

SUSPENSION

Wheel Alignment (Inspection & Adjustment) - Sienna

FRONT WHEEL ALIGNMENT

ADJUSTMENT

ADJUSTMENT

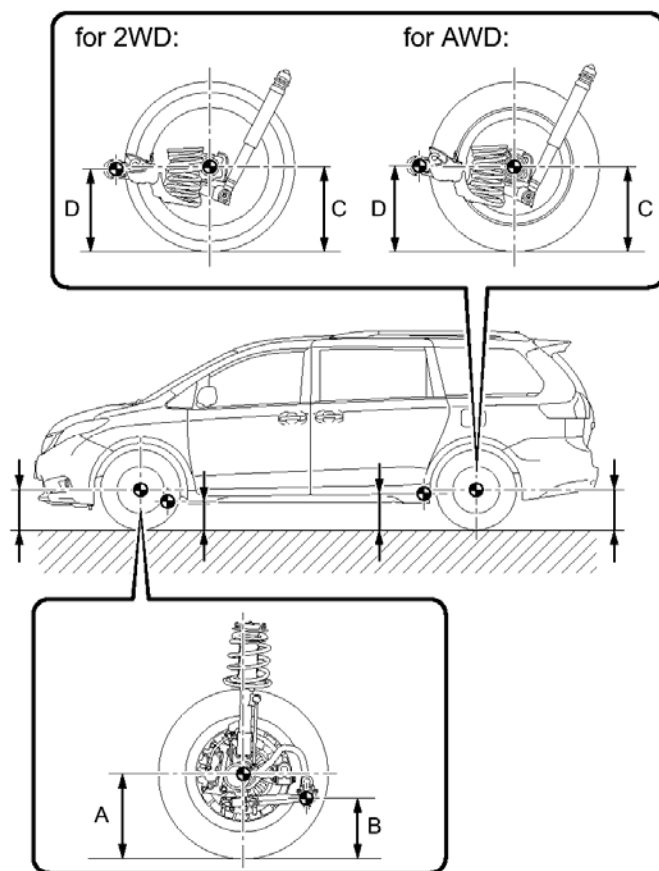
NOTE: If the wheel alignment has been adjusted, and if suspension or underbody components have been removed/installed or replaced, be sure to perform the following initialization procedure in order for the system to function normally:

Perform zero point calibration of the yaw rate and acceleration sensor and test mode inspection.

1. **INSPECT TIRES** . Refer to **INSPECTION - Step 1**
2. **MEASURE VEHICLE HEIGHT**

NOTE:

- Before inspecting the wheel alignment, adjust the vehicle height to the specified value.
 - Be sure to perform measurement on a level surface.
 - If it is necessary to go under the vehicle for measurement, confirm that the parking brake is applied and the vehicle is secured with chocks.
- a. Bounce the vehicle up and down at the corners to stabilize the suspension.
 - b. Measure the vehicle height.



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Fig. 1: Identifying Vehicle Height Measurement Points
 Courtesy of TOYOTA MOTOR SALES, U.S.A., INC.

Measurement points

A

Ground clearance of front wheel center

B

Ground clearance of No. 2 lower suspension arm bushing set bolt center

C

Ground clearance of rear wheel center

D

Ground clearance of axle beam set bolt center

Vehicle Height (Unloaded Vehicle)

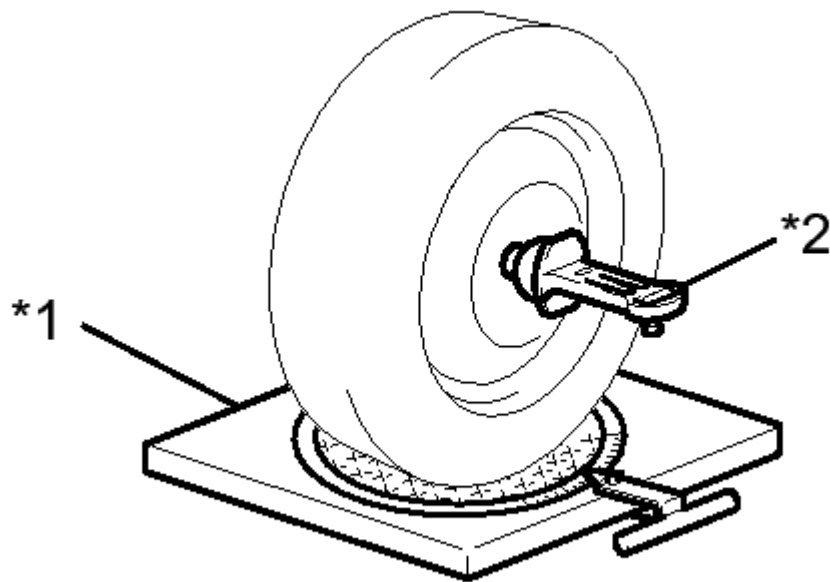
Vehicle Model	Tire Size	Front A - B	Rear C - D
GSL30L-PFTDKA	P235/60R17	123.9 mm (4.878 in.)	-18.7 mm (-0.736 in.)
GSL30L-PFTEKA	P235/60R17	126.1 mm (4.965 in.)	-16.5 mm (-0.650 in.)
GSL30L-PRTEKA	P235/60R17	126.9 mm (4.996 in.)	-15.2 mm (-0.598 in.)
GSL30L-PFTQKA	P235/60R17	129.9 mm (5.114 in.)	-10.2 mm (-0.402 in.)
	P235/55R18	129.9 mm (5.114 in.)	-10.2 mm (-0.402 in.)
	P235/50R19	129.9 mm (5.114 in.)	-10.2 mm (-0.402 in.)
GSL30L-PRTQKA	P235/60R17	129.2 mm (5.087 in.)	-10.9 mm (-0.429 in.)
	P235/55R18	129.2 mm (5.087 in.)	-10.9 mm (-0.429 in.)
GSL30L-PRTSKA	P235/50R19	139.1 mm (5.476 in.)	-3.2 mm (-0.126 in.)

		in.)	0.126 in.)
GSL33L- SBTDKA	P235/60R17	121.0 mm (4.764 in.)	-28.5 mm (- 1.122 in.)
GSL35L- PFTDKA	P235/55RF18	130.4 mm (5.134 in.)	-30.3 mm (- 1.193 in.)
GSL35L- PFTEKA	P235/55RF18	132.6 mm (5.220 in.)	-28.3 mm (- 1.114 in.)
GSL35L- PFTQKA	P235/55RF18	135.8 mm (5.346 in.)	-22.3 mm (- 0.878 in.)
ASL30L- PFTEKA	P235/60R17	132.1 mm (5.201 in.)	-28.9 mm (- 1.138 in.)
ASL30L- PRTEKA	P235/60R17	133.1 mm (5.240 in.)	-27.1 mm (- 1.067 in.)

NOTE: The standard value shown here is a value that is used for adjusting the wheel alignment and does not indicate the height of an actual vehicle.

3. INSPECT CAMBER, CASTER AND STEERING AXIS INCLINATION

- Install a camber-caster-kingpin gauge and place the front wheels on the center of a wheel alignment tester.



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Fig. 2: Inspecting Camber, Caster & Steering Axis Inclination
 Courtesy of TOYOTA MOTOR SALES, U.S.A., INC.

TEXT IN ILLUSTRATION

	Wheel
*1	Alignment Tester
*2	Gauge

- b. Inspect the camber, caster and steering axis inclination.

Camber (Unloaded Vehicle)

Vehicle Model	Tire Size	Camber Inclination	Right-left Difference
GSL30L-PFTDKA	P235/60R17	-0°25' +/- 45' (-0.42° +/- 0.75°)	30' (0.5°) or less
GSL30L-PFTEKA	P235/60R17	-0°26' +/- 45' (-0.43° +/- 0.75°)	30' (0.5°) or less
GSL30L-PRTEKA	P235/60R17	-0°26' +/- 45' (-0.43° +/-	30' (0.5°) or less

		0.75°)	
GSL30L- PFTQKA	P235/60R17	-0°28' +/- 45' (-0.47° +/- 0.75°)	30' (0.5°) or less
	P235/55R18	-0°28' +/- 45' (-0.47° +/- 0.75°)	30' (0.5°) or less
	P235/50R19	-0°28' +/- 45' (-0.47° +/- 0.75°)	30' (0.5°) or less
GSL30L- PRTQKA	P235/60R17	-0°27' +/- 45' (-0.45° +/- 0.75°)	30' (0.5°) or less
	P235/55R18	-0°27' +/- 45' (-0.45° +/- 0.75°)	30' (0.5°) or less
GSL30L- PRTSKA	P235/50R19	-0°31' +/- 45' (-0.52° +/- 0.75°)	30' (0.5°) or less
GSL33L- SBTDKA	P235/60R17	-0°24' +/- 45' (-0.40° +/- 0.75°)	30' (0.5°) or less
GSL35L- PFTDKA	P235/55RF18	-0°26' +/- 45' (-0.43° +/- 0.75°)	30' (0.5°) or less
GSL35L- PFTEKA	P235/55RF18	-0°27' +/- 45' (-0.45° +/- 0.75°)	30' (0.5°) or less
GSL35L- PFTQKA	P235/55RF18	-0°28' +/- 45' (-0.47° +/- 0.75°)	30' (0.5°) or less
ASL30L- PFTEKA	P235/60R17	-0°27' +/- 45' (-0.45° +/- 0.75°)	30' (0.5°) or less
		-0°27' +/-	

ASL30L-PRTEKA	P235/60R17	45' (-0.45° +/- 0.75°)	30' (0.5°) or less
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Caster (Unloaded Vehicle)

Vehicle Model	Tire Size	Caster Inclination	Right-left Difference
GSL30L-PFTDKA	P235/60R17	2°50' +/- 45' (2.83° +/- 0.75°)	30' (0.5°) or less
GSL30L-PFTEKA	P235/60R17	2°51' +/- 45' (2.85° +/- 0.75°)	30' (0.5°) or less
GSL30L-PRTEKA	P235/60R17	2°52' +/- 45' (2.87° +/- 0.75°)	30' (0.5°) or less
GSL30L-PFTQKA	P235/60R17	2°58' +/- 45' (2.97° +/- 0.75°)	30' (0.5°) or less
	P235/55R18	2°58' +/- 45' (2.97° +/- 0.75°)	30' (0.5°) or less
	P235/50R19	2°58' +/- 45' (2.97° +/- 0.75°)	30' (0.5°) or less
GSL30L-PRTQKA	P235/60R17	2°57' +/- 45' (2.95° +/- 0.75°)	30' (0.5°) or less
	P235/55R18	2°57' +/- 45' (2.95° +/- 0.75°)	30' (0.5°) or less
GSL30L-PRTSKA	P235/50R19	3°00' +/- 45' (3.00° +/- 0.75°)	30' (0.5°) or less
GSL33L-		2°48' +/- 45'	30' (0.5°)

SBTDKA	P235/60R17	(2.80° +/- 0.75°)	or less
GSL35L-PFTDKA	P235/55RF18	2°48' +/- 45' (2.80° +/- 0.75°)	30' (0.5°) or less
GSL35L-PFTEKA	P235/55RF18	2°49' +/- 45' (2.82° +/- 0.75°)	30' (0.5°) or less
GSL35L-PFTQKA	P235/55RF18	2°56' +/- 45' (2.93° +/- 0.75°)	30' (0.5°) or less
ASL30L-PFTEKA	P235/60R17	2°49' +/- 45' (2.82° +/- 0.75°)	30' (0.5°) or less
ASL30L-PRTEKA	P235/60R17	2°50' +/- 45' (2.83° +/- 0.75°)	30' (0.5°) or less

Steering Axis Inclination (Unloaded Vehicle)

Vehicle Model	Tire Size	Steering Axis Inclination
GSL30L-PFTDKA	P235/60R17	11°07' +/- 45' (11.12° +/- 0.75°)
GSL30L-PFTEKA	P235/60R17	11°09' +/- 45' (11.15° +/- 0.75°)
GSL30L-PRTEKA	P235/60R17	11°10' +/- 45' (11.17° +/- 0.75°)
GSL30L-	P235/60R17	11°13' +/- 45' (11.22° +/- 0.75°)
		11°13' +/- 45'

PFTQKA	P235/55R18	(11.22° +/- 0.75°)
	P235/50R19	11°13' +/- 45' (11.22° +/- 0.75°)
GSL30L-PRTQKA	P235/60R17	11°12' +/- 45' (11.20° +/- 0.75°)
	P235/55R18	11°12' +/- 45' (11.20° +/- 0.75°)
GSL30L-PRTSKA	P235/50R19	11°22' +/- 45' (11.37° +/- 0.75°)
GSL33L-SBTDKA	P235/60R17	11°05' +/- 45' (11.08° +/- 0.75°)
GSL35L-PFTDKA	P235/55RF18	11°00' +/- 45' (11.00° +/- 0.75°)
GSL35L-PFTEKA	P235/55RF18	11°02' +/- 45' (11.03° +/- 0.75°)
GSL35L-PFTQKA	P235/55RF18	11°05' +/- 45' (11.08° +/- 0.75°)
ASL30L-PFTEKA	P235/60R17	11°02' +/- 45' (11.03° +/- 0.75°)
ASL30L-PRTEKA	P235/60R17	11°03' +/- 45' (11.05° +/- 0.75°)

4. ADJUST CAMBER

NOTE: Inspect toe-in after the camber has been adjusted.

- a. Remove the front wheel.
- b. Remove the 2 nuts on the lower side of the front shock absorber.

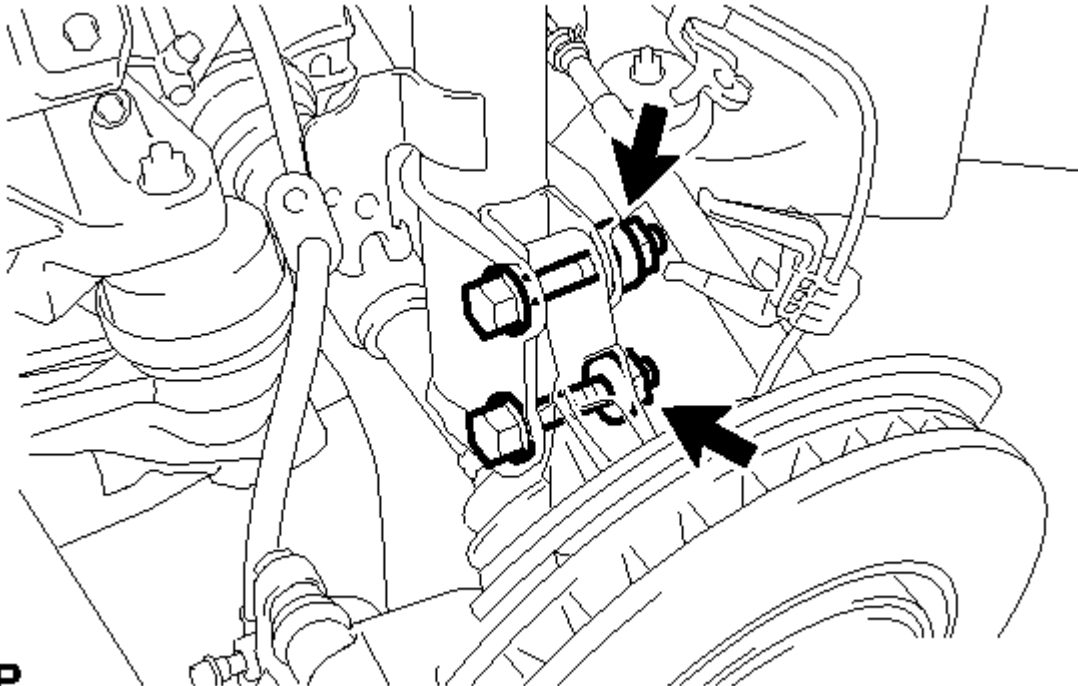
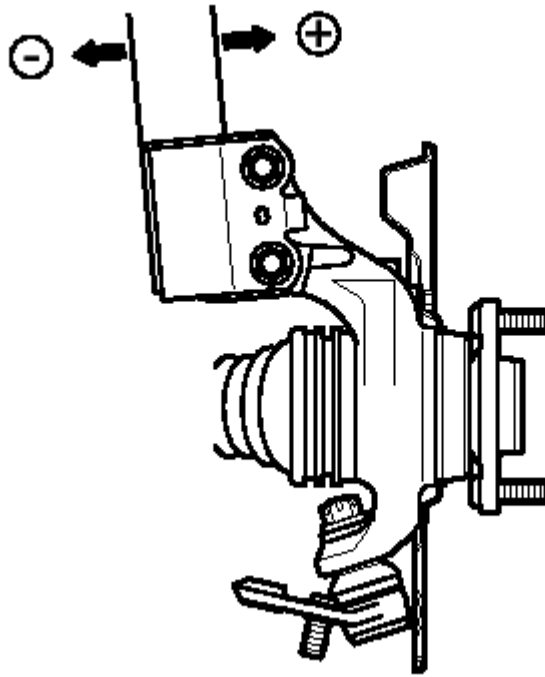


Fig. 3: Identifying Nuts On Lower Side Of Front Shock Absorber
Courtesy of TOYOTA MOTOR SALES, U.S.A., INC.

NOTE: Keep the bolts inserted.

- c. Clean the installation surfaces of the front shock absorber and the steering knuckle.
- d. Temporarily install the 2 nuts. (Step A)
- e. Fully push or pull the front axle hub in the direction of the required adjustment. (Step B)



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Fig. 4: Identifying Adjustment Directions Of Front Axle Hub
Courtesy of TOYOTA MOTOR SALES, U.S.A., INC.

- f. Tighten the nuts.

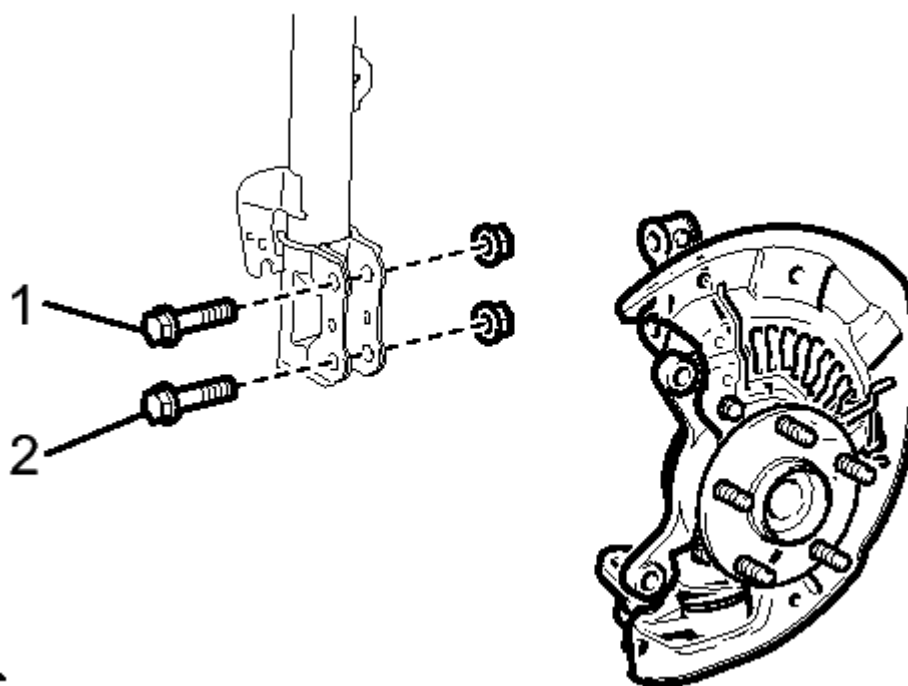
Torque: 250 N*m (2549 kgf*cm, 184 ft.*lbf)

NOTE: Keep the bolts from rotating when tightening the nuts.

- g. Install the front wheel.

Torque: 103 N*m (1050 kgf*cm, 76 ft.*lbf)

- h. Check the camber.



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Fig. 5: Identifying Alignment Bolts

Courtesy of TOYOTA MOTOR SALES, U.S.A., INC.

If the measured value is not within the specification, calculate the required adjustment amount using the formula below.

Camber adjustment amount = center value of the specified range - measured value

Check the combination of installed bolts. Select appropriate bolts from the table below to adjust the camber to the specified values.

HINT:

Try to adjust the camber to the center of the specified values.

Move the Axle Toward (+) in Step (B)	Move the Axle Toward (-) in Step (B)
Refer to table (1) (Move the axle toward	Refer to table (2) (Move the axle toward

the positive side)	the negative side)
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The body and suspension may be damaged if the camber is not correctly adjusted according to the above table.

NOTE: **Replace the nut with a new one when replacing the bolt.**

Table (1) (Move the axle hub toward the positive side)

Installed Bolt Adjustment Amount	1							
	2							
-1°30' to -1°15' (-1.50° to -1.25°)								G
-1°15' to -1°00' (-1.25° to -1°)							G	A
-1°00' to -0°45' (-1° to -0.75°)						G	A	B
-0°45' to -0°30' (-0.75° to -0.5°)					G	A	B	C
-0°30' to -0°15' (-0.5° to -0.25°)				G	A	B	C	D
-0°15' to 0° (-0.25° to 0°)			G	A	B	C	D	E
0° to 0°15' (0° to 0.25°)	A	B	C	D	E	F		
0°15' to 0°30' (0.25° to 0.5°)	B	C	D	E	F			
0°30' to 0°45' (0.5° to 0.75°)	C	D	E	F				
0°45' to 1°00' (0.75° to 1°)	D	E	F					
1°00' to 1°15' (1° to 1.25°)	E	F						
1°15' to 1°30' (1.25° to 1.5°)	F							

Selected Bolt Combination

	A	B	C	D	E	F	G
1							
2							

Fig. 6: Alignment Specifications Table (1 of 2)

Courtesy of TOYOTA MOTOR SALES, U.S.A., INC.

Table (2) (Move the axle hub toward the negative side)

Installed Bolt Adjustment Amount	1							
	2							
-1°30' to -1°15' (-1.50° to -1.25°)	F							
-1°15' to -1°00' (-1.25° to -1°)	E	F						
-1°00' to -0°45' (-1° to -0.75°)	D	E	F					
-0°45' to -0°30' (-0.75° to -0.5°)	C	D	E	F				
-0°30' to -0°15' (-0.5° to -0.25°)	B	C	D	E	F			
-0°15' to 0° (-0.25° to 0°)	A	B	C	D	E	F		
0° to 0°15' (0° to 0.25°)		G	A	B	C	D	E	
0°15' to 0°30' (0.25° to 0.5°)			G	A	B	C	D	
0°30' to 0°45' (0.5° to 0.75°)				G	A	B	C	
0°45' to 1°00' (0.75° to 1°)					G	A	B	
1°00' to 1°15' (1° to 1.25°)						G	A	
1°15' to 1°30' (1.25° to 1.5°)							G	

Selected Bolt Combination

	A	B	C	D	E	F	G
1							
2							

Fig. 7: Alignment Specifications Table (2 of 2)

Courtesy of TOYOTA MOTOR SALES, U.S.A., INC.

- i. Repeat the steps mentioned above. In step (A), replace 1 or 2 selected bolts.

HINT:

Replace one bolt at a time when replacing 2 bolts.

5. INSPECT TOE-IN

- a. Bounce the vehicle up and down at the corners to stabilize the suspension.
- b. Release the parking brake and move the shift lever to N.
- c. Push the vehicle straight ahead approximately 5 m (16.4 ft.). (Step A)
- d. Put tread center marks on the rearmost points of the front wheels and measure the distance between the marks (dimension B).

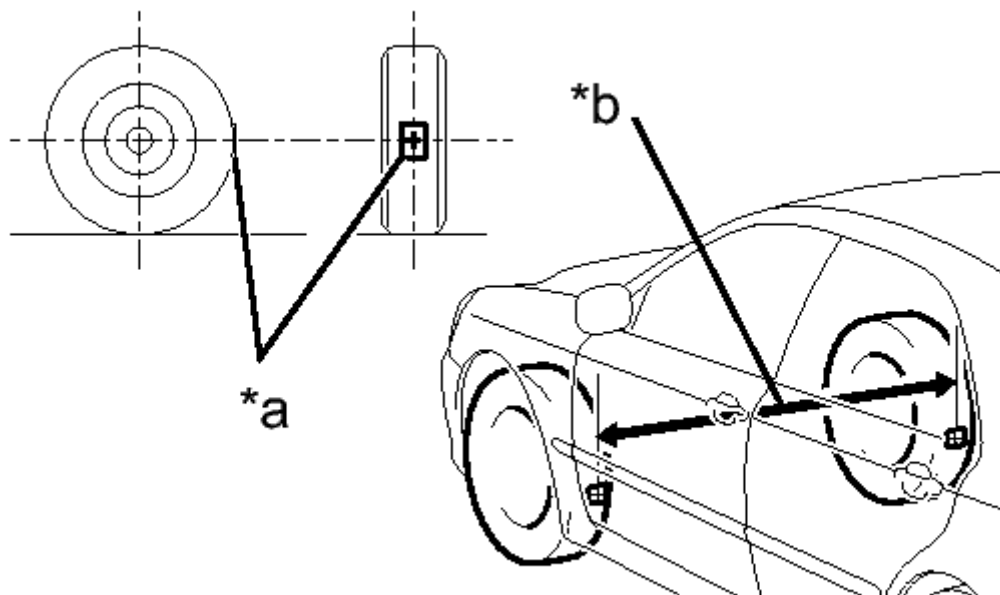


Fig. 8: Inspecting Toe-In Specifications

Courtesy of TOYOTA MOTOR SALES, U.S.A., INC.

TEXT IN ILLUSTRATION

*a	Tread Center Mark
*b	Dimension B

- e. Slowly push the vehicle straight ahead to cause the front wheels to rotate 180° using the front tire valve as a reference point.

HINT:

Do not allow the wheels to rotate more than 180°. If the wheels rotate more than 180°, perform the procedure from step (A) again.

- f. Measure the distance between the tread center marks on the front side of the wheels (dimension A).

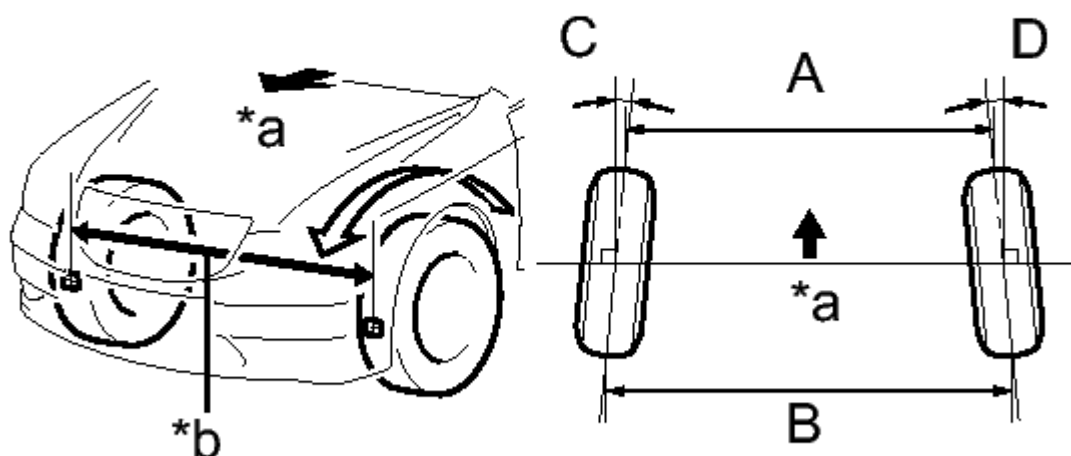


Fig. 9: Identifying Tread Center Marks On The Front Side Of The Wheels (Dimension A)
 Courtesy of TOYOTA MOTOR SALES, U.S.A., INC.

TEXT IN ILLUSTRATION

*a	Front of the Vehicle
*b	Dimension A

Toe-in

Vehicle Model	Tire Size	B - A	C + D
GSL30L-PFTDKA	P235/60R17	1.2 +/- 2 mm (0.0472 +/- 0.0787 in.)	0°06' +/- 12' (0.10° +/- 0.2°)
		1.1 +/-	0°05'

GSL30L-PFTEKA	P235/60R17	2 mm (0.0433 +/- 0.0787 in.)	+/- 12' (0.08° +/- 0.2°)
GSL30L-PRTEKA	P235/60R17	1.0 +/- 2 mm (0.0394 +/- 0.0787 in.)	0°05' +/- 12' (0.08° +/- 0.2°)
GSL30L-PFTQKA	P235/60R17	0.9 +/- 2 mm (0.0354 +/- 0.0787 in.)	0°04' +/- 12' (0.07° +/- 0.2°)
	P235/55R18	0.8 +/- 2 mm (0.0315 +/- 0.0787 in.)	0°04' +/- 12' (0.07° +/- 0.2°)
	P235/50R19	0.9 +/- 2 mm (0.0354 +/- 0.0787 in.)	0°04' +/- 12' (0.07° +/- 0.2°)
GSL30L-PRTQKA	P235/60R17	0.9 +/- 2 mm (0.0354 +/- 0.0787 in.)	0°04' +/- 12' (0.07° +/- 0.2°)
	P235/55R18	0.9 +/- 2 mm (0.0354 +/- 0.0787 in.)	0°04' +/- 12' (0.07° +/- 0.2°)
GSL30L-PRTSKA	P235/50R19	0.9 +/- 2 mm (0.0354 +/- 0.0787 in.)	0°04' +/- 12' (0.07° +/- 0.2°)

GSL33L-SBTDKA	P235/60R17	1.3 +/- 2 mm (0.0512 +/- 0.0787 in.)	0°06' +/- 12' (0.10° +/- 0.2°)
GSL35L-PFTDKA	P235/55RF18	0.8 +/- 2 mm (0.0315 +/- 0.0787 in.)	0°04' +/- 12' (0.07° +/- 0.2°)
GSL35L-PFTEKA	P235/55RF18	0.7 +/- 2 mm (0.0276 +/- 0.0787 in.)	0°04' +/- 12' (0.07° +/- 0.2°)
GSL35L-PFTQKA	P235/55RF18	0.6 +/- 2 mm (0.0236 +/- 0.0787 in.)	0°03' +/- 12' (0.05° +/- 0.2°)
ASL30L-PFTEKA	P235/60R17	0.8 +/- 2 mm (0.0315 +/- 0.0787 in.)	0°04' +/- 12' (0.07° +/- 0.2°)
ASL30L-PRTEKA	P235/60R17	0.7 +/- 2 mm (0.0276 +/- 0.0787 in.)	0°04' +/- 12' (0.07° +/- 0.2°)

If the toe-in is not within the specified range, adjust it at the rack ends.

HINT:

Measure "B - A" only when "C + D" cannot be measured.

6. ADJUST TOE-IN

- Make sure that the lengths of the right and left rack ends are almost the same.

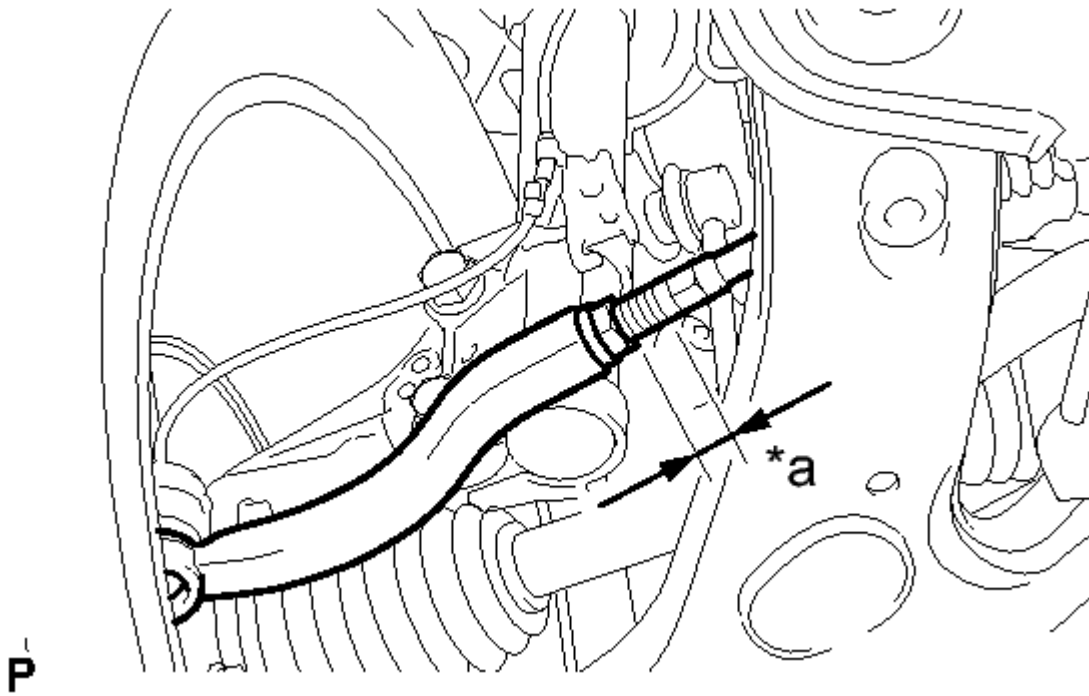


Fig. 10: Identifying Right & Left Rack Ends
 Courtesy of TOYOTA MOTOR SALES, U.S.A., INC.

TEXT IN ILLUSTRATION

*a Difference

Standard difference

1.5 mm (0.0591 in.) or less

- b. Remove the rack boot set clips.
- c. Loosen the tie rod end lock nuts.

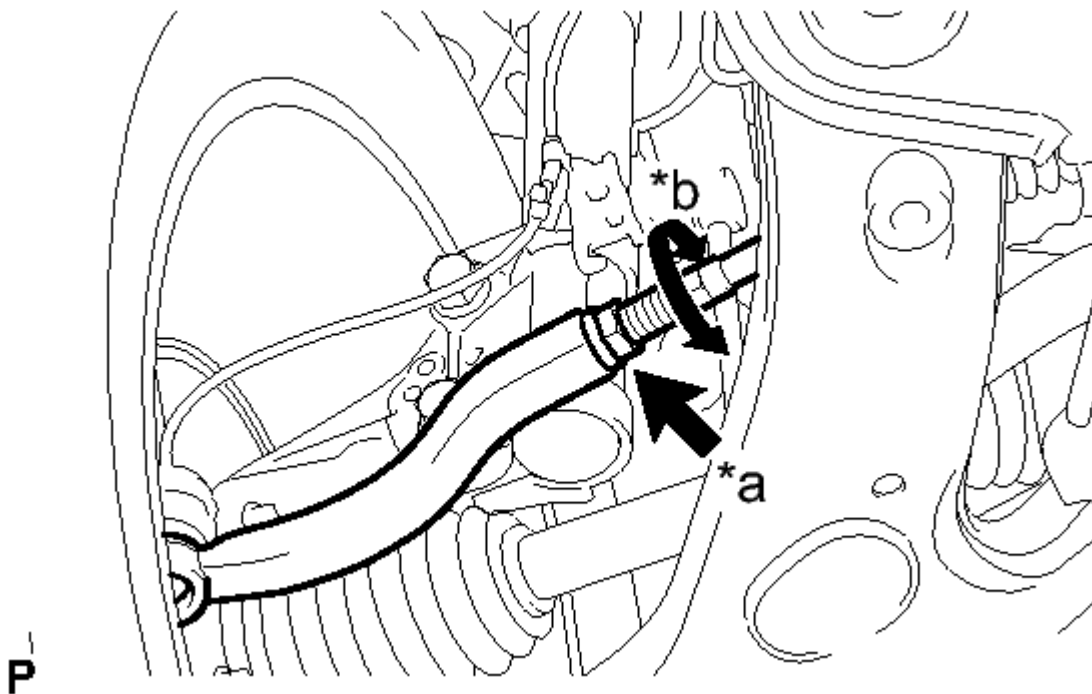


Fig. 11: Loosening Tie Rod End Lock Nuts
 Courtesy of TOYOTA MOTOR SALES, U.S.A., INC.

TEXT IN ILLUSTRATION

*a	Loosen
*b	Turn

- d. Adjust the rack ends if the difference in thread length between the right and left rack ends is not within the specified range.
 1. Extend the shorter rack end if the measured toe-in deviates toward the outside.
 2. Shorten the longer rack end if the measured toe-in deviates toward the inside.
- e. Turn the right and left rack ends by an equal amount to adjust the toe-in to the center value.
- f. Make sure that the lengths of the right and left rack ends are the same.
- g. Tighten the tie rod end lock nuts.

Torque: 88 N*m (897 kgf*cm, 65 ft.*lbf)

NOTE: Temporarily tighten the lock nut while holding the hexagonal part of the steering rack end so that the lock nut and the steering rack end do not turn together. Hold the flat of the tie rod end and tighten the lock nut.

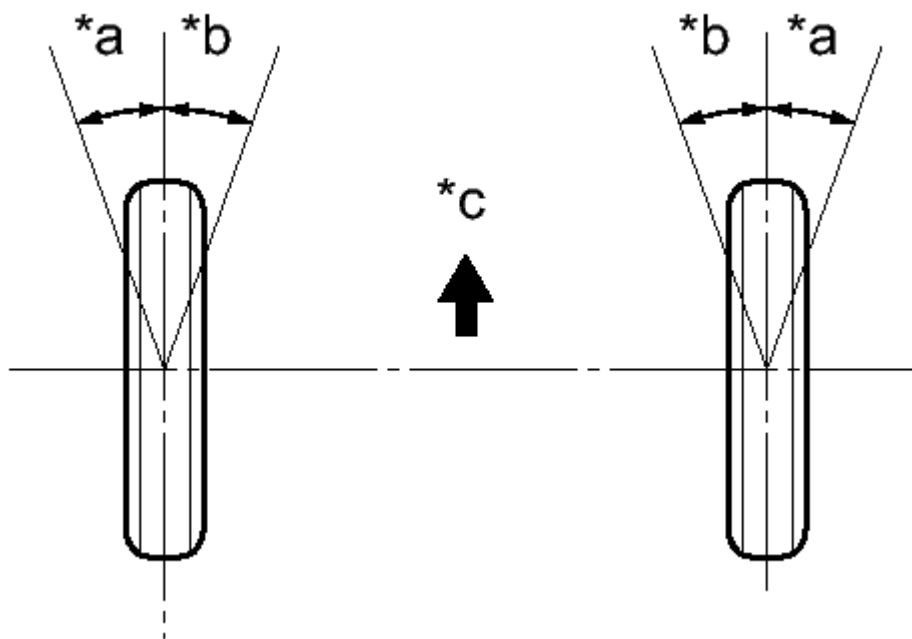
- h. Place the boots on the seats and install the clips.

HINT:

Make sure that the boots are not twisted.

7. INSPECT WHEEL ANGLE

- Put tread center marks on the rearmost points of the turning radius gauge.
- Turn the steering wheel to the left and right full lock positions, and measure the turning angle.



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Fig. 12: Inspecting Wheel Angle

Courtesy of TOYOTA MOTOR SALES, U.S.A., INC.

TEXT IN ILLUSTRATION

*a	Inside
*b	Outside
*c	Front of the Vehicle

Wheel Turning Angle (Unloaded Vehicle)

Vehicle Model	Tire Size	Inside Wheel	Outside Wheel (Reference)
GSL30L-PFTDKA	P235/60R17	-42° 30' +/- 2° (- 42.50°	36° 34' (36.57°)

		+/- 2°)	
GSL30L-PFTEKA	P235/60R17	-42° 30' +/- 2° (- 42.50° +/- 2°)	36° 34' (36.57°)
GSL30L-PRTEKA	P235/60R17	-42° 30' +/- 2° (- 42.50° +/- 2°)	36° 34' (36.57°)
GSL30L-PFTQKA	P235/60R17	-42° 30' +/- 2° (- 42.50° +/- 2°)	36° 34' (36.57°)
	P235/55R18	-42° 30' +/- 2° (- 42.50° +/- 2°)	36° 34' (36.57°)
	P235/50R19	-42° 30' +/- 2° (- 42.50° +/- 2°)	36° 34' (36.57°)
GSL30L-PRTQKA	P235/60R17	-42° 30' +/- 2° (- 42.50° +/- 2°)	36° 34' (36.57°)
	P235/55R18	-42° 30' +/- 2° (- 42.50° +/- 2°)	36° 34' (36.57°)
GSL30L-PRTSKA	P235/50R19	-42° 08' +/- 2° (-	36° 19' (36.32°)

		42.13° +/- 2°)	
GSL33L-SBTDKA	P235/60R17	-42° 30' +/- 2° (- 42.50° +/- 2°)	36° 34' (36.57°)
GSL35L-PFTDKA	P235/55RF18	-41° 56' +/- 2° (- 41.93° +/- 2°)	36°18 ' (36. 30°)
GSL35L-PFTEKA	P235/55RF18	-41° 56' +/- 2° (- 41.93° +/- 2°)	36°18 ' (36. 30°)
GSL35L-PFTQKA	P235/55RF18	-41° 56' +/- 2° (- 41.93° +/- 2°)	36°18 ' (36. 30°)
ASL30L-PFTEKA	P235/60R17	-41° 53' +/- 2° (- 41.88° +/- 2°)	36°16 ' (36. 27°)
ASL30L-PRTEKA	P235/60R17	-41° 53' +/- 2° (- 41.88° +/- 2°)	36°16 ' (36. 27°)

If the angles are not as specified, check and adjust the right and left rack end lengths.

8. PLACE FRONT WHEELS FACING STRAIGHT AHEAD

REAR WHEEL ALIGNMENT

INSPECTION

INSPECTION

NOTE: If the wheel alignment has been adjusted, and if suspension or underbody components have been removed/installed or replaced, be sure to perform the following initialization procedure in order for the system to function normally:

Perform zero point calibration of the yaw rate and acceleration sensor and test mode inspection.

1. **INSPECT TIRES** . Refer to **INSPECTION - Step 1**
2. **MEASURE VEHICLE HEIGHT** See step 2
3. **INSPECT CAMBER**
 - a. Install the camber-caster-kingpin gauge and position the rear wheel on the wheel alignment tester.
 - b. Inspect the camber.

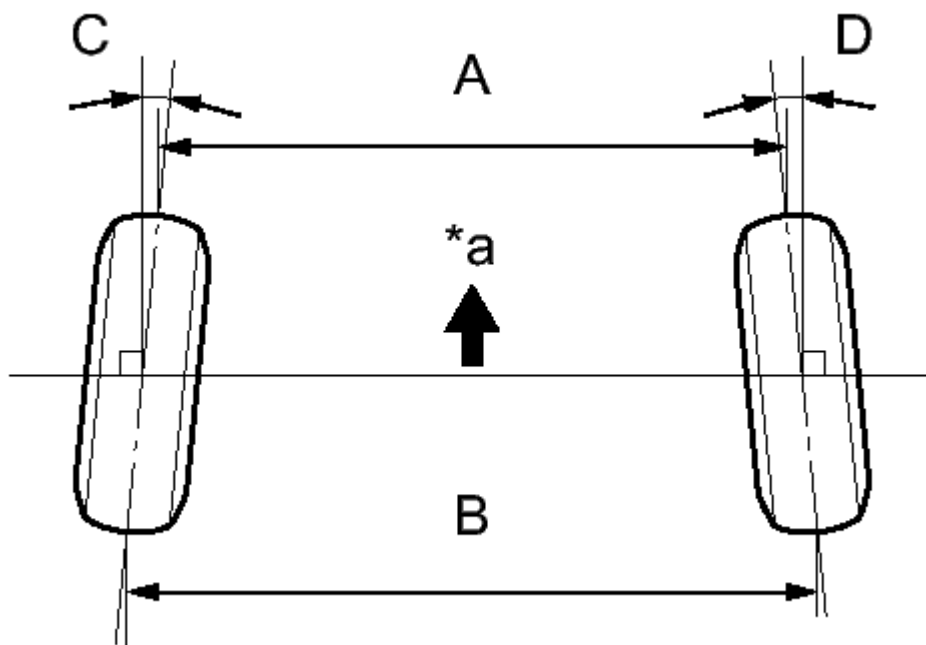
Camber (Unloaded Vehicle)

Vehicle Model	Tire Size	Camber Inclination	Right-left Difference
GSL30L-PFTDKA	P235/60R17	-1°06' +/- 45' (-1.10° +/- 0.75°)	0° 30' (0.5°)
GSL30L-PFTEKA	P235/60R17	-1°07' +/- 45' (-1.12° +/- 0.75°)	0° 30' (0.5°)
GSL30L-PRTEKA	P235/60R17	-1°07' +/- 45' (-1.12° +/- 0.75°)	0° 30' (0.5°)
GSL30L-PFTQKA	P235/60R17	-1°09' +/- 45' (-1.15° +/- 0.75°)	0° 30' (0.5°)
	P235/55R18	-1°09' +/- 45' (-1.15° +/- 0.75°)	0° 30' (0.5°)
	P235/50R19	-1°09' +/- 45' (-1.15° +/- 0.75°)	0° 30' (0.5°)
	P235/60R17	-1°09' +/- 45'	0°

		$(-1.15^{\circ} \pm 0.75^{\circ})$	30' (0.5°)
GSL30L-PRTQKA	P235/55R18	$-1^{\circ}09' \pm 45'$ $(-1.15^{\circ} \pm 0.75^{\circ})$	0° 30' (0.5°)
GSL30L-PRTSKA	P235/50R19	$-1^{\circ}11' \pm 45'$ $(-1.18^{\circ} \pm 0.75^{\circ})$	0° 30' (0.5°)
GSL33L-SBTDKA	P235/60R17	$-1^{\circ}03' \pm 45'$ $(-1.05^{\circ} \pm 0.75^{\circ})$	0° 30' (0.5°)
GSL35L-PFTDKA	P235/55RF18	$-1^{\circ}23' \pm 45'$ $(-1.38^{\circ} \pm 0.75^{\circ})$	0° 30' (0.5°)
GSL35L-PFTEKA	P235/55RF18	$-1^{\circ}23' \pm 45'$ $(-1.38^{\circ} \pm 0.75^{\circ})$	0° 30' (0.5°)
GSL35L-PFTQKA	P235/55RF18	$-1^{\circ}26' \pm 45'$ $(-1.43^{\circ} \pm 0.75^{\circ})$	0° 30' (0.5°)
ASL30L-PFTEKA	P235/60R17	$-1^{\circ}03' \pm 45'$ $(-1.05^{\circ} \pm 0.75^{\circ})$	0° 30' (0.5°)
ASL30L-PRTEKA	P235/60R17	$-1^{\circ}03' \pm 45'$ $(-1.05^{\circ} \pm 0.75^{\circ})$	0° 30' (0.5°)

If the camber is not within the specified range, inspect the suspension parts for damage and/or wear, and replace them if necessary.

4. INSPECT TOE-IN



P

Fig. 13: Inspecting Toe-In

Courtesy of TOYOTA MOTOR SALES, U.S.A., INC.

TEXT IN ILLUSTRATION

*a Front

Toe-in

Vehicle Model	Tire Size	B - A	C + D
GSL30L-PFTDKA	P235/60R17	4.3 +/- 3.3 mm (0.169 +/- 0.130 in.)	0°21' +/- 0° 16' (0.35° +/- 0.27°)
GSL30L-PFTEKA	P235/60R17	4.3 +/- 3.3 mm (0.169 +/- 0.130 in.)	0°21' +/- 0° 16' (0.35° +/- 0.27°)
		4.3	

GSL30L- PRTEKA	P235/60R17	+/- 3.3 mm (0.169 +/- 0.130 in.)	0°21' +/- 0° 16' (0.35° +/- 0.27°)
GSL30L- PFTQKA	P235/60R17	4.4 +/- 3.3 mm (0.173 +/- 0.130 in.)	0°21' +/- 0° 16' (0.35° +/- 0.27°)
	P235/55R18	4.3 +/- 3.3 mm (0.169 +/- 0.130 in.)	0°21' +/- 0° 16' (0.35° +/- 0.27°)
	P235/50R19	4.4 +/- 3.3 mm (0.173 +/- 0.130 in.)	0°21' +/- 0° 16' (0.35° +/- 0.27°)
GSL30L- PRTQKA	P235/60R17	4.4 +/- 3.3 mm (0.173 +/- 0.130 in.)	0°21' +/- 0° 16' (0.35° +/- 0.27°)
	P235/55R18	4.3 +/- 3.3 mm (0.169 +/- 0.130 in.)	0°21' +/- 0° 16' (0.35° +/- 0.27°)

GSL30L- PRTSKA	P235/50R19	4.5 +/- 3.3 mm (0.177 +/- 0.130 in.)	0°21' +/- 0° 16' (0.35° +/- 0.27°)
GSL33L- SBTDKA	P235/60R17	4.2 +/- 3.3 mm (0.165 +/- 0.130 in.)	0°20' +/- 0° 16' (0.33° +/- 0.27°)
GSL35L- PFTDKA	P235/55RF18	3.2 +/- 3.3 mm (0.126 +/- 0.130 in.)	0°15' +/- 0° 16' (0.25° +/- 0.27°)
GSL35L- PFTEKA	P235/55RF18	3.2 +/- 3.3 mm (0.126 +/- 0.130 in.)	0°15' +/- 0° 16' (0.25° +/- 0.27°)
GSL35L- PFTQKA	P235/55RF18	3.3 +/- 3.3 mm (0.130 +/- 0.130 in.)	0°16' +/- 0° 16' (0.27° +/- 0.27°)
ASL30L- PFTEKA	P235/60R17	4.2 +/- 3.3 mm (0.165 +/- 0.130	0°20' +/- 0° 16' (0.33° +/- 0.27°)

		in.)	
ASL30L- PRTEKA	P235/60R17	4.2	
		+/-	0°20'
		3.3	+/- 0°
		mm	16'
		(0.165	(0.33°
		+/-	+/-
		0.130	0.27°)
		in.)	

If the toe-in is not within the specified range, inspect the suspension parts for damage and/or wear, and replace them if necessary.

HINT:

Measure "B - A" only when "C + D" cannot be measured.