

FRONT WHEEL ALIGNMENT

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Front wheel alignment (unloaded)^{*1} [ZJ, ZY, Z6, LF, L3, MZ-CD1.6 (Y6) and MZR-CD (RF Turbo)]

Item		Fuel gauge indication				
		Empty	1/4	1/2	3/4	Full
Maximum steering angle [Tolerance $\pm 3^\circ$]	Inner	39°48'				
	Outer	32°48'				
Total toe-in	Tire [Tolerance ± 4 { ± 0.16 }]	2 {0.08}				
	Rim inner	1 \pm 3 {0.04 \pm 0.12}				
	(degree)	0°11' \pm 0°11'				
Caster angle ^{*2} [Tolerance $\pm 1^\circ$]		2°55'	2°57'	3°00'	3°02'	3°04'
Camber angle ^{*2} [Tolerance $\pm 1^\circ$]		-0°39'	-0°39'	-0°40'		-0°41'
Steering axis inclination (Reference value)		13°52'		13°53'		13°55'

Front wheel alignment (unloaded)^{*1} [L3 Turbo]

Item		Fuel gauge indication				
		Empty	1/4	1/2	3/4	Full
Maximum steering angle [Tolerance $\pm 3^\circ$]	Inner	36°00'				
	Outer	30°12'				
Total toe-in	Tire [Tolerance ± 4 { ± 0.16 }]	2 {0.08}				
	Rim inner	1 \pm 3 {0.04 \pm 0.12}				
	(degree)	0°11' \pm 0°11'				
Caster angle ^{*2} [Tolerance $\pm 1^\circ$]		3°00'	3°01'	3°03'	3°05'	3°07'
Camber angle ^{*2} [Tolerance $\pm 1^\circ$]		-0°54'		-0°55'		-0°55'
Steering axis inclination (Reference value)		14°17'		14°18'		

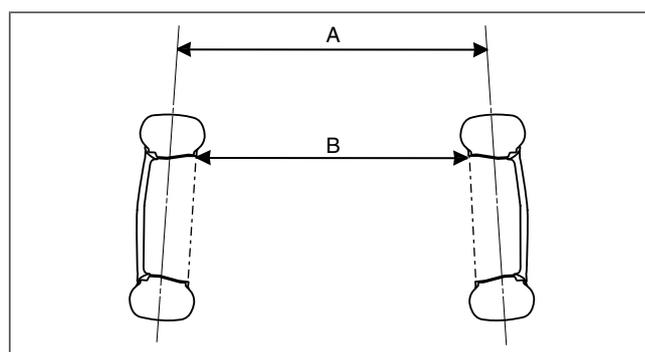
*1 : Engine coolant and engine oil are at specified level. Spare tire, jack and tools are in designated position.

*2 : Difference between left and right must not exceed 1°30'.

Note

Total toe-in measuring position

- Tire: A indicated in the figure (between the center of the tires)
- Rim inner: B indicated in the figure (between the inner side of the rims)



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Steering Angle Adjustment

1. Loosen the locknut of the tie-rod end.
2. Remove the rack boot clamp.
3. Rotate the tie rod and adjust the steering angle.

Note

- The travel distance of the right and left tie rods should be the same.

- Rotate the tie rod and adjust so that the length L shown in the figure is within the specification.

Standard

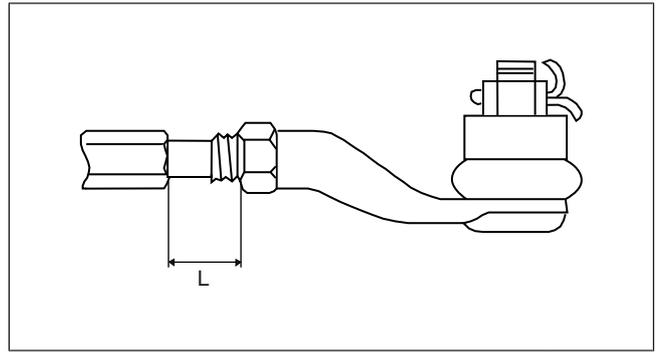
13—31 mm {0.52—1.22 in}

- Tighten the locknut of the tie-rod end.

Tightening torque

78.6—108.0 N·m {8.02—11.01 kgf·m, 57.98—79.65 ft·lbf}

- Correct the rack boot twists.
- Install and fix the rack boot clamp.
- After adjusting the steering angle, always inspect and adjust the toe angle.



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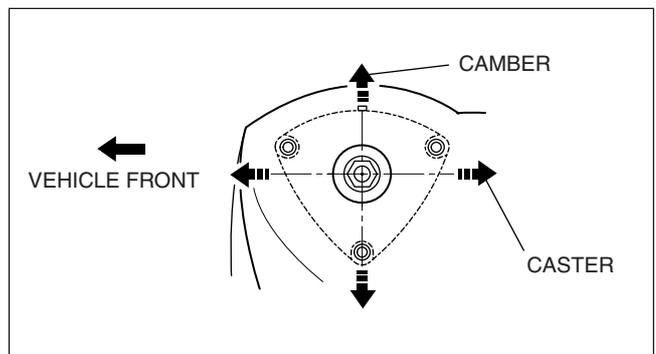
Camber and Caster Angle Adjustment

- Remove the shock absorber upper bolts.
- Move the shock absorber and coil spring to adjust the camber and caster angle.

Note

- Moving the shock absorber and coil spring to the right and left allows camber adjustment, and moving it forward and backward allows caster adjustment.
- Available camber adjustment range: $\pm 10'$
- Available caster adjustment range: $\pm 10'$

- Install the shock absorber upper bolts.
- Reinspect the alignment to make sure that it is within the specification.



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Total Toe-in Adjustment

- Loosen the locknut of the tie-rod end.
- Remove the rack boot clamp.
- Adjust the total toe-in by rotating each tie rod (left and right) in the opposite directions by the same amount respectively.

Note

- Toe angle changes by **approx. 6 mm {0.2 in}** per one rotation of the tie rod for one wheel.
- Each tie rod has a right-hand thread. When increasing the toe-in angle, rotate the right tie rod toward the front of the vehicle and rotate the left tie rod toward the rear of the vehicle by the same amount.

- Tighten the locknut of the tie-rod end.

Tightening torque

78.6—108.0 N·m {8.02—11.01 kgf·m, 57.98—79.65 ft·lbf}

- Verify that the rack boot does not have any twisting and install the rack boot clamp.