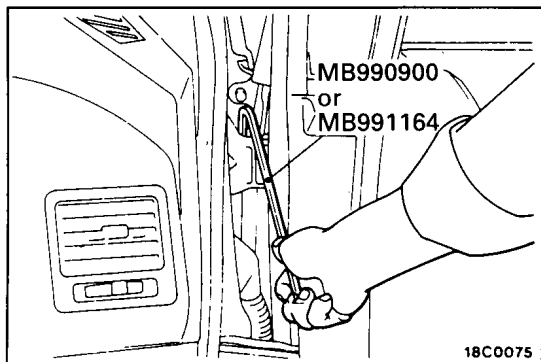
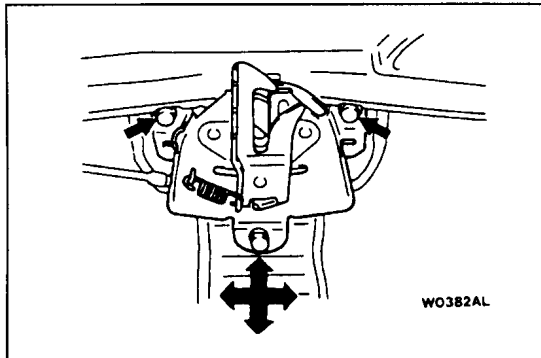
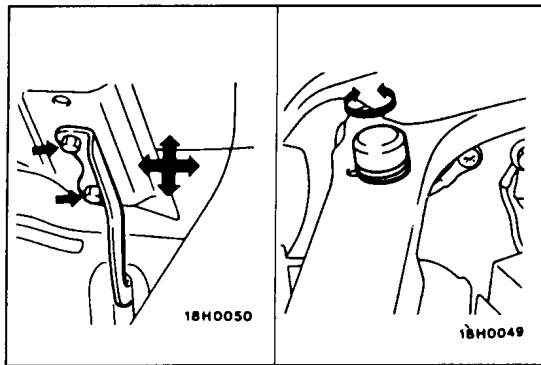


8 REFERENCE MATERIAL

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BOLTED PANEL FIT AND ADJUSTMENT

HOOD

ADJUSTMENT OF HOOD FIT

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

Hood mounting bolt tightening torque:

$22 \pm 4 \text{ N}\cdot\text{m}$

Hood latch mounting bolt tightening torque:

$9 \pm 2.0 \text{ N}\cdot\text{m}$

DOOR

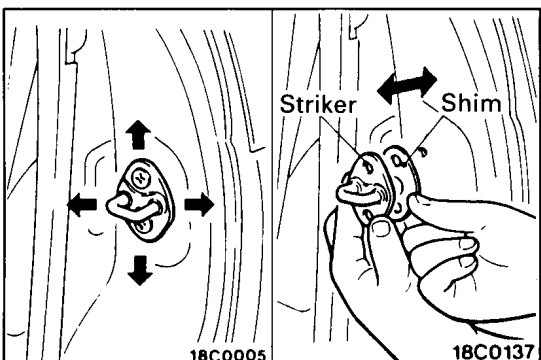
ADJUSTMENT OF DOOR FIT

1. If the clearance between the door and body is uneven, put protective tape on the fender around the hinge installation area and on the door edge. Then, using a special tool, loosen the door hinge mounting bolt on the body side, and adjust the door so that the clearance around the door is even.
2. If the door and body are stepped, use a special tool to loosen the door hinge mounting bolt on the door side, and then move the door to adjust the door's surface alignment.

Door hinge mounting bolt tightening torque: $22 \pm 4 \text{ N}\cdot\text{m}$

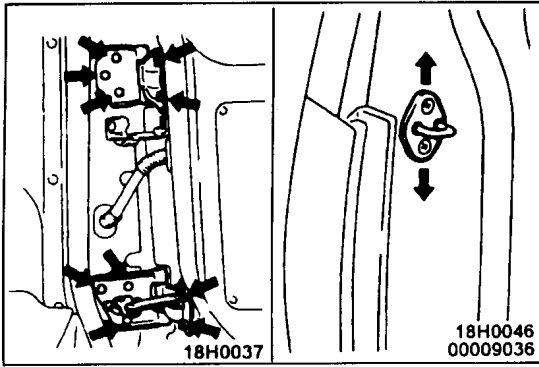
Caution

Do not apply a torque of 98 N·m or more on the special tool (MB991164).



3. If the door opening and closing is heavy, adjust the engagement (front/back direction) of the striker and door latch with the shim at the striker mounting section, and adjust the striker to the top, bottom, left and right.

Striker mounting bolt tightening torque: $12 \pm 2 \text{ N}\cdot\text{m}$



BACK DOOR

ADJUSTMENT OF BACK DOOR FIT

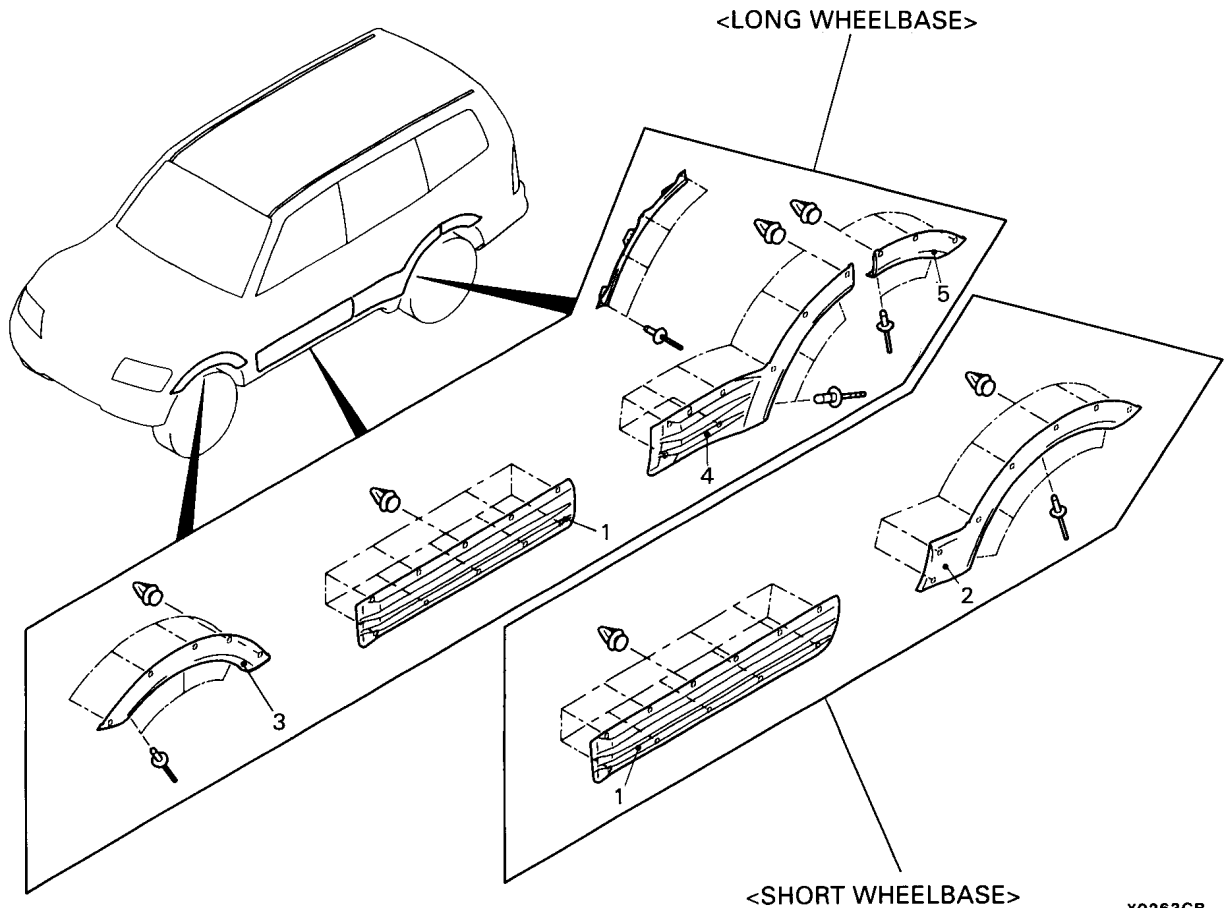
1. If the engagement of the striker and latch is poor, adjust the striker to the front, back, left and right.
2. If the clearance between the back door and body is uneven, adjust with the hinge and striker installation position and the thickness of the shim (number of pieces) between the body and flange.

Back door hinge mounting bolt tightening torque:
 $22 \pm 4 \text{ N}\cdot\text{m}$

Back door striker mounting bolt tightening torque:
 $12 \pm 2 \text{ N}\cdot\text{m}$

INSTALLATION AND REMOVAL OF ADHESIVE COMPONENTS

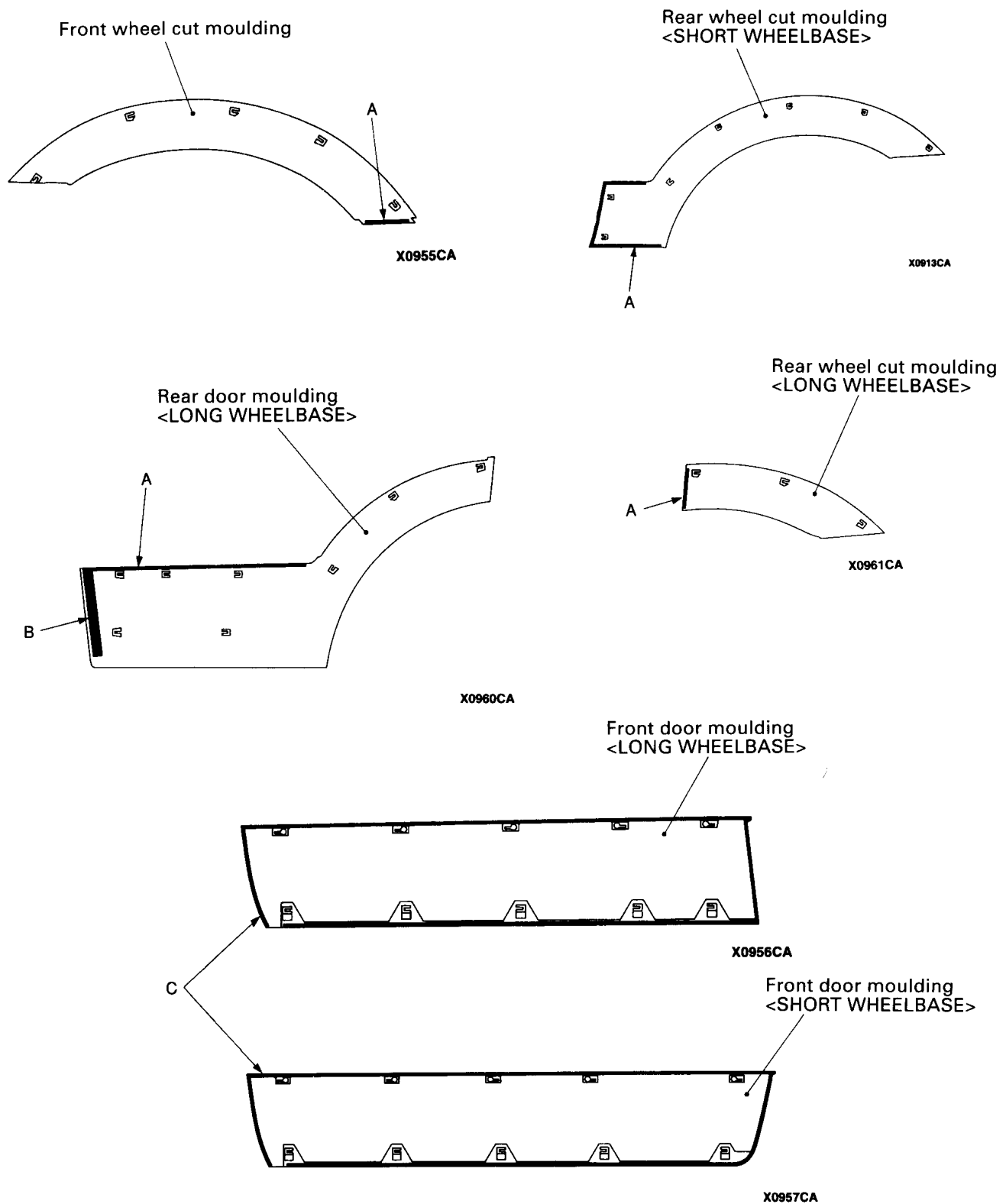
MOULDING



X0263CB

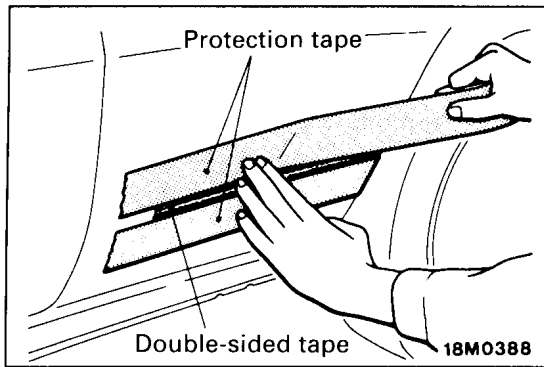
1. Front door moulding
2. Rear wheel cut moulding
3. Front wheel cut moulding
4. Rear door moulding
5. Rear wheel cut moulding

8-4 REFERENCE MATERIAL – Installation and Removal of Adhesive Components



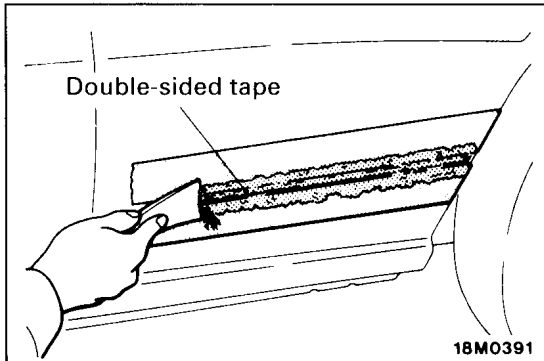
Double-sided tape: Commercially available part A (width 4 mm, thickness 1.2 mm),
 Commercially available part B (width 24 mm, thickness 1.2 mm),
 Commercially available part C (width 5 mm, thickness 1.2 mm)

Primer: 3M 8107 Part Primer



REMOVAL

1. Attach protection tape all the way along the edges of the double-sided tape which is still adhering to the body.
2. Use a resin spatula to scrape off the double-sided tape.
3. Peel off the protection tape.
4. Wipe the body surface and clean it with a rag moistened with isopropyl alcohol.



INSTALLATION

Double-sided tape affixing to the moulding (when reusing)

1. Scrape off the double-sided tape with resin spatula or gasket scraper.
2. Wipe the moulding adhesion surface and clean it with a rag moistened with isopropyl alcohol.
3. Affix specified pressure sensitive double-sided tape to the moulding.
4. Remove strip paper from the pressure sensitive double-sided tape.

NOTE

Affix double-sided tape to the end of strip paper for ease of strip paper removal.

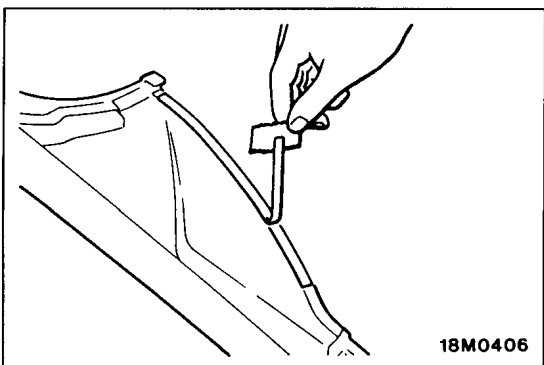
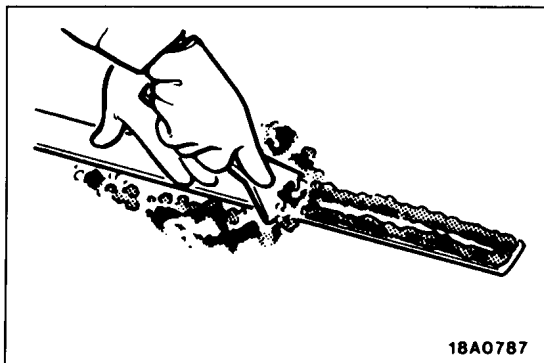
5. Install the moulding.

NOTE

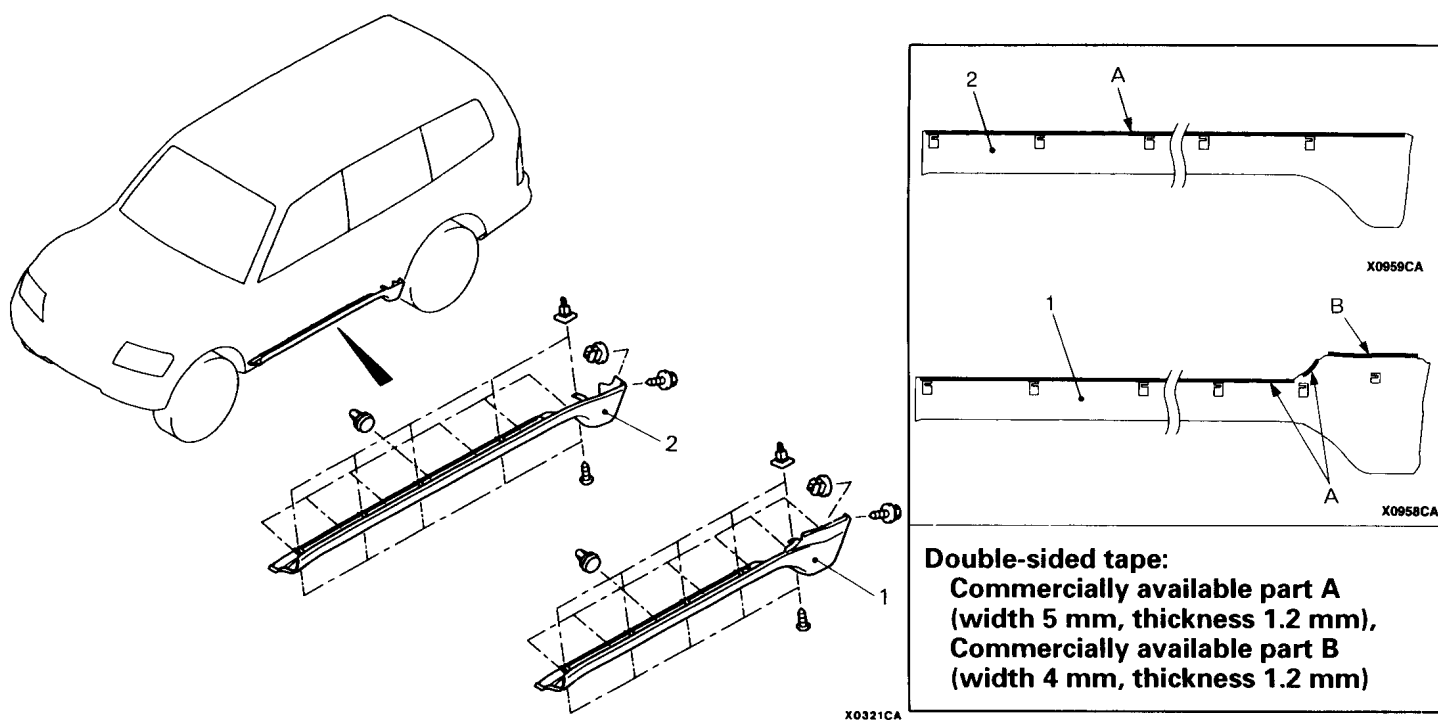
If it is hard to affix the pressure sensitive double-sided tape in winter, heat the application surface of the body and the adhesive surface of the moulding before affixing the tape.

Body 40 – 60°C
Moulding 20 – 30°C

Apply pressure fully to the moulding.



GARNISH



REMOVAL

The procedure is the same as that for removing the front door moulding, front wheel cut moulding, rear wheel cut moulding and rear door moulding.

INSTALLATION

The procedure is the same as that for installing the front door moulding, front wheel cut moulding, rear wheel cut moulding and rear door moulding.

ADJUSTMENT OF OTHER PARTS

FRONT WHEEL ALIGNMENT

1. Before measuring the wheel alignment, adjust the front suspension, steering system, and wheels and tires to the normal state.
2. Stop the vehicle at a level place, face the front wheels in the advance direction, and measure the wheel alignment.

TOE-IN

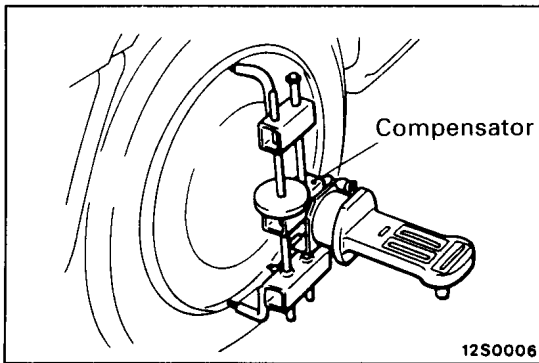
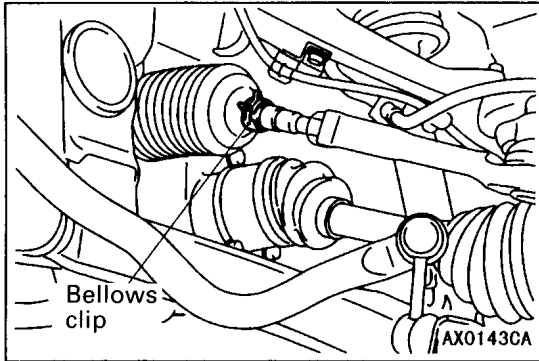
Standard value: 2.5 ± 2.5 mm

1. When adjusting, remove the tie-rod's bellows clip, and adjust the tie-rod's left and right the same amount in the reverse direction.

NOTE

If the left is turned in the vehicle advance direction, and the right is turned in the vehicle retract direction, the toe will move to the inside.

2. After adjusting, use a turning radius gauge to confirm that the steering angle is at the standard value.



CAMBER, CASTER

Measure the camber using a compensator.

Camber

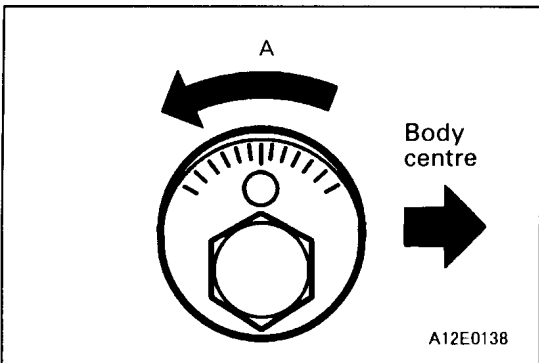
Standard value: $0^\circ \pm 30'$ (Left/right difference within $30'$)

Caster

Standard value: $3^\circ 50' \pm 1$ (Left/right difference within $30'$)

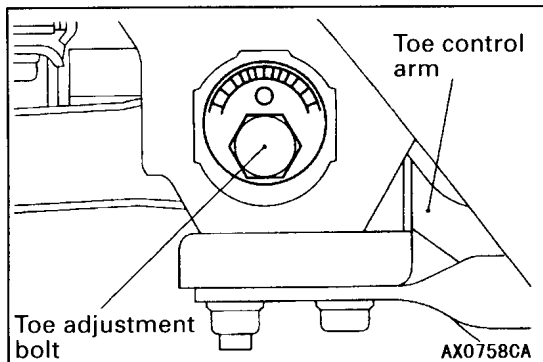
If the results are deviated from the standard value, adjust with the following procedure.

1. Turn the lower arm camber adjustment bolt, and refer to the camber and caster adjustment table to adjust to the standard value.
2. After adjusting the camber, always adjust the toe.



REAR WHEEL ALIGNMENT

1. Before measuring the wheel alignment, adjust the rear suspension, and wheels and tires to the normal state.
2. Stop the vehicle at a level place, and measure the wheel alignment.



TOE-IN

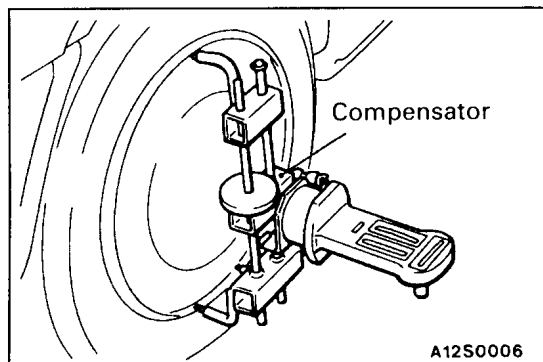
Standard value: 3 ± 3 mm

If the results are deviated from the standard value, adjust with the following procedure.

1. Always adjust the camber before adjusting the toe.
2. Turn the toe adjustment bolt (mounting bolt inside body vehicle at toe control arm) and adjust.

Left wheel: Clockwise direction (–) camber

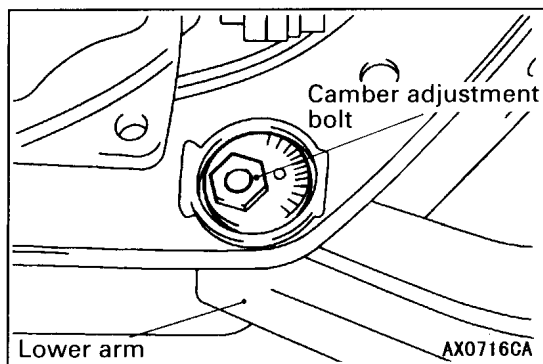
Right wheel: Clockwise direction (+) camber



CAMBER

Standard value: $0^\circ \pm 30'$ (Left/right difference within $30'$)

Using a compensator, measure the camber.



If the results are deviated from the standard value, adjust with the following procedure.

1. Turn and adjust the lower arm camber adjustment bolt.

Left wheel: Clockwise direction (–) camber

Right wheel: Clockwise direction (+) camber

2. Always adjust the toe after adjusting the camber.

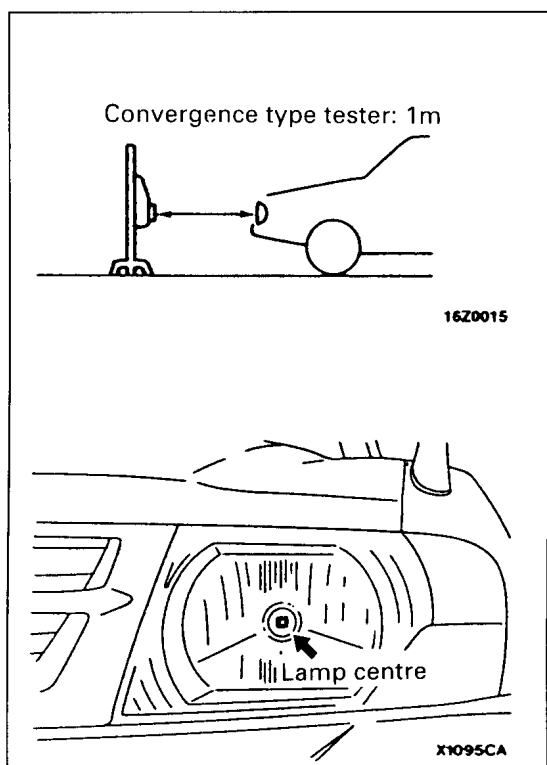
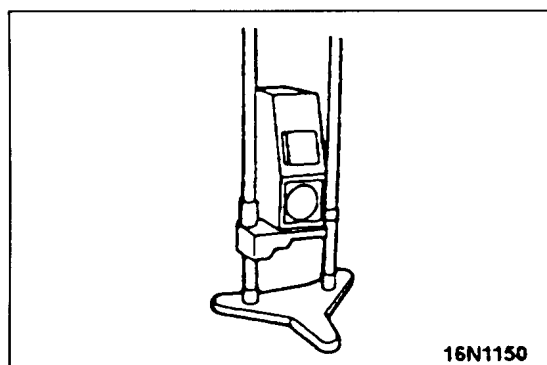
HEADLAMP AIMING

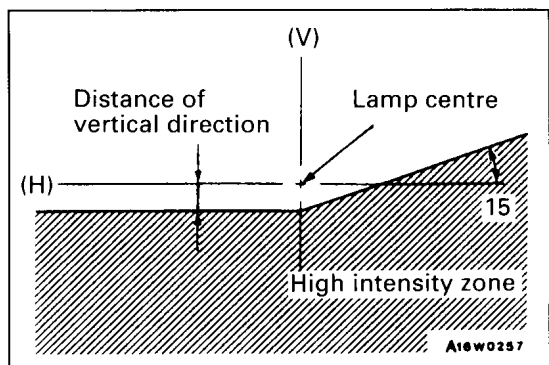
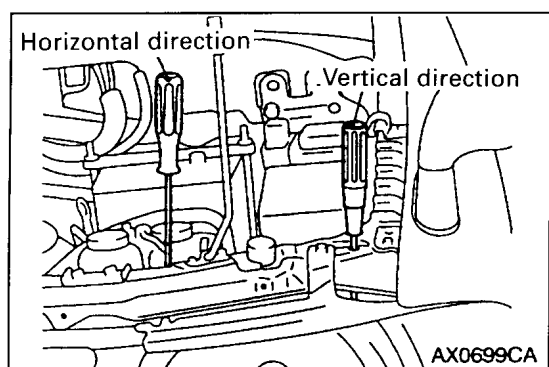
Adjust the aiming after setting the vehicle in the following state.

- Confirm that the tyre air pressure is at the pneumatic pressure label value.
- Place the empty vehicle at a flat place.
- Have one person (approx. 55kg) sit in the driver's seat.
- While maintaining the engine speed at 2000r/min, charge the battery.
- Set the headlamp levelling switch position to 0.

Adjusting with the lower beam

1. Adjust the lower beam's beam axis following the handling procedures for the convergence type headlamp tester.
2. Set so that the centre of the tester's convergence lens and the centre of the lamp are aligned at a distance of 1m.





3. Adjust with the adjusting screw so that the deviation of the irradiated high-illuminance zone matches the standard value (intensity split reference value).

Standard value:

Vertical direction	0.57° (10mm) below horizontal line H
Horizontal direction	Position where the 15° sloping section intersects the vertical line (V)

Caution

- 1) When possible, remove the connectors for the lamp not being adjusted, and adjust with the lamp not lit. Take care not to deviate the beam axis when connecting the connector.
- 2) The headlamp uses a plastic outer lens, so when covering the lens surface with an object that does not pass the beam, do not turn the lamp ON for more than three minutes. Do not mask the outer lens surface with taping, etc.
- 3) Always adjust the adjusting screw in the tightening direction.

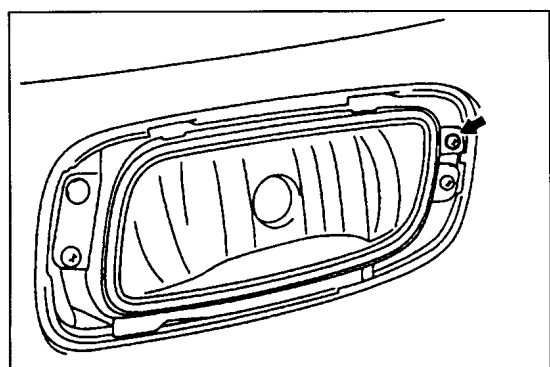
FRONT FOG LAMP AIMING

Adjust the aiming after setting the vehicle in the following state.

- Confirm that the tyre air pressure is at the pneumatic pressure label.
- Place the empty vehicle at a flat place.
- Have one person (approx. 55kg) sit in the driver's seat.
- While maintaining the engine speed at 2000r/min, charge the battery.

Turn ON the fog lamp, and confirm that it is irradiated within the standard value.

Standard value: Irradiated within 40m



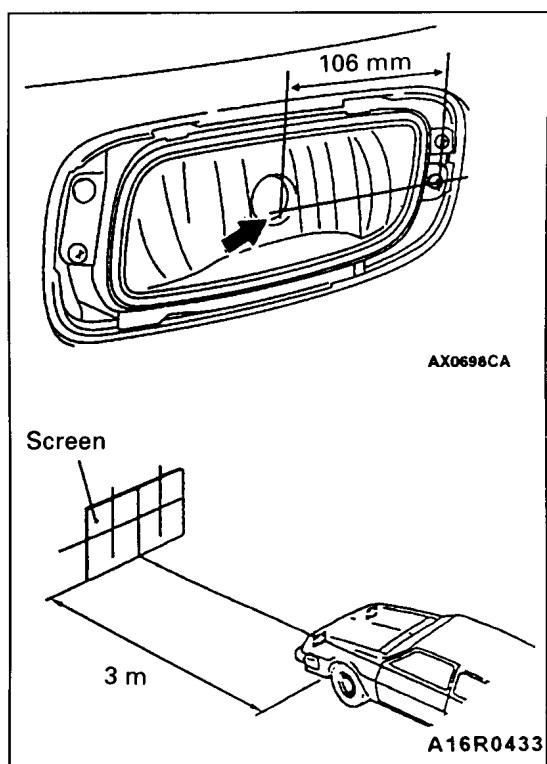
If the results are deviated from the standard value, adjust with the adjusting screw.

NOTE

The horizontal direction cannot be adjusted.

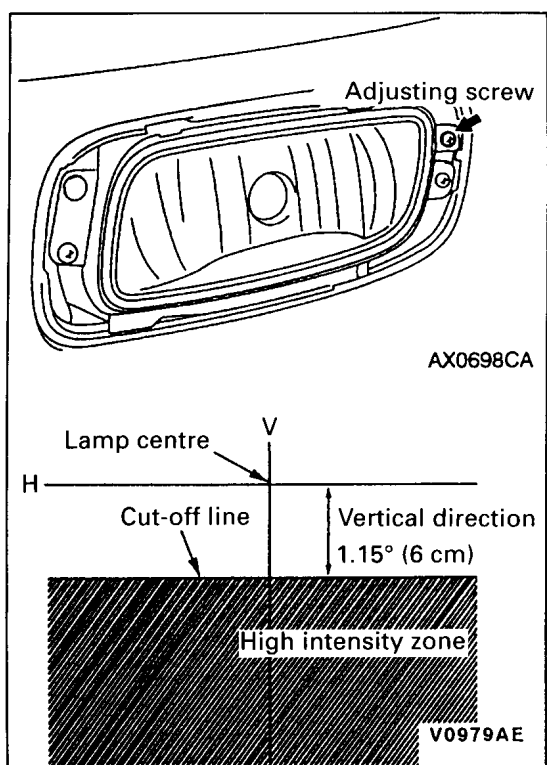
Caution

- (1) When possible, remove the connectors for the lamp not being adjusted, and adjust with the lamp not lit. Take care not to deviate the beam axis when connecting the connector.
- (2) Always adjust the adjusting screw in the tightening direction.



The method for inspecting the beam axis (simple inspection) with a screen is indicated below.

1. Set the centre of the fog lamp as shown in the illustration.
2. Set the screen where it is aligned with the centre of the fog lamp at a distance of 3m, and turn the fog lamp ON.



3. Adjust the cut-off line (intensity limit line) position as shown in the illustration with the adjusting screw.

NOTE

The horizontal direction cannot be adjusted.

Caution

- 1) When possible, remove the connectors for the lamp not being adjusted, and adjust with the lamp not lit. Take care not to deviate the beam axis when connecting the connector.
- 2) Always adjust the adjusting screw in the tightening direction.

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.**