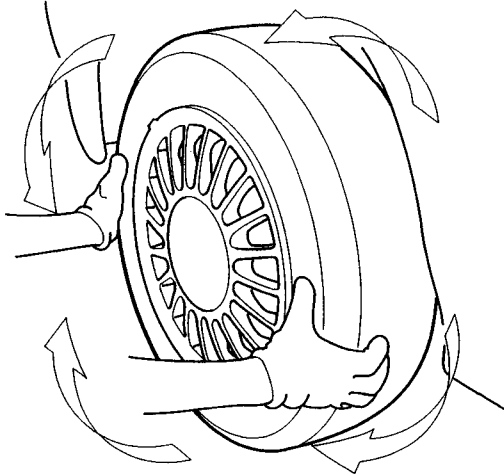


# Wheel Alignment

## Caster

NOTE: For proper inspection/adjustment of the wheel alignment, check and adjust the following before checking the alignment.

- Check that the suspension is not modified.
- Check the tire size and tire pressure.
- Check the runout of the wheels and tires.
- Check the suspension ball joints. (Hold a wheel with your hands and move it up and down and right and left to check for wobbling.)



## Inspection

NOTE: Use commercially available computerized four wheel alignment equipment to measure wheel alignment (i.e. caster, camber, toe, and/or turning angle). Follow the equipment manufacturer's instructions.

1. Check the steering wheel angle; If significantly off center, it may be necessary to remove the steering wheel and reposition it on the splines. Turn the steering wheel to the straight ahead position.

2. Check the caster angle.

**Caster angle:**  $3^{\circ}45' \pm 1^{\circ}$

3. If out of specification, check for damaged suspension components.

## Camber

### Inspection

NOTE: Use commercially available computerized four wheel alignment equipment to measure wheel alignment (i.e. caster, camber, toe, and/or turning angle). Follow the equipment manufacturer's instructions.

1. Check the tire pressure.
2. Check the steering wheel angle. If significantly off center, it may be necessary to remove the steering wheel and reposition it on the splines. Turn the steering wheel to the straight ahead position.
3. Check the camber angle.

**Camber angle. Front:**  $0^{\circ}00' \pm 1^{\circ}$   
**Rear:**  $-0^{\circ}20' \pm 1^{\circ}$

4. If out of specification, check for damaged suspension components.

NOTE: Camber can be effected by the rear beam and front beam positioning.