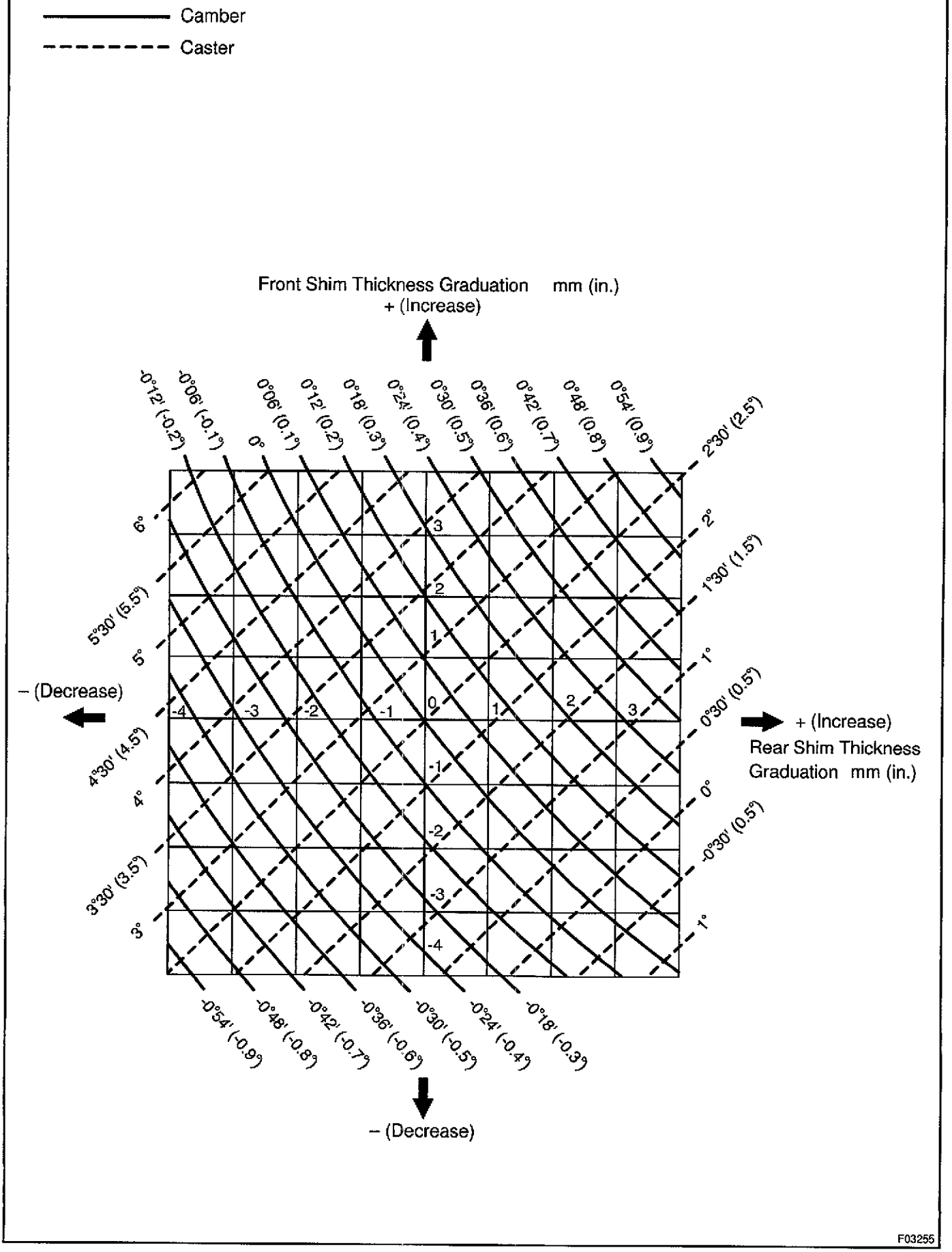
(a) Mark on the graph the measurements taken from the vehicle.

Example:
Camber: 0°28' (0.47°)
Caster: 2°30' (2.5°)

(b) As shown in the chart, read from the graph the thickness of the front and/or rear shims to be adjusted.

Thickness of adjusting shims:
Front shim: + (Increase) 2 mm
Rear shim: + (Increase) 2 mm

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Camber
Caster
Front Shim Thickness Graduation mm (in.)
+ (Increase)
– (Decrease)
+ (Increase)
Rear Shim Thickness Graduation mm (in.)
– (Decrease)
-0°12' (-0.2°)
-0°06' (-0.1°)
0°
0°06' (0.1°)
0°12' (0.2°)
0°18' (0.3°)
0°24' (0.4°)
0°30' (0.5°)
0°36' (0.6°)
0°42' (0.7°)
0°48' (0.8°)
0°54' (0.9°)
2°30' (2.5°)
2°
1°30' (1.5°)
1°
0°30' (0.5°)
0°
-0°30' (0.5°)
1°
-0°54' (-0.9°)
-0°48' (-0.8°)
-0°42' (-0.7°)
-0°36' (-0.6°)
-0°30' (-0.5°)
-0°24' (-0.4°)
-0°18' (-0.3°)
6°
5°30' (5.5°)
5°
4°30' (4.5°)
4°
3°30' (3.5°)
3°
-4
-3
-2
-1
0
1
2
3

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