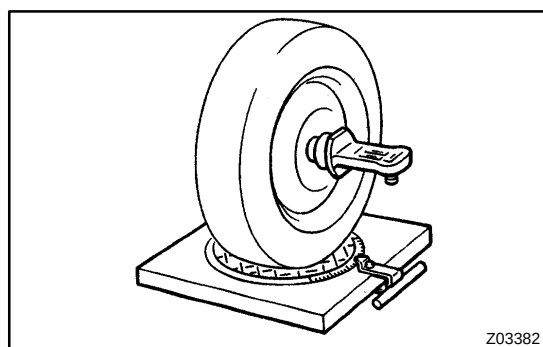
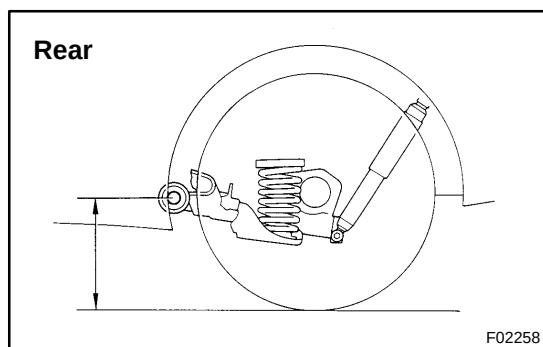
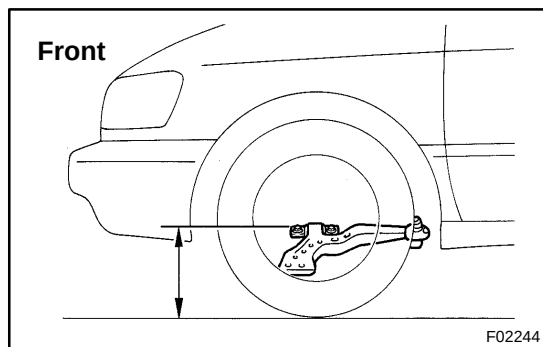




FRONT WHEEL ALIGNMENT INSPECTION

SA00Q-01

1. MEASURE VEHICLE HEIGHT

Tire size	Front* ¹ mm (in.)	Rear* ² mm (in.)
205/70R15	230 (9.06)	324 (12.76)
215/65R15	226 (8.90)	320 (12.60)

*¹: Front measuring point

Measure from the ground to the center of the front side lower suspension arm mounting bolt.

*²: Rear measuring point

Measure from the ground to the center of the axle beam bushing.

NOTICE:

Before inspecting the wheel alignment, adjust the vehicle height to the specification.

If the vehicle height is not within the specification, try to adjust it by pushing down on or lifting the body.

2. INSTALL CAMBER-CASTER-KINGPIN GAUGE ONTO VEHICLE OR POSITION VEHICLE ON WHEEL ALIGNMENT TESTER

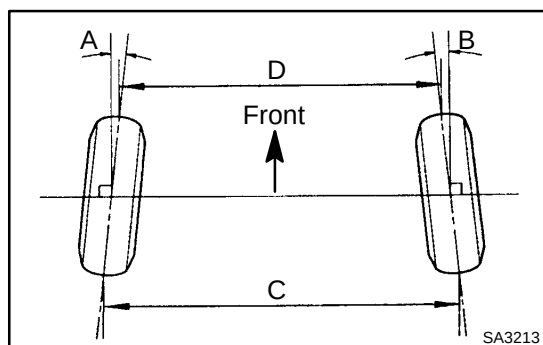
Follow the specific instructions of the equipment manufacturer.

3. INSPECT CAMBER, CASTER AND STEERING AXIS INCLINATION

Camber	-0°32' ± 45' (-0.5° ± 0.75°)
Left-right error	45' (0.75°) or less
Caster	1°32' ± 45' (1.53° ± 0.75°)
Left-right error	45' (0.75°) or less
Steering axis inclination	12°35' ± 45' (12.58° ± 0.75°)

HINT:

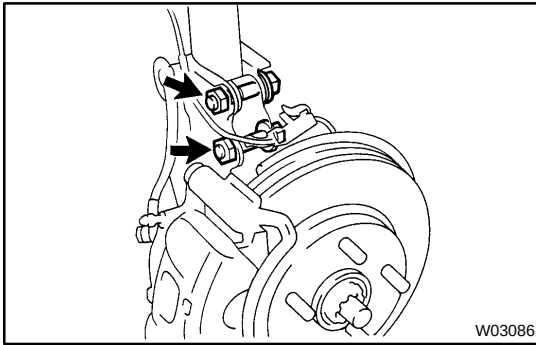
If the caster and steering axis inclination are not within the specification, after the camber has correctly adjusted, recheck the suspension parts for damaged and/or worn out parts.



4. INSPECT TOE-IN

Toe-in (Total)	A + B: 0°16' ± 12' (0.27° ± 0.2°) C - D: 2.6 ± 2 mm (0.10 ± 0.08 in.)
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If the toe-in is not within the specification, adjust it at the rack ends.

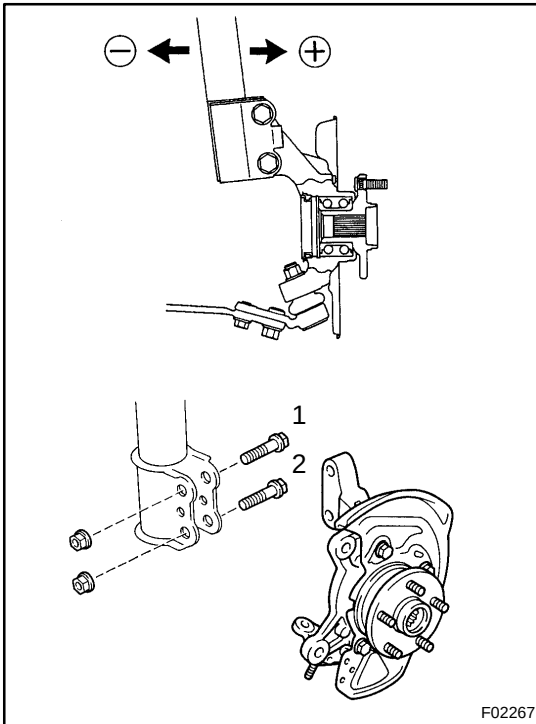


5. ADJUST CAMBER

NOTICE:

After the camber has been adjusted, inspect the toe-in.

- Remove the front wheels and ABS speed sensor clamp.
- Remove the 2 nuts on the lower side of the shock absorber.
- Coat the threads of the nuts with engine oil.
- Temporarily install the 2 nuts.



- Adjust the camber by pushing or pulling the lower side of the shock absorber in the direction in which the camber adjustment is required.

- Tighten the nuts.

Torque: 210 N·m (2,150 kgf·cm, 155 ft·lbf)

- Install the front wheels.

Torque: 104 N·m (1,050 kgf·cm, 77 ft·lbf)

- Check the camber.

HINT:

- Try to adjust the camber to the center value.
- Adjusting value for the set bolts is 6' - 30' (0.1° - 0.5°).

If the camber is not within the specification, using the table below, estimate for how much additional camber adjustment will be required, and select the camber adjusting bolt.

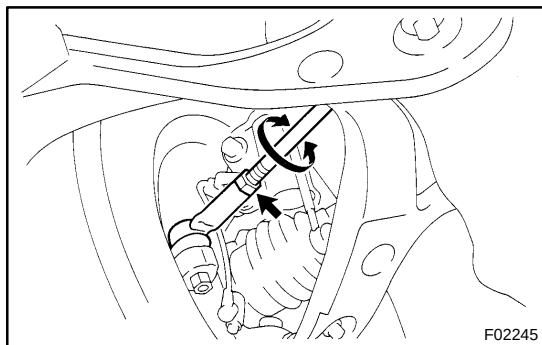
Bolt	Set Bolt		Adjusting Bolt					
	90105-17001		90105-17003		90105-17004		90105-17005	
			1 Dot		2 Dots		3 Dots	
Adjusting Value								
	1	2	1	2	1	2	1	2
15'	●			●				
30'	●					●		
45'	●							●
1°00'			●					●
1°15'					●			●
1°30'							●	●

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- Follow the above mentioned steps again. Between step (b) and (c), exchange 1 or 2 selected bolts.

HINT:

When exchanging the 2 bolts, exchange 1 bolt for each time.



6. ADJUST TOE-IN

- Remove the boot clamps.
- Loosen the tie rod end lock nuts.
- Turn the left and right rack ends an equal amount to adjust the toe-in.

HINT:

- Try to adjust the toe-in to the center value.
- Make sure that the length of the left and right rack ends are the same.

Rack end length difference:

1.5 mm (0.059 in.) or less

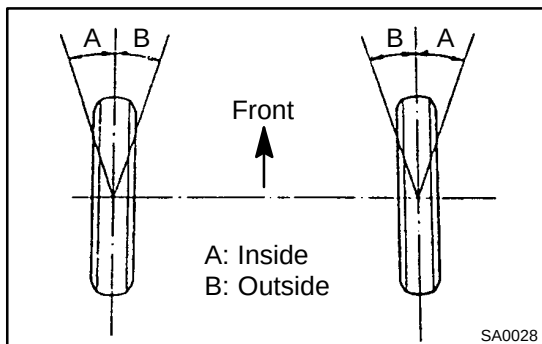
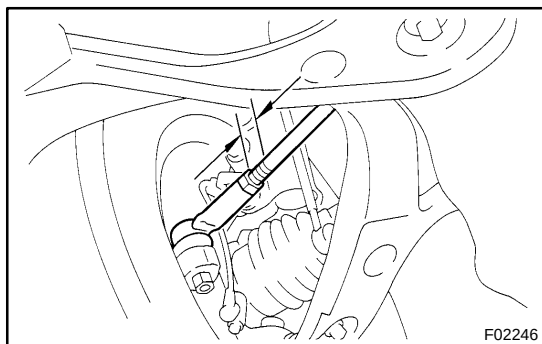
- Torque the tie rod end lock nuts.

Torque: 74 N·m (750 kgf·cm, 55 ft·lbf)

- Place the boot on the seat and install the clip it.

HINT:

Make sure that the boots are not twisted.



7. INSPECT WHEEL ANGLE

Turn the steering wheel fully, and measure the turning angle.

Inside wheel	$34^{\circ}19' \pm 1^{\circ}$ ($34.32^{\circ} \pm 1^{\circ}$)
Outside wheel < Reference >	$30^{\circ}19'$ (30.32°)

If the wheel angles differ from the specification, check the left and right rack end lengths.