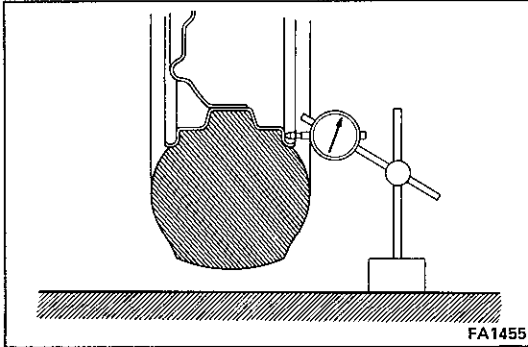


WHEEL ALIGNMENT (2WD)

1. MAKE FOLLOWING CHECKS AND CORRECT ANY PROBLEMS

- (a) Check the tires for wear and for the proper inflation pressure.

Cold tire inflation pressure: See page A-14



- (b) Check the wheel runout.

Wheel runout: 1.2 mm (0.047 in.) or less

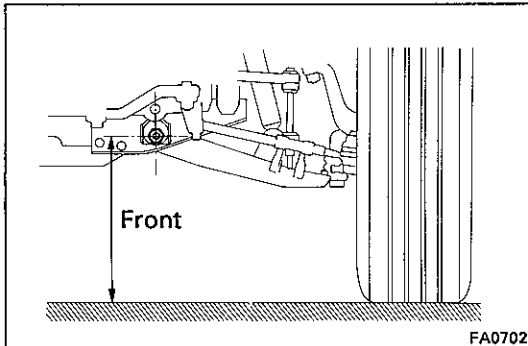
- (c) Check the front wheel bearings for looseness.
 (d) Check the front suspension for looseness.
 (e) Check the steering linkage for looseness.
 (f) Check the ball joint for excessive looseness.
 (g) Check that the shock absorbers work properly by using the standard bounce test.

2. MEASURE VEHICLE HEIGHT

Vehicle height: See page A-14

Measuring point:

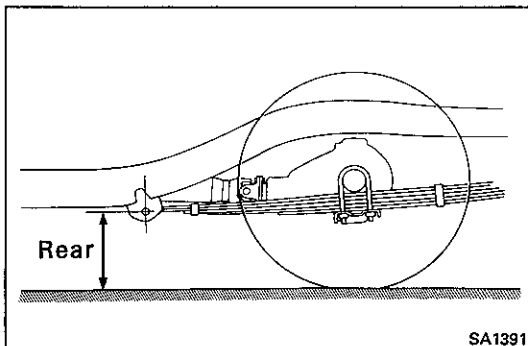
Front	Height at center of tip of adjusting cam bolt
Rear	Height of center of rear leaf spring front bush

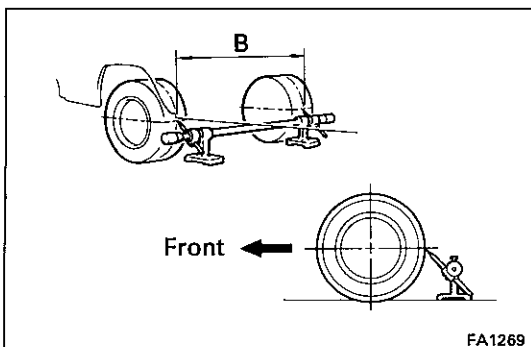
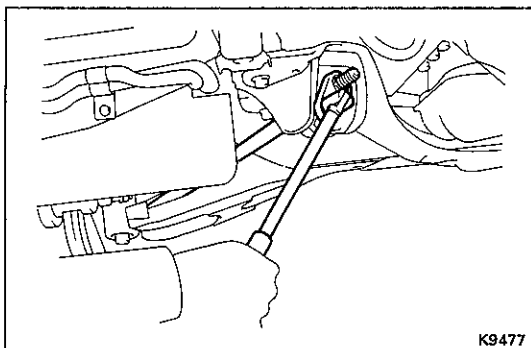
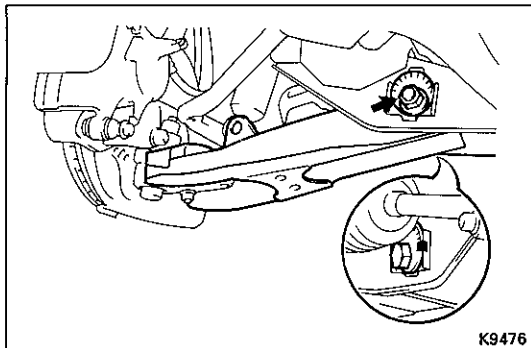
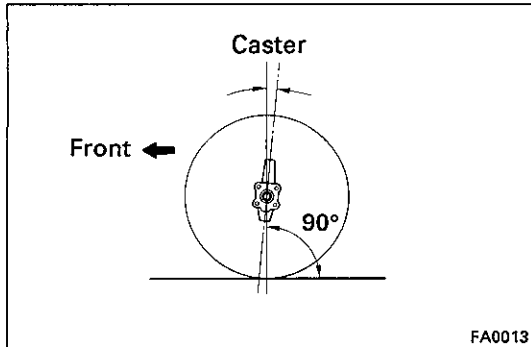
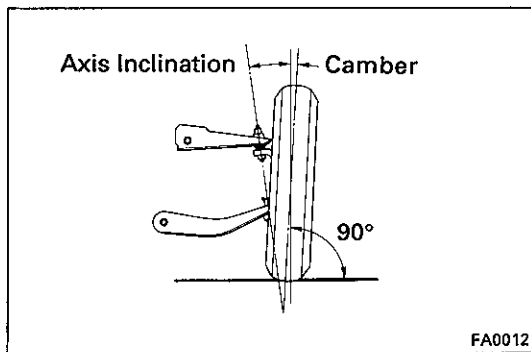


If the vehicle height is not standard, try to adjust it by pushing down on the body or by lifting the body.

If it still not correct, check for bad springs or suspension parts.

HINT: Before inspecting wheel alignment, adjust vehicle height to specification.





FRONT WHEEL ALIGNMENT

1. INSTALL WHEEL ALIGNMENT EQUIPMENT

Follow the specific instructions of the equipment manufacturer.

2. CHECK CAMBER, CASTER AND STEERING AXIS INCLINATION

Inspection standard: See page A-18

3. ADJUST CAMBER

If the camber is not within the specification, adjust by turning the adjusting cam.

NOTICE: The adjusting cam should not be turned more than 4.5 graduations from the neutral position.

Adjustment standard: See page A-18

HINT: Camber changes about 18' with each graduation of the cam.

4. ADJUST CASTER

If the caster is not within the specification, adjust by turning the strut bar nuts.

HINT: Loosen one of the two nuts on the strut bar cushion and tighten the nut on the opposite side by the same amount to change the length of the strut bar and adjust the caster.

NOTICE: Do not turn the strut bar nut more than three threads from the original position.

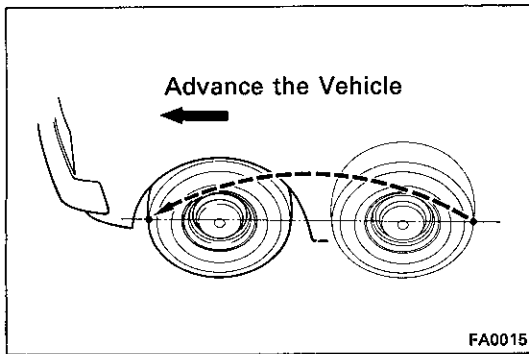
Adjustment standard: See page A-18

HINT: The caster changes approximately 30' for every rotation of the nut.

5. INSPECT TOE-IN

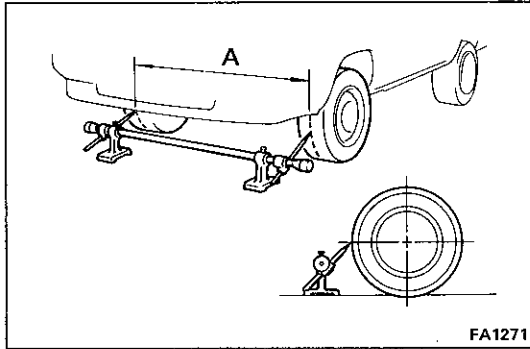
Inspect toe-in with a toe-in gauge in the following procedure.

- Rock the vehicle up and down to stabilize the suspension.
- Move the vehicle forward about 5 m (16.4 ft) with the front wheels in the straight-ahead position on a level place.
- Mark the center of each rear tread and measure the distance "B" between the marks of the right and left tires.

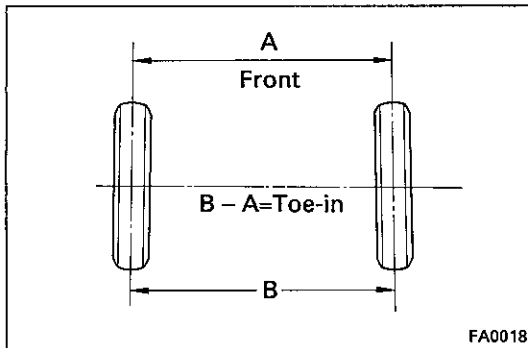


- (d) Advance the vehicle until the marks on the rear sides of the tires come to the measuring heights of the gauge on the front side.

HINT: If the tire rolls too far, repeat from step (b).



- (e) Measure the distance "A" between the marks on the front of the tires.

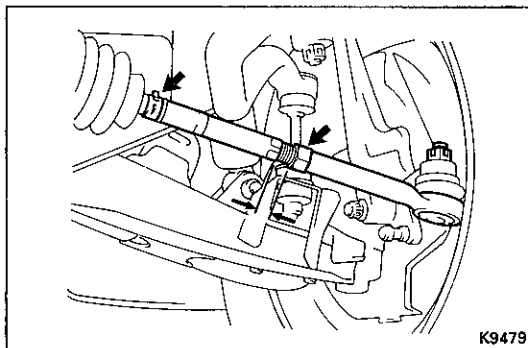


- (f) Measure the toe-in.

$$\text{Toe-in} = B - A$$

Inspection standard: See page A-18

If toe-in is not as specified, adjust the left and right tie rods.



6. ADJUST TOE-IN

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

Adjustment standard: See page A-18

HINT: Measure that the lengths of the left and right tie rod ends length are the same.

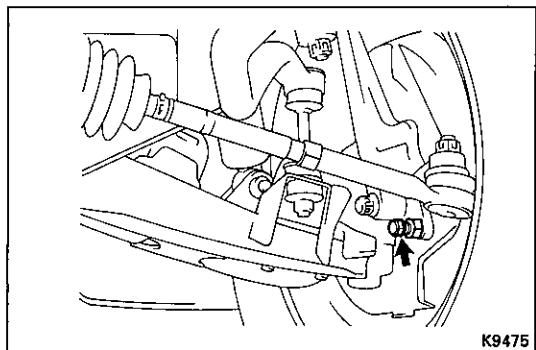
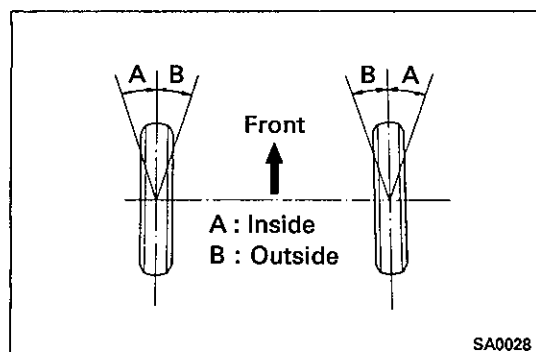
Tie rod end length left-right error: 3.0 mm (0.118 in.) or less

- Torque the tie rod end lock nuts.

Torque: 900 kg-cm (65 ft-lb, 88 N-m)

- Place the boot on the seat and clamp it.

HINT: Make sure that the boots are not twisted.



7. INSPECT WHEEL ANGLE

Remove the caps of the knuckle stopper bolts and check the wheel angles.

Wheel angle:

Disc brake	Inside wheel	$37^{\circ}30' +0^{\circ} -3^{\circ}$
	Outside wheel	$34^{\circ}00' +0^{\circ} -3^{\circ}$
Drum brake	Inside wheel	$36^{\circ}00' +0^{\circ} -3^{\circ}$
	Outside wheel	$35^{\circ}00' +0^{\circ} -3^{\circ}$

If maximum steering angles differ from standard value, adjust the wheel angle.

8. ADJUST WHEEL ANGLE

- Remove the caps of the knuckle stopper bolt.
- Loosen the lock nuts.
- Fully screw in the knuckle stopper bolts.
- If the wheel angle is different on the left and right wheels, adjust the tie rod length to remove the difference in wheel angle.
- Fully turn the steering wheel and loosen the knuckle stopper bolt until it touches the lower arm.
- Torque the lock nut.

Torque: 450 kg-cm (33 ft-lb, 44 N-m)

- Install the caps of the knuckle stopper bolt.
- Inspect toe-in.

If the wheel angle still cannot be adjusted within limits, inspect and replace damaged or worn steering parts.

9. CHECK SIDE SLIP (REFERENCE ONLY)

Side slip: 3.0 mm/m (0.118 in./3.3 ft) or less