

REAR WHEEL ALIGNMENT INSPECTION

SA222-02

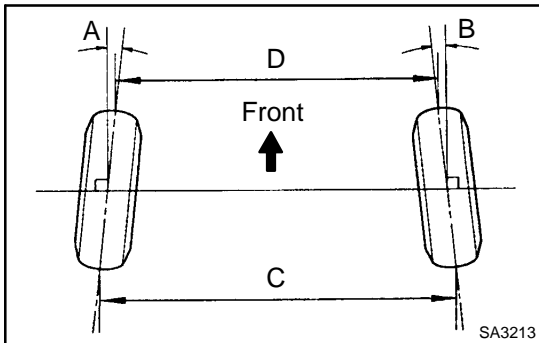
1. MEASURE VEHICLE HEIGHT (See page SA-5)
2. INSTALL CAMBER-CASTER-KINGPIN GAUGE ONTO WHEEL ALIGNMENT TESTER

Follow the specific instructions of the equipment manufacturer.

3. INSPECT CAMBER

Camber:

	w/o Electronic modulated air suspension	w/ Electronic modulated air suspension
Camber	-1°00' ± 45' (-1.00° ± 0.75 °)	-1°33' ± 45' (-1.55° ± 0.75 °)
Left-right error	30' (0.5°) or less	30' (0.5°) or less



4. INSPECT TOE-IN

Toe-in:

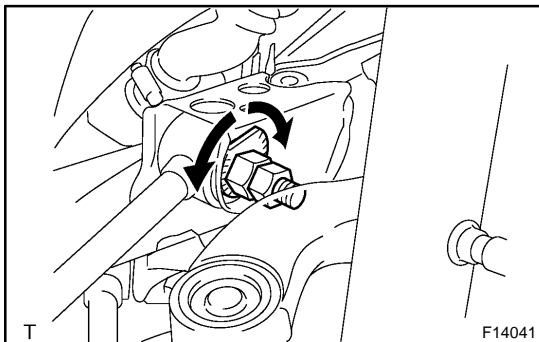
Toe-in (total)	A + B: 0°18' ± 12' (0.3° ± 0.2°) C - D: 3 ± 2 mm (0.12 ± 0.08 in.)
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5. ADJUST CAMBER AND TOE-IN

- (a) Adjust the camber.
 - (1) Remove the No. 2 lower suspension arm (See page SA-110).
 - (2) According to the table below, replace the No. 2 lower suspension arm.

Part No.	Side	Adjustment Amount
48730-50050	RH	+45'
48740-50020	LH	
48730-50060	RH	-45'
48740-50030	LH	

- (3) Install the No. 2 lower suspension arm (See page SA-113).



- (b) Adjust the toe-in.
 - (1) Loosen the cams.
 - (2) Adjust toe-in by turning the front and/or rear cams.
 - (3) Torque the cam nuts.

HINT:

Toe change about 22.8' (0.38°) with each graduation of the cam.

Torque: 50 N·m (510 kgf·cm, 37 ft·lbf)