

Wheel Alignment

Front Toe Inspection/Adjustment

Inspection

1. Center steering wheel spokes.

NOTE: Measure difference in toe measurements with the wheels pointed straight ahead.

2. Check the front toe.

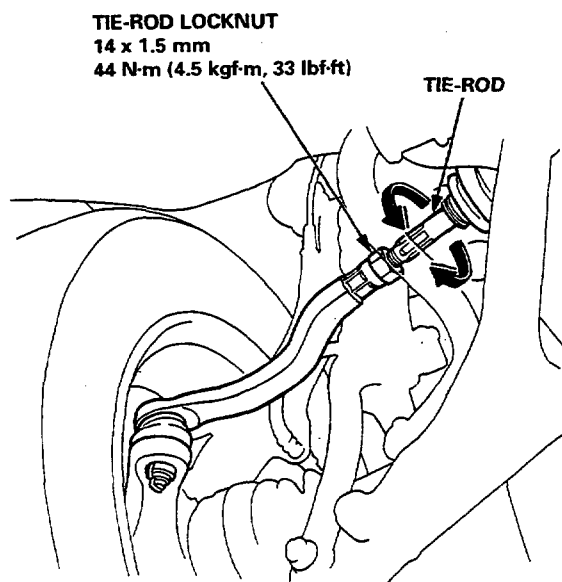
Front toe: 0 ± 2 mm (0 ± 0.08 in)

- If adjustment is required, go on to step 3.
- If no adjustment is required, remove alignment equipment.

Adjustment

3. Loosen the tie-rod locknuts and turn both tie-rods in the same direction until the front wheels are in straight ahead position.
4. Turn both tie-rods equally until the toe reading on the turning radius gauge is correct.
5. After adjusting, tighten the tie-rod locknuts.

NOTE: Reposition the tie-rod boot if it is twisted or displaced.



Rear Toe Inspection/Adjustment

Inspection

1. Release parking brake.

NOTE: If the parking brake is engaged, you may get an incorrect reading.

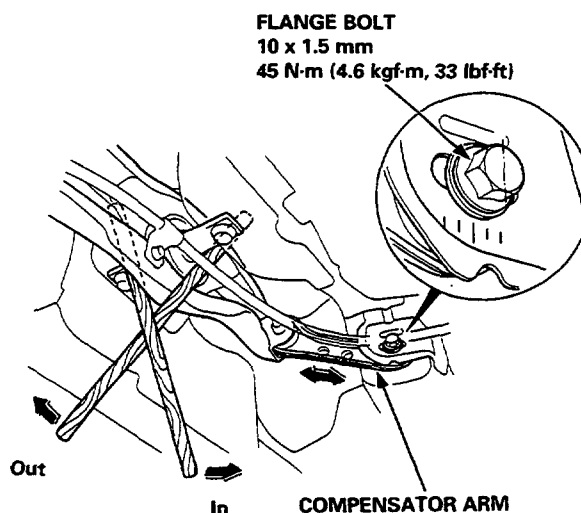
2. Check the rear toe.

Rear toe-in: 2.3 ± 2 mm (0.09 ± 0.08 in)

- If adjustment is required, go to step 3.
- If no adjustment is required, remove alignment equipment.

Adjustment

3. Before adjustment, note the locations of flange bolts on the right and left compensator arms.
4. Loosen the flange bolts and slide the compensator arm in or out as shown, to adjust the toe.
5. Tighten the flange bolts.



- Example
After the rear toe inspection, the wheel is 2 mm (0.08 in) out of the specification.
 - Move the arm so the adjusting bolt moves 2 mm (0.08 in) inward from the position recorded before the adjustment.
 - The distance the adjusting bolt is moved should be equal to the amount out-of-specification.