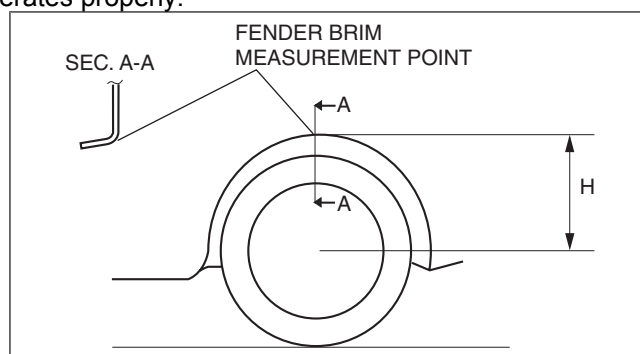


WHEEL ALIGNMENT PRE-INSPECTION

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1. Park the vehicle on level ground, in an unloaded condition*, with the wheels straight forward.
*: Unloaded condition.....Fuel tank is full. Engine coolant and engine oil are at specified level. Spare tire, jack and tools are in designated position.
2. Inspect the tire pressure.
 - Adjust to the recommended pressure if necessary. (See SUSPENSION TECHNICAL DATA.)
3. Inspect the wheel bearing play.
 - Correct if necessary. (See WHEEL HUB, STEERING KNUCKLE INSPECTION.)
4. Inspect the wheel runout.
 - Correct if necessary. (See SUSPENSION TECHNICAL DATA.)
5. Rock the vehicle, and verify that there is no looseness in the steering wheel joint and suspension ball joint.
6. Rock the vehicle, and verify that the shock absorber operates properly.
7. Measure height H from the center of the wheel to the fender brim.
8. Verify that the difference between the left and right dimension H is within the specification.
 - If it exceeds the specification, repeat the Step 2 —7.

Standard specification
10 mm {0.39 in} or less



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