

REAR WHEEL ALIGNMENT INSPECTION

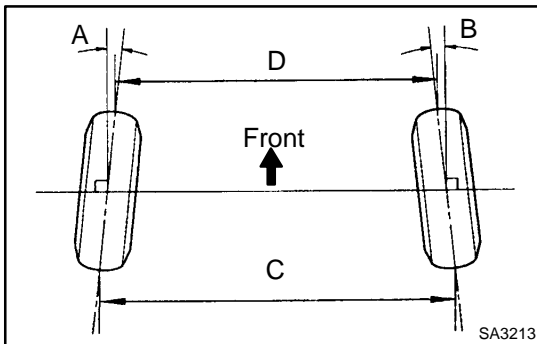
SA0R4-01

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.

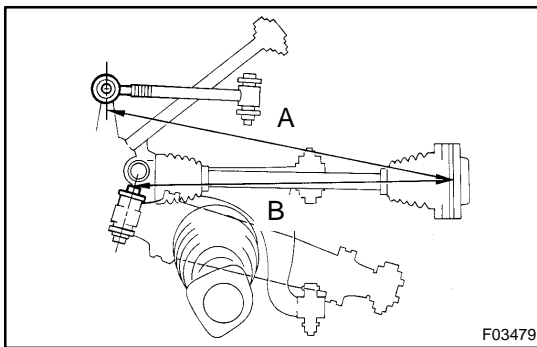
3. INSPECT CAMBER

Camber	$-0^{\circ}47' \pm 30' (-0.78^{\circ} \pm 0.5^{\circ})$
Left-right error	30' (0.5°) or less



4. INSPECT TOE-IN

Toe-in (total)	A + B: $0^{\circ}08' \pm 12' (0.13^{\circ} \pm 0.2^{\circ})$ C - D: $1.4 \pm 2 \text{ mm } (0.056 \pm 0.08 \text{ in.})$
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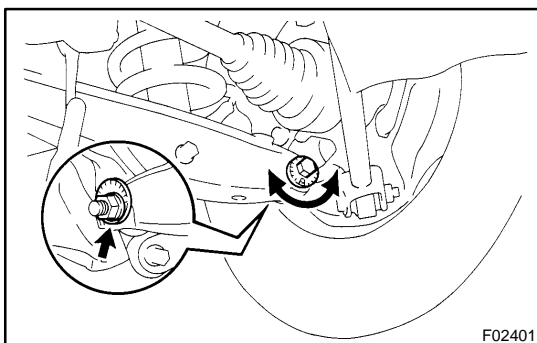
5. ADJUST CAMBER AND TOE-IN

- (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.



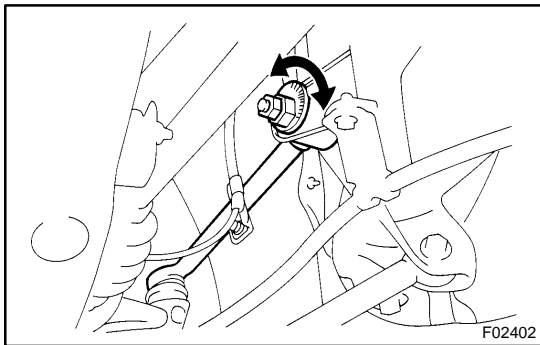
- (c) Adjust the camber.

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