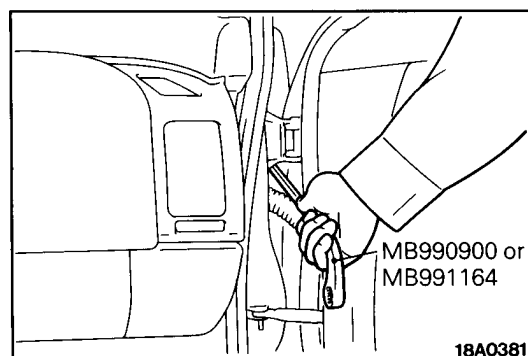
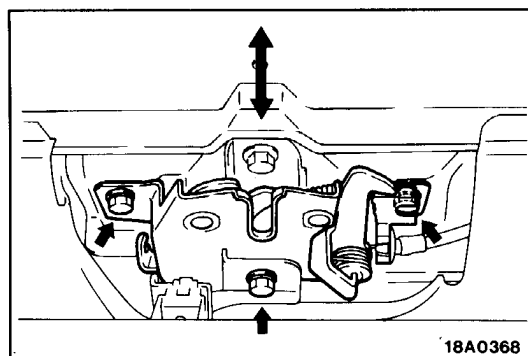
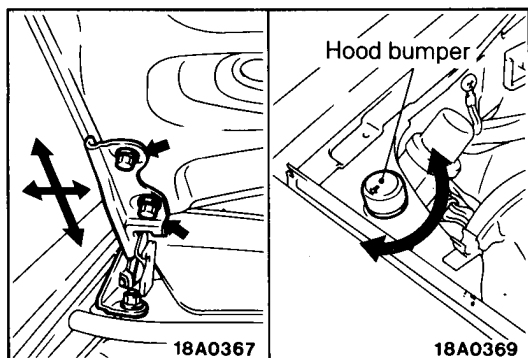


8

REFERENCE MATERIAL

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BOLTED PANEL FIT AND ADJUSTMENT

HOOD

ADJUSTMENT OF HOOD FIT

1. Loosen the hood mounting bolts, and then adjust the hood by moving it so that the clearance is equal on all sides.
2. Turn the hood bumpers, adjust the height of the hood.
3. Loosen the hood latch mounting bolts, and then adjust the meshing of the hood latch and hood striker by moving the hood latch.

Hood installation bolt tightening torque:

12 Nm (1.2 kgm, 8ft.lbs.)

Hood latch installation bolt tightening torque:

9 Nm (0.9 kgm, 7ft.lbs.)

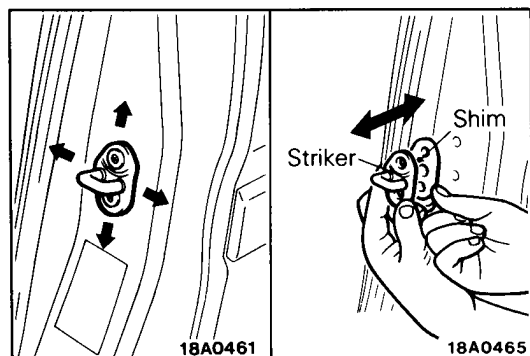
DOOR

ADJUSTMENT OF DOOR FIT

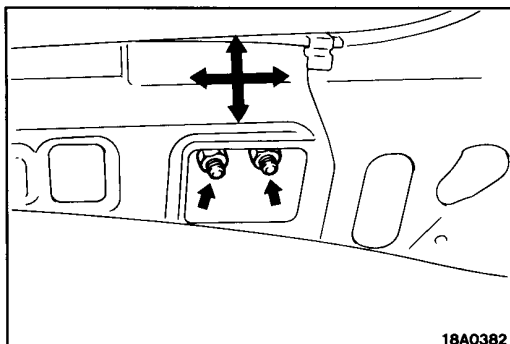
- (1) If the clearance between the door and body is not uniform, attach protection tape to the door edge and the fender around the hinge installation area; then, using the special tool, loosen the door hinge installation bolt at the body side, and move the door to adjust so that the clearance around the door is uniform.
- (2) If the door and body are not flush, use the special tool to loosen the door hinge installation bolt at the door side and then move the door to adjust it to be flush with the body.

Door hinge bolt tightening torque:

22 Nm (2.2 kgm, 16ft.lbs.)



- (3) If the opening/closing of the door feels "heavy", adjust the meshing (in the fore/aft direction) of the striker and the door latch by the shim at the striker installation part, and also move the striker up and down and from side to side.



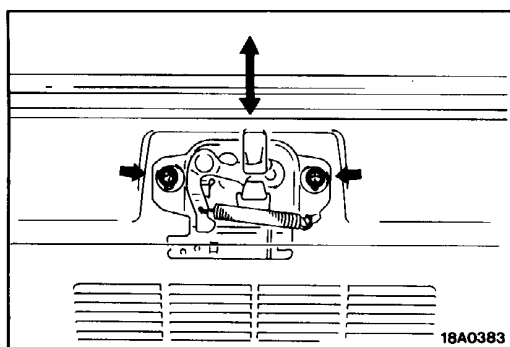
TAILGATE

ADJUSTMENT OF TAILGATE FIT

1. Loosen the tailgate hinges mounting nuts, and then adjust the tailgate by moving it so that the clearance is equal on all sides.

Tailgate hinge installation nut tightening torque:

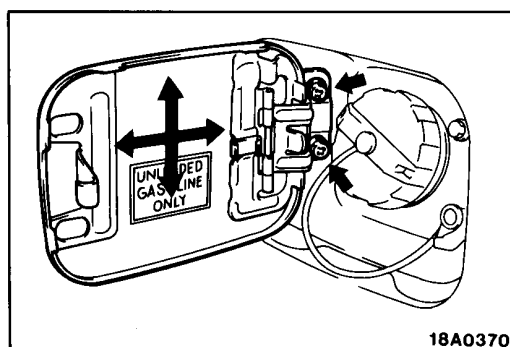
13 Nm (1.3 kgm, 9 ft.lbs.)



2. Loosen the tailgate latch mounting bolts, and then adjust the meshing of the tailgate latch and the tailgate striker by moving the tailgate latch.

Tailgate latch installation bolt tightening torque:

9 Nm (0.9 kgm, 7ft.lbs.)



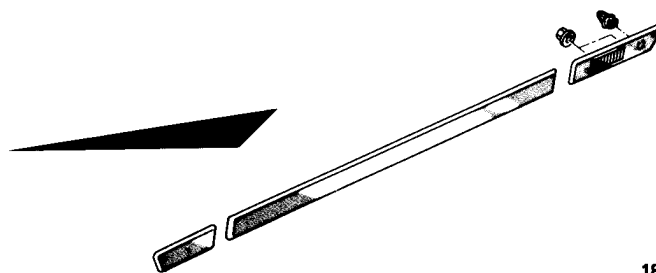
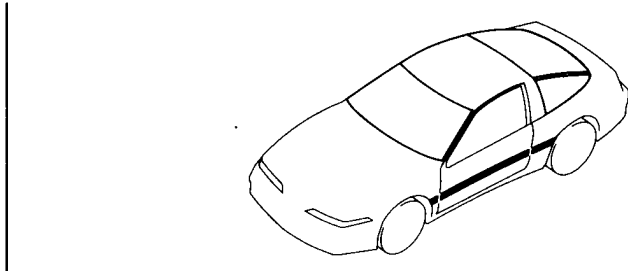
FUEL FILLER DOOR

ADJUSTMENT OF FUEL FILLER DOOR FIT

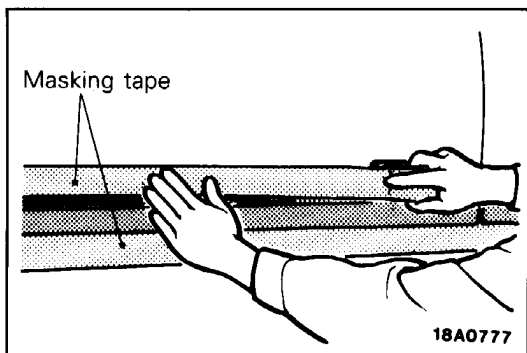
Loosen the fuel filler door mounting screw and adjust the fuel filler door so that the clearance around the fuel filler door is even without any height differences.

INSTALLATION AND REMOVAL OF ADHESIVE COMPONENTS

SIDE PROTECTOR MOULDING

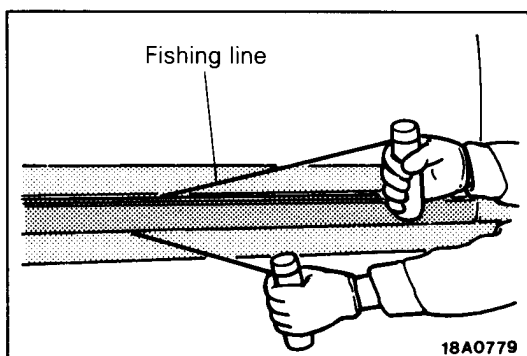


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REMOVAL

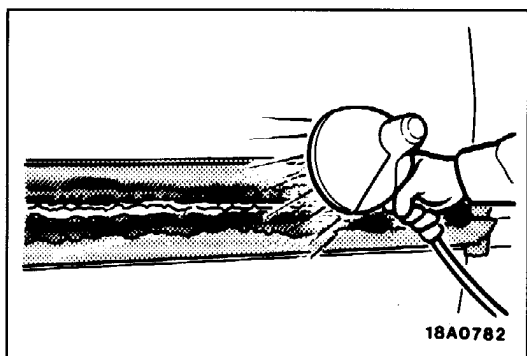
- (1) Apply masking tape to the outside circumference of the side protector moulding.



- (2) Insert fishing line ($\varnothing 0.8$ mm [0.03 in.]) in between the body and the side protector moulding, and pull both ends alternately to cut the adhesive section and remove the side protector moulding.

Caution

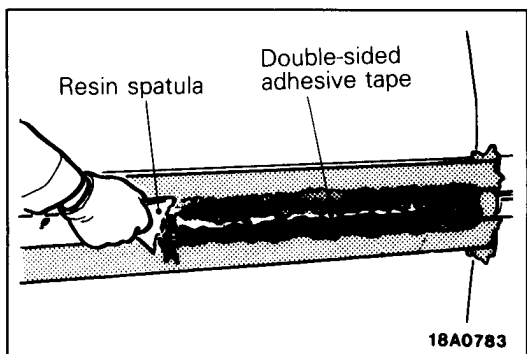
1. When reusing the side protector moulding, pull the fishing line along the edge of the body so as not to damage the edge of the side protector moulding.
2. If the adhesive is difficult to remove, heat it to 40°C (104°F).



- (3) Heat the both-sided tape still remaining on the body with an infrared lamp, etc. to 40–60°C (104–140°F) for 5 to 10 minutes.

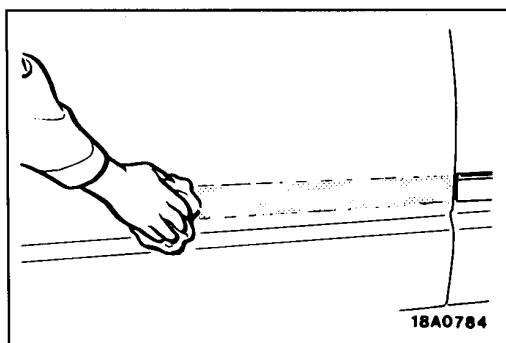
Caution

Do not overheat so that the surface turns white and dry.

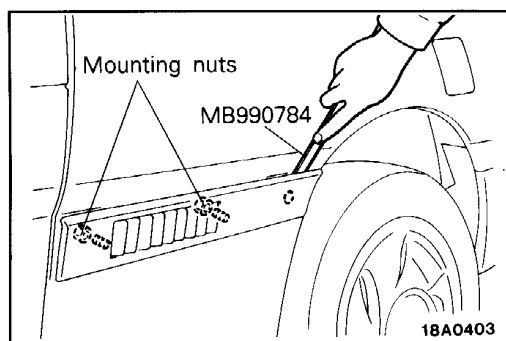


- (4) Scrape off the both-sided adhesive tape with a resin spatula.
- (5) Tear off the masking tape.

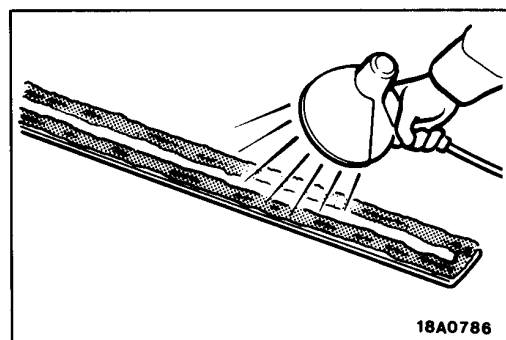
REFERENCE MATERIAL – Installation and Removal of Adhesive Components 8-5



- (6) Wipe the body surface clean with a rag moistened with isopropyl alcohol



- (7) Remove the rear side trim.
(8) After removing the mounting nuts, pry off the side protect moulding quarter with the special tool.



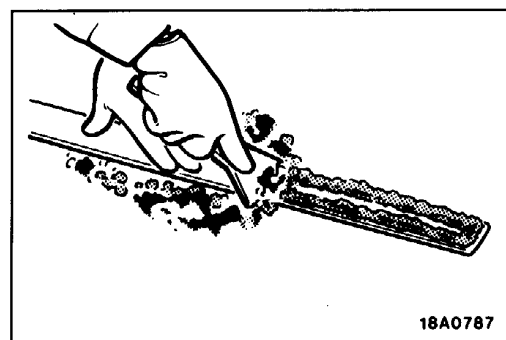
INSTALLATION

- **Affixing the both-sided tape to the side protector moulding (when reusing)**

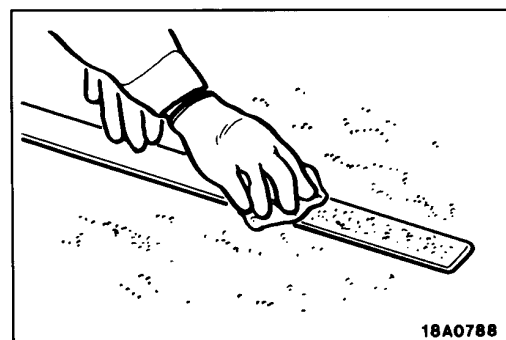
- (1) Heat the both-sided tape with an infrared lamp, etc. to 40–60°C (104–140°F) for 5–10 minutes.

Caution

Do not overheat so that the surface turns white and dry.

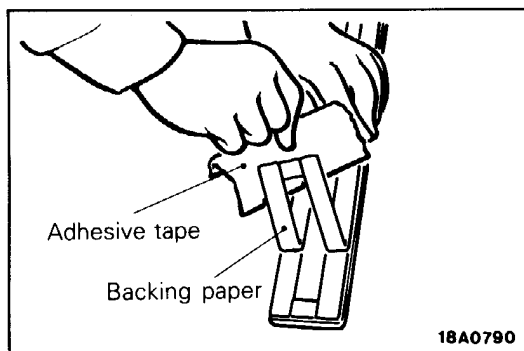
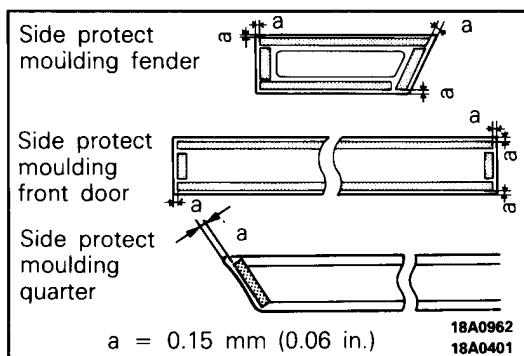


- (2) Scrape off the both-sided adhesive tape with a resin spatula or gasket scraper.



- (3) Wipe the body surface clean with a rag moistened with isopropyl alcohol.

8-6 REFERENCE MATERIAL – Installation and Removal of Adhesive Components



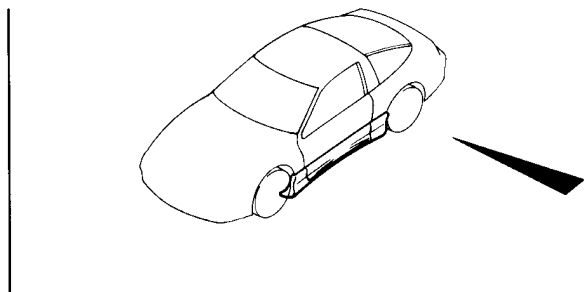
- (4) Affix the specified both-sided adhesive tape to the side protector moulding.

Adhesive tape: Both-sided tape
15 mm (0.59 in.) wide and
1.2 mm (0.05 in.) thick

● Installation of side protector moulding

- (1) Tear off the both-sided tape backing paper.
NOTE
If you attach the adhesive tape to the edge of the backing paper, it will be easy to tear off.
- (2) Install the side protector moulding so that the positioning bosses match the body holes.
NOTE
If the both-sided adhesive tape is difficult to affix during winter, etc., warm the bonding surfaces of the body and the side protector moulding before affixing the tape.
- | | |
|-------------------------|---------------------|
| Body | 40–60°C (104–140°F) |
| Side protector moulding | 20–30°C (68–86°F) |
- (3) Firmly press in the side protector moulding.

SIDE AIR DAM



REMOVAL

Remove by the same procedure as for the side protector moulding. Furthermore, remove the clips from the clip-mounted section while removing the side air dam.

Caution

Do not remove all of the residual adhesive.

INSTALLATION

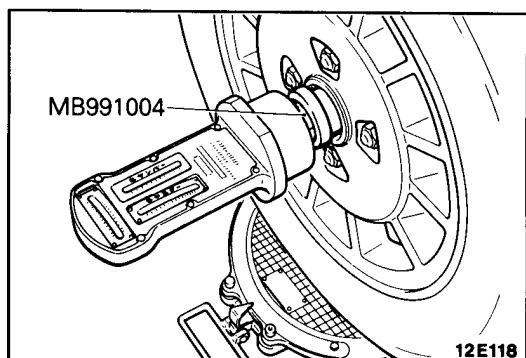
Install by the same procedure as for the side protector moulding.

NOTE

When reusing the side air dam, remove some of the residual adhesive, and apply the new adhesive over the top.

Caution

Do not get any adhesive on the adhesive surface of the tape.



ADJUSTMENT OF OTHER PARTS

FRONT WHEEL ALIGNMENT

ADJUSTMENT OF FRONT WHEEL ALIGNMENT

NOTE

The front suspension assembly must be free of worn, loose or damaged parts prior to measurement of front wheel alignments.

Measure wheel alignment by using the special tool.

CAMBER AND CASTER

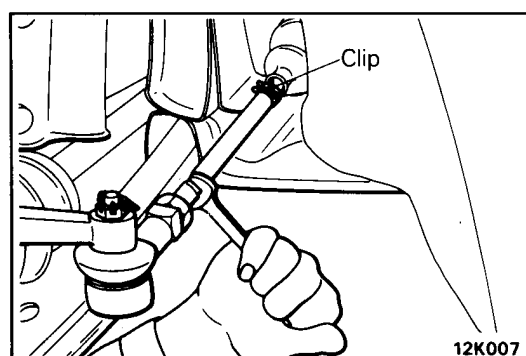
Standard value:

	2WD	4WD
Camber	$0^{\circ}15' \pm 30'$	$0^{\circ} \pm 30'$
Caster	$2^{\circ}20' \pm 30'$	$2^{\circ}18' \pm 30'$

Camber and caster are pre-set at the factory and cannot be adjusted.

NOTE

If camber and caster are not within specifications, replace bent or damaged parts.



TOE-IN

Standard value: 0 ± 3 mm (0 ± 0.118 in.)

- (1) Adjust the toe-in by undoint the clips and turning the left and right tie rod turnbuckles by the same amount (in opposite directions).
- (2) The toe will move out as the left turnbuckle is turned toward the front of the vehicle and the right turnbuckle is turned toward the rear of the vehicle.

- (3) For each half turn of the left and right tie rods, the toe-in will be adjusted by 6 mm (0.24 in.)

- (4) After making the adjustments, use a turning radius gage to confirm that the steering wheel turning angle is within the standard value range.

REAR WHEEL ALIGNMENT

<2WD>

REAR WHEEL ALIGNMENT INSPECTION

The rear suspension assembly must be free of worn, loosen or damaged parts prior to measurement of rear wheel alignment.

Standard value:

Toe-in (Left-right difference) 0 ± 3 mm (0 ± 0.118 in.)
Camber $-45' \pm 14'$

NOTE

The rear wheel alignment is set at the factory and cannot be adjusted.

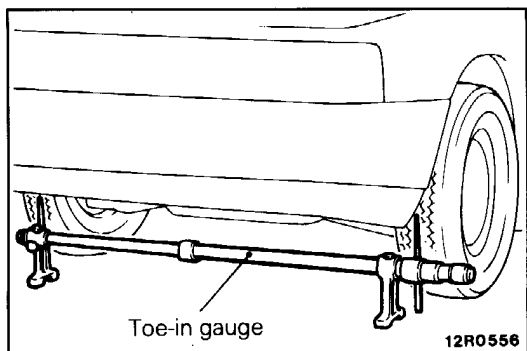
If toe-in or camber is not within the standard value, replace bent or damaged parts.

<4WD>

ADJUSTMENT OF REAR WHEEL ALIGNMENT

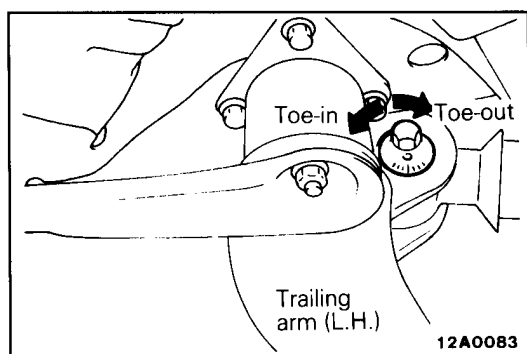
Measure the wheel alignment with the vehicle parked on level ground.

The rear suspension and wheels should be serviced to the normal condition prior to measurement of wheel alignment.

**TOE-IN**

- (1) Measure the toe-in with a toe-in gauge.

Standard value: 5 ± 3 mm (0.196 ± 0.118 in.)

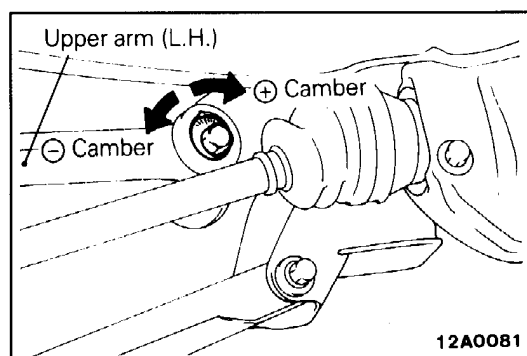


- (2) If the toe-in is not within the standard value, adjust it by moving the mounting bolts located on the crossmember side of the trailing arm.

NOTE

Make the adjustment by moving the left and the right bolts equally.

Movement of one division on the scale will cause toe-in variation of about 2 mm (0.08 in.).

**CAMBER**

- (1) Measure the camber with a camber/caster/kingpin gauge.

Standard value: $1^{\circ}45' \pm 30'$

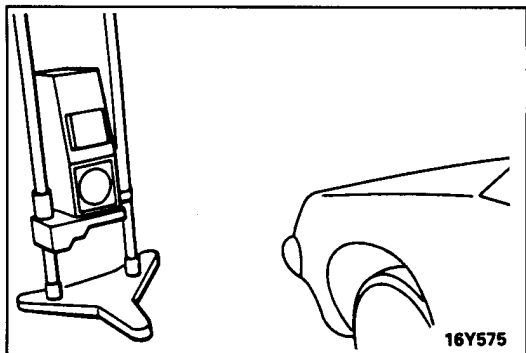
- (2) If the camber is not within the standard value, adjust it by moving the mounting bolt located on the crossmember side of the upper arm.

NOTE

Movement of one division on the scale will cause camber variation of about 15'.

Caution

1. As toe-in will vary 0.9 mm (0.035 in.) for every camber scale adjustment, adjust the toe after adjusting camber.
2. The difference between the left and the right camber shall be less than 15'.



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.

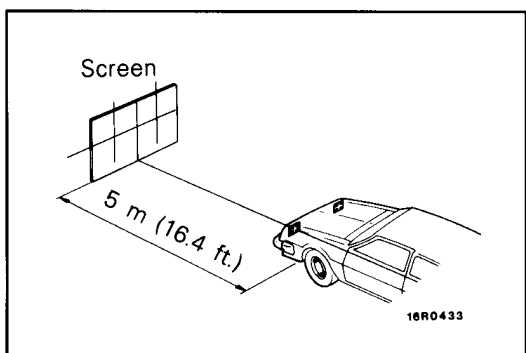
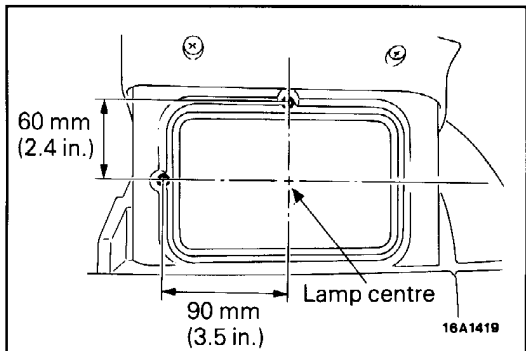
NOTE

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.

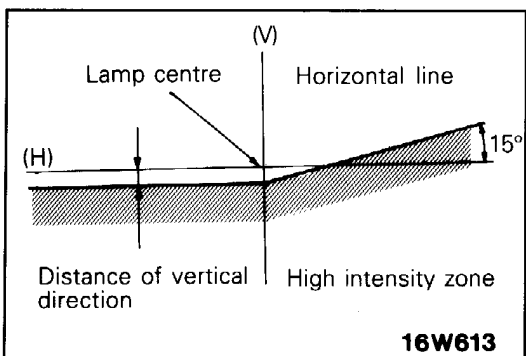
- (2) Alternately turn the adjusting screw to adjust the headlamp aiming.

<Using a Screen>

- (1) Measure the center 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)

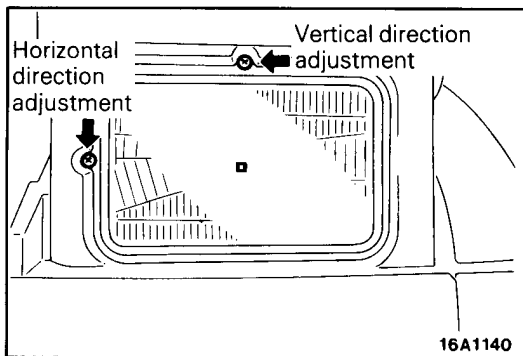
(Horizontal direction)

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.

$$I = E r^2 \text{ Where: } I = \text{intensity (cd)}$$

$$E = \text{illumination (lux)}$$

$$r = \text{distance (m) from headlamps to illuminometer}$$

DRIVING LAMP AIMING

1. Measure the centre of the driving lamps, 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. Set the headlamps to upper beam to make the driving lamp illuminate.
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)

43 mm (1.7 in.) below horizontal (H)

(Horizontal direction)

Parallel to direction of vehicle travel

Caution

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

7. Alternately turn the adjusting screw to adjust the headlamp aiming.

Caution

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

