



Front Toe Inspection/Adjustment

NOTE: Use commercially-available computerized four wheel alignment equipment to measure wheel alignment (caster, camber, toe, and/or turning angle). Follow the equipment manufacturer's instructions.

1. Check the tire pressure.
2. Center the steering wheel spokes.
3. Check the toe with the wheels pointed straight ahead.

Front toe: $0 \pm 2 \text{ mm}$ ($0 \pm 1/16 \text{ in}$)

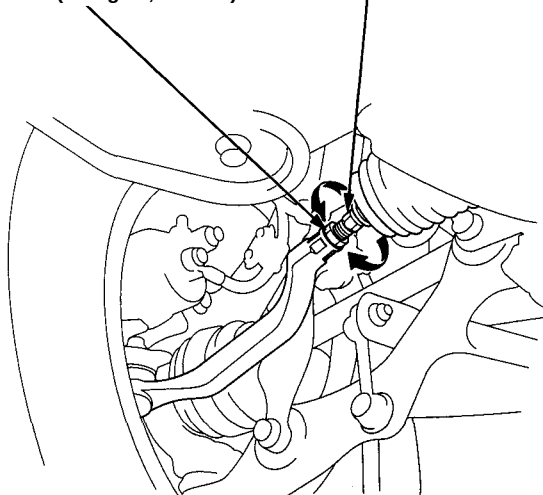
- If adjustment is required, go on to step 4.
 - If no adjustment is required, remove the alignment equipment.
4. Loosen the tie-rod locknuts, then turn both tie-rods in the same direction until the front wheels are pointed straight ahead.

TIE-ROD LOCKNUT

14 x 1.5 mm

44 N-m (4.5 kgf-m, 33 lbf-ft)

TIE-ROD



5. Turn both tie-rods equally until the toe reading on the turning radius gauge is correct.
6. After adjusting, tighten the tie-rod locknuts, and reposition the tie-rod boot if it is twisted or displaced.

Rear Toe Inspection/Adjustment

NOTE: Use commercially-available computerized four wheel alignment equipment to measure wheel alignment (caster, camber, toe and/or turning angle). Follow the equipment manufacturer's instructions.

1. Release the parking brake.

NOTE:

- Measure the difference in toe measurements with the wheels pointed straight ahead.
- If the parking brake is engaged, you may get an incorrect reading.

Rear toe-in: $2 \pm 2 \text{ mm}$ ($1/16 \pm 1/16 \text{ in}$)

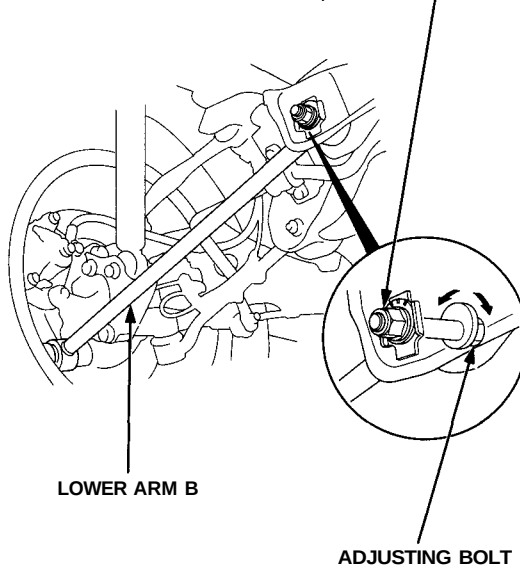
- If adjustment is required, go to step 2.
 - If no adjustment is required, remove the alignment equipment.
2. Hold the adjusting bolt on the rear lower arm B and, loosen the self-locking nut.

SELF-LOCKING NUT

12 x 1.25mm

54 N-m (5.5 kgf-m, 40 lbf-ft)

Replace.



LOWER ARM B

ADJUSTING BOLT

3. Adjust the rear toe by turning the adjusting bolt until toe is correct.
4. Install the self-locking nut, and tighten it while holding the adjusting bolt.