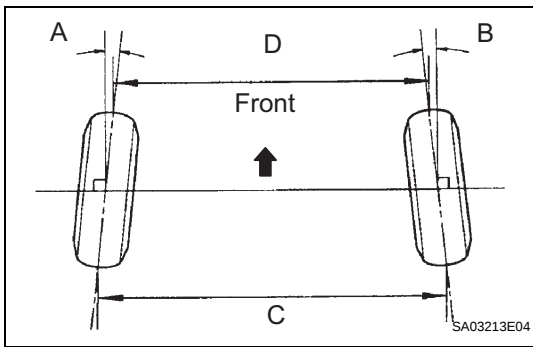




3. INSPECT TOE-IN

- (a) Inspect the toe-in.

Toe-in:

Toe-in (total)	A + B: 0°05' ± 0°10' (0.08° ± 0.16°) C - D: 1 ± 2 mm (0.04 ± 0.08 in.)
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If the toe-in is not within the specified value, adjust it at the rack ends.

4. ADJUST TOE-IN

- Remove the rack boot set clips.
- Loosen the tie rod end lock nuts.
- Turn the right and left rack ends by an equal amount to adjust the toe-in.

HINT:

Try to adjust the toe-in to the center of the specified value.

- Make sure that the lengths of the right and left rack ends are the same.
- Torque the tie rod end lock nuts.

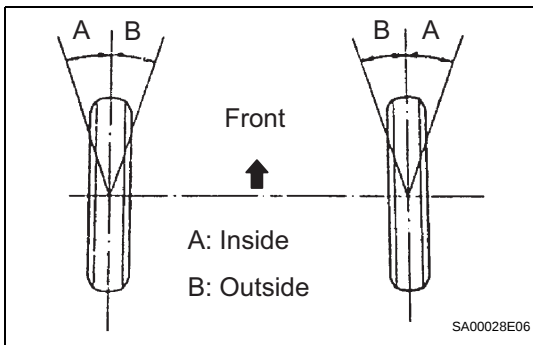
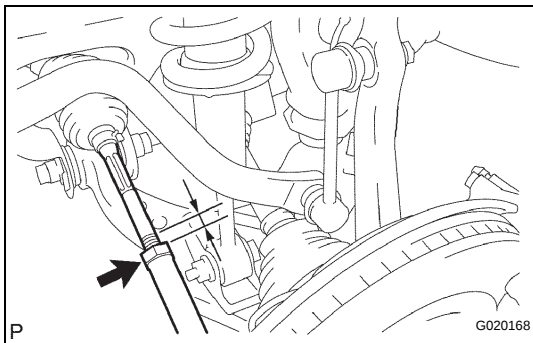
Torque: 88 N*m (897 kgf*cm, 65 ft.*lbf)

- Place the boots on the seats and install the clips.

HINT:

Make sure that the boots are not twisted.

- Perform VSC system calibration



5. INSPECT WHEEL ANGLE

- Turn the steering wheel fully, and measure the turning angle.

Wheel angle:

2WD

Inside wheel	Outside wheel (Reference)
37°00' (35°00' to 38°00')	32°30'
37.00° (35.00° to 38.00°)	32.50°

4WD

Inside wheel	Outside wheel (Reference)
36°40' (34°40' to 37°40')	32°53'
36.67° (34.67° to 37.67°)	32.88°

If the wheel angles differ from the standard of the specification, inspect the toe-in.

6. INSPECT CAMBER, CASTER AND STEERING AXIS INCLINATION

- Install the camber-caster-kingpin gauge or position vehicle on wheel alignment tester.
- Inspect the camber, the caster and the steering axis inclination.

Camber, caster and steering axis inclination:

2WD Except air suspension

Area		Specified Condition
Camber		-0°28' ± 45' (-0.47° ± 0.75°)
	Right-left error	45' (0.75°) or less

