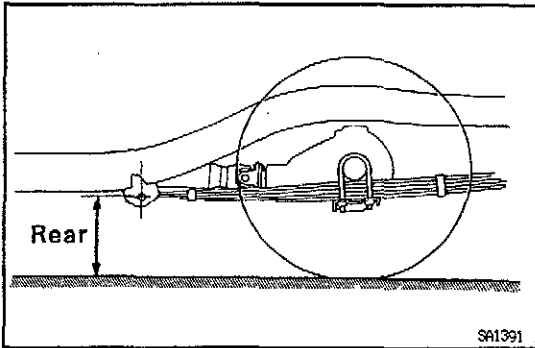
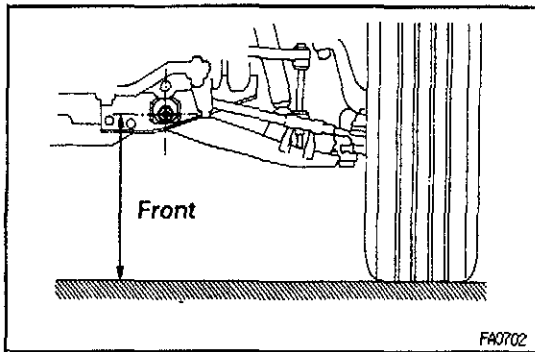




WHEEL ALIGNMENT

FRONT WHEEL ALIGNMENT

SA20M-03

1. MEASURE VEHICLE HEIGHT

Vehicle height:

See page SA-10, 11

Measuring point:

Front: Lower suspension arm adjusting bolt height measured at its center.

Rear: Rear leaf spring front bushing height measured at its center.

NOTICE: Before inspecting the wheel alignment, adjust the vehicle height to the 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 ONTO WHEEL ALIGNMENT TESTER

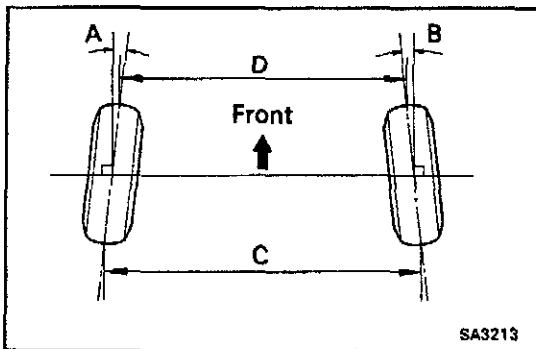
Follow the specific instructions of the equipment manufacturer.

3. INSPECT CAMBER, CASTER AND STEERING AXIS INCLINATION

Specifications:

See page SA-11

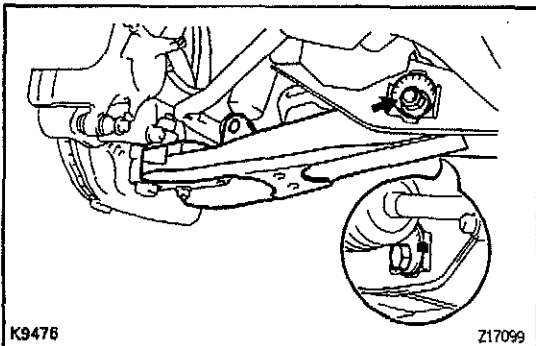
If the steering axis inclination is not within the specification, after camber and caster have correctly adjusted, recheck the steering knuckle front wheel for bearing or looseness.



4. INSPECT TOE-IN

Toe-in (total):	A+B $0^{\circ}18' \pm 0^{\circ}12'$ ($0.3^{\circ} \pm 0.2^{\circ}$)
	C-D 3 ± 2 mm (0.118 ± 0.079 in.)

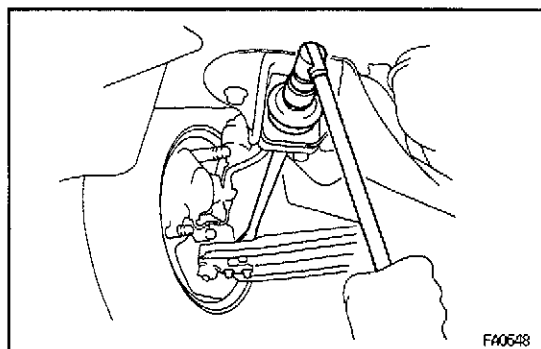
If toe-in is not within the specification, adjust by the rack ends.



5. ADJUST CAMBER, CASTER AND STEERING AXIS INCLINATION

If the camber is not within the specification, adjust by turning the adjust cam.

Torque: 168 N·m (1,710 kgf·cm, 124 ft·lbf)



If the caster is not within the specification, adjust by turning the strut bar nuts.

Torque: 121 N·m (1,230 kgf·cm, 89 ft·lbf)

	Camber changes	Caster changes
Each graduation of the adjusting cam	$\pm 0^\circ 18'$	—
Each turn of the strut bar nut	—	$\pm 0^\circ 30'$

HINT:

- The adjusting cam should not be turned more than 4.5 graduations from the neutral position.
- Do not turn the strut bar nut more than 3 threads from the original position.
- Try to adjust the camber and/or caster to the center value.

If steering axis inclination is not as specified after camber and caster have been correctly adjusted, re-check the steering knuckle and front wheels for bearing or looseness.

6. ADJUST TOE-IN

- Remove the boot clamps.
- Loosen the rack end lock nuts.
- Turn the left and right rack ends an equal amount to adjust the toe-in.

HINT:

- Ensure that the lengths of the left and right tie rods are the same.
- Try to adjust the toe-in to the center value.

Tie rod end length left-right error:

Less than 3.0 mm (0.118 in.)

- Tighten the rack end lock nut.
- Place the boot on the seat and clip it.

HINT: Ensure that the boots are not twisted.

7. INSPECT WHEEL ANGLE

Wheel angle: Max

Inside wheel	$37^\circ 30'$ ($35^\circ 00' \sim 39^\circ 00'$)
Outside wheel	$34^\circ 00'$ ($31^\circ 30' \sim 35^\circ 30'$)

If the wheel angle are not within the specifications, check to see if the lengths of the left and right tie rods are the same.

HINT: If the tie rods lengths are not equal, the wheel angle cannot be adjusted properly. Reinspect the toe-in after adjusting the tie rods lengths.

