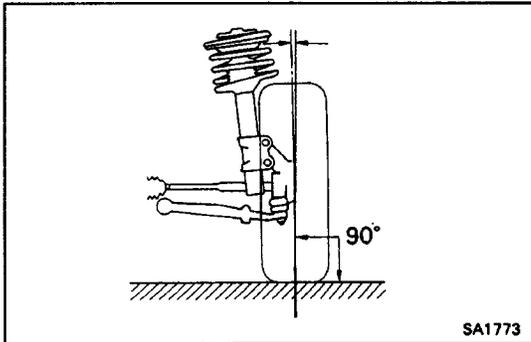


If wheel angles differ from the standard specifications, check to see if the lengths of the left and right tie rods are the same.

HINT: If the rod lengths are not equal, the wheel angle cannot be adjusted properly.

If the tie rod lengths were changed to adjust the wheel angle, inspect the toe-in.



## REAR WHEEL ALIGNMENT

### REAR WHEEL ALIGNMENT INSPECTION AND ADJUSTMENT

#### 1. INSPECT CAMBER

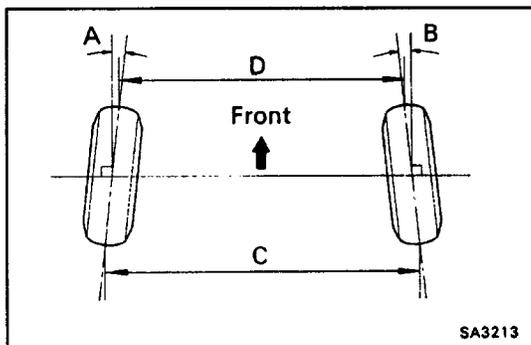
**Camber:**

$-1^{\circ} 35' \pm 45'$

**Cross camber:**

30' or less

HINT: Camber is not adjustable, if measurement is not within specification, inspect and replace the suspension parts as necessary.



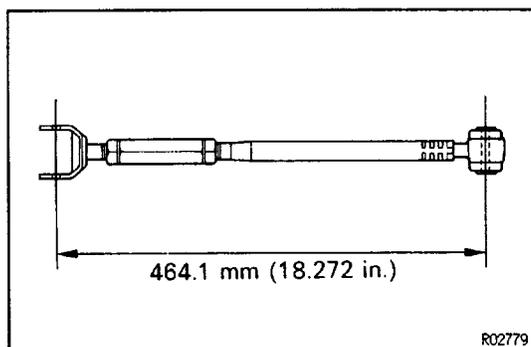
#### 2. INSPECT TOE-IN

**Toe-In (total):**

$A+13 0.6^{\circ} \pm 0.1^{\circ}$

$(C-D 6 \pm 1 \text{ mm } (0.24 \pm 0.04 \text{ in.}))$

If toe-in is not within specification adjust it.

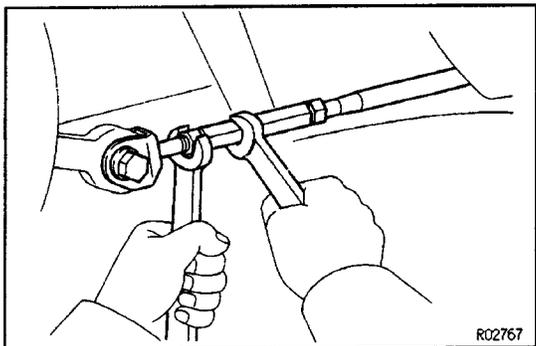


#### 3. ADJUST TOE-IN

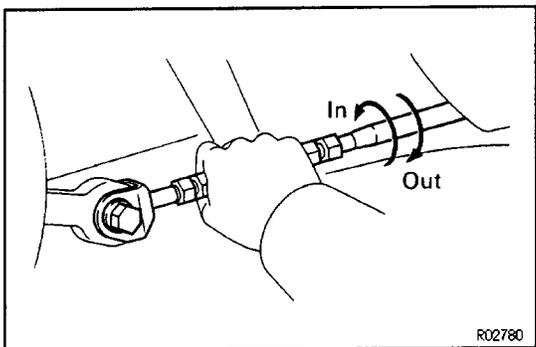
(a) Measure the lengths of the left and right suspension arms to see that the lengths are equal.

If not equal, adjust following the procedures below.

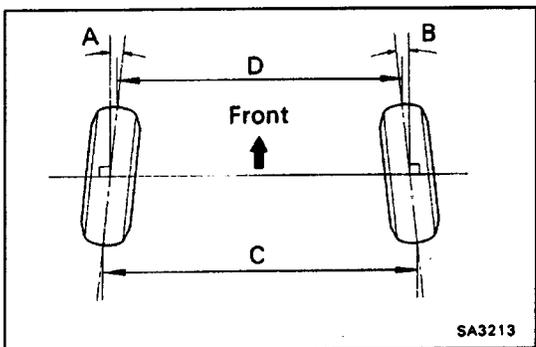
- If the toe-in is less than standard, shorten the tie rod by turning the tie rod tube.
- If the toe-in is greater than standard, lengthen the tie rod by turning the tie rod tube.



(b) Loosen the nuts.



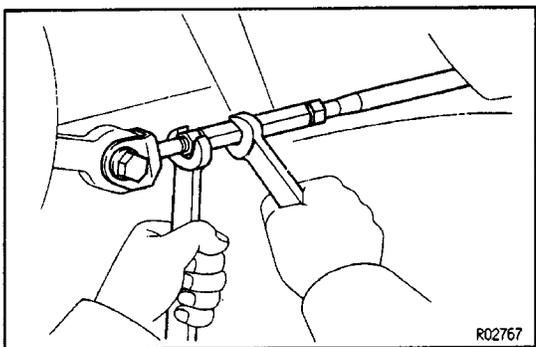
(c) Turn the left and right tie rod tubes an equal amount.



**Too-in (total):**

$$A+13 \ 0.6^{\circ} \pm 0.1^{\circ}$$

$$(C-D \ 6 \pm 1 \ \text{mm}, \ 0.24 \pm 0.04 \ \text{in.})$$



(d) Tighten the nuts.

(e) After toe-in adjustment, check the rear wheel alignment.