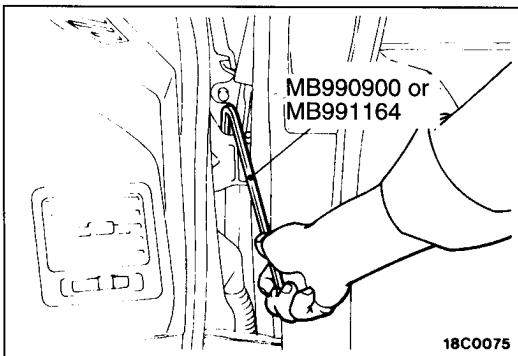
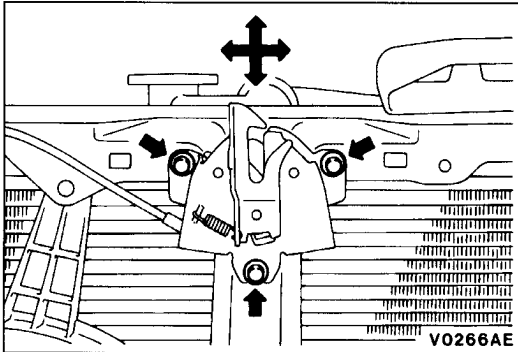
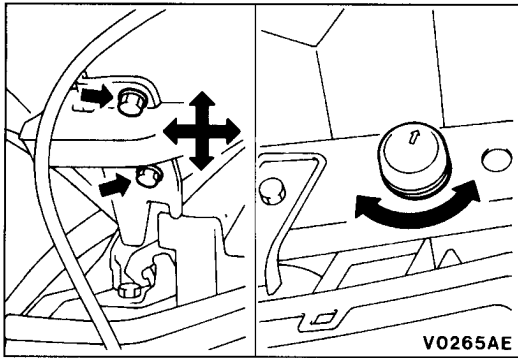


8 REFERENCE MATERIAL

BOLTED PANEL FIT AND ADJUSTMENT	8-2
HOOD	8-2
DOOR	8-2
TAILGATE	8-4
INSTALLATION AND REMOVAL OF ADHESIVE COMPONENTS.....	8-4
MOULDING	8-4
AERO PARTS.....	8-7
ADJUSTMENT OF OTHER PARTS	8-8
FRONT WHEEL ALIGNMENT	8-8
REAR WHEEL ALIGNMENT	8-9
HEADLAMP AIMING	8-10
FRONT FOG LAMP AIMING.....	8-11
SUPPLEMENTAL RESTRAINT SYSTEM (SRS)	8-13



BOLTED PANEL FIT AND ADJUSTMENT

HOOD

ADJUSTMENT OF HOOD FIT

1. Adjust the longitudinal and lateral positions of the hood by utilizing the oblong holes in the hinge.
2. Turn the hood bumpers either left or right to adjust the height of the hood.
3. Loosen the hood latch mounting bolts.
4. Adjust the alignment of the hood striker and the hood latch by adjusting the horizontal and vertical position of the latch and height of the hood.

Hood mounting bolt tightening torque: 22 Nm

Hood latch mounting bolt tightening torque: 9 Nm

DOOR

ADJUSTMENT OF DOOR FIT

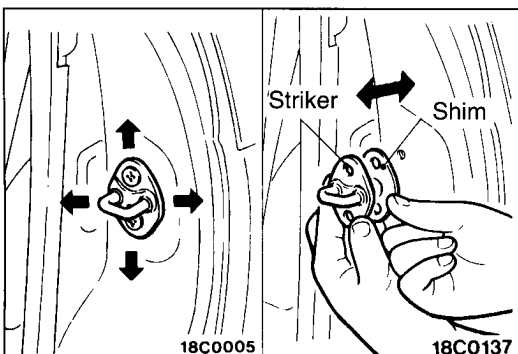
1. Use the special tool to loosen the hinge mounting bolts on the body side, and then adjust the clearance around the door so that it is uniform on all sides.
2. If there is a stepped section on the door and body, use the special tool to loosen the door hinge mounting bolts on the door side, and move the door to adjust the door fit.

Door hinge mounting bolt tightening torque (body side) : 26 Nm

Door hinge mounting bolt tightening torque (door side) : 22 Nm

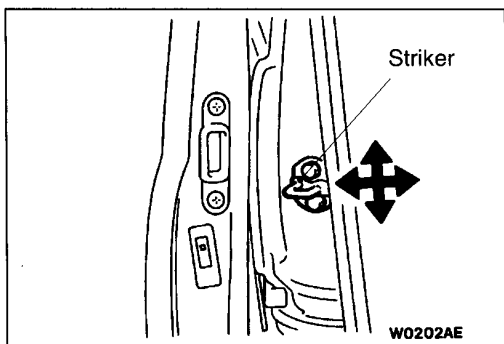
Caution

- (1) Attach protection tape to the fender and door edges where the hinge is installed.
- (2) Do not apply more than 98 Nm of torque to the special tool.



3. If the opening and closing of the door is stiff, adjust the linkage of the striker and the door latch with striker mounting shim, while moving the striker forward, backward or sideways.

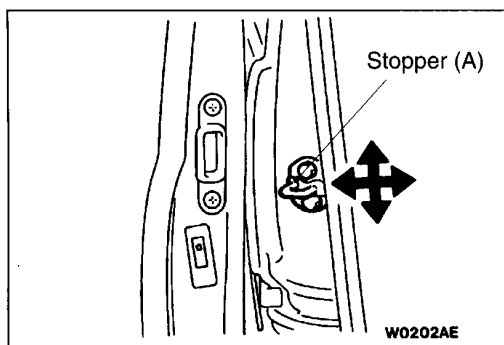
Striker mounting bolt tightening torque: 12 Nm



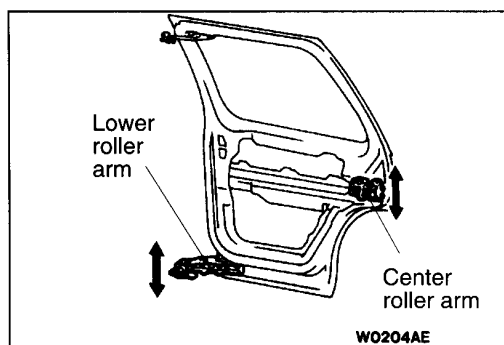
<SPACE RUNNER>

Rear Door

1. If the striker and latch do not mesh properly, adjust the position of the striker by moving it up and down and to the left and right.

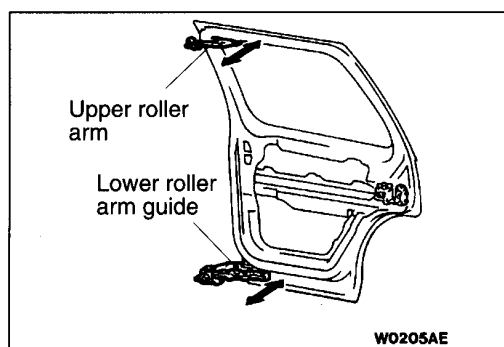


2. Check the positioning of stopper (A) when the door is closed.
If it is incorrect, adjust the position of stopper (A) by moving it up and down and to the left and right.

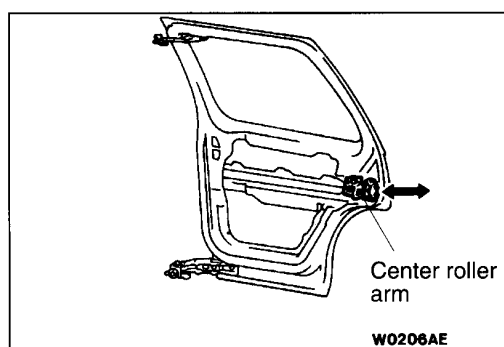


3. If the clearance between the door and the vehicle body is not even or if the door and body are not flush when the door is closed, adjust by the following procedure.

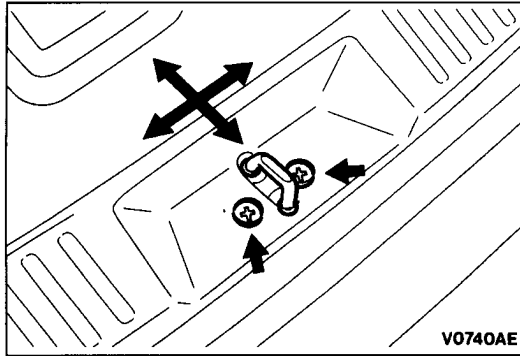
- Vertical adjustment
 - 1) Remove the slide door trim and the weatherproof film.
 - 2) Adjust by loosening the center roller arm and lower roller arm mounting bolts and moving the center roller arm and lower roller arm up or down.



- Lateral adjustment
Adjust by loosening the upper roller arm and lower roller arm guide mounting bolts and moving the upper roller arm and lower roller arm guide to the left or right.

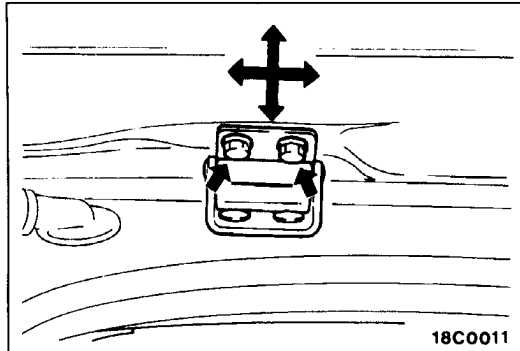


- Forward/back adjustment
 - 1) Remove the slide door trim and the weatherproof film.
 - 2) Adjust by loosening the center roller arm mounting bolt and inserting shims between the center roller arm and the body.

**TAILGATE****ADJUSTMENT OF TAILGATE FIT**

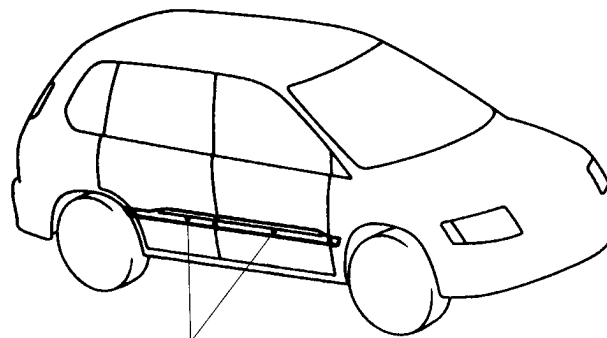
1. If the striker and the latch do not mesh properly, move the striker forward or back or to the left or right to adjust.

Tailgate striker mounting bolt tightening torque:
22 Nm



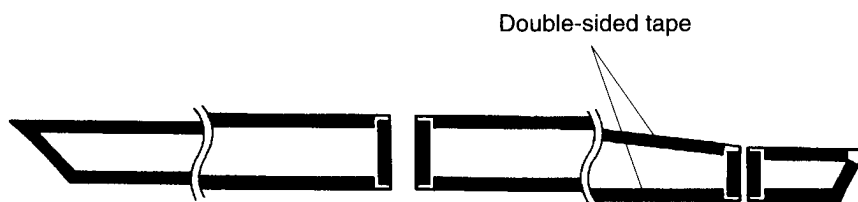
2. If the clearance all the way around the tailgate is not uniform when the tailgate is closed, adjust by moving the tailgate hinges forward or back or to the left or right until the clearance is uniform.

Tailgate mounting bolt tightening torque: 12 Nm

INSTALLATION AND REMOVAL OF ADHESIVE COMPONENTS**MOULDING****<SPACE RUNNER>**

Side protector moulding

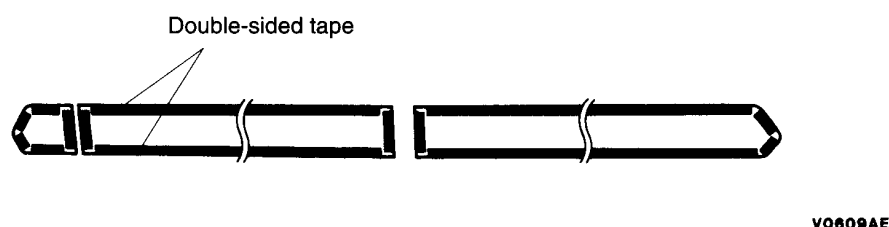
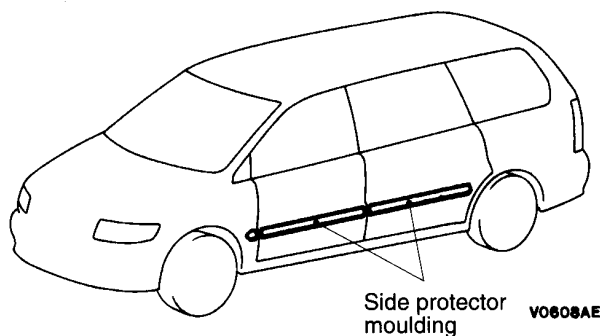
V1315AE



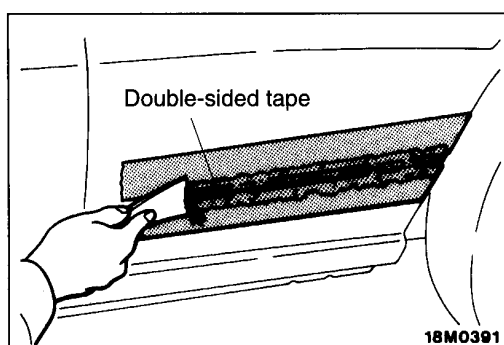
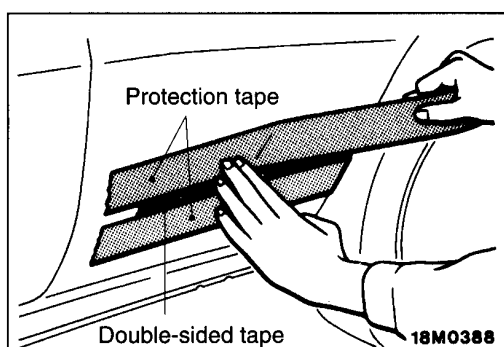
V1316AE

Adhesive tape: double-sided tape [7 mm wide and 1.2 mm thick]

<SPACE WAGON>

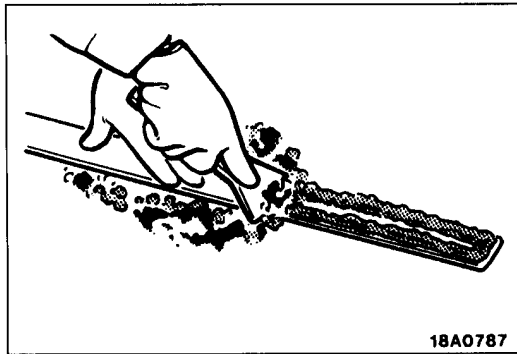


Adhesive tape: double-sided tape [7 mm wide and 1.2 mm thick]



REMOVAL

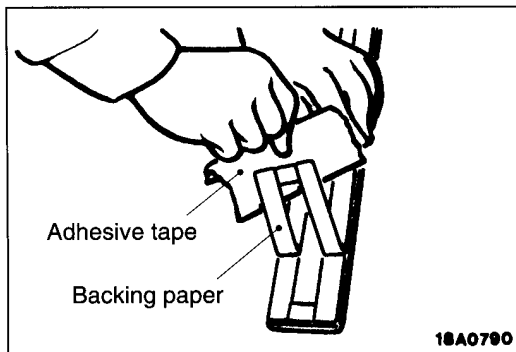
1. Attach protection tape all the way along the edges of the double-sided tape which is still adhering to the body.
2. Use a resin spatula to scrape off the double-sided tape.
3. Peel off the protection tape.
4. Wipe the body surface and clean it with a rag moistened with isopropyl alcohol.



18A0787

INSTALLATION**Double-sided tape affixing to the side protect moulding (when reusing)**

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

Specified adhesive tape:**Double-sided tape****7 mm width and 1.2 mm thickness**

18A0790

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 side protector moulding.

NOTE

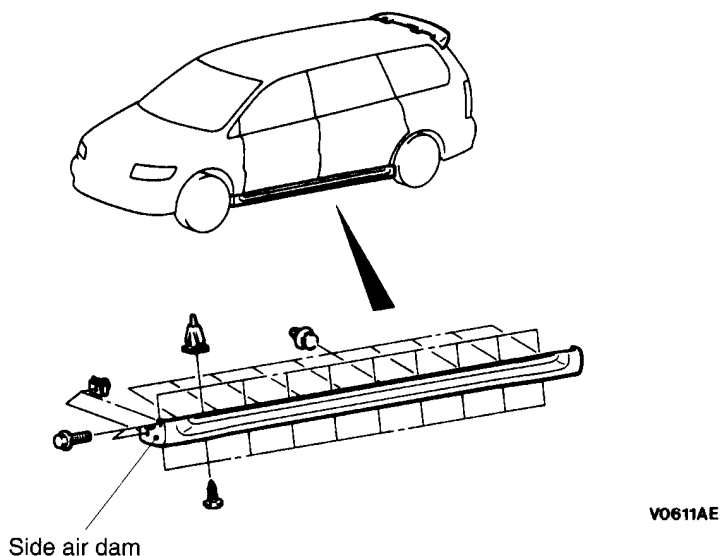
If it is hard to affix the pressure sensitive double-sided tape in winter, heat the application surface of the body and the adhesive surface of the side protector moulding before affixing the tape.

Body 40 – 60°C
 Side protect moulding 20 – 30°C

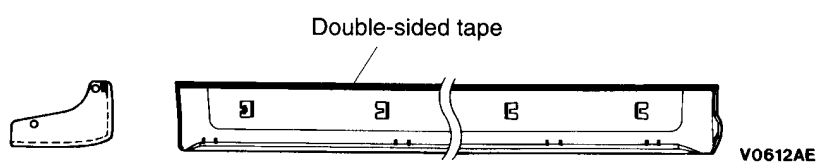
Apply pressure fully to the side protector moulding.

AERO PARTS

<SPACE WAGON>



Side air dam



Adhesive tape: double-sided tape [5 mm wide and 1.5 mm thick]

REMOVAL

Remove in the same way as the side protector moulding is removed.
(Refer to P.8-4.)

INSTALLATION

Install in the same way as the side protector moulding is installed.
(Refer to P.8-4.)

ADJUSTMENT OF OTHER PARTS

FRONT WHEEL ALIGNMENT

Measure the wheel alignment with the vehicle parked on a level surface.

The front suspension, steering system, and wheels should be serviced to normal condition prior to measurement of wheel alignment.

TOE-IN

Standard value:

At the centre of tyre tread 0 ± 3 mm

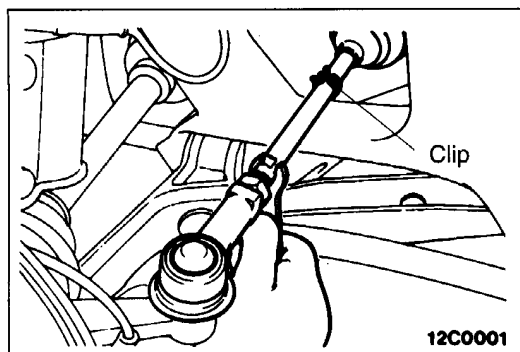
Toe angle (per wheel) $0^{\circ}00' \pm 08'$

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

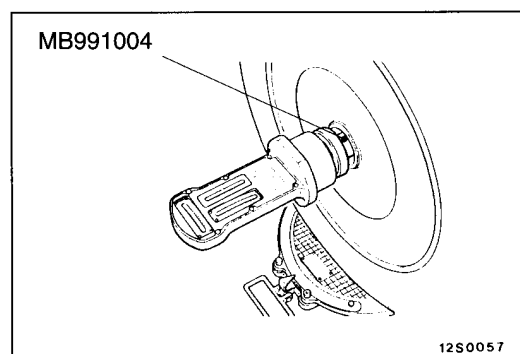
To check the steering linkage, especially after the vehicle has been involved in an accident or if an accident is presumed, it is advisable to check the toe-out angle on turns in addition to the wheel alignment.

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

Standard value (inner wheel when outer wheel at 20°):

<SPACE RUNNER> $22^{\circ}10'$

<SPACE WAGON> $21^{\circ}50'$



CAMBER, CASTER AND KINGPIN INCLINATION

Standard value:

Item	SPACE RUNNER	SPACE WAGON
Camber (difference between right and left wheel: less than $30'$)	$0^{\circ}00' \pm 30'$	$-0^{\circ}10' \pm 30'$
Caster (difference between right and left wheel: less than $30'$)	$2^{\circ}45' \pm 30'$	$2^{\circ}50' \pm 30'$
Kingpin inclination	$11^{\circ}27'$	$12^{\circ}49'$

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 196 – 255 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.

REAR WHEEL ALIGNMENT

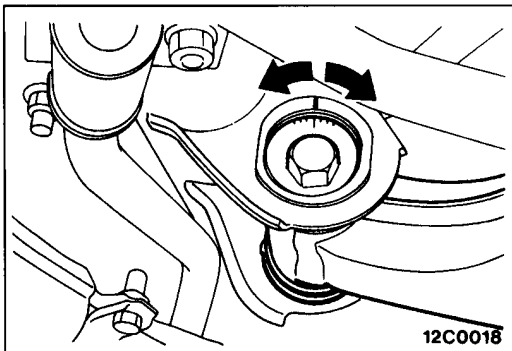
Measure the wheel alignment with the vehicle parked on level ground.

The rear suspension and wheels should be serviced to the normal condition prior to measurement of wheel alignment.

TOE-IN**Standard value:**

At the centre of tyre tread 3 ± 2 mm

Toe angle (per wheel) $0^{\circ}15' \pm 10'$

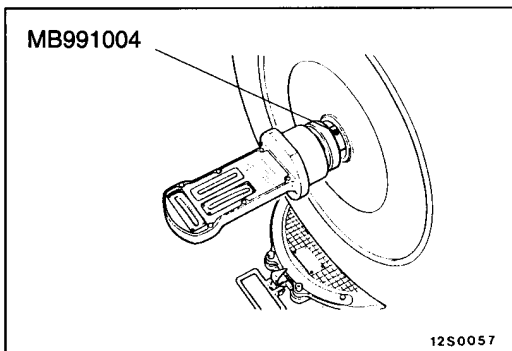


Carry out adjustment by turning the mounting bolts inside the lower arm to the left and right by the same amounts.

LH : Turning clockwise → toe-out direction

RH : Turning clockwise → toe-in direction

Furthermore, toe adjustment can be made at graduations or approximately 2 mm.

**CAMBER****Standard value:**

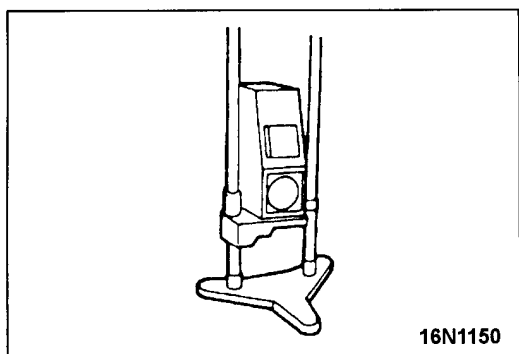
$-0^{\circ}45' \pm 30'$ (difference between right and left wheels: less than $30'$)

NOTE

1. Camber is preset at the factory and can not be adjusted.
2. For vehicles equipped with aluminium wheels, measure the camber after tightening the special tool (MB991004) to the specified torque 226 Nm.

Caution

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



HEADLAMP AIMING

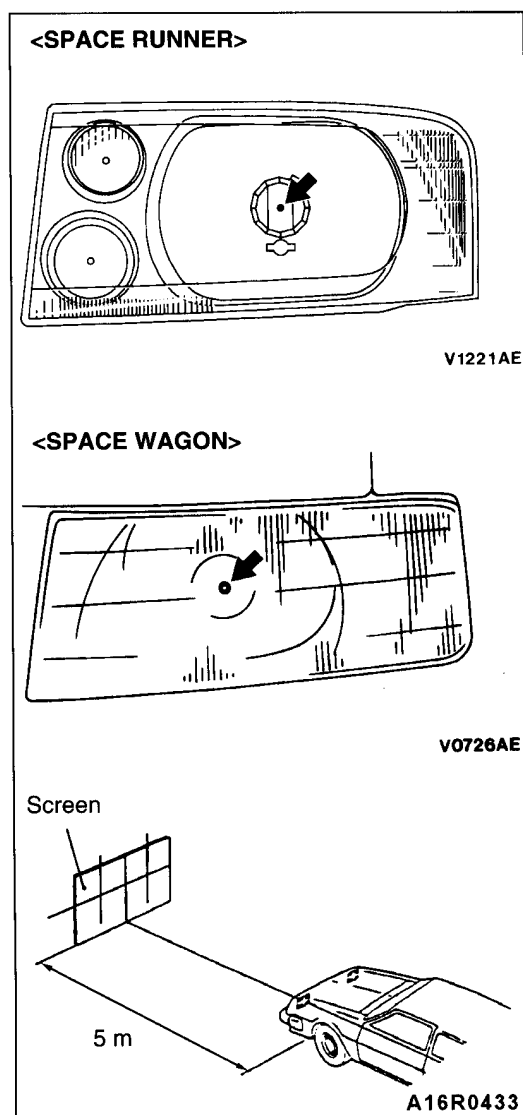
<USING A BEAMSETTING EQUIPMENT>

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

NOTE

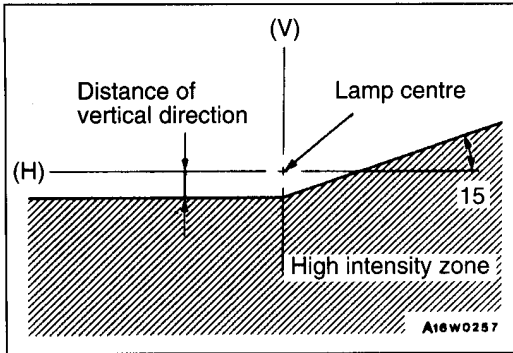
If there are any regulations pertinent to the aiming of headlamps in the area where the vehicle is to be used, adjust so as to meet those requirements.

2. Alternately turn the adjusting screw to adjust the headlamp aiming.
3. With the engine running at 2,000 r/min. aim the headlamp.



<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:

<For lower beam adjustment>

(Vertical direction)

<SPACE RUNNER>

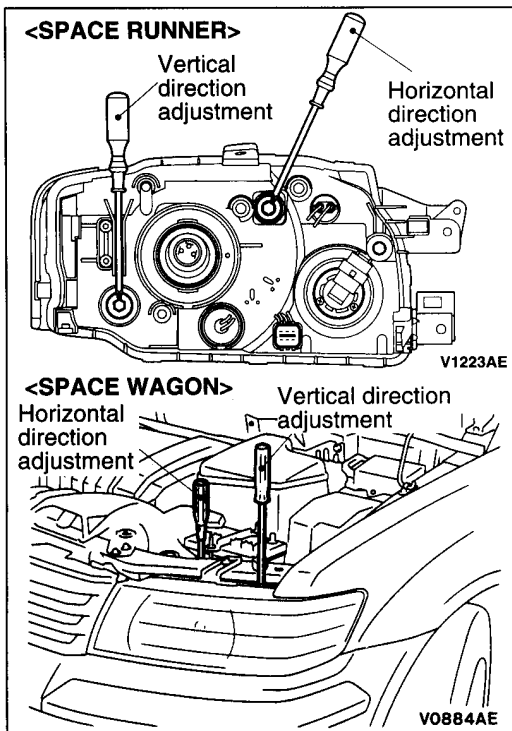
29.8 mm below horizontal (H)

<SPACE WAGON>

22 mm below horizontal (H)

(Horizontal direction)

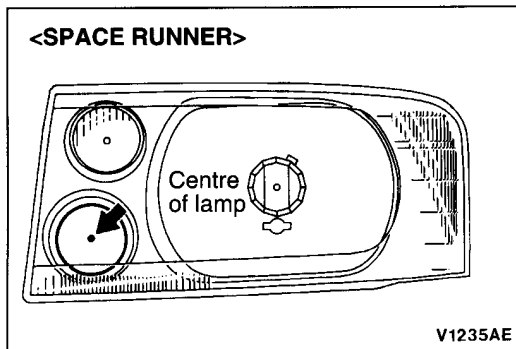
Position where the 15° sloping section intersects the vertical line (V)



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

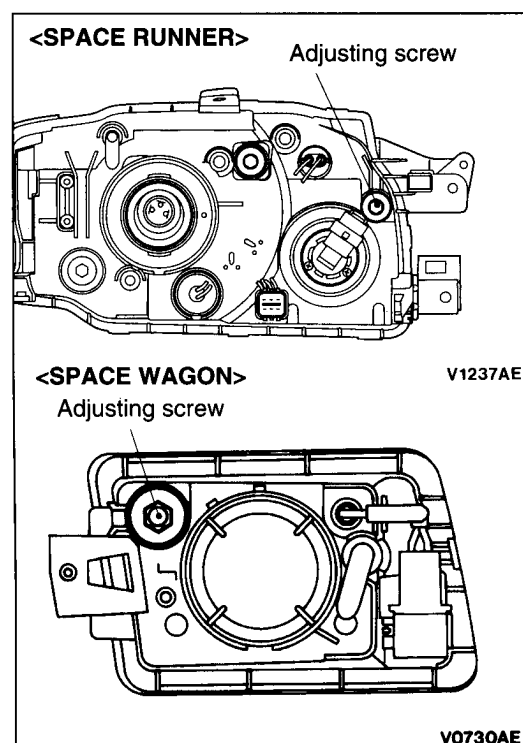
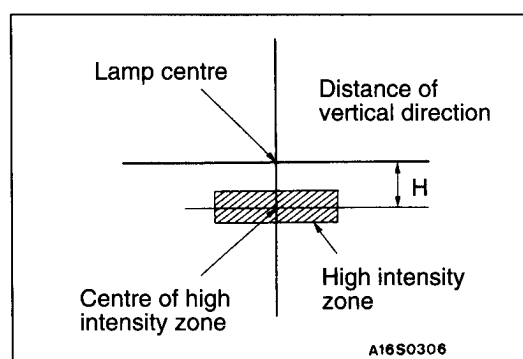
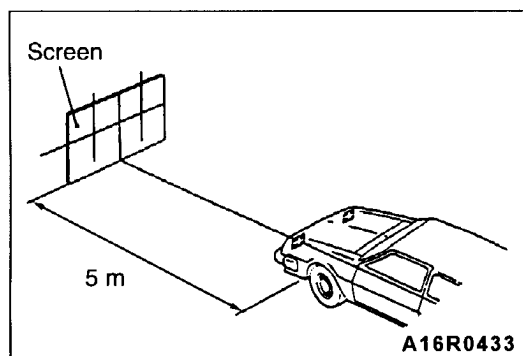
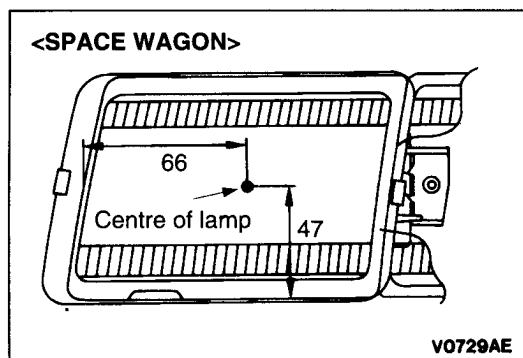
Caution

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 vehicles 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)

<SPACE RUNNER>

43.7 cm below horizontal (H)

<SPACE WAGON>

42 cm 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 and seat belt with pre-tensioner*, or any SRS-related component, can lead to personal injury or death to service personnel (from inadvertent firing of the air bag and seat belt with pre-tensioner*) or to the driver and passenger (from rendering the SRS inoperative).
2. SRS components and seat belt with pre-tensioner* should not be subjected to heat, so remove the SRS-ECU, air bag module (driver's side and front passenger's side), front seat assembly (SRS side air bag), clock spring, side impact sensor (SRS side air bag) and seat belt with pre-tensioner before drying or baking the vehicle after painting.
SRS-ECU, air bag module, clock spring, side impact sensor (SRS side air bag) : 93°C or more
Seat belt with pre-tensioner* : 90°C or more
3. Service or maintenance of any SRS component and seat belt with pre-tensioner* or SRS-related component must be performed only at an authorized MITSUBISHI dealer.
4. MITSUBISHI dealer personnel must thoroughly review Workshop Manual, and especially its GROUP 52B – Supplemental Restraint System (SRS), before beginning any service or maintenance of any component of the SRS and seat belt with pre-tensioner* or any SRS-related component.

NOTE

* : Vehicles for Europe