

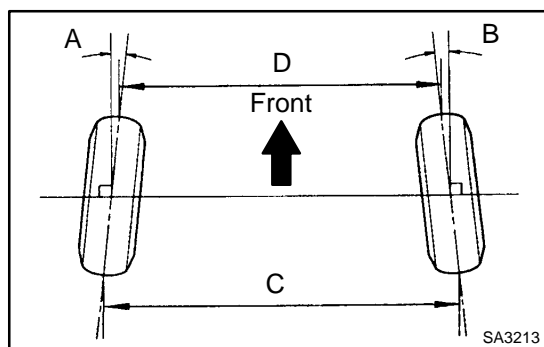
# REAR WHEEL ALIGNMENT

## ADJUSTMENT

1. INSPECT TIRE (See page 28-1)
2. MEASURE VEHICLE HEIGHT (See page 26-5)

### NOTICE:

Before inspecting wheel alignment, adjust the vehicle height to the specified value.

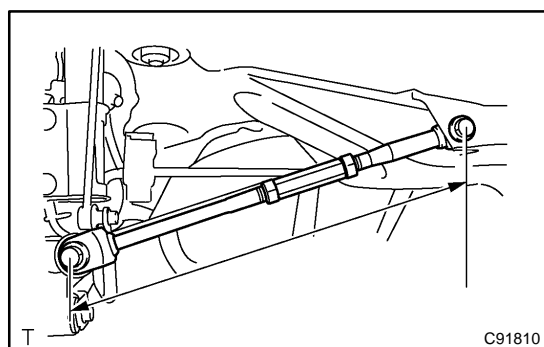


### 3. INSPECT TOE-IN

Toe-in (total)	A + B: $0^{\circ}22' \pm 11'$ ( $0.4^{\circ} \pm 0.2^{\circ}$ ) C - D: $4 \pm 2$ mm ( $0.16 \pm 0.08$ in.)
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#### HINT:

- Measure "A + B" when "C - D" cannot be measured.
- If toe-in is not within the specified range, adjust No.2 lower suspension arms.

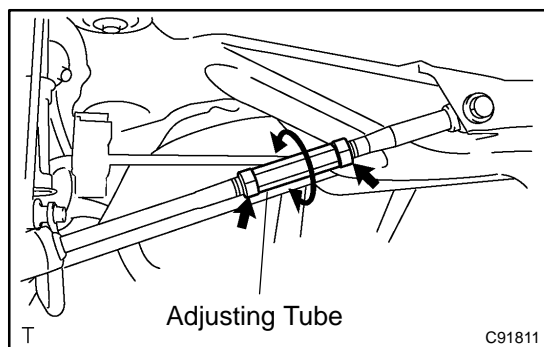


### 4. ADJUST TOE-IN

- (a) Measure the lengths of the right and left No.2 lower suspension arms.

**No.2 lower suspension arm length difference:  
1.5 mm (0.06 in.) or less**

If the left-right difference is larger than 1.5 mm (0.06 in.), adjust it by following the procedures below.



- (b) Loosen the 2 lock nuts.
- (c) Turn the right and left adjusting tubes by an equal amount to adjust toe-in.

#### HINT:

- Try to adjust toe-in to the center value.
- One turn of each adjusting tube will adjust toe-in by approximately  $1.2^{\circ}$  ( $1^{\circ}12'$ ), 10.8 mm (0.425 in.).

- (d) Torque the 2 lock nuts.

**Torque: 56 N·m (570 kgf·cm, 41 ft·lbf)**

### 5. INSPECT CAMBER

	USA, Canada	Mexico
Camber Right-left error	$-1^{\circ}16' \pm 45'$ ( $-1.27^{\circ} \pm 0.75^{\circ}$ ) 45' (0.75°) or less	$-1^{\circ}09' \pm 45'$ ( $-1.15^{\circ} \pm 0.75^{\circ}$ ) 45' (0.75°) or less

#### HINT:

Camber is not adjustable. If the measurement is not within the specification, inspect the suspension parts for damage and/or wear, and replace them if necessary.