

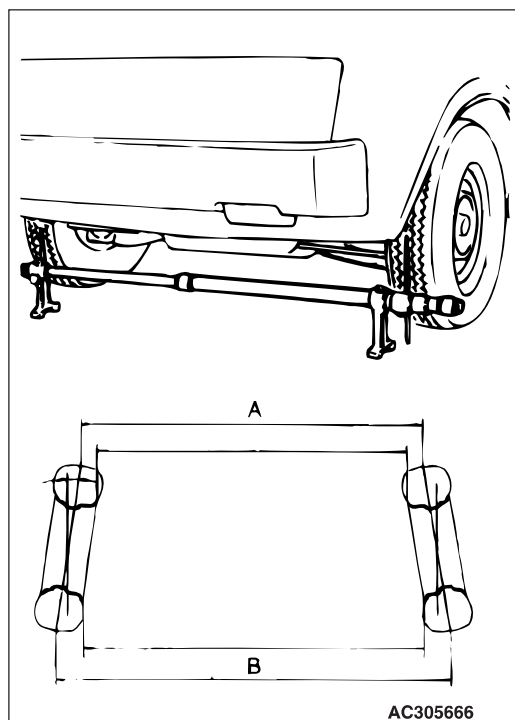
## OPERATIONS OUTSIDE THE VEHICLE

### D1. CHECK UNEVEN TYRE WEAR

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Check the entire periphery of the tyres for uneven wear. If any tyre shows uneven wear, check the toe-in and toe-out, and adjust if necessary.

#### TOE-IN



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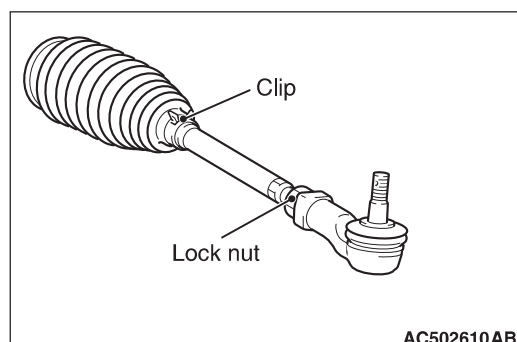
Using a toe-in gauge, measure toe-in.

Toe-in = B – A

**Standard value:**

**At the centre of tyre tread: 0 – 5 mm**

**Toe angle (per wheel): 0°00' – 0°12'**



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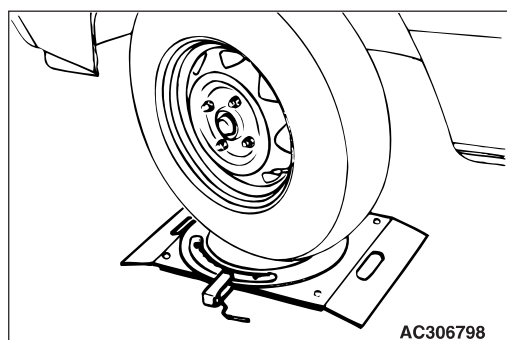
1. Adjust the toe-in by undoing the clip and lock nut, and turning the left and right tie rod turnbuckles by the same amount (in opposite directions).

*NOTE: The toe will move out as the left turnbuckle is turned toward the front of the vehicle and the right turnbuckle is turned toward the rear of the vehicle.*

2. Install the clip and tighten the lock nut to the specified torque.

**Tightening torque: 93 ± 15 N·m**

3. Confirm that the toe-in is at the standard value.



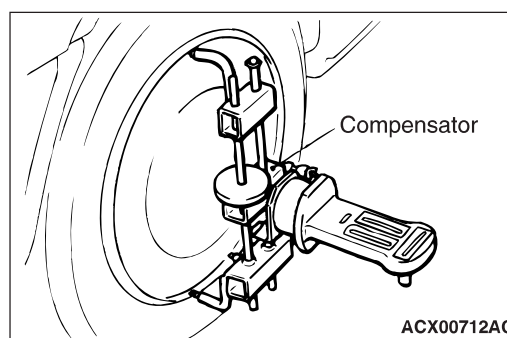
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4. Use a turning radius gauge to check that the steering angle is at the standard value.

**Standard value:**

Inner wheels	36°50' ± 2°00'
Outer wheels (for reference)	32°40'

### CAMBER, CASTER AND KINGPIN INCLINATION



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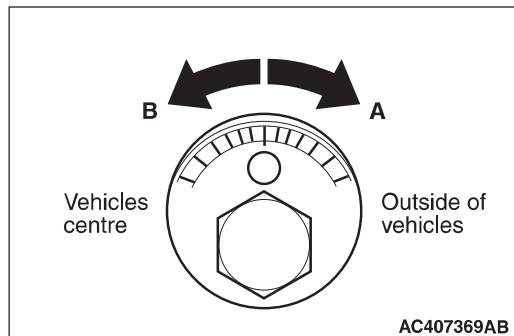
**Standard value:**

Item	Specifications
Camber	0°00' ± 0°30'*
Caster	3°48' ± 1°00'*
Kingpin inclination	12°45'

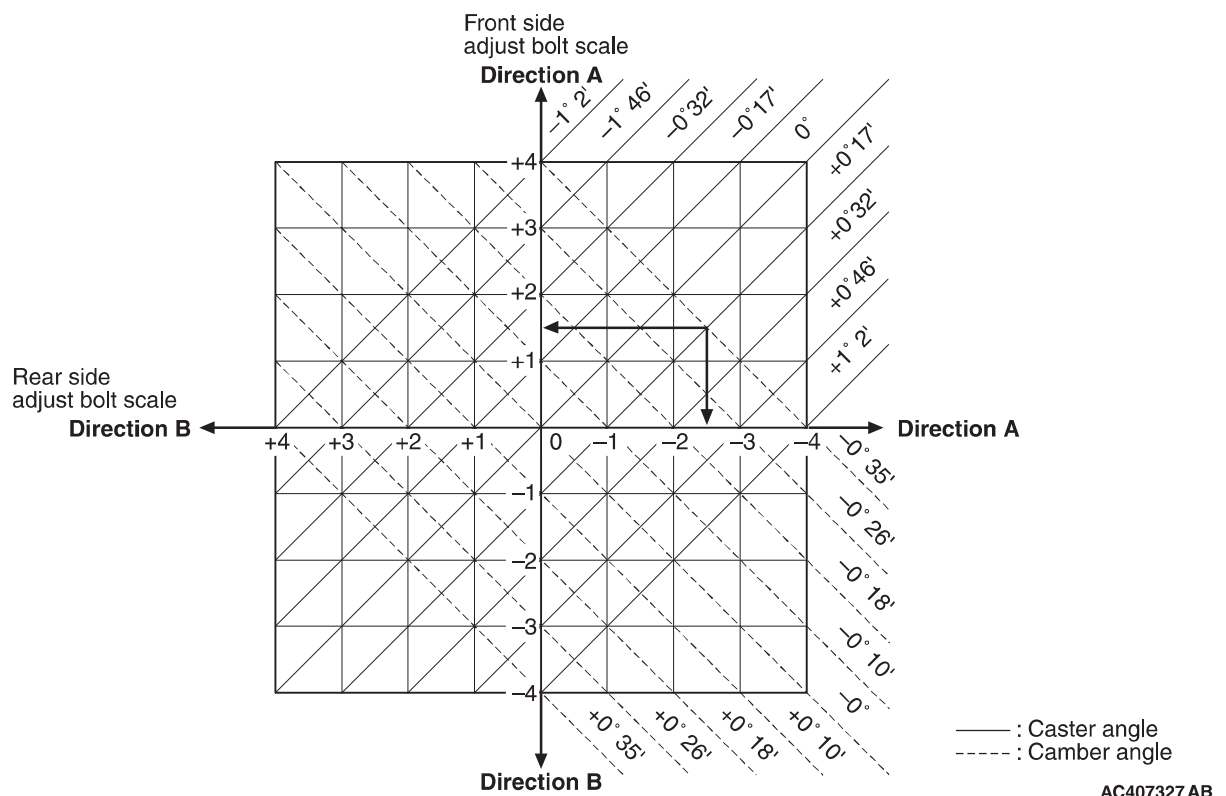
*NOTE: The \* Difference between right and left wheels must be less than 30'*

**CAMBER AND CASTER REFERENCE  
TABLE**

1. Adjust the camber and caster until they meet the standard value by turning the lower arm camber adjusting bolt.



2. How to read this table (example). If the camber difference  $-0^{\circ}35'$  and the caster difference is  $0^{\circ}17'$  by comparing the measurement value with the standard value, rotate the front adjusting cam by 1.5 graduations and the rear adjusting cam by 2.5 graduations to the opposite direction against the "A" direction.



**NOTE:** Solid lines show caster, broken lines show camber.

**D2. CHECK FRONT AND REAR WHEEL  
BEARINGS FOR PLAY**

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**<Front>**

1. Remove the disc brake caliper and suspend it with a wire.
2. Remove the brake disc from the front hub.

