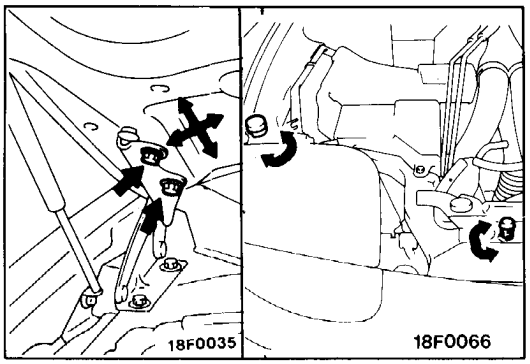
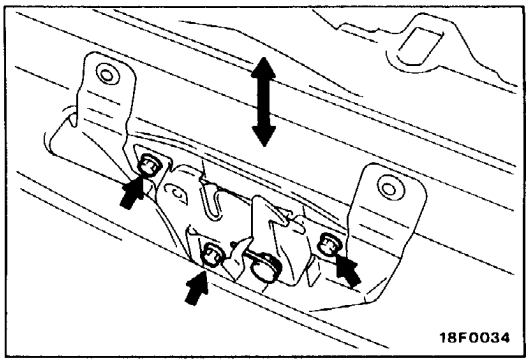
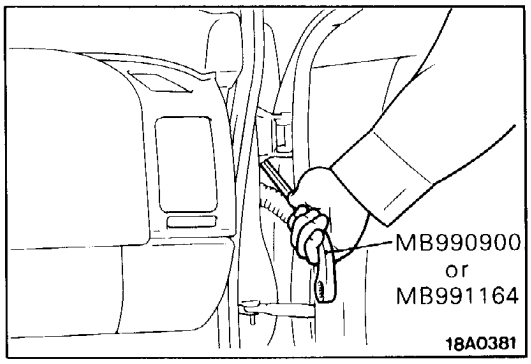
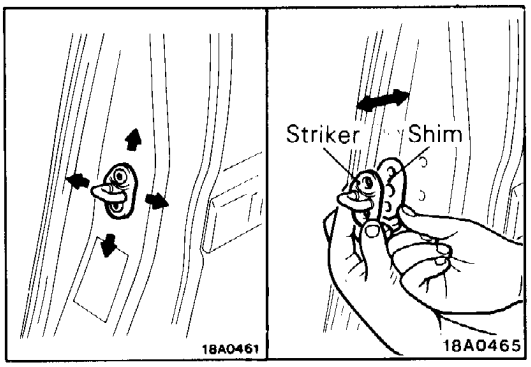
8 REFERENCE MATERIAL









BOLTED PANEL FIT AND ADJUSTMENT

HOOD

ADJUSTMENT OF HOOD FIT

(1) If the gap between hood and body is not even, loosen the hood mounting bolts and move the hood to the front and rear, right and left until the gap around the hood is even.
(2) If the height of the hood and body is not the same, turn the hood bumper and adjust the height of the hood.
(3) If the hood is not flush or if it is difficult to lock and unlock, first check the release cable and then loosen the hood latch mounting bolts and move the hood latch to adjust the way it catches on the hood striker.

Hood mounting bolt tightening torque:
9 Nm
0.9 kgm
7 ft.lbs.
Hood latch mounting bolt tightening torque:
12 Nm
1.2 kgm
9 ft.lbs.

DOOR

ADJUSTMENT OF DOOR FIT

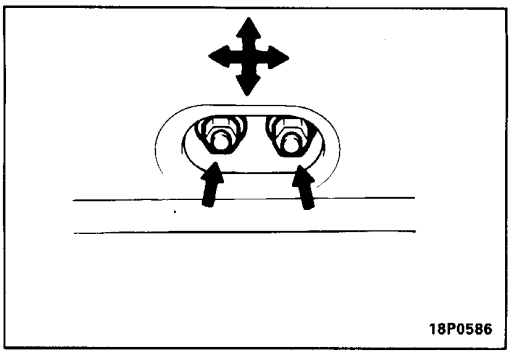
(1) If the gap between the door and body is not even, put protective tape on the fender near the hinge installation section and on the door edge and, using the special tool, loosen the door hinge mounting bolts on the body side and move the door front and rear, up and down until the gap around the door is even.
(2) When making the door flush when replacing a door, loosen the door hinge mounting bolts on the door side with the special tool and move the door front and rear, up and down to adjust the gap around the door. Note that this adjustment is not necessary if a door is not replaced.

Door hinge bolt tightening torque
Body side: 44 Nm
4.4 kgm
33 ft.lbs.
Door side: 22 Nm
2.2 kgm
16 ft.lbs.

NOTE
Do not apply torque greater than 100 Nm (10 kgm, 72 ft.lbs.) with the special tool.

(3) If it is difficult to open and close the door, adjust the striker and door latch (moving to front and rear) catches using a shim in the striker mounting part and also move the striker up and down, right and left.

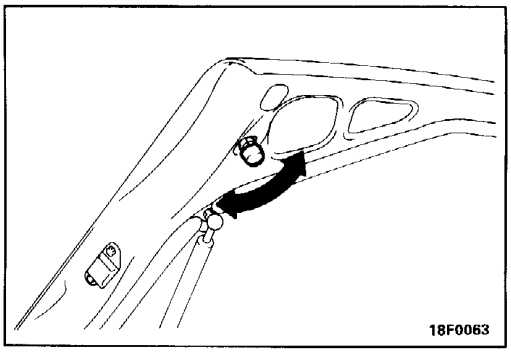
Striker mounting screw tightening torque:
12 Nm
1.2 kgm
9 ft.lbs.



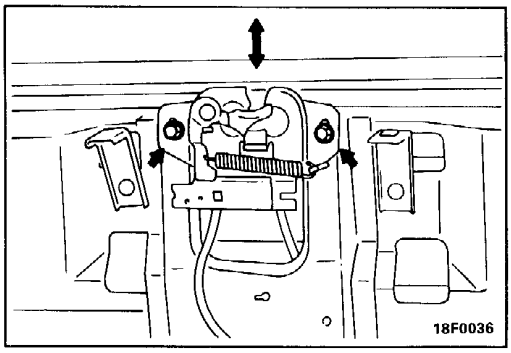
TAILGATE

ADJUSTMENT OF TAILGATE FIT

(1) If the gap between the tailgate and body is not even, loosen the tailgate mounting bolts and adjust the tailgate by moving it so the gap around the tailgate is even.



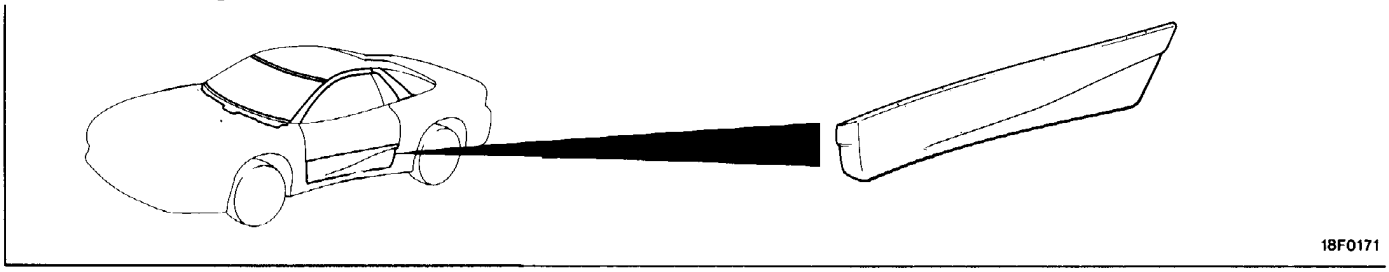
(2) If the height of the tailgate and body is not the same, turn the tailgate bumper and adjust the height of the tailgate.

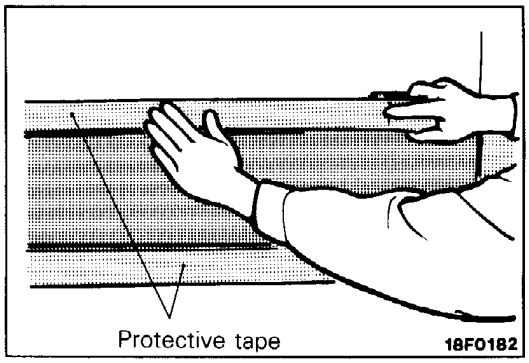


(3) If the tailgate is not flush and if it is difficult to lock and unlock, first check the release cable and then loosen the tailgate striker mounting bolts and move the striker to adjust the way it catches with the tailgate latch.

INSTALLATION AND REMOVAL OF ADHESIVE COMPONENTS

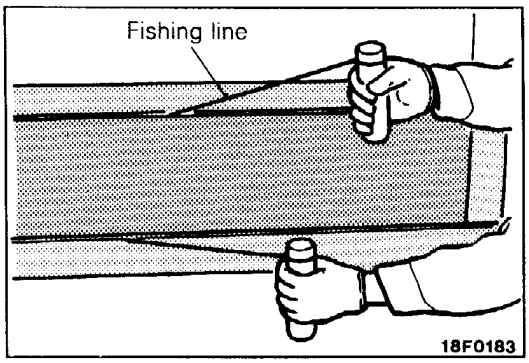
SIDE GARNISH





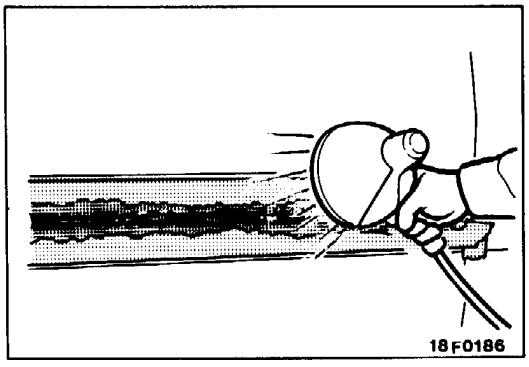
REMOVAL

(1) Remove the side garnish mounting nut.
(2) Stick protective tape around the outside of the side garnish.



(3) Insert fishing line [ø 0.8 mm (0.03 in.)] between the body and the side garnish, pull both sides alternately to cut the glued parts and remove the side garnish.
(4) For the sections where there are clips or bolts, remove them by pulling the side garnish toward yourself.

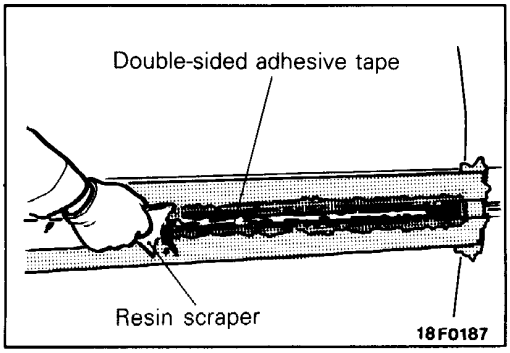
Caution
(1) If the side garnish is to be reused, pull the fishing line along the body to remove it so the ends of the side garnish are not scratched.
(2) If it is difficult to cut the glued parts, heat them to about 40°C (104°F).



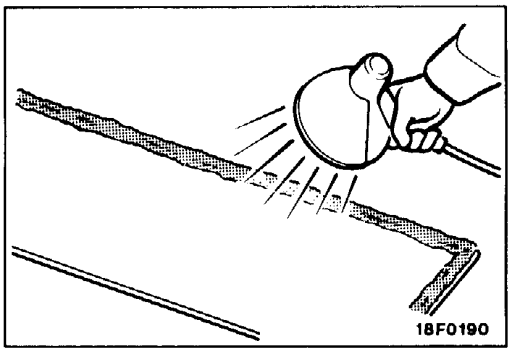
REMOVAL OF DOUBLE-SIDED ADHESIVE TAPE

(1) Use an infra-red lamp, etc. to heat at 40 – 60°C (104 – 140°F) the double-sided adhesive tape for 5 – 10 minutes that remains on the body.

Caution
Do not heat it so much that the surface becomes white and dry.



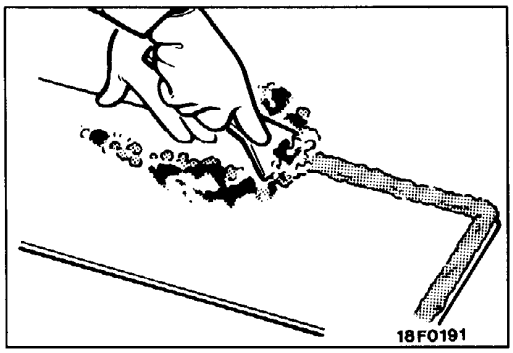
(2) Scrape away the double-sided tape with a resin scraper or similar instrument.
(3) Wipe off application surface of body with a rag moistened with isopropyl alcohol.



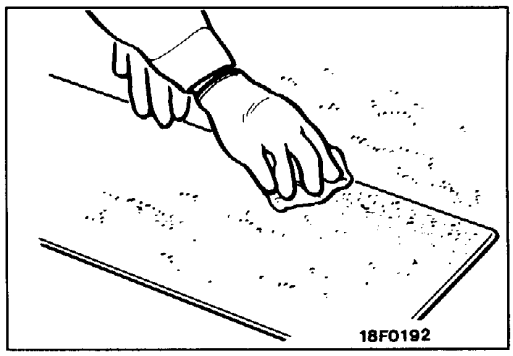
STICKING ON DOUBLE-SIDED ADHESIVE TAPE (WHEN REUSED)

(1) Use an infra-red lamp, etc. to heat the double-sided adhesive tape for 5 – 10 minutes at 40 – 60°C (104 – 140°F).

Caution
Do not heat it so much that the surface becomes white and dry.

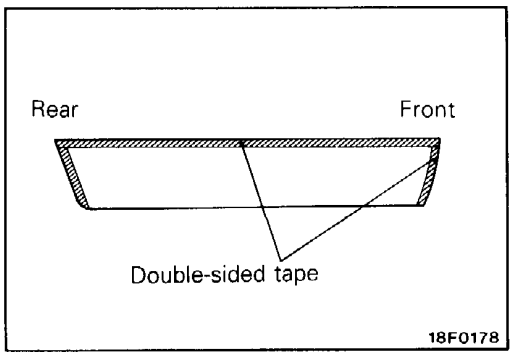


(2) Remove the double-sided adhesive tape with a resin scraper or gasket scraper.
(3) If some double-sided adhesive tape still remains, repeat the work in steps (1) and (2).



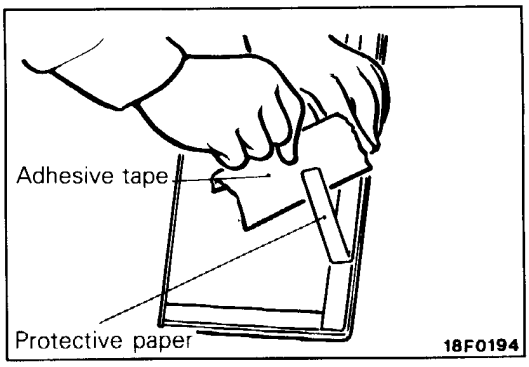
(4) Wipe it clean with a rag moistened with isopropyl alcohol.
(5) Remove a little of the old adhesive agent.

Caution
Do not remove all the old adhesive agent.



(6) Stick the double-sided adhesive tape on side garnish as indicated.

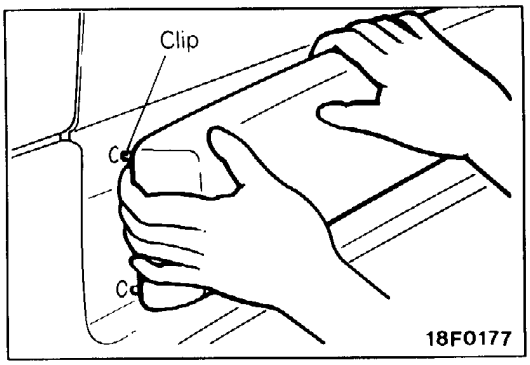
Specified adhesive tape: 3M ATD Part No. 6382 or equivalent



INSTALLATION

(1) Remove the protective paper from the double-sided tape.

NOTE
If the adhesive tape is stuck to the end of the protective paper, it is easy to remove it.



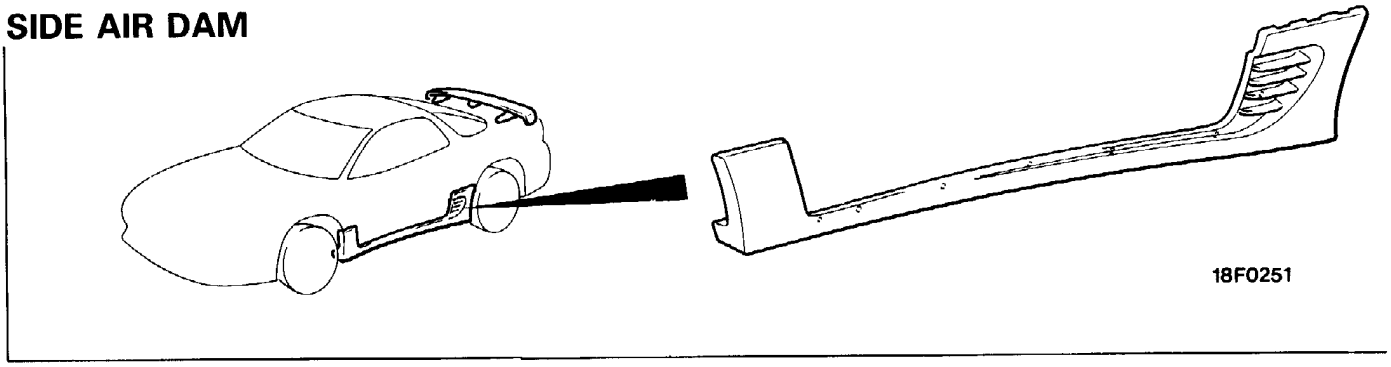
(2) Align the clips and bolts in the body holes and attach the side garnish.

NOTE
If it is difficult to stick on the double-sided tape during the cold season, first heat up the body adhesive surface and side garnish adhesive surface.

Body .. 40 – 60°C (104 – 140°F)
Side garnish .. 20 – 30°C (68 – 86°F)

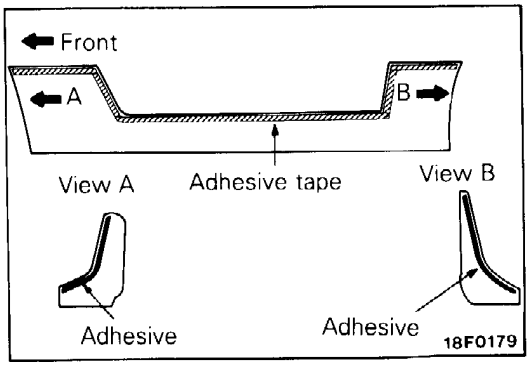
(3) Stick on the side garnish so it adheres firmly.

SIDE AIR DAM



REMOVAL

Remove it in the same way as the side garnish is removed.



INSTALLATION

Install it in the same way as the side garnish is installed. However, when attaching the side air dam, apply adhesive as indicated.

Adhesive tape : 3M ATD Part No. 6382 or equivalent
Adhesive : 3M ATD Part No. 8609 SUPER FAST URETHANE or equivalent

ADJUSTMENT OF OTHER PARTS

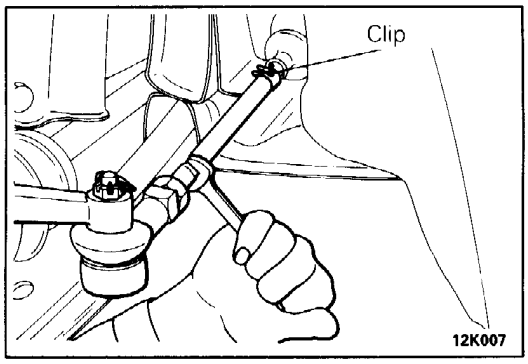
FRONT WHEEL ALIGNMENT

TOE-IN

1. Measure the toe-in.

   Standard value:

At the centre of tyre tread	**–3 to 3 mm (–0.12 to 0.12 in.)**
At the rim of disc wheel	**–1.5 to 1.5 mm (–0.06 to 0.06 in.)**
Toe angle (per wheel)	**–8′ to 8′**



2. If the toe-in is not within the standard value, adjust the toe-in by undoing the clips and turning the left and right tie rod turnbuckles by the same amount (in opposite directions).
3. After making the adjustments, use a turning radius gauge to confirm that the steering wheel turning angle is within the standard value range.

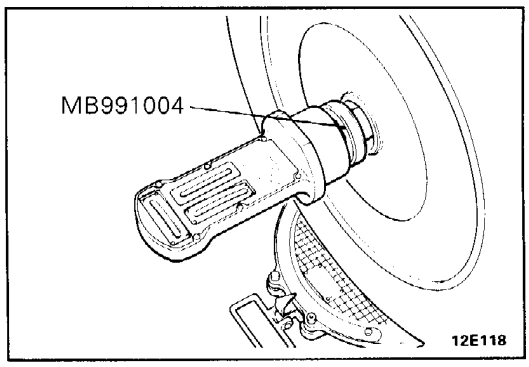
   Standard value:

Inner wheel	**33°45′ ± 2°**
Outer wheel	**28°21′**

TOE-OUT ANGLE ON TURNS

To check the steering linkage, especially after the vehicle has been involved in an accident or if an accident is presumed, it is advisable to check the toe-out angle on turns in addition to the wheel alignment.
Conduct this test on the left turn as well as on the right turn.

Standard value:
22° (inner wheel when outer wheel at 20°)

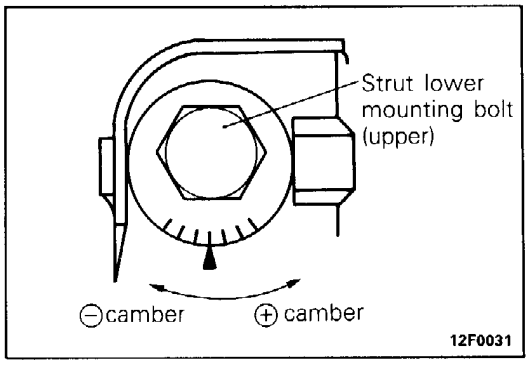


CAMBER, CASTER AND KINGPIN INCLINATION

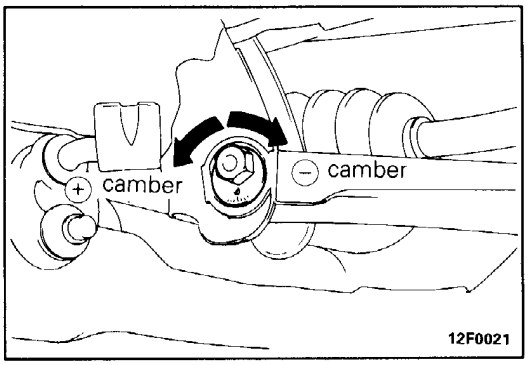
Standard value:

Camber	**0° ± 30′**
Caster	**3°55′ ± 30′**
Kingpin inclination	**14°2′**

Install the special tool by tightening it to the same torque as that applied to the drive shaft nut.
To adjust camber, turn the strut lower mounting bolt (upper). One graduation is equivalent to about 20′ in chamber. Caster and kingpin inclination have been factory-adjusted to the standard value and requires no adjustment.



Caution
1. **One camber graduation changes toe by about 0.5 mm (0.02 in.). Be sure to adjust toe after camber has been adjusted.**
2. **The difference in camber between right and left should be within 0°30′.**



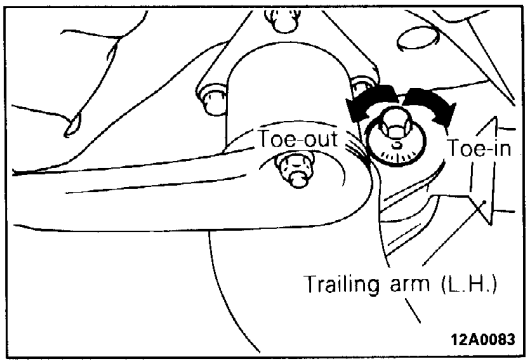
REAR WHEEL ALIGNMENT

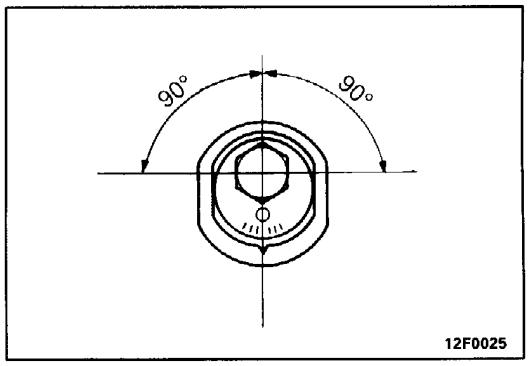
CAMBER

Standard value: –0°10′ ± 30′

To adjust camber, turn the lower arm mounting bolt on the crossmember side.

NOTE
Left wheel: Clockwise (⊖ camber)
Right wheel: Clockwise (⊕ camber)
The difference between the right and left wheels should be 30′ or less.
One graduation changes camber by about 12′.





TOE-IN

Standard value:

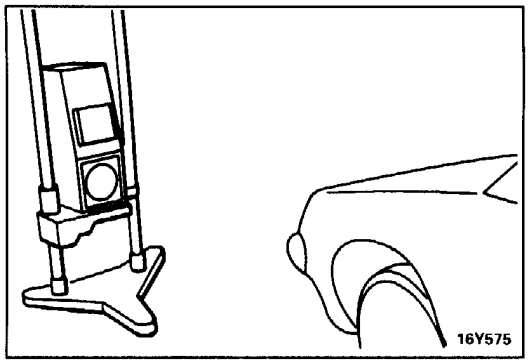
At the centre of tyre tread	**–2 to 3 mm (–0.08 to 0.12 in.)**
At the rim of disc wheel	**–1 to 1.5 mm (–0.04 to 0.06 in.)**
Toe angle (per wheel)	**–5′ to 8′**

To adjust toe, turn the trailing arm mounting bolts on the crossmember side on both sides the same amount.

NOTE
Left wheel: Clockwise (toe-in)
Right wheel: Clockwise (toe-out)
The difference between right and left wheels should be 3 mm (0.12 in.) or less.
One graduation changes toe by about 2 mm (0.08 in.).

Caution

1. **Adjust the eccentric cam bolt within 90° from the central position.**
2. **Adjust camber and toe in this order after disconnecting the tie rod end and trailing arm. If camber is adjusted, be sure to adjust toe also.**



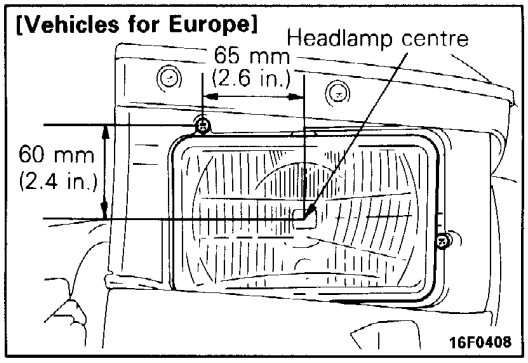
HEADLAMP AIMING

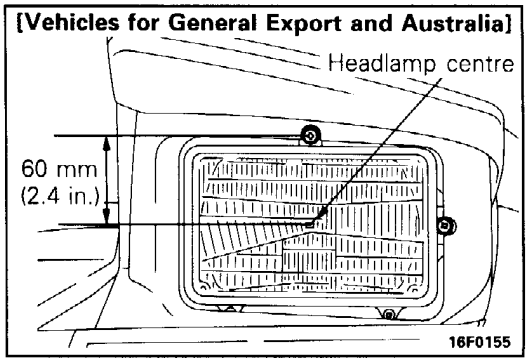
<Using a Beamsetting Equipment>

(1) The headlamps should be aimed with the proper beamsetting equipment, and in accordance with the equipment manufacture's instructions.

NOTE
If there are any regulations pertinent to the aiming of headlamps in the area where the vehicle is to be used, adjust so as to meet those requirements.

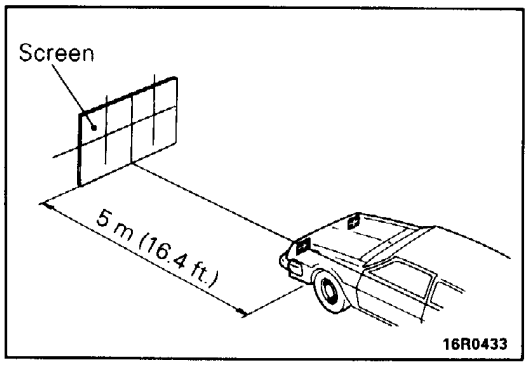
(2) Alternately turn the adjusting screw to adjust the headlamp aiming.



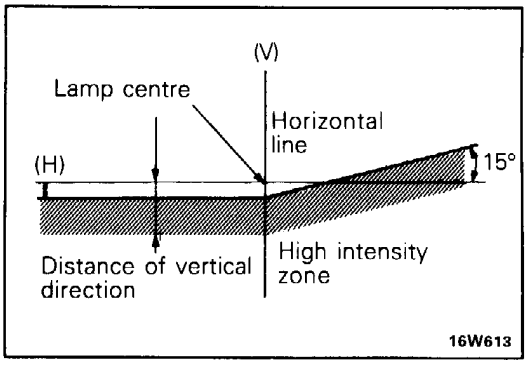


<Using a Screen>

(1) Measure the centre of the headlamp as shown in the illustration.
(2) Inflate the tyres to the specified pressures and remove the load from the vehicle (except a driver).



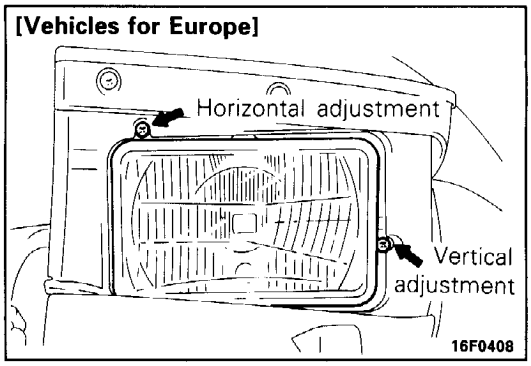
(3) Set the distance between the screen and the centre of the headlamps as shown in the illustration.
(4) With the engine running at 2,000 r/min, aim the headlamps.



(5) Check if the beam shining onto the screen is at the standard value.

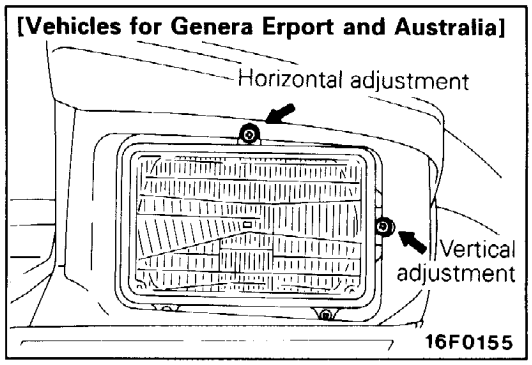
Standard value: <For lower beam adjustment>
(Vertical direction)
60 mm (2.36 in.) below horizontal (H)
(Horizontal direction)
Position where the 15° sloping section intersects the vertical line (V)

Caution
When making the aiming adjustment, be sure to mask those lamps which are not being adjusted.
When it is difficult, because of outside light, to distinguish the light/dark dividing line, use a curtain, screen or similar material to reduce the effects of the outside light.



(6) Alternately turn the adjusting screw to adjust the headlamp aiming.

Caution
Be sure to adjust the aiming adjustment screw in the tightening direction.

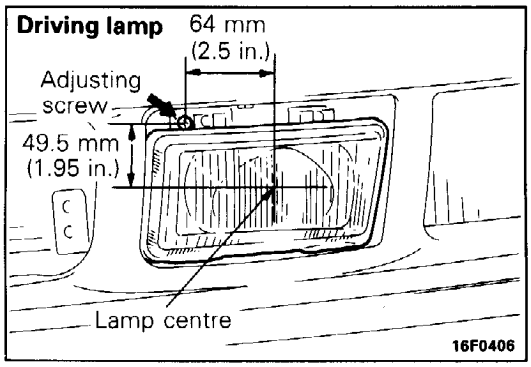


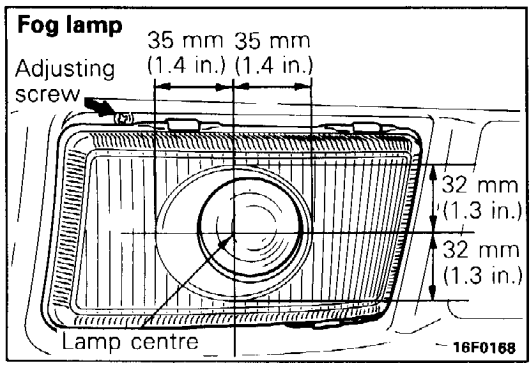
INTENSITY MEASUREMENT

Using a photometer, and following its manufacture's instruction manual, measure the headlamp intensity and check to be sure that the limit value is satisfied.

Limit: 30,000 cd or more.

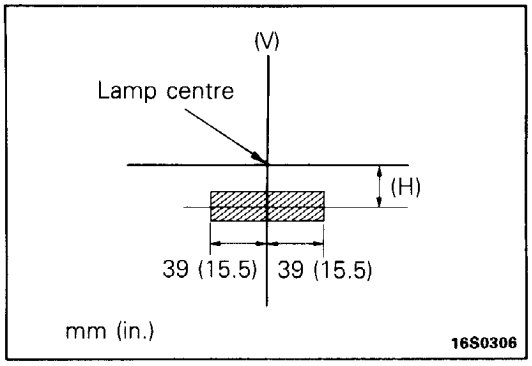
NOTE
1. When measuring the intensity, maintain an engine speed of 2,000 r/min., with the battery in the charging condition.
2. There may be special local regulations pertaining to headlamp intensity; be sure to make any adjustments necessary to satisfy such regulations.
3. If an illuminometer is used to make the measurements, convert its values to photometer values by using the following formula.
   $I = Er^2$ Where: I = intensity (cd)
   E = illumination (lux)
   r = distance (m) from headlamps to illuminometer





DRIVING LAMP, FOG LAMP AIMING

1. Measure the centre of the driving lamps or fog lamp, as shown in the illustration.
2. Inflate the tyres to the specified pressures and remove the load from the vehicle (except a driver).
3. Set the distance between the screen and the centre of the driving lamps at 5 m (16.4 ft.).
4. For vehicles with driving map, set the headlamp at the upper beam, and turn on the driving lamp.
5. With the engine running at 2,000 r/min., aim the driving lamp.
6. Check if the beam shining onto the screen is at the standard value.



Standard value:
(Vertical direction)
140 mm (5.5 in.) below horizontal (H)
(Horizontal direction)
Deviation of light beam axis is within 394 mm (15.5 in.) to the left and right

NOTE
The horizontal direction is non-adjustable. If the deviation of the light beam axis exceeds the standard value, check to be sure that the mounting location or some other point is not defective.

Caution
When making the aiming adjustment, be sure to mask those lamps which are not being adjusted.

SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – AIR BAG

(1) A Supplemental Restraint System (SRS), which uses a driver-side air bag, has been installed in this vehicle.
(2) The SRS includes the following components: impact sensors, SRS diagnosis unit; SRS warning lamp, air bag module, clock spring, interconnecting wiring. Other SRS-related components (that may have to be removed/installed in connection with SRS service or maintenance) are indicated in the table of contents by an asterisk (*).

The Supplemental Restraint System (SRS)-related components are shown on the MASTER TABLE OF CONTENTS in the following page. Be sure to carefully read and understand the WARNING below before proceeding.

WARNING!
(1) Improper service or maintenance of any component of the SRS, or any SRS-related component, can lead to personal injury or death to service personnel (from inadvertent firing of the air bag) or to the driver (from rendering the SRS inoperative).
(2) If it is possible that the SRS components are subjected to heat over 93°C (200°F) in baking or in drying after painting, remove the SRS components (air bag module, SRS diagnosis unit, front impact sensors) beforehand.
(3) Service or maintenance of any SRS component or SRS-related component must be performed only at an authorized MITSUBISHI dealer.
(4) MITSUBISHI dealer personnel must thoroughly review this manual, and especially its GROUP 52B-Supplemental Restraint System (SRS), before beginning any service or maintenance of any component of the SRS or any SRS-related component.

MASTER TABLE OF CONTENTS

Group. number	Group name	SRS-related components
13	FUEL	CRUISE CONTROL SYSTEM
22	MANUAL TRANSMISSION	TRANSMISSION CONTROL
32	POWER PLANT MOUNT	RIGHT MEMBER, LEFT MEMBER AND CROSSMEMBER
33B	ELECTRONIC CONTROL SUSPENSION	STEERING ANGULAR VELOCITY SENSOR
35	SERVICE BRAKES	G SENSOR
36	PARKING BRAKES	PARKING BRAKE LEVER AND PARKING BRAKE CABLE
37A	STEERING	STEERING WHEEL AND SHAFT
		POWER STEERING GEAR BOX
42	BODY	FENDER
52A	INTERIOR	INSTRUMENT PANEL
		FLOOR CONSOLE
		FRONT SEAT
		SEAT BELT
54	CHASSIS ELECTRICAL	COLUMN SWITCH
		HORN SWITCH
		IGNITION SWITCH
55	HEATER, AIR CONDITIONER AND VENTILATION	AIR-CONDITIONER CONTROL PANEL AND AIR-CONDITIONER CONTROL UNIT
		HEATER UNIT
		DAMPER CONTROL MOTOR ASSEMBLY
		VENTILATORS (INSTRUMENT PANEL)

NOTE
Refer to the 3000 GT Workshop Manual for each Group Number, Group Name concerned as shown in the table.