



WHEEL ALIGNMENT 4WD

1. MAKE FOLLOWING CHECKS AND CORRECT ANY PROBLEMS

- (a) Check the tires for wear and proper inflation.
Cold tire inflation pressure: See page A-25
- (b) Check the wheel runout.
Lateral runout: 1.2 mm (0.047 in.) or less
- (c) Check the front wheel bearings for looseness.
- (d) Check the front suspension for looseness.
- (e) Check the steering linkage for looseness.
- (f) Check that the front absorbers work properly by using the standard bounce test.

2. ADJUST VEHICLE HEIGHT

Adjust the vehicle height to the standard vehicle height for wheel alignment inspection.

HINT: With non-loaded vehicles, there is a difference in the vehicle height according to the model.

Although the wheel alignment standard value changes according to the vehicle height, by setting the vehicle height to the standard height the standard alignment value becomes the same for all models.

Front: $A - B = 58.5 \text{ mm (2.303 in.)}$

A: Height at center of tip of drive shaft

B: Height at center of tip of front side adjusting cam bolt

Rear: $C - D = 61.0 \text{ mm (2.402 in.)}$

C: Height of center of rear leaf spring front bush 1

D: Height of center of rear axle shaft

HINT: For the vehicle height of non-loaded vehicles for each model and the alignment standard values, refer to page A-25.

3. INSTALL WHEEL ALIGNMENT EQUIPMENT

Follow the specific instructions of the equipment manufacturer.

4. ADJUST CAMBER, STEERING AXIS INCLINATION AND CASTER

Camber, Steering axis inclination, Caster: See page A-25, 26

If the steering axis inclination is not as specified after camber and caster have been correctly adjusted, re-check the steering knuckle and front wheel for bending or looseness.