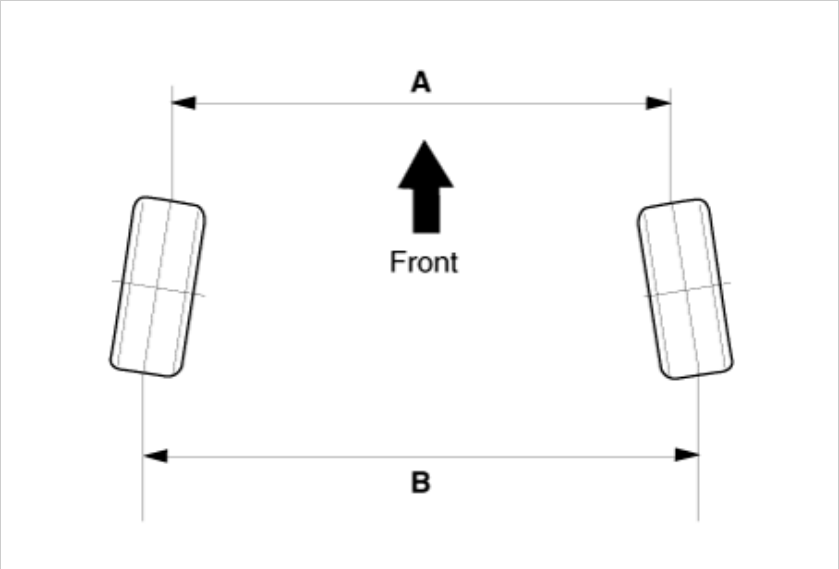
Front wheel alignment

⚠ CAUTION

When using a commercially available computerized wheel alignment equipment to inspect the front wheel alignment, always position the vehicle on a level surface with the front wheels facing straight ahead.

Prior to inspection, make sure that the front suspension and steering system are in normal operating condition and that the tires are inflated to the specified pressure.

Toe



B - A > 0: Toe in (+)

B - A < 0: Toe out (-)

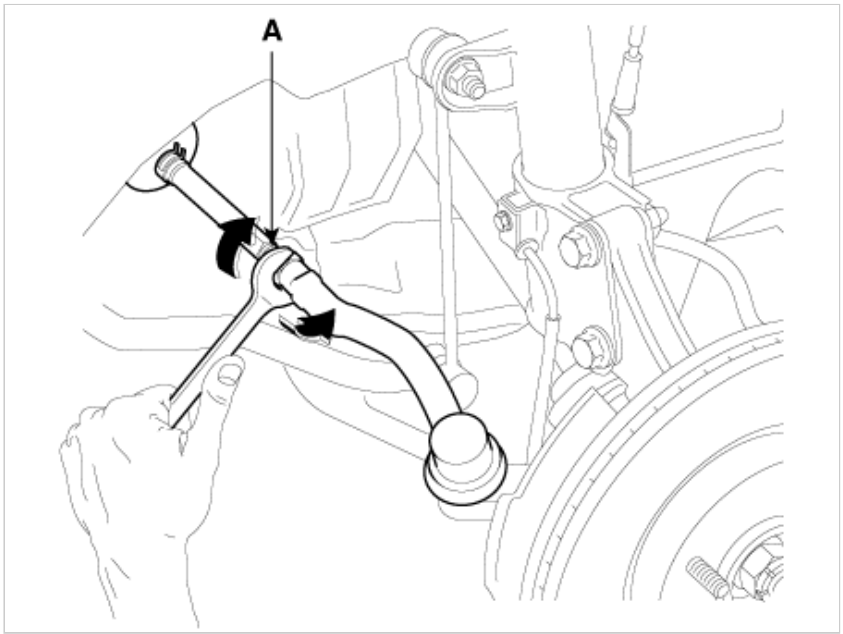
Toe adjustment

1. Loosen the tie rod end lock nut.
2. Remove the bellows clip to prevent the bellows from being twisted.
3. Adjust the toe by screwing or unscrewing the tie rod. Toe adjustment should be made by turning the right and left tie rods by the same amount.

Toe

Total : 0.2° ± 0.2°

Individual : 0.1° ± 0.1°



4. When completing the toe adjustment, install the bellows clip and tighten the tie rod end lock nut to specified torque.

Tightening torque:
49.0 - 53.9 N·m (5.0 - 5.5 kgf·m, 36.2 - 39.8 lb·ft)

5. Perform the Steering Angle Sensor calibration.
   – MDPS : (Refer to Steering System - "Electric Power Steering")

Camber and Caster

Camber and Caster are pre-set at the factory, so they do not need to be adjusted. If the camber and caster are not within the standard value, replace or repair the damaged parts and then inspect again.

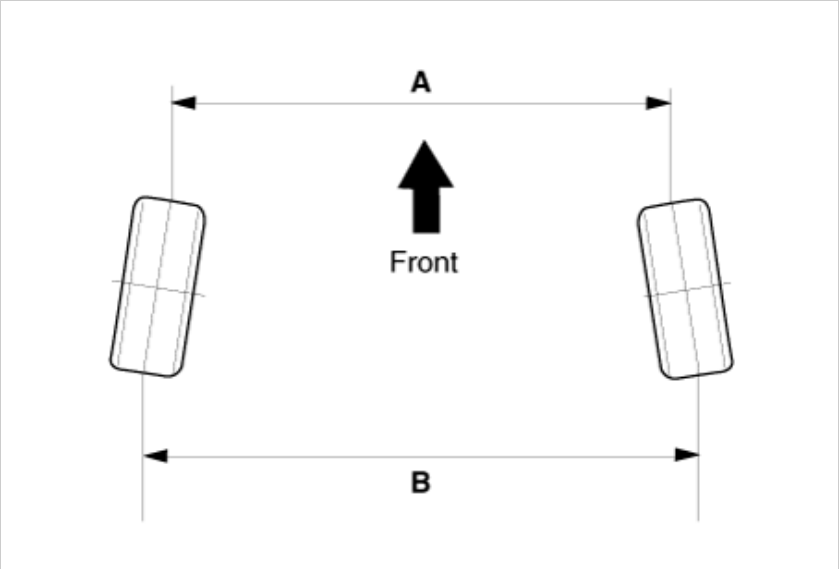
Camber angle:
Normal suspension type : -0.5° ± 0.5°
High suspension type : -0.15° ± 0.5°

Caster angle:
Normal suspension type
2WD : 7.00° ± 0.5°
AWD : 6.9° ± 0.5°
High suspension type
2WD : 6.63° ± 0.5°
AWD : 6.55° ± 0.5°

Rear wheel alignment

⚠ CAUTION
When using a commercially available computerized wheel alignment equipment to inspect the rear wheel alignment, always position the vehicle on a level surface.
Prior to inspection, make sure that the rear suspension system is in normal operating condition and that the tires are inflated to the specified pressure.

Toe

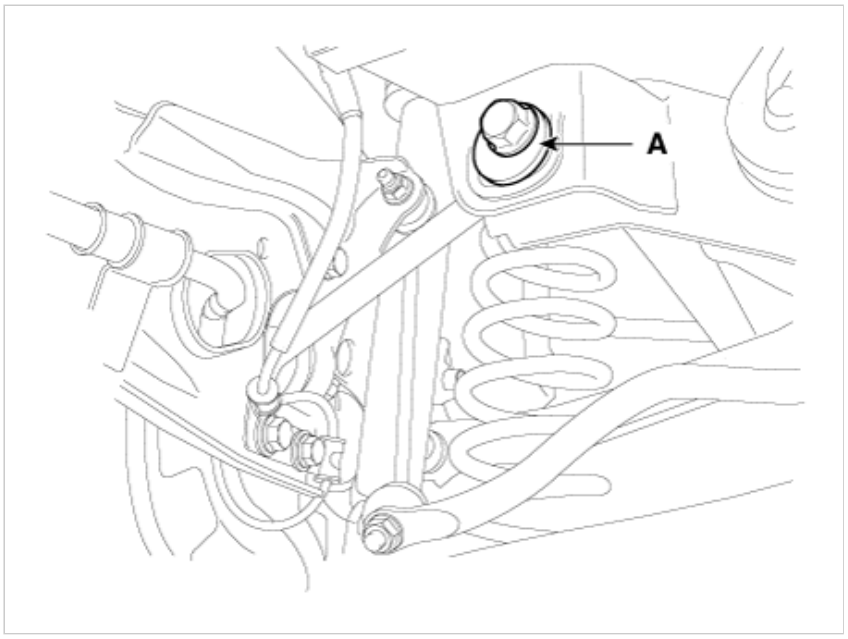


B - A > 0: Toe in (+)
B - A < 0: Toe out (-)

Toe adjustment

1. Loosen the nut holding the assist arm cam bolt (A).
2. Adjust rear toe by turning the rear assist arm cam bolt (A) clockwise or counter clockwise. Toe adjustment should be made by turning the right and left cam bolts by the same amount.

Toe
Total : 0.4°±0.2°
Individual : 0.2°±0.1°



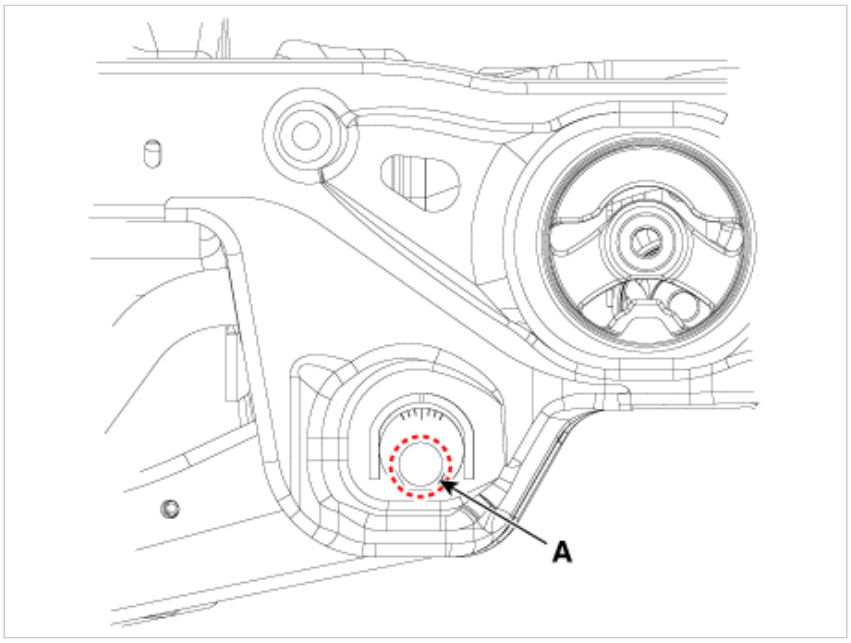
3. When completing the toe adjustment, tighten the nut to specified torque.

Tightening torque:
137.3 - 156.9 N·m (14.0 - 16.0 kgf·m, 101.3 - 115.7 lb·ft)

Camber

1. Loosen the nut holding the lower arm cam bolt (A).
2. Adjust rear camber by turning the rear lower arm cam bolt (A) clockwise or counterclockwise. Camber adjustment should be made by turning the right and left cam bolt by the same amount.

Camber :
Wheel & Tire 18 in :-1.5° ± 0.5°
Wheel & Tire 19 in , High Suspension :-1.2° ± 0.5°
One scale turn : About 0.15°
Cam bolt (LH) : Clockwise camber (+)
Cam bolt (RH) : Clockwise camber (-)



3. When completing the rear camber adjustment, tighten the nut to specified torque.

Tightening torque :
137.3 - 156.9 N·m (14.0 - 16.0 kgf·m, 101.3 - 115.7 lb·ft)