

Wheel Alignment



Front Toe Adjustent

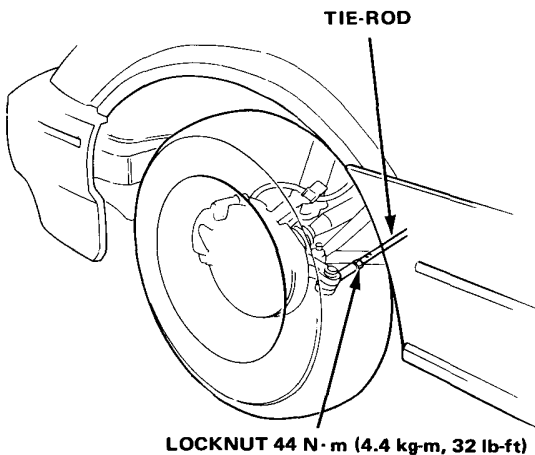
1. Center steering wheel spokes.

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

Front Toe: $0 \pm 3 \text{ mm}$ ($0 \pm 0.118 \text{ in.}$)

- If adjustment is required, go on to step 2.
 - If no adjustment is required, remove alignment equipment.
2. Loosen the tie-rod locknuts and turn both tie-rods in the same direction until the front wheels are in straight ahead position.
 3. Turn both tie-rods equally until the toe reading is correct.
 4. After adjusting, tighten the tie-rod locknuts.

NOTE: Make sure the tie-rod boots are not twisted or otherwise displaced after adjustment.



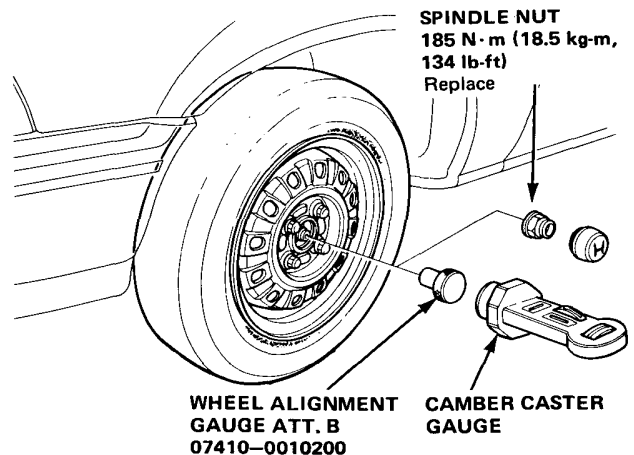
Camber Inspection

1. With the wheels in a straight ahead position, remove the spindle nut and install the special tool on the spindle as shown.
2. Set up the camber/caster gauge.
3. Read the camber on the gauge with the bubble at the center of the gauge.

Front Camber

	KC	KB,KE,KF KG,KS,KW KX	KQ	KY	Others
Coupe	$0^{\circ}00' \pm 1^{\circ}$	←	←	←	←
2D H/B	$0^{\circ}00' \pm 1^{\circ}$	←	←	$0^{\circ}20' \pm 1^{\circ}$	$0^{\circ}00' \pm 1^{\circ}$
4D	$0^{\circ}00' \pm 1^{\circ}$	←	←	$0^{\circ}30' \pm 1^{\circ}$	$0^{\circ}00' \pm 1^{\circ}$
4D H/B	$0^{\circ}20' \pm 1^{\circ}$	$0^{\circ}26' \pm 1^{\circ}$	$0^{\circ}30' \pm 1^{\circ}$	←	←

Rear Camber : $-0^{\circ}45' \pm 15'$



Rear Toe Inspection

1. Release parking brake.

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

Rear toe: $1 \text{ N} \pm 2 \text{ mm}$ ($0.079 \pm 0.079 \text{ in.}$)

NOTE: Rear wheel toe is not adjustable. If out of specification, check suspension for damage and replace parts as necessary, then recheck alignment.

NOTE:

- If your alignment equipment must be mounted at axle centerline, use Honda front and rear wheel alignment attachments as shown.
- Camber is not adjustable. If out of specification, check suspension for damage and replace parts as necessary, then recheck alignment.

Wheel Alignment

Caster Inspection

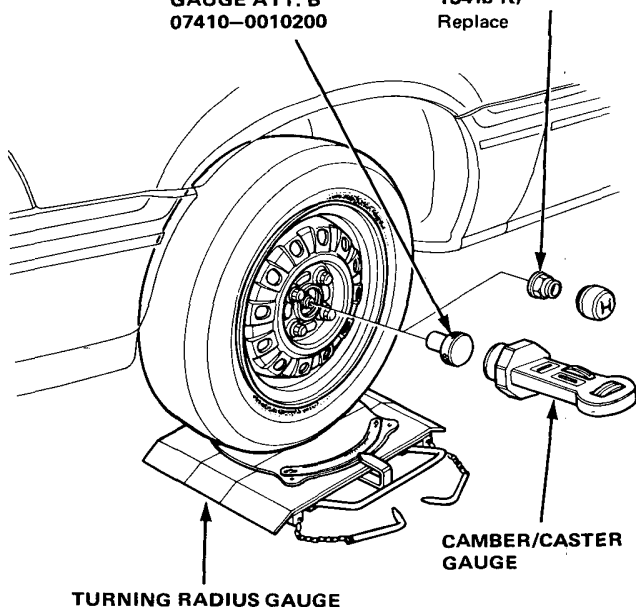
1. Jack up the front of the car and set the turning radius gauges beneath the front wheels, then lower the car.
2. Remove the spindle nut and install Wheel Alignment Gauge Attachment.
3. Install Camber/Caster Gauge on the Attachment and apply the front brake. Turn the wheel 20° inward.
4. Turn the adjust screw so that the bubble in the caster gauge is at 0°. Return the wheel to the straight ahead position.

Caster angle:

	KC	KB,KE,KF KG,KS,KW KX	KQ	KY	Others
Coupe	2°25'±1°	←	←	←	←
2D H/B	2°20'±1°	←	←	2°10'±1°	2°20'±1°
4D	2°20'±1°	←	←	2°15'±1°	2°20'±1°
4D H/B	2°05'±1°	1°49'±1°	2°00'±1°	←	←

**WHEEL ALIGNMENT
GAUGE ATT. B
07410-0010200**

**SPINDLE NUT
185 N·m (18.5 kg-m,
134 lb-ft)
Replace**



NOTE:

- If your alignment equipment must be mounted at axle centerline, use Honda front and rear wheel alignment attachments as shown.
- Caster is not adjustable. If out of specification, check suspension for damage and replace parts as necessary, then recheck alignment.

Spring Height

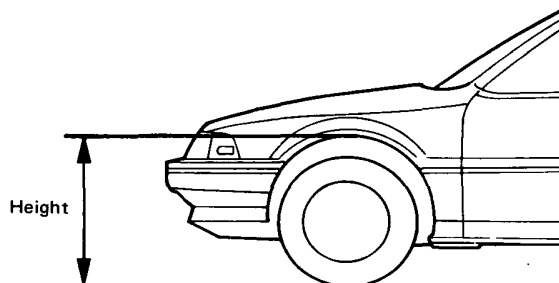
Inspection

NOTE:

- The car must not be occupied; the tires must be properly inflated and in good condition (i.e., the tread wear indicators must not be showing); and the fuel tank must be full.
- Bounce the front or rear of the car up and down several times before measuring.

Front

1. Measure the torsion bar spring height between the ground and the wheel arch.



		Standard
Coupe	KC	644±15mm (25.35±0.59 in)
	Others	639±15mm (25.16±0.59 in)
2D H/B	All	646±15mm (25.43±0.59 in)
	Arias for higher Ground clearance	671±15mm (26.42±0.59 in)
4D	All	651±15mm (25.63±0.59 in)
	Arias for higher Ground clearance	676±15mm (26.61±0.59 in)
4D H/B	KB,KE,KF,KG,KS,KW KX,KD,KP,KT,KU,KQ	659±15mm (25.94±0.59 in)
	KC	649±15mm (25.55±0.59 in)
	Arias for higher Ground clearance	674±15mm (26.54±0.59 in)

Higer Ground Clearance:

Standard for KY

Factory Option for KD, KE, KF, KP, KT, KU, KW

2. Adjust the height if the reading is not within specifications. (Page 20-5)

Wheel Measurement

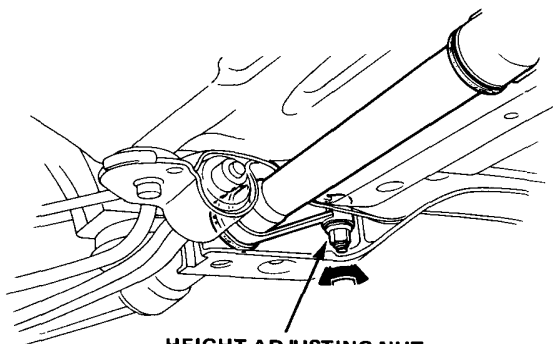


Torsion Bar Adjustment

1. Raise the front wheels off the ground.
2. Adjust the height by turning the height adjusting nut.

Height adjusting nut	Height
Tighten (Turned right)	Up
Loosen (Turned left)	Down

Height varies 5 mm (0.20 in) per turn of the adjusting nut.



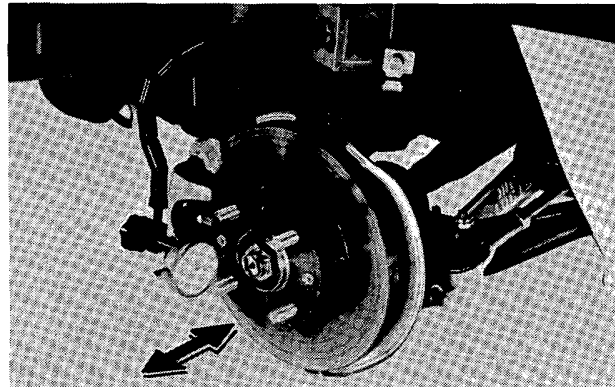
HEIGHT ADJUSTING NUT

3. Lower the front wheels to the ground, push the car up and down and back and forth several times, then confirm that the spring height is within specifications.

Bearing End Play

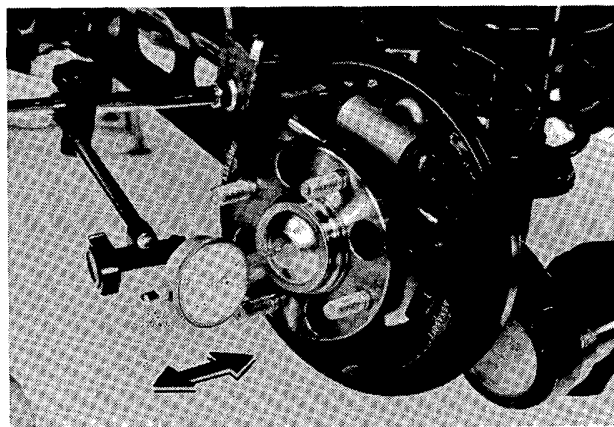
Front Wheel End Play

Standard: 0–0.05 mm (0–0.002 in.)



Rear Wheel End Play

Standard: 0–0.05 mm (0.002 in)

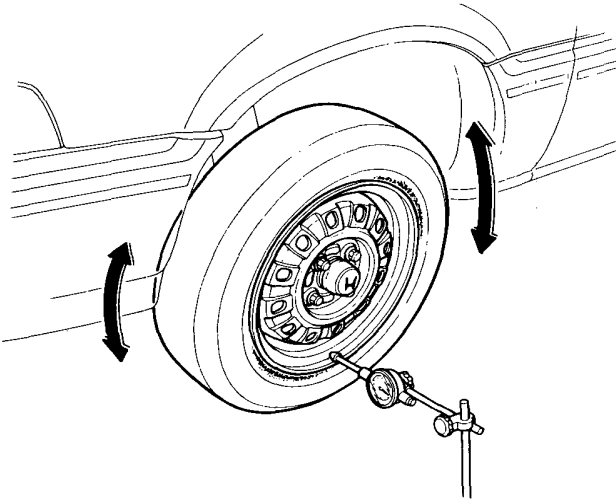


Wheel Measurement

Runout

Front and Rear Wheel Axial Runout

Standard: Steel—
0–1.0 mm (0.04 in.)
Aluminum—
0–0.7 mm (0.028 in.)



Front and Rear Wheel Radial Runout

Standard: Steel— 0–1.0 mm (0.039 in.)
Aluminum— 0–0.7 mm (0.028 in.)

