REAR WHEEL ALIGNMENT

SA0R4–02

INSPECTION

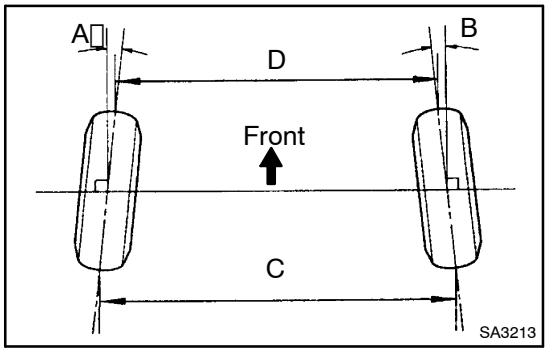
1. MEASURE VEHICLE HEIGHT (See page SA–4)

2. INSTALL CAMBER–CASTER–KINGPIN GAUGE ONTO WHEEL ALIGNMENT TESTER

Follow the specific instructions of the equipment manufacturer.

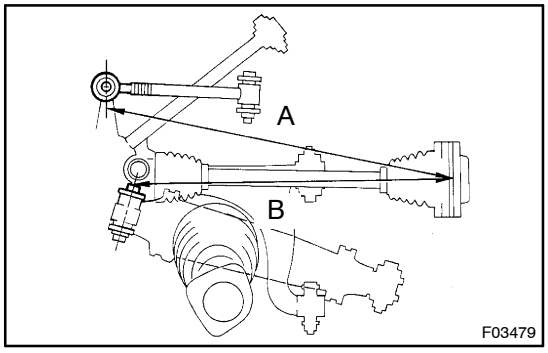
3. INSPECT CAMBER

Camber	–0°30' ± 30' (–0.5° ± 0.5°)
Left–right error	30' (0.5°) or less



4. INSPECT TOE–IN

Toe–in (total)	A + B: 0°03' ± 12' (0.05° ± 0.2°) C – D: 0.5 ± 2 mm (0.02 ± 0.08 in.)



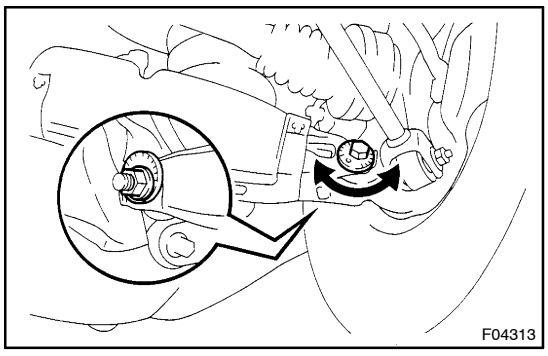
5. ADJUST CAMBER AND TOE–IN

(a) Measure the lengths of the toe control link and No.2 lower suspension arm, as shown in the illustration.

Length: A – B = 4.0 mm (0.16 in.) or less

If they are not within the specifications, adjust the lengths of them by turning the adjusting cam, as shown, until (A – B) is less than 4.0 mm (0.16 in.).

(b) Measure the camber and toe–in.



(c) Adjust the camber.

(1) Loosen the camber adjusting cam nut of No.2 lower suspension arm.

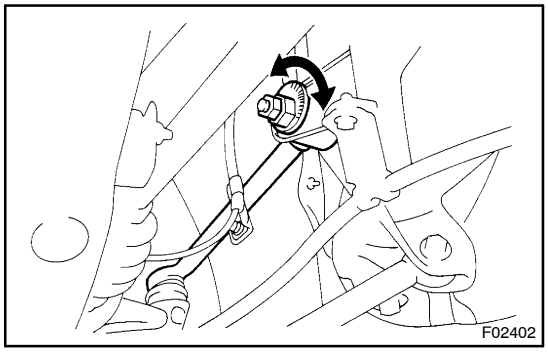
(2) Turn the camber adjusting cam of No.2 lower suspension arm and adjust camber.

HINT:

Camber changes about 5.0' (0.08°) with each graduation of the cam.

(3) Torque the camber adjusting cam nut.

Torque: 110 N·m (1,120 kgf·cm, 81 ft·lbf)



(d) Adjust the toe–in.

(1) Loosen the camber adjusting cam nut of toe control link.

(2) Turn the camber adjusting cam of toe control link and adjust toe–in.

HINT:

Camber changes about 5.0' (0.08°) with each graduation of the cam.

(3) Torque the camber adjusting cam nut.

Torque: 49 N·m (500 kgf·cm, 36 ft·lbf)