

WHEEL ALIGNMENT PROCEDURES (Cont.)

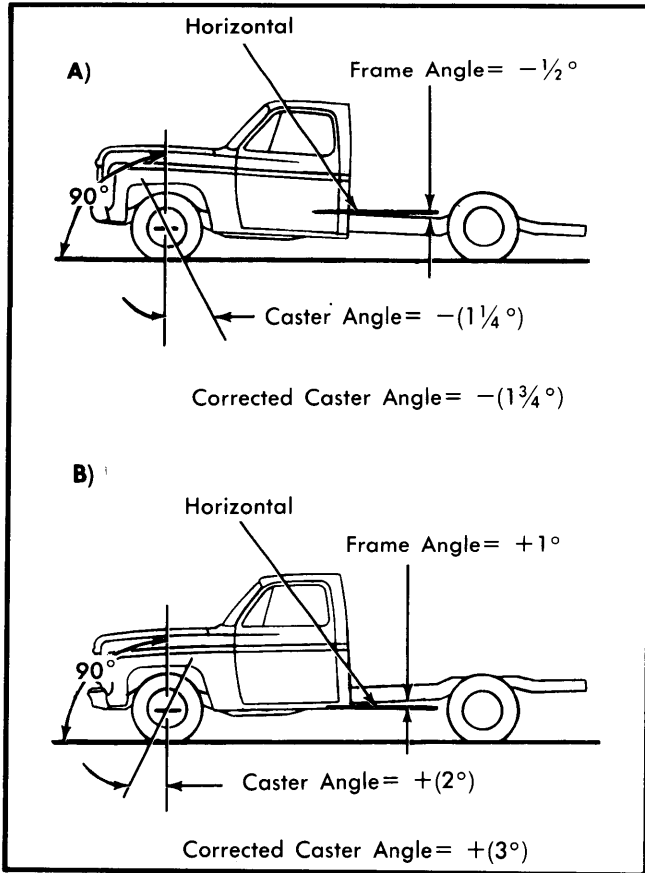


Fig. 3 Determining Corrected Caster Angle

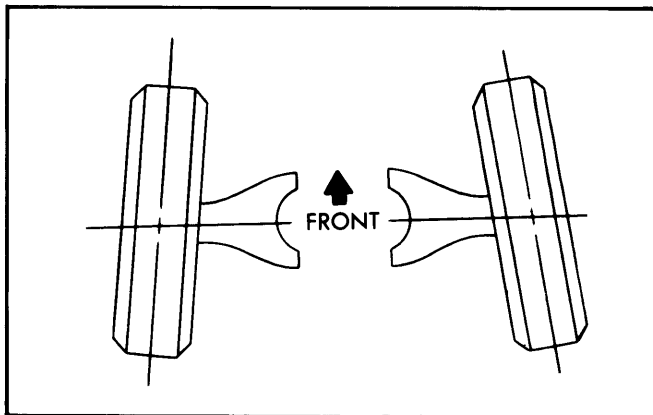


Fig. 4 Wheel Toe-In

TOE-OUT ON TURNS

1) Toe-out check is a check for bent or damaged parts, and not a service adjustment. With caster, camber, and toe-in properly adjusted, check toe-out with weight of vehicle on wheels (use full-floating turn table under each wheel), repeating test with each wheel positioned for right and left turns.

2) Incorrect toe-out generally indicates a bent steering arm. Replace arm and recheck all wheel alignment adjustments.

CAUTION — Do not attempt to correct by straightening parts.

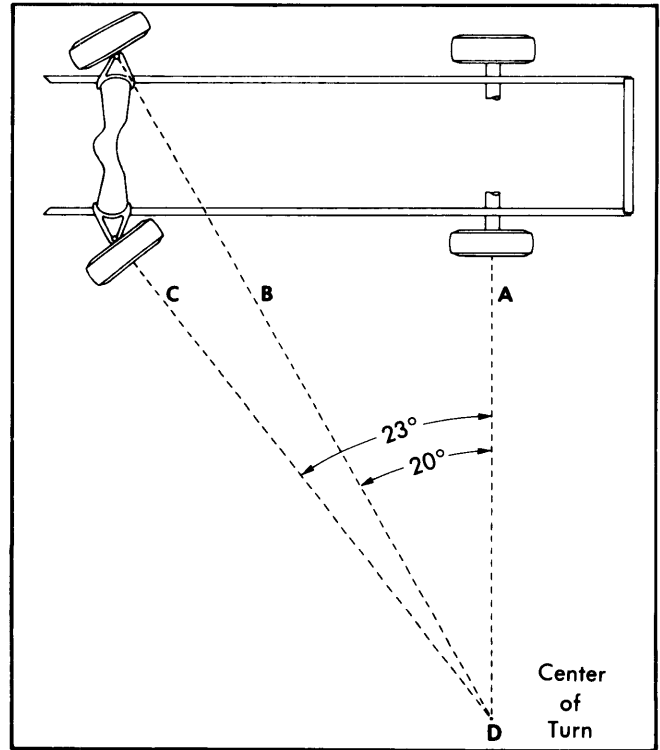


Fig. 5 Wheel Toe-Out on Turns

STEERING AXIS INCLINATION

1) This is a check for bent or damaged parts, and not a service adjustment. Vehicle must be level (crosswise and lengthwise) and camber should be properly adjusted. If camber cannot be brought within limits and steering axis inclination is correct, steering knuckle is bent.

2) If camber and steering axis inclination are both incorrect by approximately the same amount, upper and lower control arms are bent. Replace parts, and recheck all wheel alignment adjustments.

CAUTION — Do not attempt to correct by straightening parts.

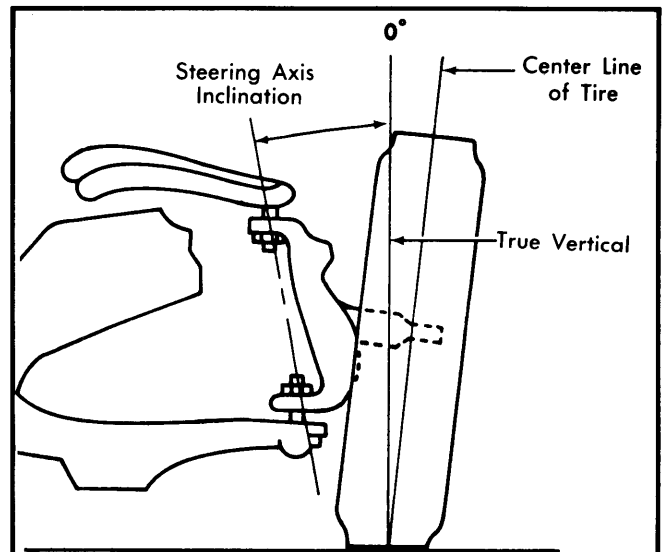


Fig. 6 Steering Axis Inclination