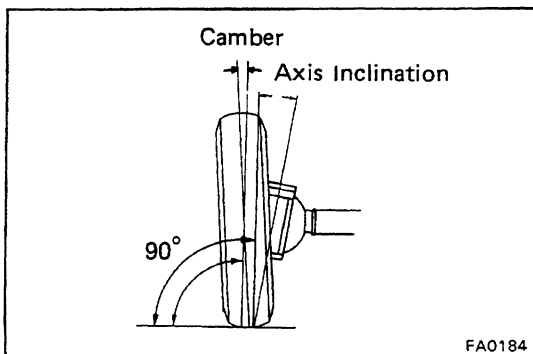
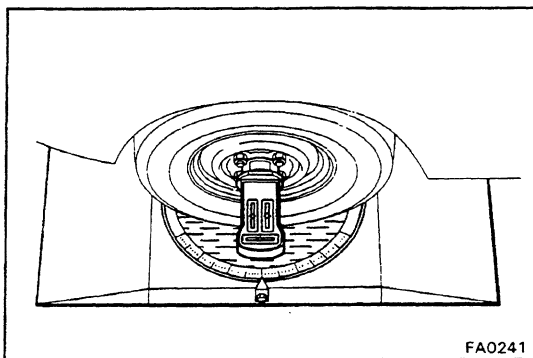
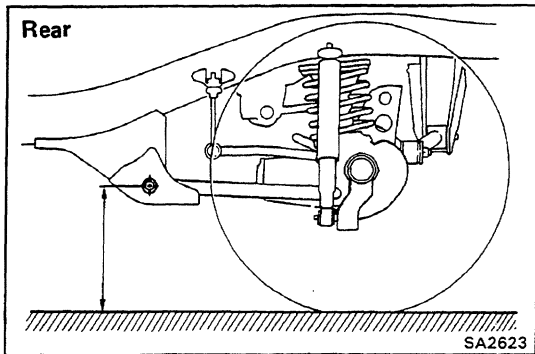
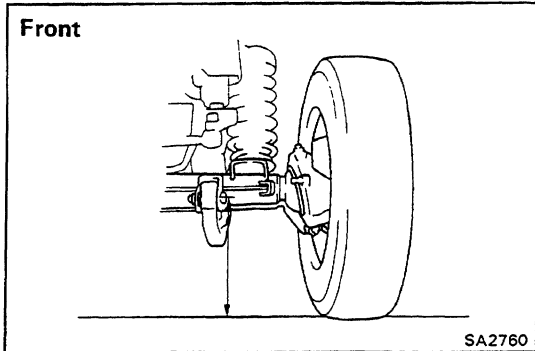
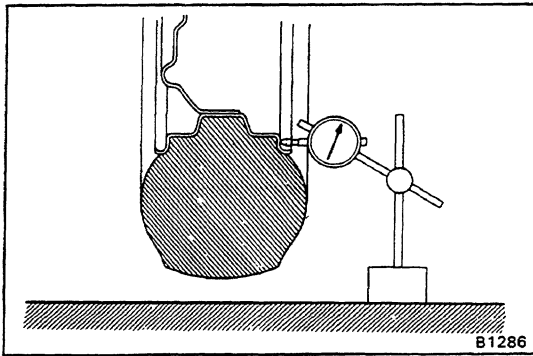




WHEEL ALIGNMENT

1. MAKE FOLLOWING CHECKS AND CORRECT ANY PROBLEMS

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

Cold tire inflation pressure: See page A-20

(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 CHASSIS GROUND CLEARANCE

Chassis ground clearance: See page A-20

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.

HINT: When measuring the chassis ground clearance, measure from the ground to the center of the lower suspension arm front mounting bolt.

3. INSTALL WHEEL ALIGNMENT EQUIPMENT

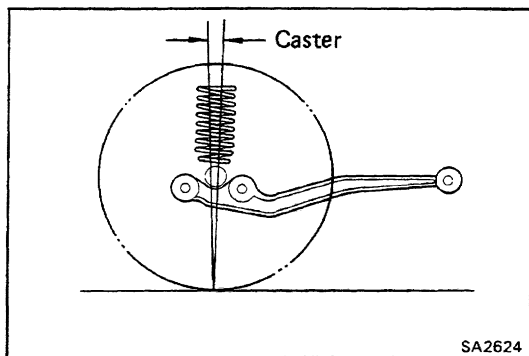
Follow the specific instructions of the equipment manufacturer.

4. CHECK CAMBER AND STEERING AXIS INCLINATION

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

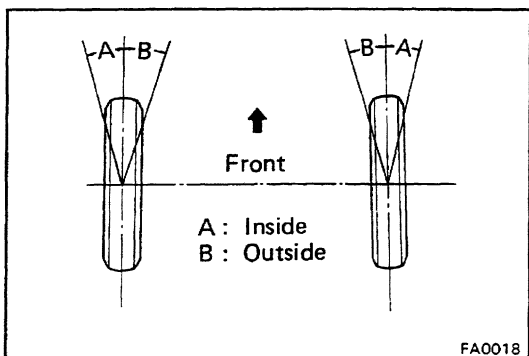
Steering axis inclination: $13^{\circ} + 45'$

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
P235/75R15	$3^{\circ} \pm 60'$
31 × 10.50R15 LT(C)	$1^{\circ}40' \pm 60'$



6. ADJUST WHEEL ANGLE

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

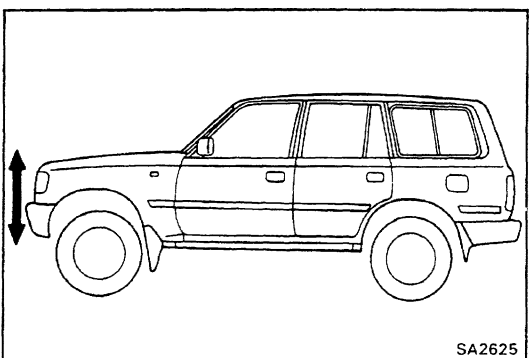
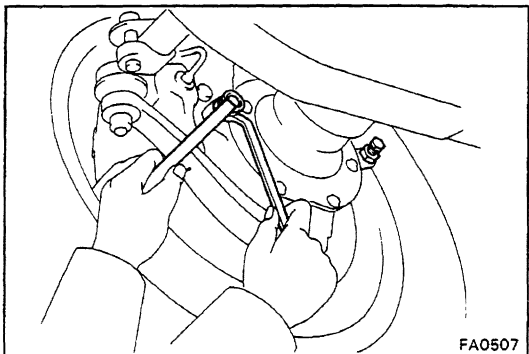
Wheel angle		
Max.	Inside wheel	$35^{\circ} +0^{\circ}$ -3°
	Outside wheel	31°

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: 450 kg-cm (33 ft-lb, 44 N-m)

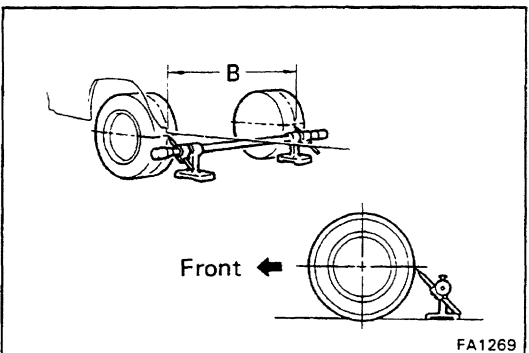
If the wheel angle still cannot be adjusted within limits, inspect and replace damaged or worn steering parts.



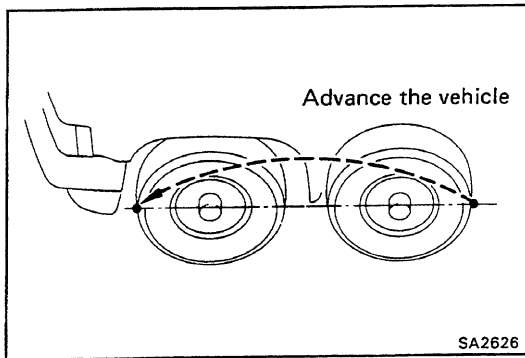
7. ADJUST TOE-IN

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

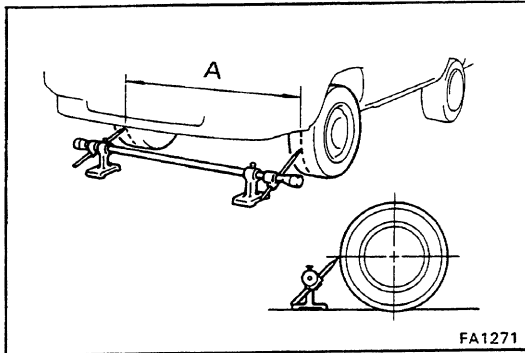
- Rock the vehicle up and down to stabilize the suspension.
- Move the vehicle forward about 5 mm (16.4 ft) with the front wheel in the straight-ahead position on the level place.



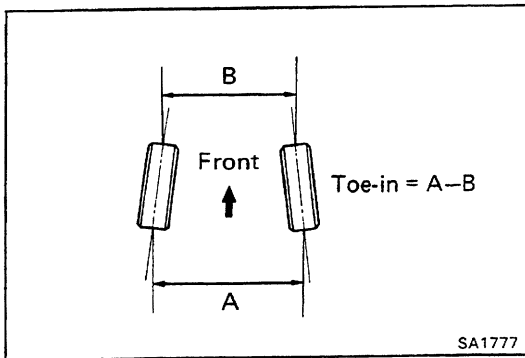
- Mark the center of each rear tread and measure the distance "B" between the marks of the right and left tires.



- (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 (b).



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

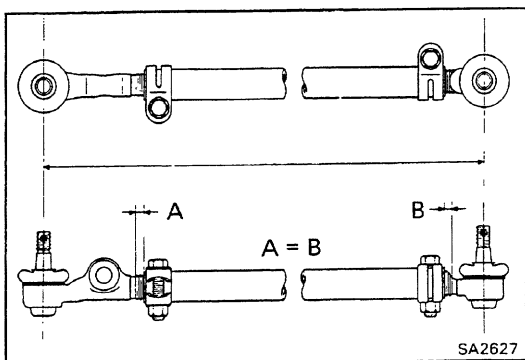


- (f) Measure the toe-in.

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

Inspection standard: See page A-20

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



- (f) Loosen the clamp bolts and nuts.

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

Adjustment standard: See page A-20

- (i) Torque the tie rod.

Torque: 375 kg-cm (27 ft-lb, 37 N-m)

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

