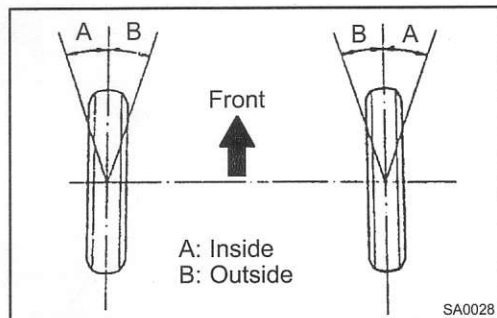


HINT:

Make sure that the boots are not twisted.

- (g) Perform the zero point calibration of yaw rate and deceleration sensor (see page 05-475).

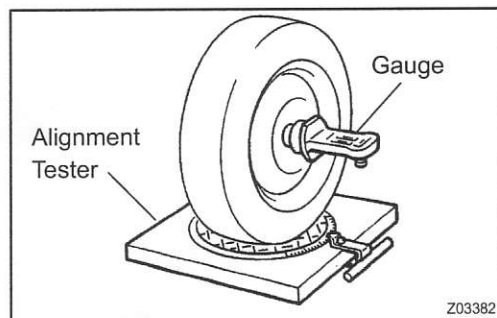
**5. INSPECT WHEEL ANGLE**

- (a) Turn the steering wheel fully left and right to measure the turning angle.

Wheel turning angle:

Inside wheel	42° 10' (42.2°)
Outside wheel: Reference	36° 15' (36.3°)

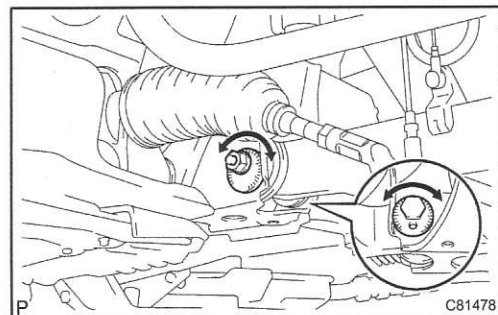
If the right and left inside wheel angles differ from the specified value, check and adjust the right and left rack end lengths.

**6. INSPECT CAMBER, CASTER AND STEERING AXIS INCLINATION**

- (a) Put the front wheel on the center of the alignment tester.
(b) Set the camber-caster-kingpin gauge at the center of the axle hub.

Camber, caster and steering axis inclination:

	w/o Electronic modulated air suspension	w/ Electronic modulated air suspension
Camber	-0° 05' ± 45' (-0.08° ± 0.75°)	-0° 15' ± 45' (-0.25° ± 0.75°)
Left-right error	30' (0.5°) or less	30' (0.5°) or less
Caster	6° 45' ± 45' (6.75° ± 0.75°)	7° 15' ± 45' (7.25° ± 0.75°)
Left-right error	30' (0.5°) or less	30' (0.5°) or less
Steering axis inclination	9° 00' ± 45' (9° ± 0.75°)	9° 15' ± 45' (9.25° ± 0.75°)
Left-right error	30' (0.5°) or less	30' (0.5°) or less

**7. ADJUST CAMBER****HINT:**

- After adjusting the camber, inspect the caster and toe-in.
- Try to adjust the camber to the center value.

- (a) Loosen the camber adjusting cam nut.
(b) Turn the camber adjusting cam and adjust the camber.

HINT:

Camber changes about 6'18" (0.11°) with each graduation of the cam.

- (c) Torque the camber adjusting cam.

Torque: 172 N·m (1,755 kgf·cm, 127 ft·lbf)