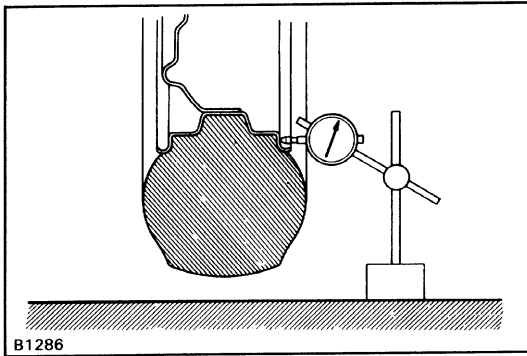




WHEEL ALIGNMENT

1. MAKE FOLLOWING CHECKS AND CORRECT ANY PROBLEMS

(a) Check the tires for wear and proper inflation.

Cold tire inflation pressure: See page A-3

(b) Check the wheel runout.

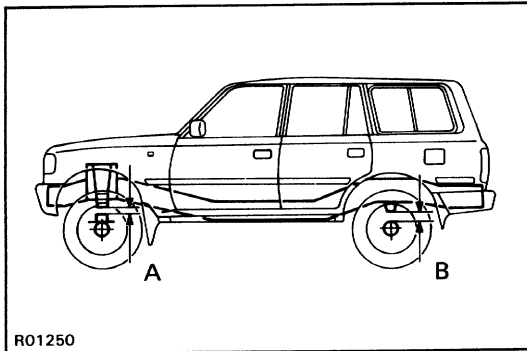
Lateral runout: 1.2 mm (0.047 in.) or less

(c) Check the front wheel bearings for looseness.

(d) Check the front suspension for looseness.

(e) Check the steering linkage for looseness.

(f) Check that the front absorbers work properly by using the standard bounce test.



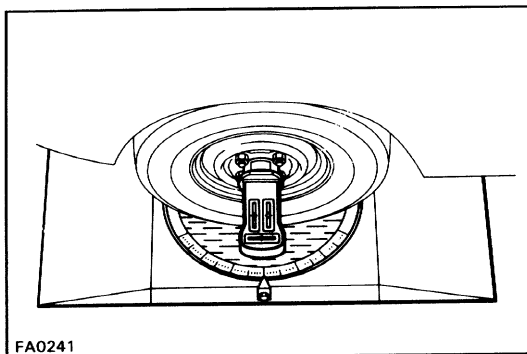
2. MEASURE FOLLOW SPRING CLEARANCE AND BUMPER STOPPER CLEARANCE

A (Follow spring clearance): 36 mm (1.42 in.)

B (Bumper stopper clearance): 104 mm (4.09 in.)

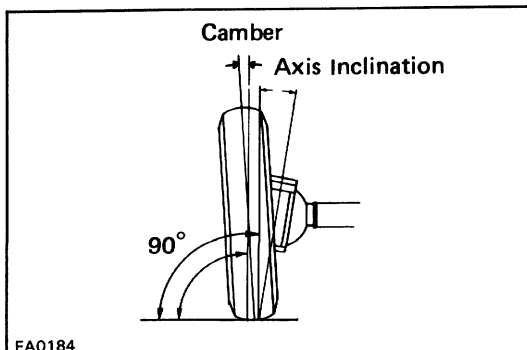
If the clearance of the vehicle is not standard, try to level the vehicle by rocking it down.

If still not correct, check for bad springs or suspension parts.



3. INSTALL WHEEL ALIGNMENT EQUIPMENT

Follow the specific instructions of the equipment manufacturer.



4. CHECK CAMBER AND STEERING AXIS INCLINATION

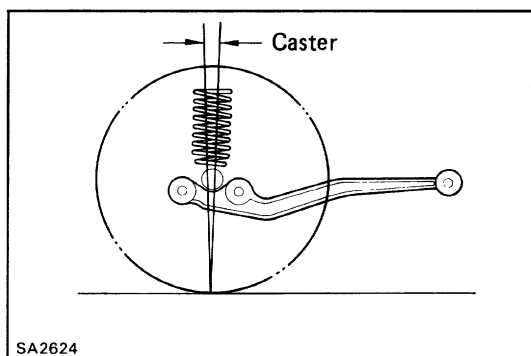
Camber: $1^{\circ}00' \pm 45'$

Left-right error: 45' or less

Steering axis inclination: $13^{\circ}00' \pm 45'$

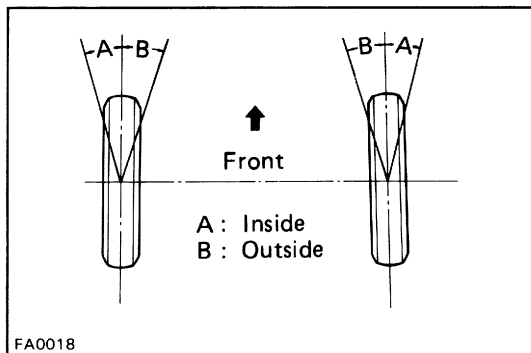
Left-right error: 45' or less

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



5. CHECK CASTER

Tire	Caster
P275/70R16	3°00' ± 1 0



6. ADJUST WHEEL ANGLE

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

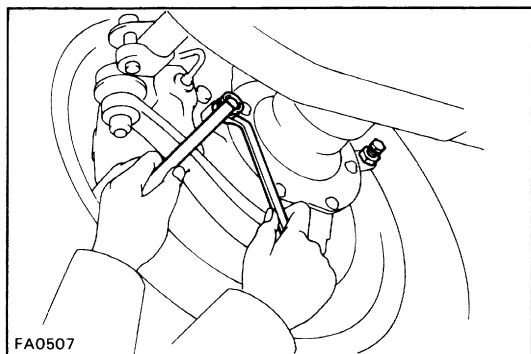
Wheel angle		
Max.	Inside wheel	35°00' +0° -3°
	Outside wheel (Reference)	31°00'

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 standard value, adjust the wheel angle with the knuckle stopper bolts.

Torque: 44 N·m (450 kgf·cm, 33 ft·lbf)

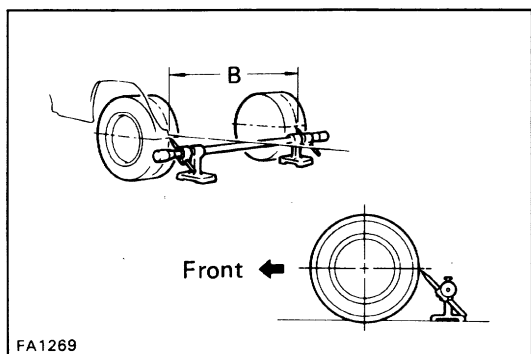
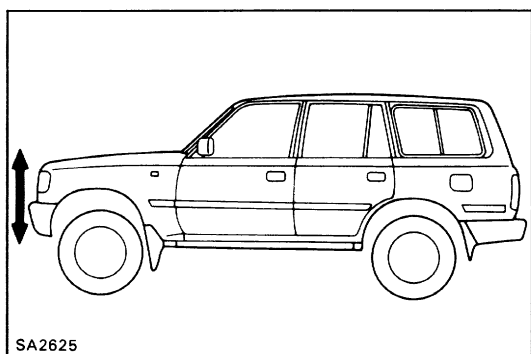
If the wheel angle still cannot be adjusted within limits, inspect and replace damaged or worn steering parts.

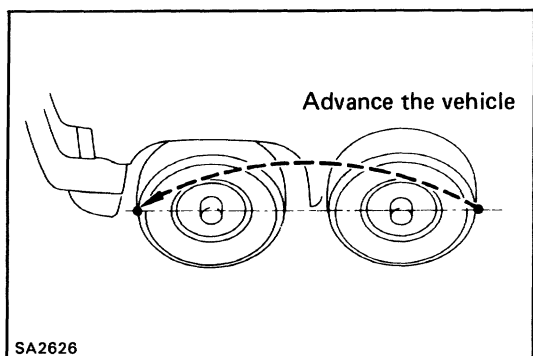


7. ADJUST TOE-IN

Adjust toe-in with a toe-in gauge in the following procedure.

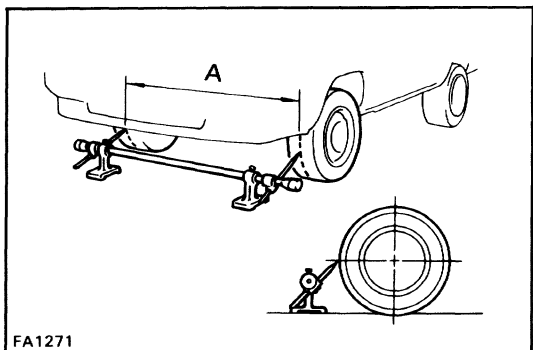
- Rock the vehicle up and down to stabilize the suspension.
- Move the vehicle forward about 5 m (16.4 ft) with the front wheel in the straight-ahead position on the level place.
- Mark the center of each rear tread and measure the distance "B" between the marks of the right and left tires.



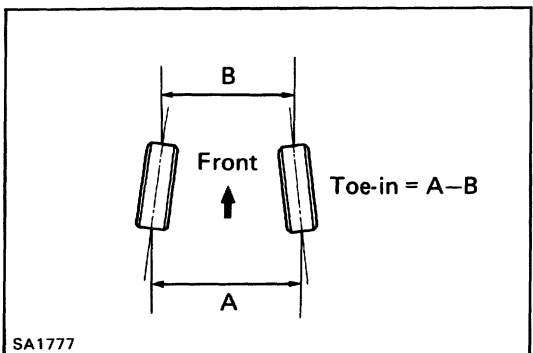


- (d) Advance the vehicle until the marks on the rear sides of the tires come to the measuring heights of the gauge on the front side.

HINT: If the tire rolls too far, repeat from step



- (e) Measure the distance "A" between the marks on the front of the tires.

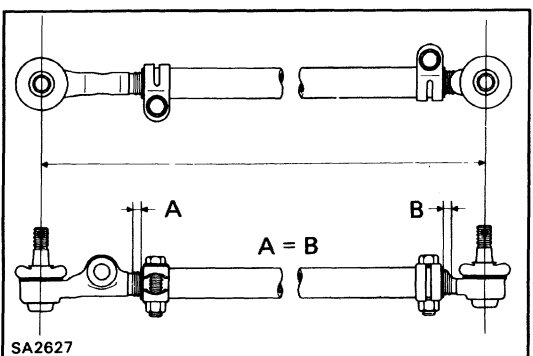


- (f) Measure the toe-in.

$$\text{Toe-in} = A - B$$

Inspection standard: See page [A-3](#)

If toe-in is not specification, adjust by left and right tie rods.



- (g) Loosen the clamp bolts and nuts.

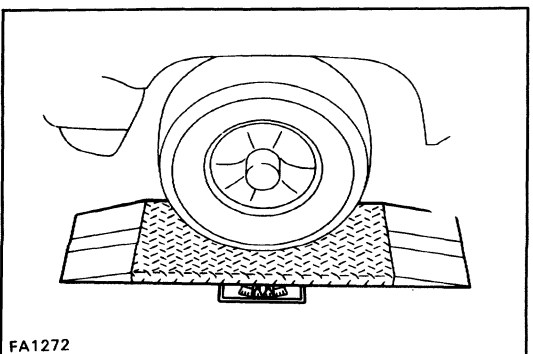
- (h) Adjust toe-in tuning the left and right tie rod tubes an equal amount.

Adjustment standard: See page [A-3](#)

- (i) Torque the tie rod.

Torque: 37 N-m (375 kgf-cm, 27 ft-lbf)

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



7. INSPECT SIDE SLIP (REFERENCE ONLY)

Side slip: 3.0 mm/m (0.118 in./3.3 ft) or less