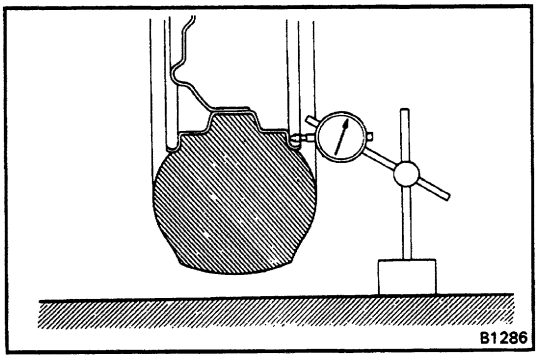
FRONT WHEEL ALIGNMENT

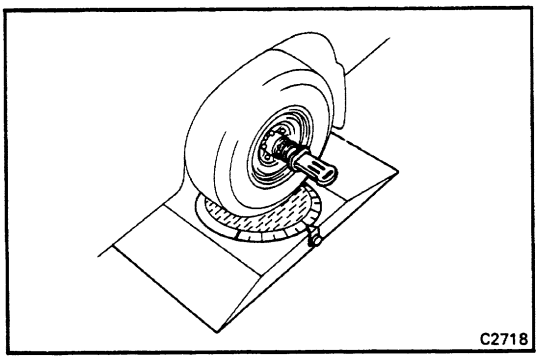
1. MAKE FOLLOWING CHECKS AND CORRECT ANY PROBLEMS

(a) Check the tires for wear and proper inflation.
Cold tire inflation pressure kg/cm' (psi, kPa)

Tire size	Front	Rear
P225/75R15 EXTRA LOAD	1.8 (26, 177)	2.4 (34, 235)

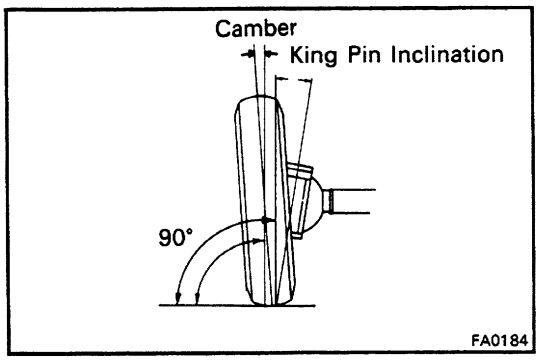


(b) Check the wheel runout.
Lateral–runout: Less than 1.2 mm (0.047 in.)
(c) Check the front wheel bearings for looseness.
(d) Check the front suspension for looseness.
(e) Check the steering linkage for looseness.
(f) Use the standard bounce test to check that the front absorbers work properly.



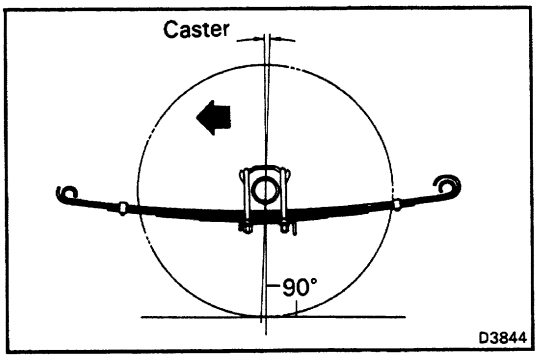
2. INSTALL WHEEL ALIGNMENT EQUIPMENT

Follow the specific instructions of the equipment manufacturer.



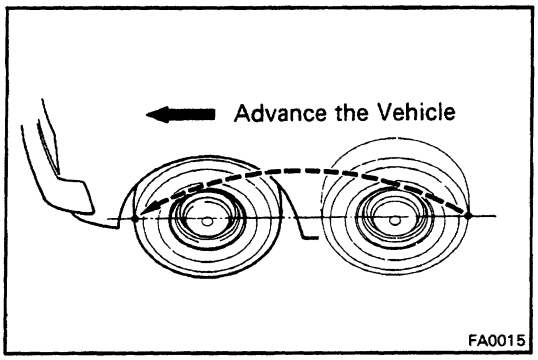
3. CHECK CAMBER AND KING PIN INCLINATION

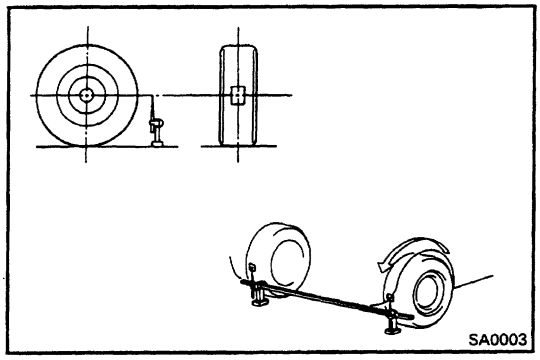
Camber: 1 ° ± 45'
King pin inclination: 9°30' ± 45'
If camber or king pin inclination checks are not within specification, recheck the steering knuckle parts and the front wheel for bending or looseness.

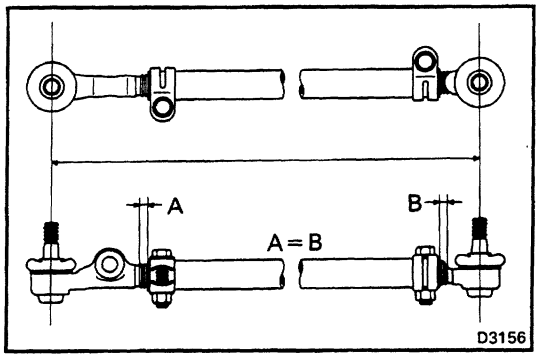


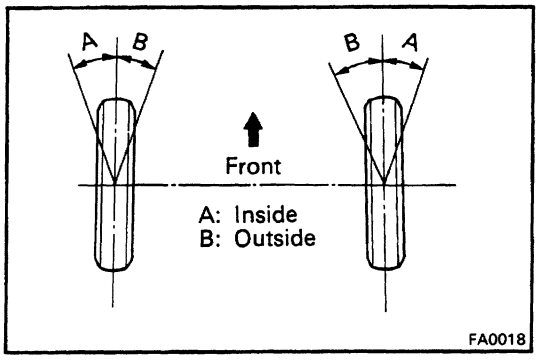
4. CHECK CASTER

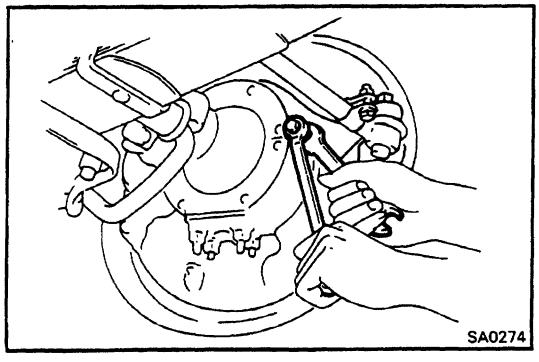
Caster: 0°50' ± 45'
If caster is not as specified, inspect and replace damagec or worn parts.











5. ADJUST TOE–IN

(a) Make sure the wheels are positioned straight ahead.
(b) Mark the center of each rear tread at spindle height and measure the distance between the marks of right and left tires.
(c) Advance the vehicle until the marks on the rear side of the tires come to the front.

HINT: The toe–in should be measured at the same point on the tire and at the same level.

(d) Measure the distance between the marks on the front side of the tires. .

Toe–in:

Inspection STD 1 ± 2 mm (0.04 ± 0.08 in.)
Adjustment STD 1 ± 2 mm (0.04 ± 0.08 in.)

(e) Make sure the steering gear is centered.

(f) Loosen the nuts holding the clamps to the tie rod.
(g) Adjust toe–in to the correct value by turning the tie rod.
(h) Torque the nuts holding the clamps.

Torque: 375 kg–cm (27 ft–lb, 37 N–m)

HINT: Insure that the lengths of the tie rod ends are the same.

6. ADJUST WHEEL ANGLE

Remove the caps of the knuckle stopper bolts and check the steering angles.

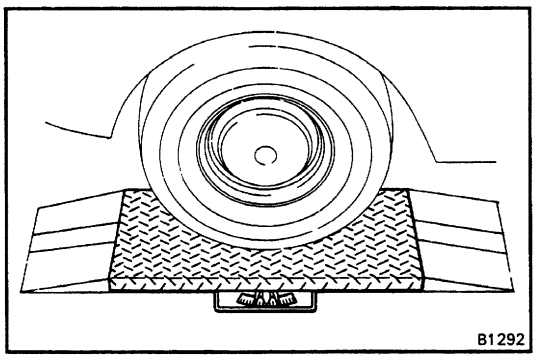
Wheel angle		
Max.	Inside wheel	32° $^{+0°}_{-3°}$
	Outside wheel	30°
at 20° (Outside wheel)	Inside wheel	21°

HINT: When the steering wheel is fully turned, make sure that the wheel is not touching the body or brake flexible hose.

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

Torque: 450 kg–cm (33 ft–lb, 44 N–m)

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



7. INSPECT SIDE SLIP (REFERENCE ONLY)

Side slip limit:

Less, than 3.0 mm/m (0.118 in./3.3 ft)