

REAR WHEEL ALIGNMENT INSPECTION

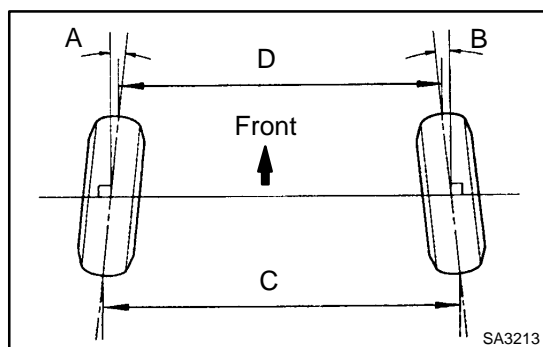
SA0WS-01

1. MEASURE VEHICLE HEIGHT (See page [SA-4](#))
2. INSTALL CAMBER-CASTER-KINGPIN GAUGE OR ONTO WHEEL ALIGNMENT TESTER

Follow the specific instructions of the equipment manufacturer.

3. INSPECT CAMBER

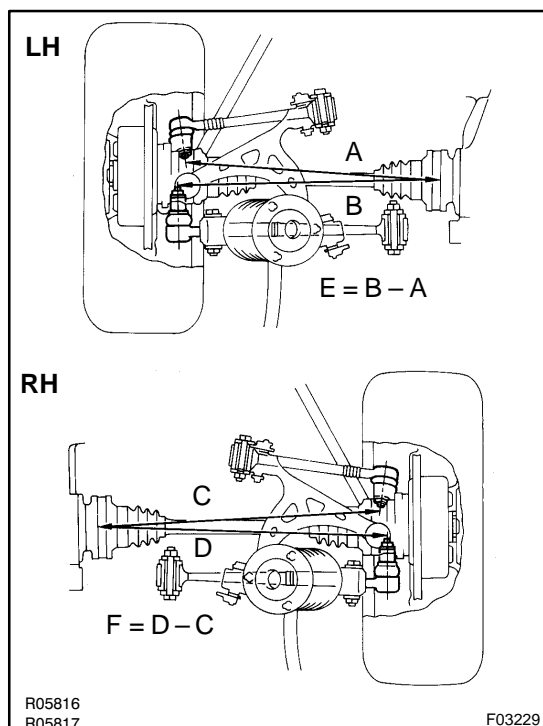
Camber		$-1^{\circ}05' \pm 45'$ ($-1.08^{\circ} \pm 0.75^{\circ}$)
	Left-right error	30' (0.5°) or less



4. INSPECT TOE-IN

Toe-in (total)

A + B	$0^{\circ}29'$ ($0^{\circ}12' - 0^{\circ}34'$) 0.5° ($0.2^{\circ} - 0.6^{\circ}$)
C - D	5 mm (2 mm - 6 mm) 0.20 in. (0.08 in. - 0.24 in.)



5. ADJUST CAMBER AND TOE-IN

- (a) Measure the length of the No.1 and No.2 lower suspension arm, as shown in the illustration.

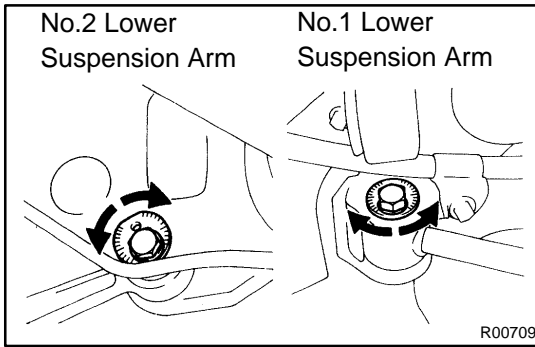
Length:

(E-F) or (F-E) should be less 4.0 mm (0.157 in.)

If not, adjust the length of the arms by turning the adjusting cam, as shown, until (E-F) or (F-E) is less than 4.0 mm (0.157 in.).

- (b) Measure the camber and toe-in.

If the camber and toe-in are still not within the specification, adjust the camber and toe-in with the adjusting cam.



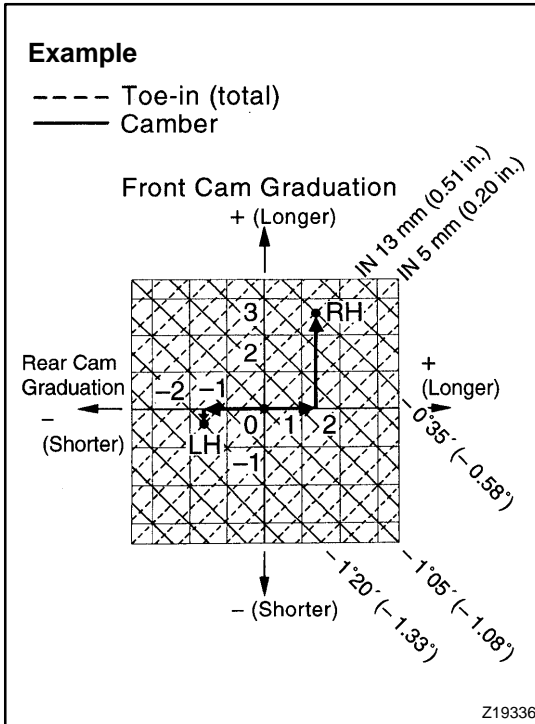
- (c) Loosen and adjust the No.1 and/or No.2 cams.
- (d) Adjust camber and toe-in by turning the No.1 and /or No.2 cams (See adjustment chart).

HINT:

Try to adjust the camber and toe-in to the center value.

- (e) Torque the No.1 and/or No.2 cam nuts.

Torque: 184 N·m (1,880 kgf·cm, 136 ft·lbf)

**6. HOW TO READ ADJUSTMENT CHART**

- (a) Mark on the graph the measurements taken from the vehicle.

Example:

Camber(LH) -1°20' (-1.33°)

Camber (RH) -0°35' (-0.58°)

Toe-in 13 mm (0.51 in.)

- (b) As shown in the illustration, from the graph the amounts by which the front and/or rear cam are to be adjusted.

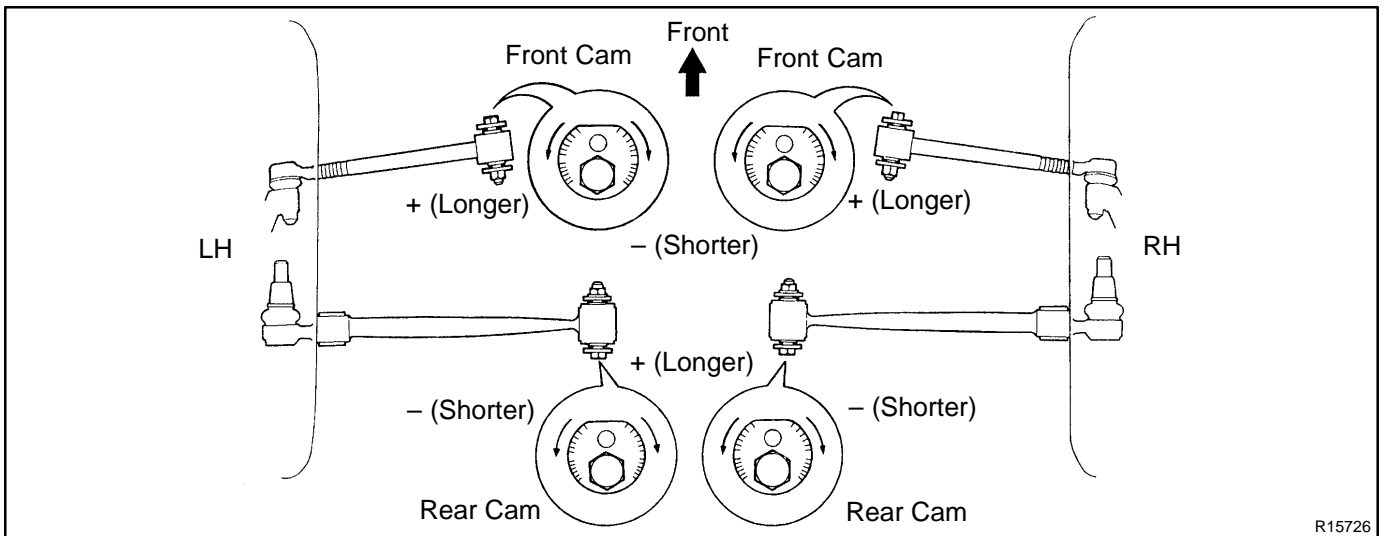
Amount to turn adjusting cam (by graduation):

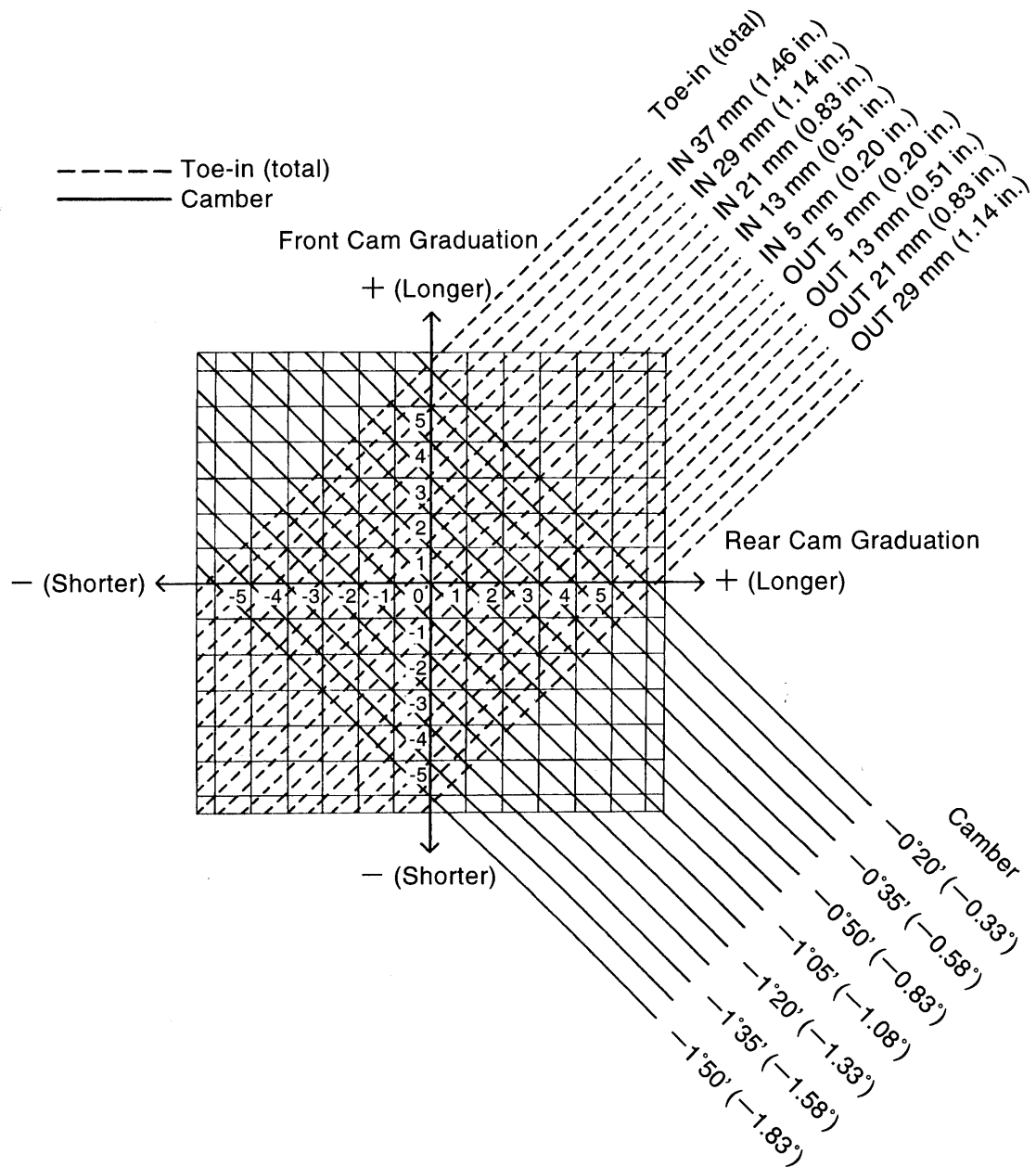
LH Front cam Decrease 0.3 (Shorter)

LH Rear cam Decrease 1.7 (Shorter)

RH Front cam Increase 2.8 (Longer)

RH Rear cam Increase 1.3 (Longer)





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