

WHEEL ALIGNMENT (Continued)

upper and lower strut clevis bracket bolts. Again jounce the front and rear of the vehicle, then verify the camber settings.

(12) Torque front strut clevis bracket-to-steering knuckle attaching bolts to a torque of 163 N·m (120 ft. lbs.).

(13) Once camber is within specifications, adjust toe to meet the preferred specification setting. Refer to FRONT TOE within this wheel alignment service procedure.

FRONT TOE

(1) Center the steering wheel and lock it in place using a steering wheel clamp.

CAUTION: Do not twist the inner tie rod-to-steering gear rubber boots while turning the inner tie rod during the front toe adjustment.

(2) Loosen the tie rod adjusting jam nuts (Fig. 8). Grasp each inner tie rod at its splines and rotate it one way or the other until the front wheel toe is set to the preferred specification. (Refer to 2 - SUSPENSION/WHEEL ALIGNMENT - SPECIFICATIONS)

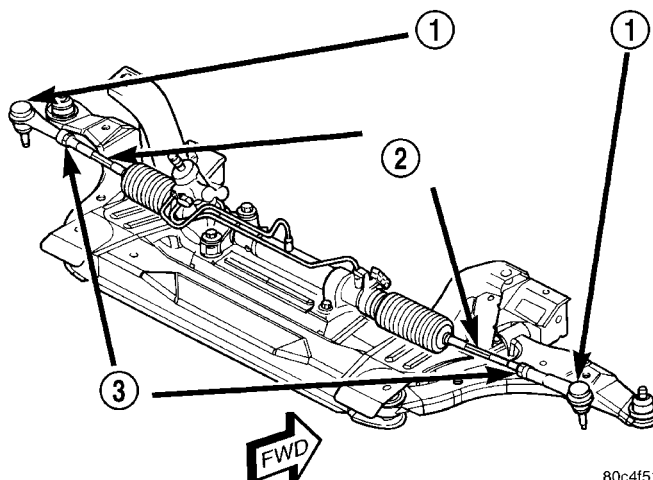
(3) Tighten tie rod adjusting jam nuts to a torque of 75 N·m (55 ft. lbs.).

(4) Make sure the inner tie rod-to-steering gear rubber boots are not twisted. If twisted, loosen the boot clamp at the inner tie rod and move the boot as necessary.

(5) Remove steering wheel clamp.

(6) Remove the alignment equipment.

(7) Road test the vehicle to verify the steering wheel is straight and the vehicle does not pull or wander.



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Fig. 8 Jam Nut Locations (Typical)

- 1 - OUTER TIE ROD
- 2 - INNER TIE ROD SPLINES
- 3 - JAM NUT

SPECIFICATIONS

WHEEL ALIGNMENT

NOTE: All specifications are given in degrees.

NOTE: All wheel alignments are to be set with the vehicle at curb height. (Refer to 2 - SUSPENSION/WHEEL ALIGNMENT - STANDARD PROCEDURE)

FRONT WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
CAMBER	0.00°	-0.40° to +0.40°
Cross Camber (Maximum Side-To-Side Difference)	0.00°	0.50
CASTER	+2.45°	+1.45° to +3.45°
Cross Caster (Maximum Side-To-Side Difference)	0.00°	1.00°
TOTAL TOE*	+0.10°	0.00° to +0.20°
REAR WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
CAMBER	0.00°	-0.25° to +0.25°
TOTAL TOE*	+0.20°	+0.00° to +0.40°
THRUST ANGLE	0.00°	-0.30° to +0.30°

Note:

* TOTAL TOE is the sum of both the left and right wheel toe settings. TOTAL TOE must be equally split between each front wheel to ensure the steering wheel is centered after setting toe. Positive toe (+) is toe-in and negative toe (-) is Toe-out.