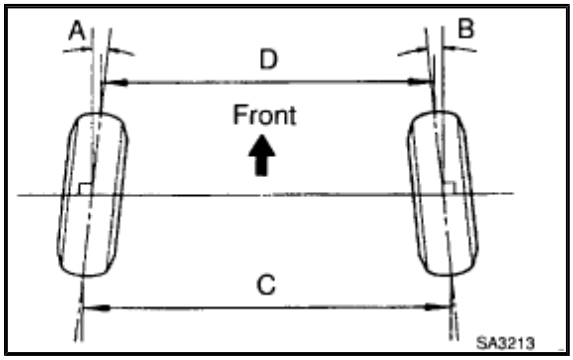
Rear

INSPECTION

1. MEASURE VEHICLE HEIGHT
2. INSTALL CAMBER-CASTER-KINGPIN GAUGE OR POSITION VEHICLE ON WHEEL ALIGNMENT TESTER Follow the specific instructions of the equipment manufacturer.
3. INSPECT CAMBER

Camber	−1°11' ± 45' (−1.18° ± 0.75°)
Right–left error	45' (0.75°) or less

Camber:
If the camber is not within the specified value, after the toe-in is inspected, see step 5 to adjust.

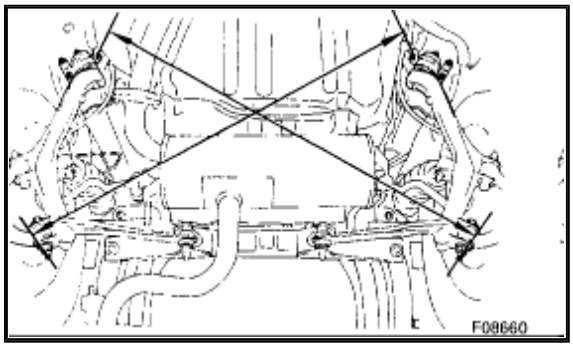


4. INSPECT TOE-IN

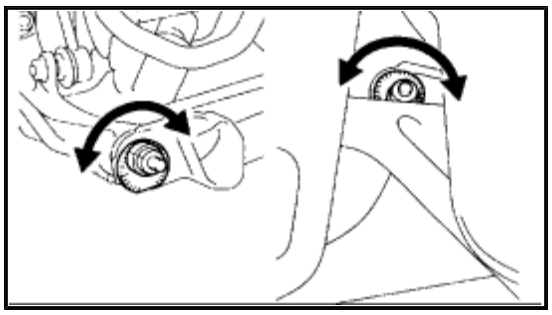
Toe–in (total)	A + B: 0°18' ± 12' (0.3° ± 0.2°) C – D: 3 ± 2 mm (0.12 ± 0.08 in.)

Toe-in:
If the toe-in is not within the specified value, see step 5 to adjust.

5. ADJUST CAMBER AND TOE-IN



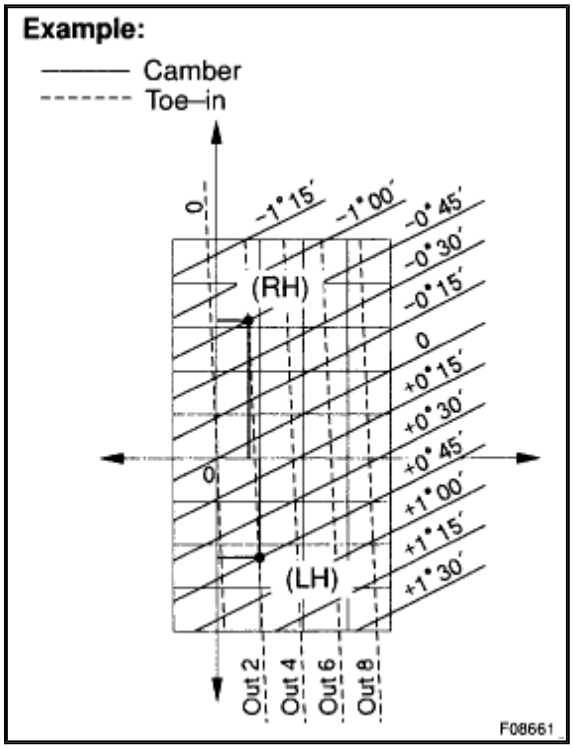
a. Measure the distance from the LH lower suspension arm bracket set bolt to the RH axle carrier rear side set bolt as shown in the illustration.
b. Employ the same manner to the RH-LH. Length difference: **6 mm or less** If it exceeds the specified value, adjust it by turning the adjusting cams.



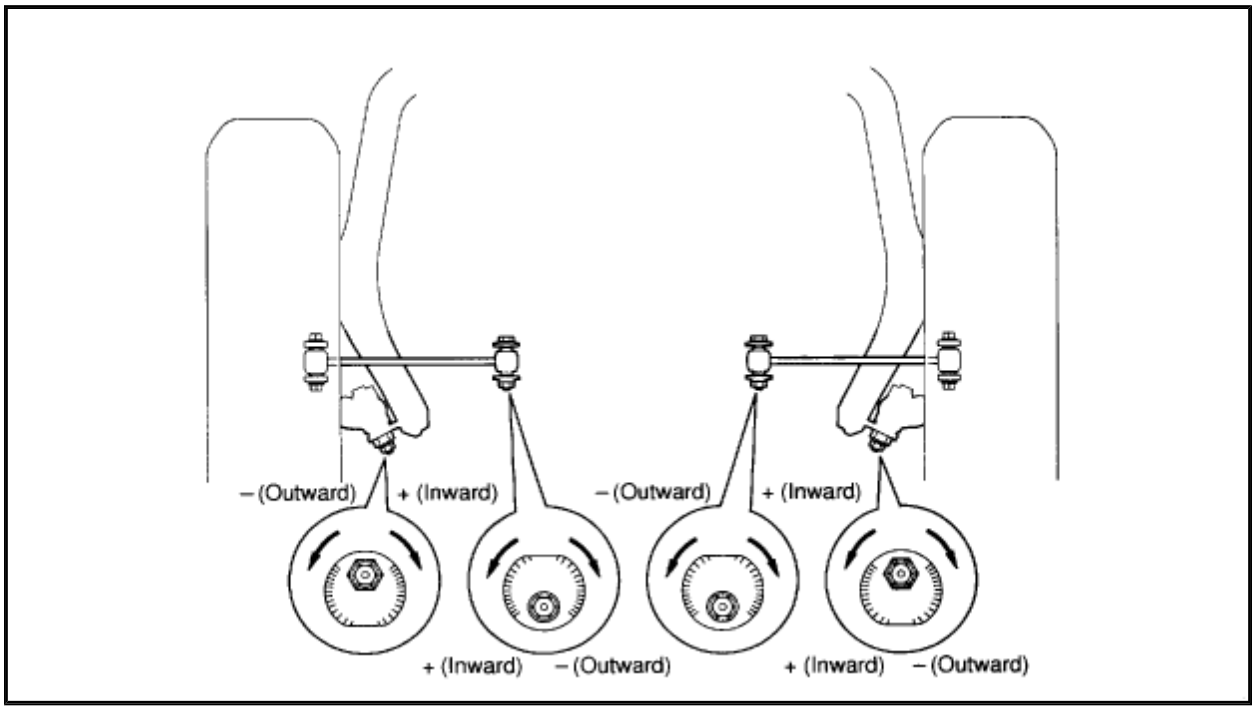
c. Loosen the upper and lower arm adjusting cam set nuts.
d. Adjust the camber and toe-in by turning the adjusting cams. **HINT:** Try to adjust the camber and toe-in to the center of the specified values.
e. Torque the upper and lower arm adjusting cam set nuts. Torque: **74 Nm (755 kgf.cm, 55 ft. lbs.)**

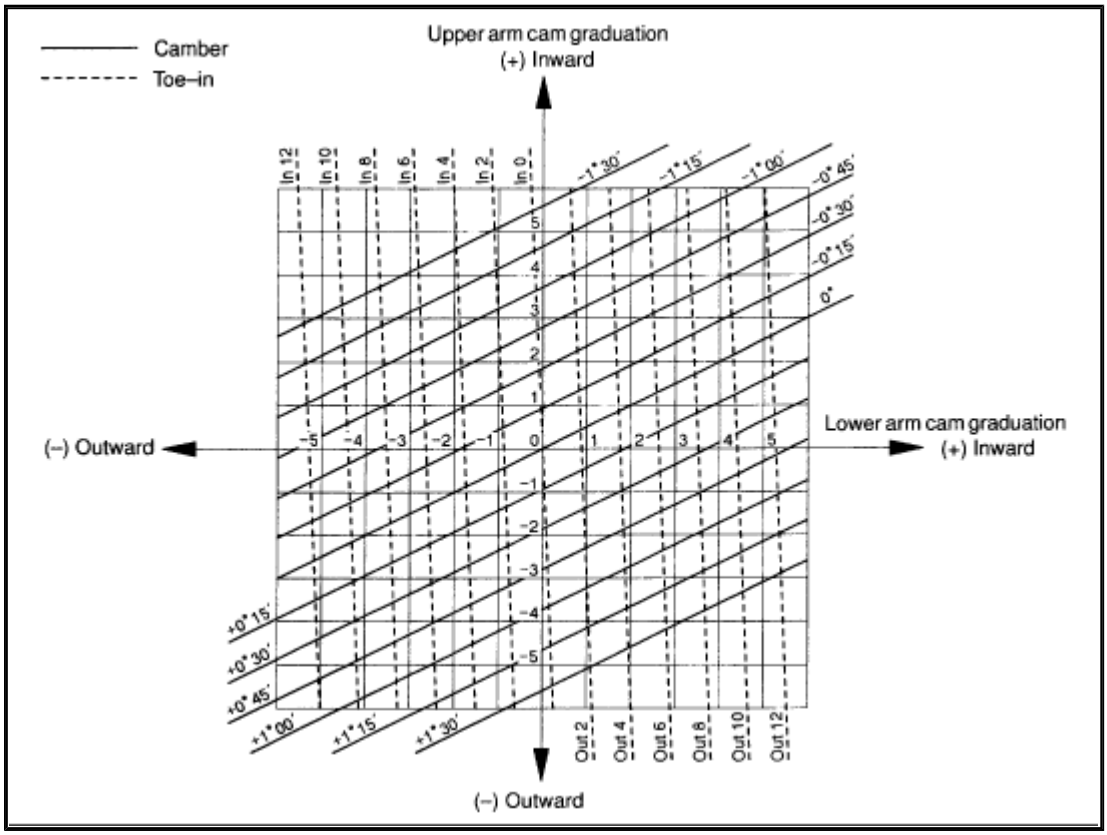
6. HOW TO READ ADJUSTMENT CHART (EXAMPLE)

a. Measure the present alignment. Example: Camber (RH): **-0°26'(-0.43°)** Camber (LH): **-1°56' (-1.93°)** Toe-in (total): **IN 7 mm (0.28 inch)**



b. Mark the difference between the standard value (A) and the measured value (B) on the adjustment chart. Standard value: Camber: **-1°11' (-1.18°)** Toe-in (total): **IN 3 mm (0.12 inch)** Formula: A - B = C Camber (RH): **-1°11' - (-0°26') = -0°45'** Camber (LH): **-1°11' - (-1°56') = 0°045'** Toe-in (total): IN3 - IN7 = OUT 4 Toe-in (each side): OUT 2





c. As shown in the example chart, read the distance from the marked point to the origin of the chart, and adjust the upper and/or lower arm adjusting cams accordingly Amount to turn adjusting cams (by graduation): Upper arm cam (RH): + (Inward) 3.2 Lower arm cam (RH): + (Inward) 0.8 Upper arm cam (LH): - (Outward) 2.3 Lower arm cam (LH): + (Inward) 1.0