02-50

02-50 TECHNICAL DATA

SUSPENSION TECHNICAL DATA..... 02-50-1

SUSPENSION TECHNICAL DATA

A5U025001013W01

Total toe-in			
Total toe-in			
Naximum steering angle			
Maximum steering angle Inner 38° ± 3° Outer 33° ± 4° Outer 33° ± 1° Outer 34° + 10.0 Outer 33° ± 1° Outer 34° + 10.0 Outer 33° ± 1° Outer 34° + 10.0 Outer 33° ± 1° Outer 33° ± 1° Outer 33° ± 1° Outer 33° ± 1° Outer 34° + 10.0 Outer 33° ± 1° Outer 34° + 10.0 Outer 33° ± 1° Outer 34° + 10.0 Outer 34° + 10.0 Outer 34° + 10.0 Outer 33° ± 1° Outer 34° + 10.0 Outer 33° ± 1° Outer 34° + 10.0 Out			
Pront wheel alignment (Unloaded)*1 Caster angle*2 Height from center of wheel to front fender brim Steering axis inclination (reference value) 11°38′ -0°32′ ± 1° 337–346 {13.3–13.6} -0°12′ ± 1° 337–346 {13.3–13.6} -0°12′ ± 1° 377–366 {14.1–14.4} 0°23′ ± 1° 377–366 {14.1–14.4} 0°23′ ± 1° 377–366 {14.1–14.4} 0°23′ ± 1° 377–366 {14.1–14.4} 0°23′ ± 1° 377–366 {14.1–14.4} 0°23′ ± 1° 377–366 {14.1–14.4} 0°23′ ± 1° 377–366 {14.1–14.4} 0°38′ ± 1° 377–366 {14.1–14.4} 0°38′ ± 1° 377–366 {14.1–14.4} 0°38′ ± 1° 377–366 {14.1–14.4} 0°38′ ± 1° 377–366 {14.1–14.4} 0°38′ ± 1° 377–366 {14.1–14.3} 0°38′ ± 1° 377–366 {14.1–14.3} 0°38′ ± 1° 377–366 {14.1–14.7} 5°48′ ± 1° 376–385 {14.1–14.7} 5°48′ ± 1° 376–385 {14.1–14.7} 5°34′ ± 1° (mm {in}) 3±4 {0.12 ± 0.16} (degree) 0°18′ ± 24′ (mm {in}) 344 {0.12 ± 0.16} (degree) 0°18′ ± 24′ (mm {in}) 366–375 {14.1–14.3} 0°59′ ± 1° (mm {in}) 366–375 {14.1–14.3} 0°38′ ± 1° (mm {in}) 366–375 {14.1–14.3} 0°32′ ± 1° (mm {in}) 366–375 {14.1–14.3} 0°32° ± 1° (mm {in}) 366–375 {14.1–14.3} 0°32° ± 1° (mm {in}) 366–375 {14.1–14.3} 0°32° ± 1			
Front wheel alignment (Unloaded)*1			
Front wheel alignment (Unloaded)*1			
Camber alignment (Unloaded) 1			
Alignment (Unloaded)*1 Angle*2 Fender brim 347—356 {13.7—14.0} 0°06′ ± 1°			
Rear wheel alignment (Unloaded)*1 Height from center of wheel to rear fender brim (mm {in}) 357–366 {14.1—14.4} 0°23′ ± 1° Rear wheel alignment (Unloaded)*1 Total toe-in Height from center of wheel to rear fender brim (mm {in}) 366–375 {14.4—14.7} 6°03′ ± 1° Total toe-in (mm {in}) 386–395 {15.2—15.5} 5°20′ ± 1° Rear wheel alignment (Unloaded)*1 Height from center of wheel to rear fender brim (mm {in}) 346—355 {13.7—13.9} -1°14′ ± 1° 366–375 {14.4—14.7} 0°18′ ± 24′ 346—355 {13.7—13.9} -1°14′ ± 1° 366–375 {14.1—14.3} 0°18′ ± 24′ 0°18′ ± 24′ 366–375 {14.5—14.7} 0°47′ ± 1° 0°59′ ± 1° 366–375 {14.5—14.7} 0°38′ ± 1° 0°38′ ± 1° 366–375 {14.5—14.7} 0°38′ ± 1° 0°38′ ± 1° 366–375 {14.5—14.7} 0°38′ ± 1° 0°38′ ± 1° 366–375 {14.5—14.7} 0°38′ ± 1° 0°38′ ± 1° 376–385 {14.9—15.1} 0°38′ ± 1° 0°32′ ± 1° 376–385 {14.9—15.1} 0° ± 48′ 0° ± 48′			
Rear wheel alignment (Unloaded)*1 Total toe-in (Unloaded)*1 Thrust angle*2 Thrust angle*2 Rear wheel alignment (Unloaded)*1 Thrust angle*2 Standard tire wheel wheel (Caster angle*2 Standard tire (Caster a			
Caster angle*2 Height from center of wheel to rear fender brim 356—365 (14.0—14.3) 6°03′ ± 1° 366—375 (14.4—14.7) 5°48′ ± 1° 376—385 (14.9—15.1) 5°34′ ± 1° 376—385 (14.9—15.1) 5°34′ ± 1° 376—385 (14.9—15.1) 5°34′ ± 1° 376—385 (14.9—15.1) 3±4 (0.12 ± 0.16) (degree) 0°18′ ± 24′ (mm {in}) 3±4 (0.12 ± 0.16) (degree) 0°18′ ± 24′ (degree) 0°18′ ± 24′ 366—375 (14.1—14.3) -0°59′ ± 1° 366—375 (14.5—14.7) -0°47′ ± 1° 376—385 (14.9—15.1) -0°38′ ± 1° 376—385 (14.9—15.1) -0°38′ ± 1° 376—385 (14.9—15.1) -0°38′ ± 1° 376—385 (14.9—15.1) -0°38′ ± 1° 376—385 (14.9—15.1) -0°38′ ± 1° 376—385 (14.9—15.1) -0°32′ ± 1°			
Caster angle*2 of wheel to rear fender brim 366—375 {14.4—14.7} 5°48′ ± 1°			
Rear wheel alignment (Unloaded)*1 Thrust angle Thrust angle			
Rear wheel alignment (Unloaded)*1 Thrust angle Thrust angle Thrust angle Standard tire wheel Standard tire Standar			
Rear wheel alignment (Unloaded)*1 Camber angle*2 Height from centor of wheel to rear fender brim (mm {in}) (degree) (0°18′ ± 24′ (degree) (0°18′ ± 24′ (degree) (degree			
Rear wheel alignment (Unloaded)*1 Camber angle*2 Thrust angle* Camber the later than the			
Rear wheel alignment (Unloaded)*1 Camber angle*2 Height from center of wheel to rear fender brim Absolute to the series of the series			
Alignment (Unloaded)*1			
Angle			
Mark			
Thrust angle 0° ± 48′ WHEELS AND TIRES Size 15×6JJ 16×6 Standard tire wheel Offset (mm {in}) 40 {1.57} Pitch circle diameter (mm {in}) 100 {3.94}			
WHEELS AND TIRES Size 15×6JJ 16×6 Standard tire wheel Offset (mm {in}) 40 {1.57} Pitch circle diameter (mm {in}) 100 {3.94}			
Standard tire wheel Size 15×6JJ 16×6 Offset (mm {in}) 40 {1.57} Pitch circle diameter (mm {in}) 100 {3.94}			
Standard tire wheel Offset (mm {in}) 40 {1.57} Pitch circle diameter (mm {in}) 100 {3.94}	5 1/2JJ		
wheel Pitch circle diameter (mm {in}) 100 {3.94}	1,200		
Size 195/50R15 82V 205/45	R16 83W		
Air pressure (kPa {kgf/cm², psi}) 180 {1.8, 26}			
Standard tire Remaining tread Standard tire 1.6 {0.063} min.			
(mm {in}) Snow tire 50% of tread			
Lug nut tightening torque (N·m {kgf·m, ft·lbf}) 89—117 {9—12, 66—86	}		
Wheel and tire runout Radial direction 1.5 (0.059) max.	-		
Standard tire wheel and tire wheel and tire (mm {in}) Lateral direction 2.0 {0.078} max.			
What interpret 3 (7 (57)) 0 (0.33) may Outside: 13	3 {0.46} max. (0.28} max.		
Size 14×4T 15	×4T		
Temporary Offset (mm {in}) 45 {1.77}			
spare tire wheel Pitch circle diameter (mm {in}) 100 {3.94}			
Material Steel	-		
Temporary	/70D15		
spare tire Air pressure (kPa {kgf/cm², psi}) 420 {4.3, 61}			
FRONT SUSPENSION			
Exposed thread of shock absorber piston rod (mm {in}) 15.7—17.7 {0.62—0.69}	,		
Lower arm ball joint rotation torque (Pull scale reading) (N {kgf, lbf}) 3.5—19.1 {0.35—1.95, 0.78—	-4.29}		

TECHNICAL DATA

Item		Specification
Upper arm ball joint rotation torque (Pull scale reading)	(N {kgf, lbf})	3.0—22.5 {0.3—2.3, 0.7—5.0}
Stabilizer control link starting torque	(N·m {kgf·cm, in·lbf})	0.2—2.7 {1.4—27, 1.3—23.4}
REAR SUSPENSION		
Exposed thread of shock absorber piston rod	(mm {in})	15.7—17.7 {0.62—0.69}
Stabilizer control link starting torque	(N·m {kgf·cm, in·lbf}	0.2—2.7 {1.4—27, 1.3—23.4}

^{*1 :} Fuel tank full. Engine coolant and engine oil are at specified levels. Spare tire, jack and tools are in designated

position.

*2 : Difference between left and right must not exceed 1°30'.

*3 : One balance weight: max. 60 g {2.1 oz}. If the total weight exceeds 100 g {3.5 oz} on one side, rebalance after moving the tire around on the rim. Do not use more than two balance weights on the inner or outer side of the wheel.