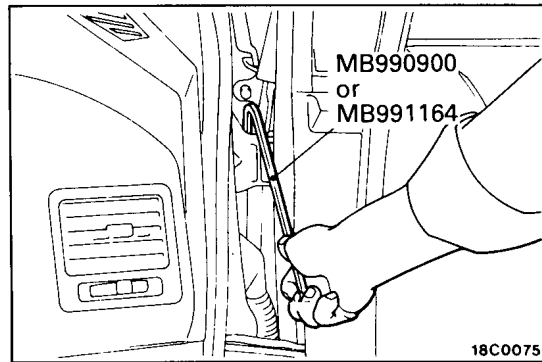
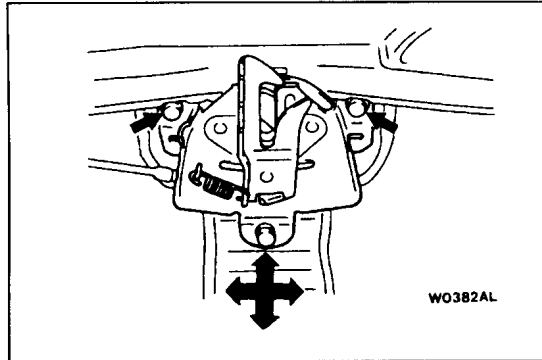
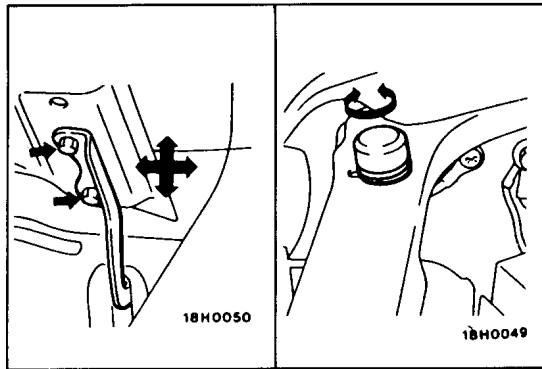


8 REFERENCE MATERIAL

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BOLTED PANEL FIT AND ADJUSTMENT

HOOD

HOOD FIT ADJUSTMENT

1. If the gap between the hood and body is uneven, loosen the hood mounting bolt, and shift the hood to the front/back, left/right and adjust so that the clearance around the hood is even.
2. If the hood and body heights are uneven, turn the hood bumper and adjust the hood height.
3. If the hood step, lifting, unlocking and locking are heavy, inspect the state of the release cable wiring. Then, loosen the hood latch mounting bolt, and move the hood latch to adjust the fitting with the hood striker.

Hood mounting bolt tightening torque: 12 Nm

Hood latch mounting bolt tightening torque: 9 Nm

DOOR

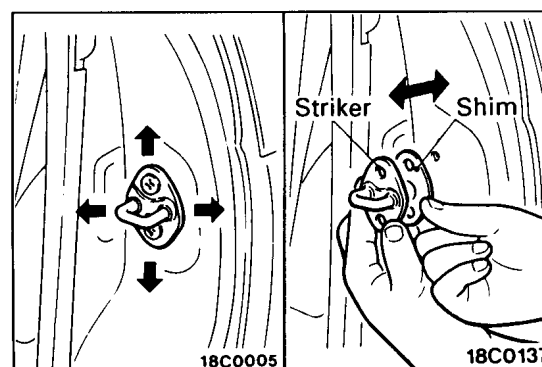
DOOR FIT ADJUSTMENT

1. If the gap between the hood and body is uneven, place protective tape on the fender and door edge around the hinge mounting section, and use the special tool to loosen the door hinge mounting bolt on the body side. Move the door to adjust so that the clearance around the door is even.
2. If there is a step between the door and body, use the special tool to loosen the door hinge mounting bolt on the door side, move the door, and adjust the door surface alignment.

Door hinge mounting bolt tightening torque: 23 Nm

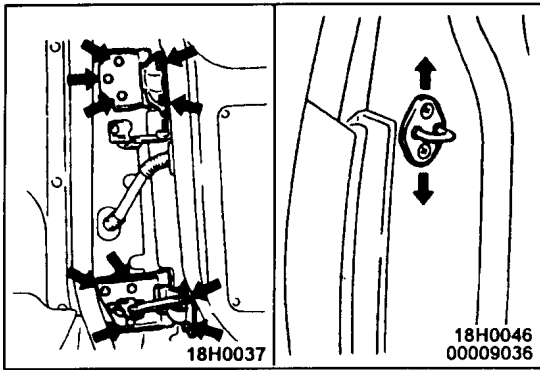
Caution

Do not apply a torque higher than 98 Nm with the special tool (MD991164).



3. If the door opening and closing are heavy, adjust the striker and door latch fitting (front/back direction) with the striker mounting section shim, and adjust the striker by moving it up/down, left/right.

Door striker mounting bolt tightening torque: 12 Nm



BACK DOOR

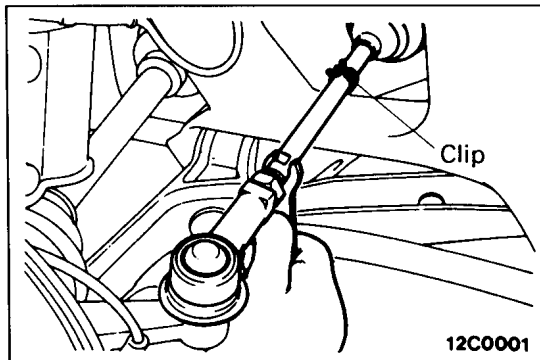
BACK DOOR FIT ADJUSTMENT

1. If the striker and latch fit is poor, shift the striker front/back, left/right to adjust.
2. If the clearance between the back door and body is uneven, adjust the hinge and striker mounting positions, using shim(s) between the body and flange.

ADJUSTMENT OF OTHER PARTS

FRONT WHEEL ALIGNMENT

1. Before measuring the wheel alignment, service the front suspension, steering system and wheel tire to the correct states.
2. Stop the car in a level place, face the front wheel in the linear direction, and measure the wheel alignment.



TOE-IN

Standard value:

At the centre of tyre tread 3 ± 2 mm

Toe angle (per wheel) $0^\circ 07' \pm 05'$

1. If the toe-in is not within the standard value, adjust the toe-in by undoing the clip and turning the left and right tie rod turnbuckles by the same amount (in opposite directions).

NOTE

The toe will move out as the left turnbuckle is turned toward the front of the vehicle and the right turnbuckle is turned toward the rear of the vehicle.

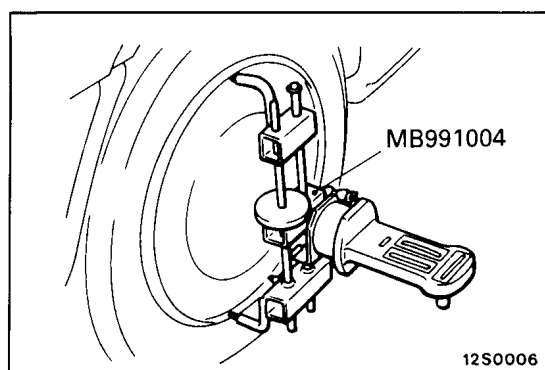
2. Use a turning radius gauge to check that the steering angle is at the standard value.

TOE-OUT ANGLE ON TURNS

To check the steering linkage, especially after the vehicle has been involved in an accident or if an accident is presumed, it is advisable to check the toe-out angle on turns in addition to the wheel alignment.

Conduct this test on the left turn as well as on the right turn.

Standard value (inner wheel when outer wheel at 20°):
 $21^\circ 04'$

**CAMBER, CASTER AND KINGPIN INCLINATION****Standard value:**

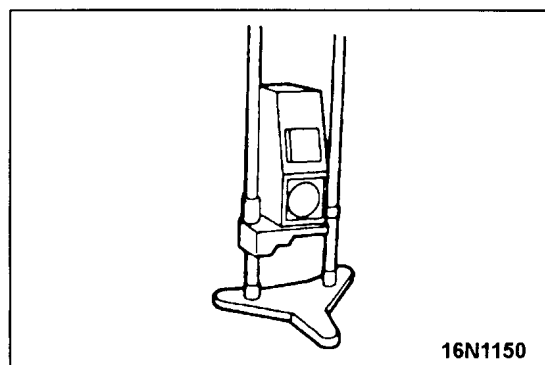
Item	Specification
Camber (difference between right and left wheel: less than 30')	$0^{\circ}30' \pm 30'$
Caster (difference between right and left wheel: less than 30')	$3^{\circ}00' \pm 30'$
Kingpin inclination	$11^{\circ}04'$

NOTE

1. Camber and caster are preset at the factory and cannot be adjusted.
2. If camber is not within the standard value, check and replace bent or damaged parts.
3. For vehicles with aluminium type wheels, attach the camber/caster/kingpin gauge to the drive shaft by using the special tool. Tighten the special tool to the same torque 226 Nm as the drive shaft nut.

Caution

To prevent the wheel bearing from damage, never subject the wheel bearings to the vehicle load when the drive shaft nuts are loosened.

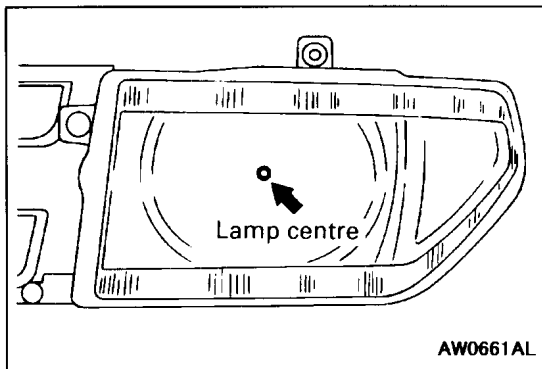
**HEADLAMP AIMING****<USING A BEAM SETTING EQUIPMENT>**

1. The headlamps should be aimed with the proper beam setting equipment, and in accordance with the equipment manufacture's instructions.

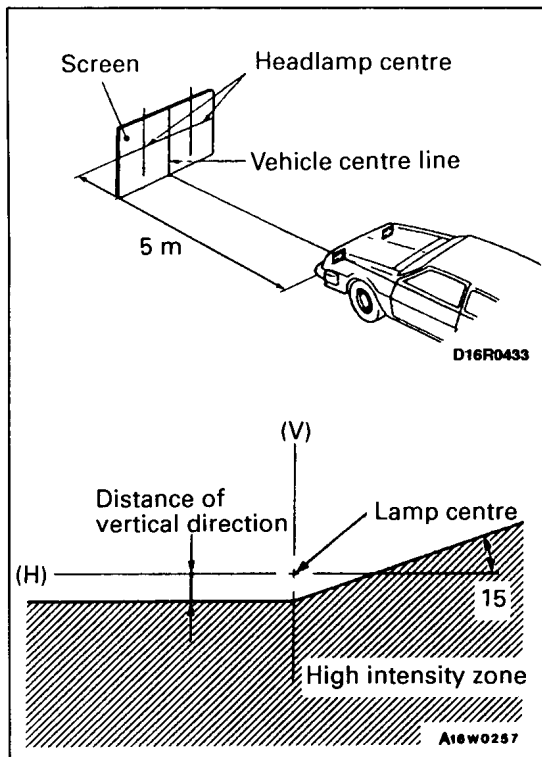
NOTE

If there are any regulations pertinent to the aiming of headlamps in the area where the vehicle is to be used, adjust so as to meet those requirements.

2. Alternately turn the adjusting screw to adjust the headlamp aiming.

**<USING A SCREEN>**

1. Inflate the tyres to the specified pressures and there should be no other load in the vehicles other than driver or substituted weight of approximately 75 kg placed in driver's position.
2. Set the distance between the screen and the centre marks of the headlamps as shown in the illustration.



3. Check if the beam shining onto the screen is at the standard value.

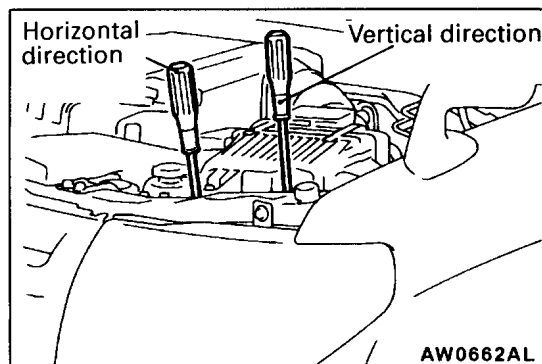
Standard value:**(Vertical direction)****60 mm below horizontal (H)****(Horizontal direction)****Position where the 15° sloping section intersects the vertical line (V)****NOTE**

The illustration shows L.H. drive vehicles. For R.H. drive vehicles, it is symmetrical.

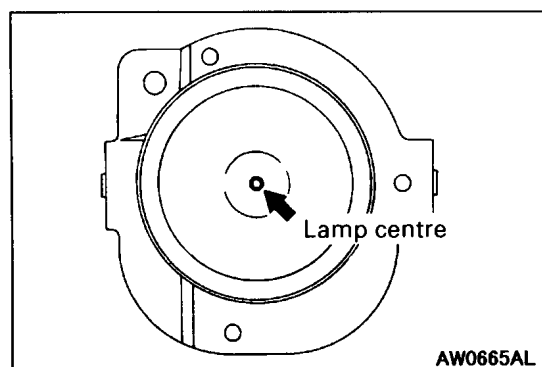
4. Alternately turn the adjusting screw to adjust the headlamp aiming.

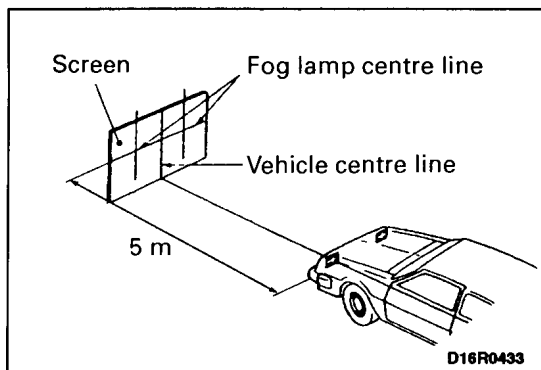
Caution

Be sure to adjust the aiming adjustment screw in the tightening direction.

**FRONT FOG LAMP AIMING**

1. Measure the centre of the fog lamps, as shown in the illustration.





2. Set the distance between the screen and the centre of the fog lamps as shown in the illustration.
3. Inflate the tyres to the specified pressures and there should be no other load in the vehicle other than driver or substituted weight of approximately 75 kg placed in the driver's position.
4. With the engine running at 2,000 r/min, aim the fog lamp.

5. Check if the beam shining onto the screen is at the standard value.

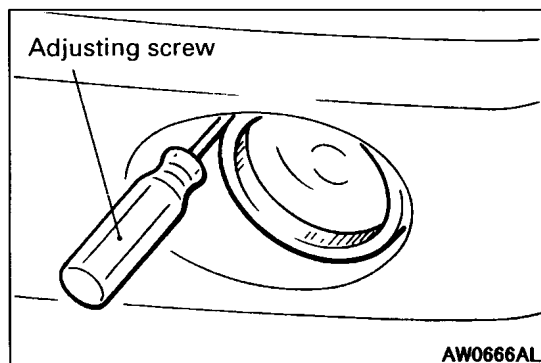
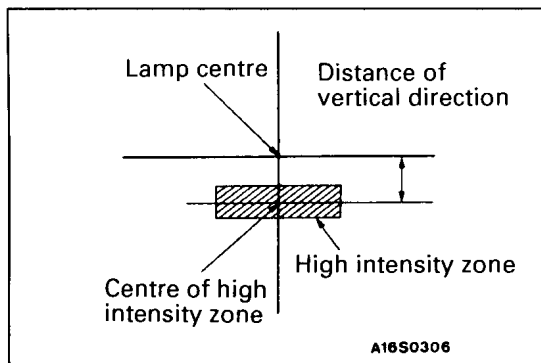
Standard value:

(Vertical direction)

100 mm below horizontal (H)

(Horizontal direction)

Parallel to direction of vehicle travel

**NOTE**

The horizontal direction is non-adjustable. If the deviation of the light beam axis exceeds the standard value, check to be sure that the mounting location or some other point is not defective.

Caution

When making the aiming adjustment, be sure to mask those lamps which are not being adjusted.

SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – AIR BAG**WARNING!**

- (1) Improper service or maintenance of any component of the SRS, or any SRS-related component, can lead to personal injury or death to service personnel (from inadvertent firing of the air bags) or to the driver and passenger (from rendering the SRS inoperative).
- (2) SRS components should not be subjected to temperature of 93°C or more, so remove the SRS-ECU, air bag modules (driver's side and front passenger's side), clock spring, side impact sensors, front seat assemblies (side air bag modules) before drying or baking the vehicle after painting.
- (3) Service or maintenance of any SRS component or SRS-related component must be performed only at an authorized MITSUBISHI dealer.
- (4) MITSUBISHI dealer personnel must thoroughly review this manual, and especially its GROUP 52B – Supplemental Restraint System (SRS), before beginning any service or maintenance of any component of the SRS or any SRS-related component.