
GROUP 8

REFERENCE MATERIAL

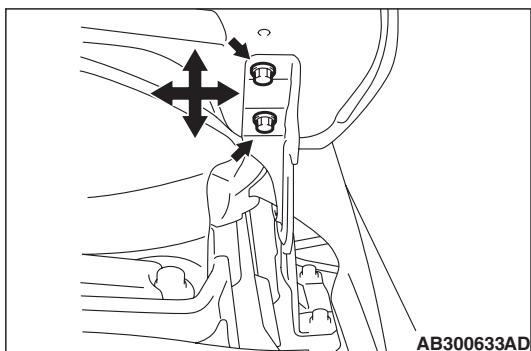
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BOLTED PANEL FIT AND ADJUSTMENT

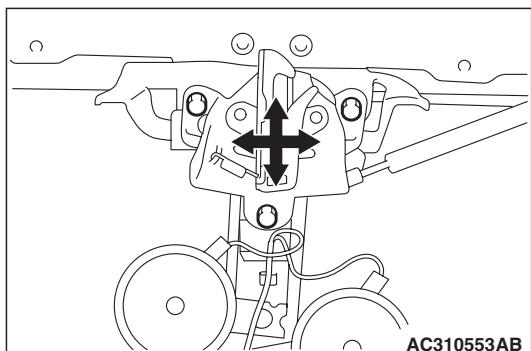
HOOD

HOOD FIT ADJUSTMENT



1. If the clearance between the hood and body is uneven, loosen the hood hinge mounting bolts, move the hood to and fro, and left and right to adjust the hood so the clearance around the hood is even.

Hood hinge mounting bolts tightening torque: $22 \pm 4 \text{ N}\cdot\text{m}$

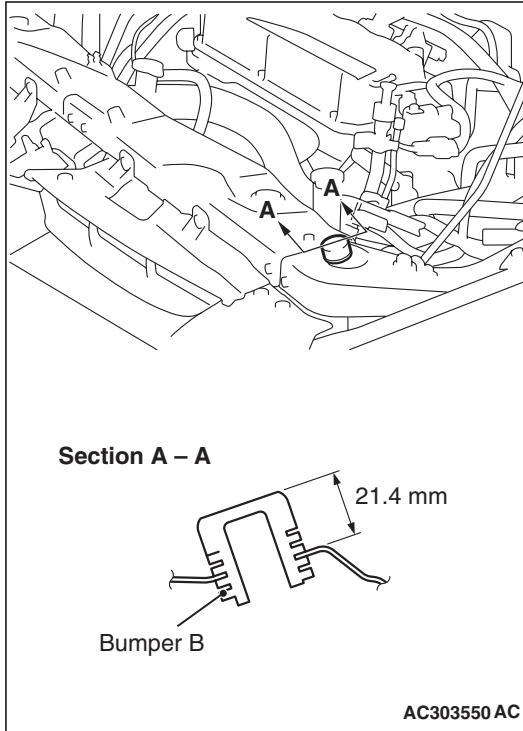


2. Loosen the hood latch mounting bolts but do not remove them. Then move the hood latch to align the hood level and adjust the hood striker engagement.

Hood latch mounting bolts tightening torque: $9.0 \pm 2.0 \text{ N}\cdot\text{m}$

ADJUSTMENT OF HOOD HEIGHT

M4080005000231



Turn bumper (B) to the shown dimension to adjust the hood height. If the hood height is still not even, turn bumper (B) again until the height is even.

NOTE: If bumper (B) is turned once, its height changes by approximately 3 mm.

DOOR

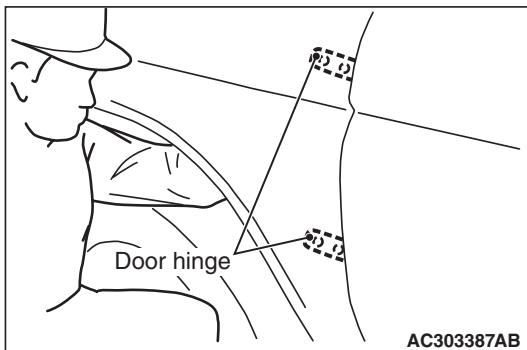
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DOOR FIT ADJUSTMENT

CAUTION

- Attach protection tape to the fender and door edges where the hinge is installed.
- Do not rotate special tool door hinge adjusting wrench MB991164 with a torque of over 98 N·m.

1. When the clearance between the door and the body is uneven.
 - (1) Remove the fender rear protector <Front door>.
 - (2) Remove the centre pillar trim <Rear door>.



(3) Use the special tool (door hinge adjusting wrench, MB990900 or MB991164) to loosen the body-side door hinge mounting bolts.

NOTE: The body-side mounting nuts of the rear door upper hinge can be loosened from inside the passenger compartment. No special tools are required.

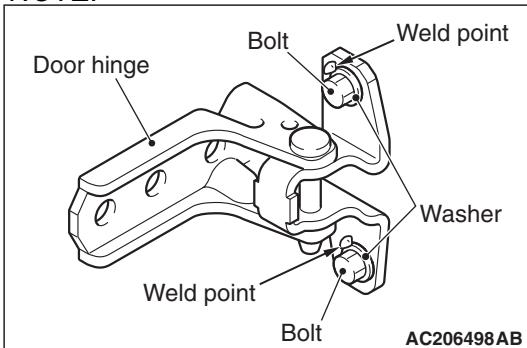
(4) Move the door to adjust until the clearance around the door is even.

Door hinge mounting bolts tightening torque: $27 \pm 5 \text{ N}\cdot\text{m}$

2. When the door is not flush with the vehicle body surface.

(1) Loosen the door-side hinge mounting bolts.

NOTE:



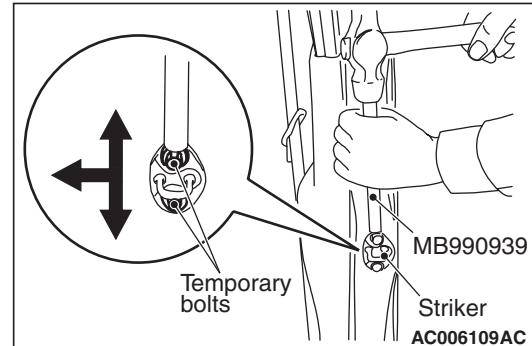
If the door hinge mounting bolts washers are welded, grind off the welding according to the procedure below beforehand.

- Remove the door hinge.
- Use a chisel or grinder to release the door hinge mounting bolts washer, which is welded to the door hinge.
- On completion, paint the affected area with a suitable touch-in brush to prevent corrosion.
- Install the door hinge.

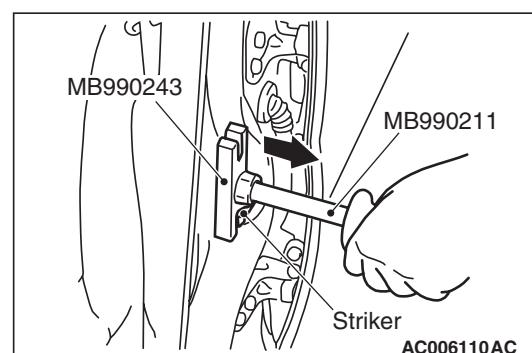
(2) Move the door to adjust until the door is flush with the vehicle body.

Door hinge mounting bolts tightening torque: $21 \pm 4 \text{ N}\cdot\text{m}$

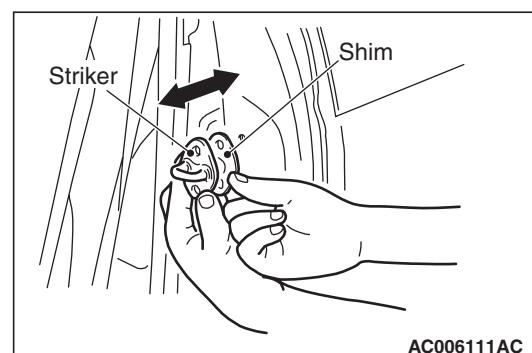
3. When the door is stiff to lock and unlock:



(1) Adjustment by using the striker (toward the inside of the vehicle and vertical direction) Install a temporary bolts instead of the striker mounting bolts, and use special tool brass bar (MB990939) and a hammer to tap the bolt to the desired direction.



(2) Adjustment by using the striker (toward the outside of the vehicle) Use special tools sliding hammer (MB990211) and body puller (MB990243) to pull the striker toward the outside of the vehicle.



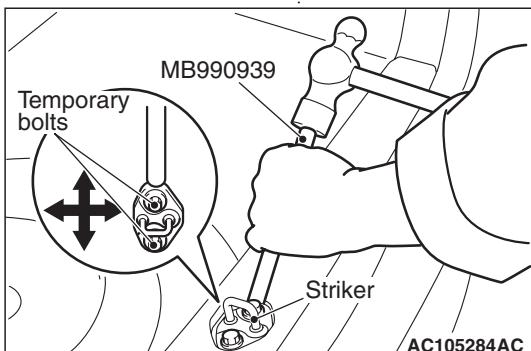
(3) Adjustment by using shims (forward and rearward)

Increase or decrease the number of shims so that the striker engages with the door latch properly.

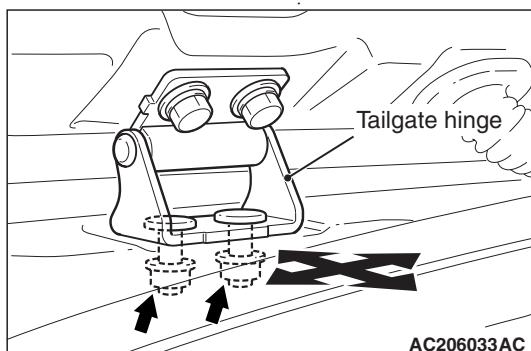
Door striker mounting bolts tightening torque: $11 \pm 2 \text{ N}\cdot\text{m}$

TAILGATE

TAILGATE FIT ADJUSTMENT



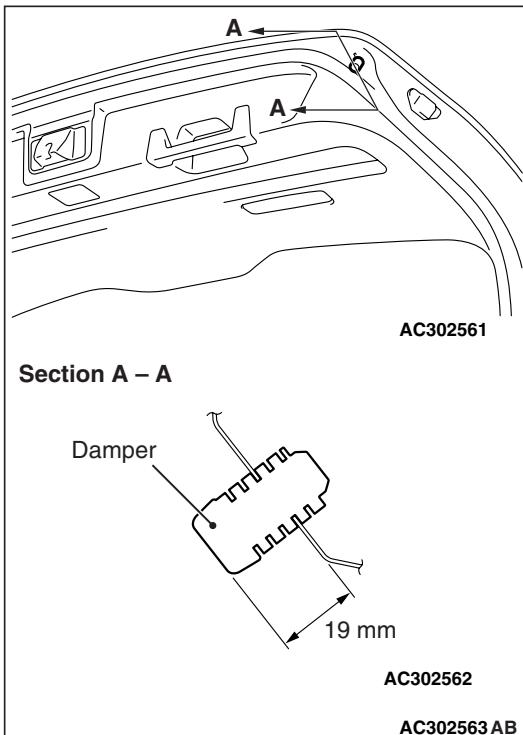
If the striker is not engaged with the tailgate latch properly, remove the rear end trim. Replace the striker mounting screw with a temporary bolts, and use the special tool (brass bar, MB990939) and a hammer to tap the bolt head to adjust the striker.



If the clearance between the tailgate and the vehicle body is uneven, remove the headlining and loosen the body-side tailgate hinge mounting nuts to adjust the tailgate.

Tailgate hinge mounting nuts tightening torque:
 $13 \pm 2 \text{ N}\cdot\text{m}$

ADJUSTMENT OF TAILGATE HEIGHT



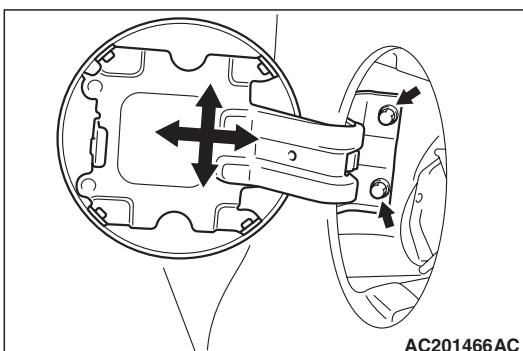
Rotate the damper by using arrow mark on the damper as a guide to adjust the tailgate height. The damper height is altered by roughly 3 mm when the damper is rotated once.

NOTE: If a rattling noise is heard due to the vibration of the tailgate when the vehicle is being driven, adjust the damper height until the damper is seated on the vehicle body. The damper should be seated on the vehicle body regardless of a rattling noise.

FUEL FILLER LID

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FUEL FILLER LID FIT ADJUSTMENT



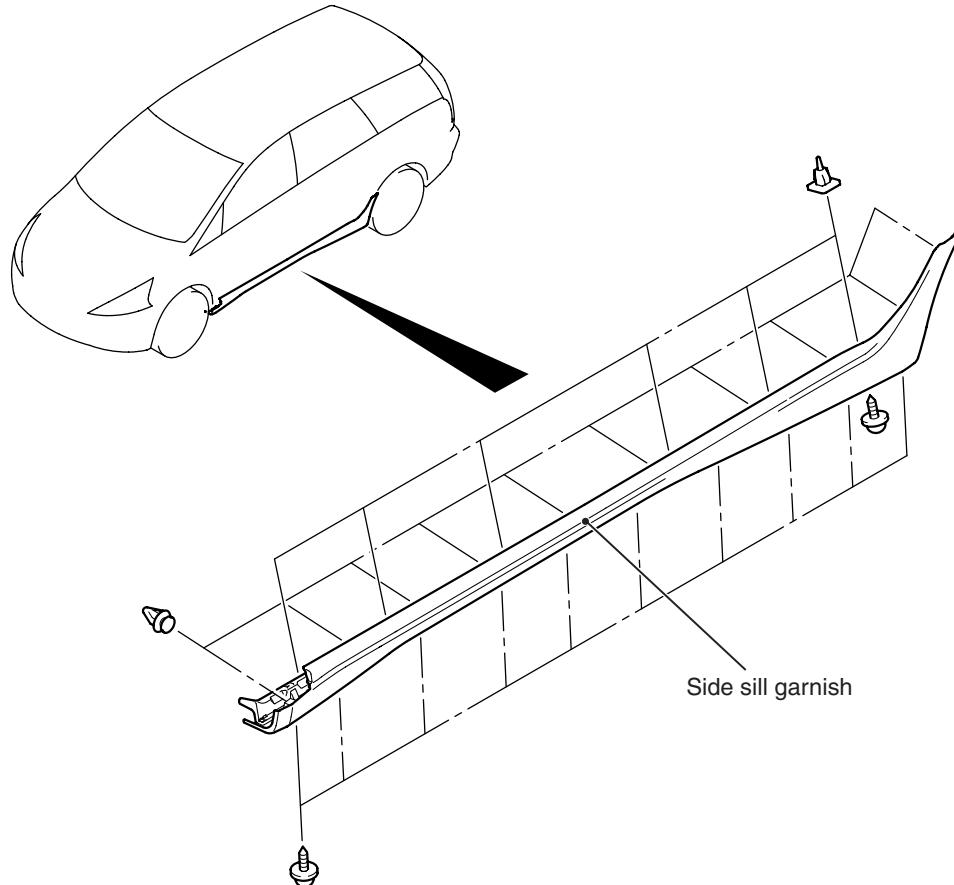
If the leveling and clearance of the fuel filler lid is uneven, loosen the fuel filler lid mounting bolts, then move and adjust the fuel filler lid.

Fuel filler lid mounting bolts tightening torque:
 $5.0 \pm 1.0 \text{ N}\cdot\text{m}$

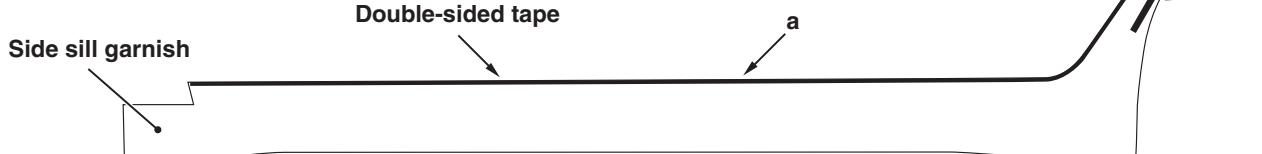
INSTALLATION AND REMOVAL OF ADHESIVE COMPONENTS

SIDE SILL GARNISH

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Double-sided tape affixed location



Double-sided tape: Generic products

a: 5.0 mm width, 1.2 mm thickness, b: 10.0 mm width, 2.5 mm thickness

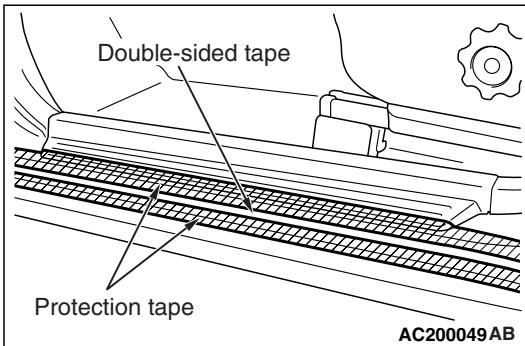
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REMOVAL SERVICE POINT

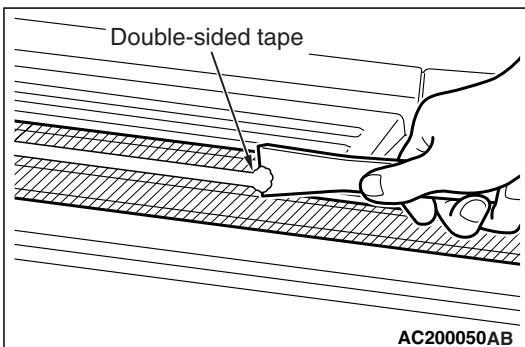
SIDE SILL GARNISH REMOVAL

Gently lift and remove the side sill garnish. If there is any double-sided tape remaining on the side sill garnish, remove according to the following instructions.

<Remove double-sided tape remaining on the body surface>

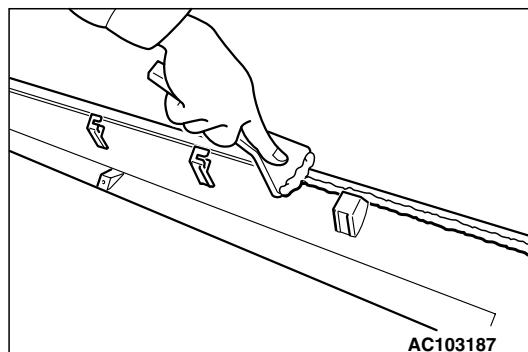


1. Attach protection tape all the way along the edges of the double-sided tape which is still adhering to the body.



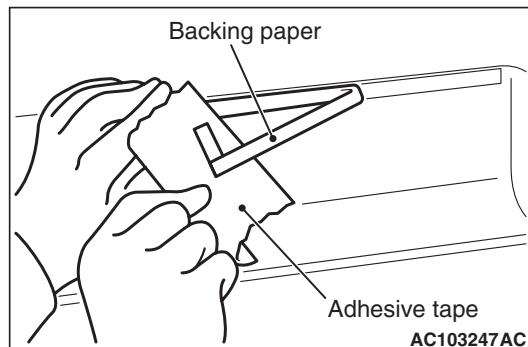
2. Scrape off the double-sided tape with a resin spatula as possible.
3. Peel off the protection tape.
4. Wipe the body surface and clean it with a rag moistened with isopropyl alcohol.

<Remove double-sided tape remaining on side sill garnish and adhere double-sided tape (when re-using side sill garnish)>



1. Scrape off the double-sided tape on the side sill garnish with a resin spatula as possible.
2. Wipe the side sill garnish surface and clean it with a rag moistened with isopropyl alcohol.
3. Remove only a small portion of the residual adhesive.
4. Adhere the double-sided tape as specified on the side sill garnish.

INSTALLATION SERVICE POINT SIDE SILL GARNISH INSTALLATION



1. Tear off the double-sided tape backing paper.
NOTE: If Attach the adhesive tape to the edge of the backing paper, it will be easy to tear off.
2. Install the side sill garnish.
NOTE: If The double-sided tape is difficult to affix in cold temperature, etc., warm the bonding surfaces of the body and side sill garnish to about 40–60°C before affixing the tape.
3. Firmly press in the side sill garnish.

ADJUSTMENT OF OTHER PARTS

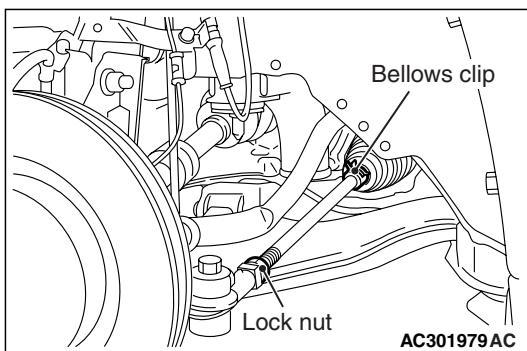
FRONT WHEEL ALIGNMENT

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Measure wheel alignment with alignment equipment on a level surface. The front suspension, steering system, wheels, and tyres should be serviced to normal condition before measuring wheel alignment.

TOE-IN

Standard value:
at the centre of tyre tread: 0 ± 3 mm
Toe angle (per wheel): $0^\circ \pm 08'$



1. Adjust the toe-in by undoing the bellows clip and lock nut, and turning the left and right tie rod turnbuckles by the same amount (in opposite directions).

NOTE: 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.

2. Install the bellows clip and tighten the lock nut to the specified torque.

Tightening torque: $52 \pm 2 \text{ N}\cdot\text{m}$

3. Confirm that the toe-in is at the standard value.
4. Use a turning radius gauge to check that the steering angle is at the standard value.

STEERING ANGLE

Standard value:

<VEHICLES WITH 16 INCH WHEEL>

Item	Specification
Inner wheels	$39^{\circ}30' \pm 2'$
Outer wheels (reference)	$32^{\circ}30'$

<VEHICLES WITH 17 INCH WHEEL>

Item	Specification
Inner wheels	$36^{\circ}30' \pm 2'$
Outer wheels (reference)	$30^{\circ}50'$

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:

Item	Specification
Toe-out angle on turns (inner wheel when outer wheel at 20°)	$21^{\circ}40'$

CAMBER, CASTER AND KINGPIN INCLINATION

Standard value:

Item	Specification
Camber	$0^{\circ}00' \pm 30'^*$
Caster	$2^{\circ}46' \pm 1^{\circ}** <\text{Standard}>, 2^{\circ}54' \pm 1^{\circ}** <\text{High ground clearance suspension}>$
Kingpin inclination	$13^{\circ}12' \pm 1^{\circ}30' <\text{Standard}>, 12^{\circ}54' \pm 1^{\circ}30' <\text{High ground clearance suspension}>$

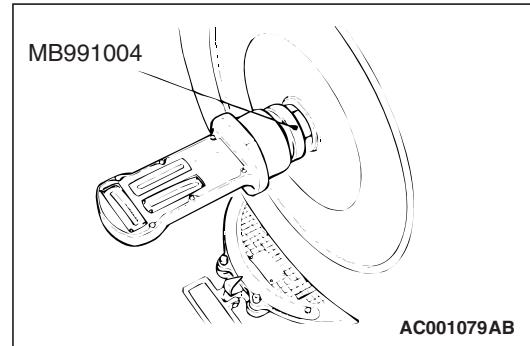
*NOTE: *: difference between right and left wheels must be less than 30'*

NOTE: Camber and caster are preset at the factory and cannot be adjusted.

⚠ CAUTION

Never subject the wheel bearings to the vehicle load when the driveshaft nuts are loosened.

NOTE:



For vehicles with aluminium wheels, attach the camber/caster/kingpin gauge to the driveshaft by using special tool wheel alignment gauge attachment (MB991004). Tighten the special tool to the same torque $245 \pm 29 \text{ N}\cdot\text{m}$ as the driveshaft nut.

SIDE SLIP

Measure the side slip with a side slip tester.

Standard value: $0 \pm 3 \text{ mm (per 1 m)}$

REAR WHEEL ALIGNMENT

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Measure wheel alignment with an alignment equipment on level earth.

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

TOE-IN

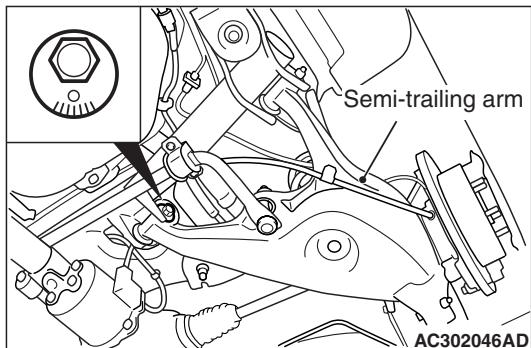
Standard value:

At the centre of tyre tread: $3 \pm 2 \text{ mm}$
Toe angle (per wheel): $0^{\circ}08' \pm 05'$

If toe-in is not within the standard value, adjust by following procedures.

CAUTION

To prevent bushings from breakage, the toe adjusting bolt should be temporarily tightened, and then fully tightened with the vehicle on the earth in the unladen condition.

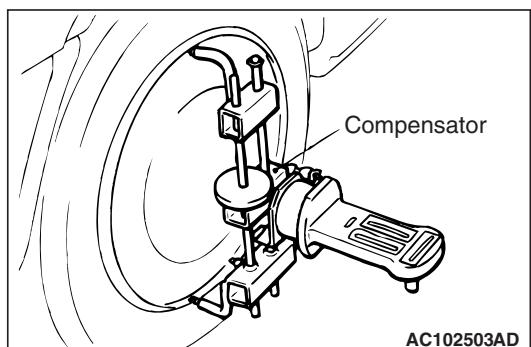


Carry out adjustment by turning the toe adjusting bolt (semi-trailing arm mounting bolt which is located on the inner side of the body).

NOTE:

- LH: Clockwise viewed from the front → Toe-in
- RH: Clockwise viewed from the front → Toe-out
- Turning the toe adjusting bolt by one groove of the scale, toe can be changed approximately 1.8 mm (single side toe angle equivalent to 0.16°)

CAMBER



Standard value:

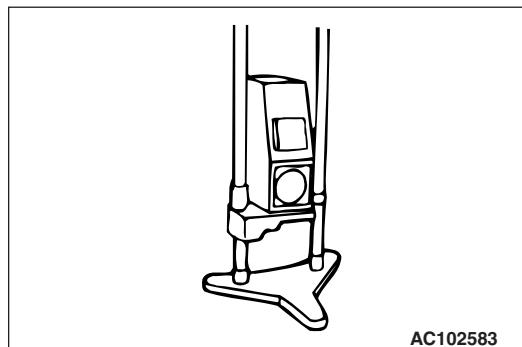
- 0°45'+ 45'/-15' (Left/right deviation within 30')
- 0°05' ± 30' (Left/right deviation within 30')
- <Vehicles with high ground clearance suspension (optional)>

NOTE: Camber is preset at the factory and cannot be adjusted.

HEADLAMP AIMING

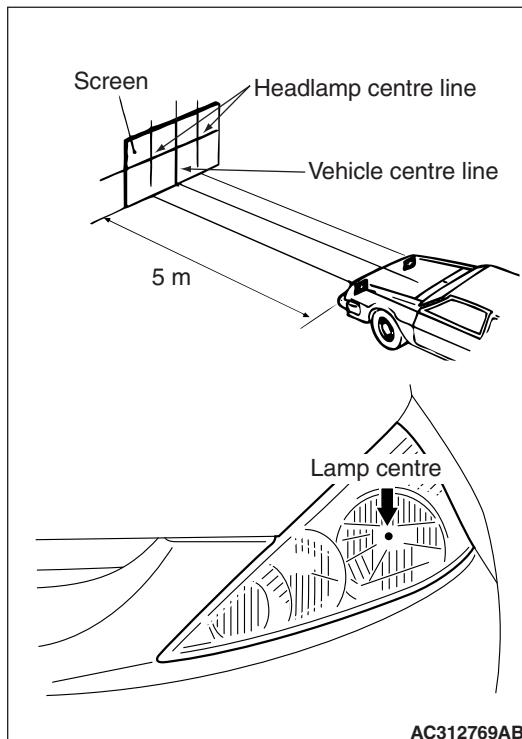
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<USING A BEAM SETTING EQUIPMENT>

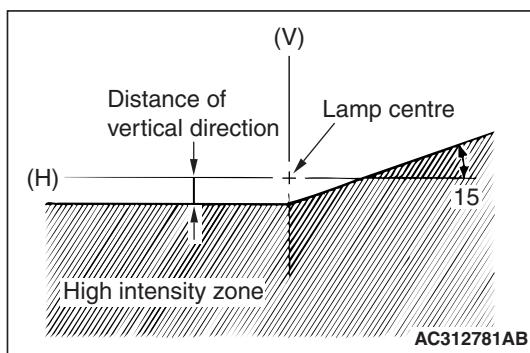


1. The headlamps should be aimed with the proper beam setting equipment, and in accordance with the equipment manufacturer's instructions.
2. Alternately turn the adjusting screw to adjust the headlamp aiming.

<USING A SCREEN>



1. Inflate the tyres to the specified pressures and there should be no other load in the vehicles other than driver or substituted weight of approximately 75 kg placed in driver's position.
2. Put the headlamp leveling switch in "0" position.
3. Set the distance between the screen and the centre marks of the headlamps as shown in the illumination.



(Vertical direction) 60 mm below horizontal
(H)
(Horizontal direction) 15° sloping section
intersects the vertical line (V)

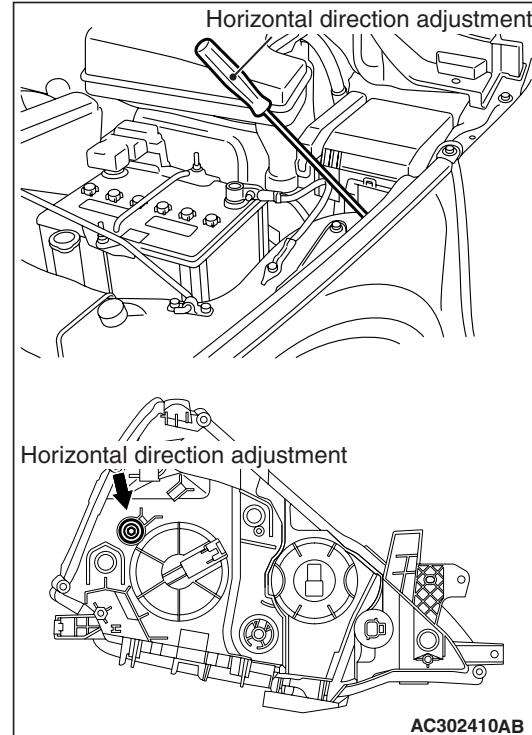
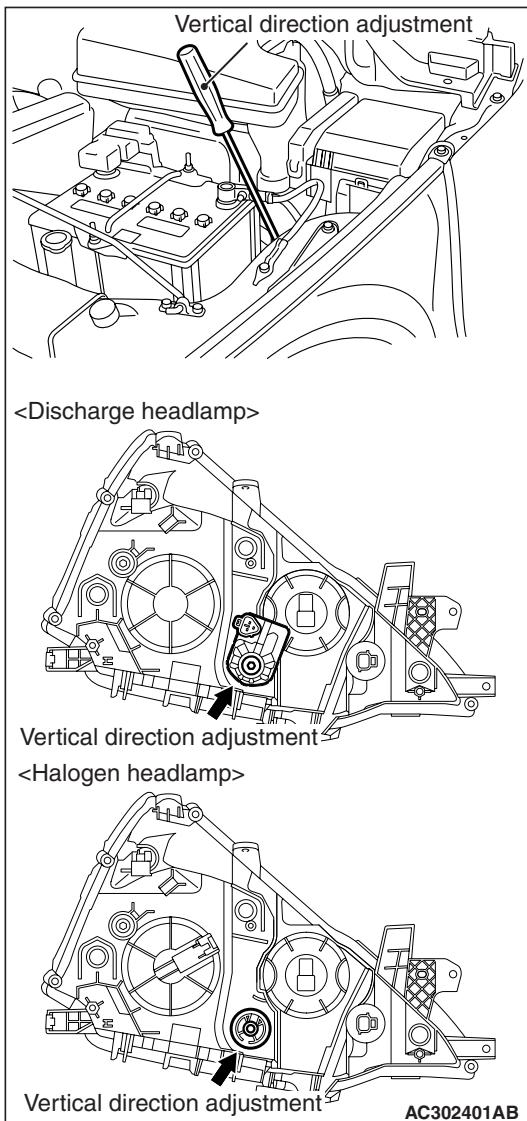
*NOTE: The illustration shows L.H. drive vehicles.
For R.H. drive vehicles, it is symmetrical.*

4. Check if the beam shining onto the screen is at the standard value.

Standard value:

⚠ CAUTION

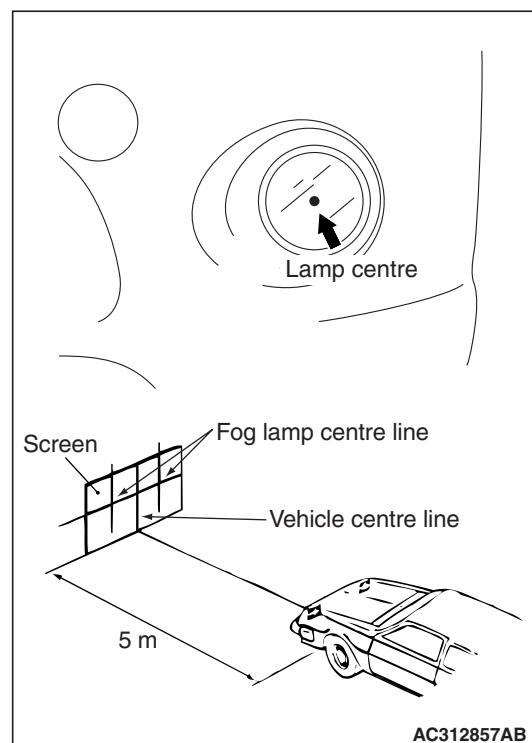
Be sure to adjust the aiming adjustment screw in the tightening direction.



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

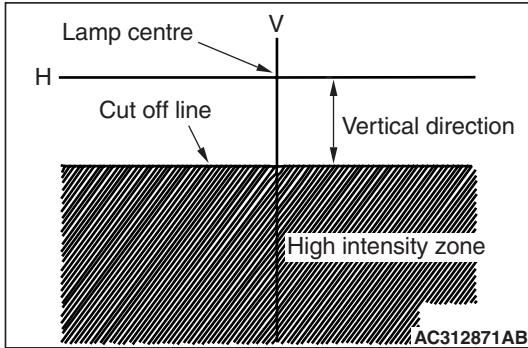
FOG LAMP AIMING

M4080013000203



1. Measure the centre of the front fog lamps, as shown in the illustration.
2. Set the distance between the screen and the centre of the front fog lamps as shown in the illustration.

- Inflate the types to the specified pressures and there should be no other load in the vehicles other than driver or substituted weight of approximately 75 kg placed in the driver's position.
- With the engine running at 2,000 r/min, aim the front fog lamp.



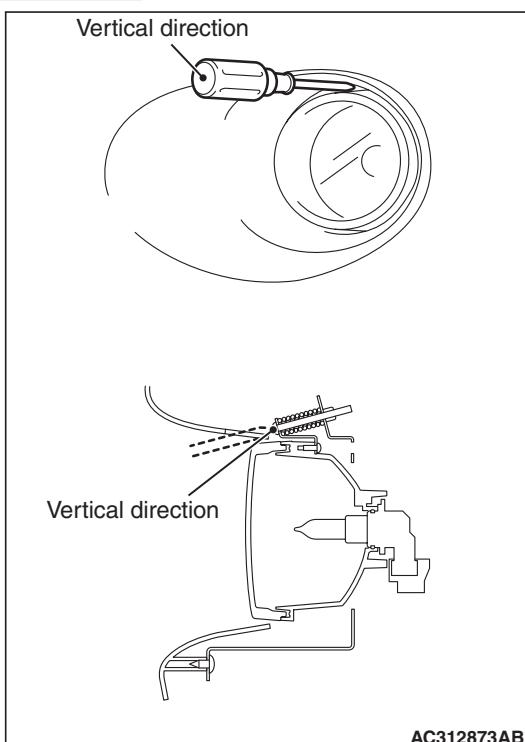
- Check if the beam shining onto the screen is at the standard value.

Standard value:

(Vertical direction) 100 mm below horizontal (H)

(Horizontal direction) Parallel to direction of vehicle travel

CAUTION



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

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.

SUPPLEMENTAL RESTRAINT SYSTEM (SRS) - AIR BAG

M4080016000172

WARNING

- Improper service or maintenance of any component of the SRS and 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 and passenger (from rendering the SRS inoperative)).
- The SRS components and seat belt with pre-tensioner should not be subjected to heat, so remove the SRS-ECU, driver's and front passenger's air bag modules, clock spring, side air bag modules, and seat belt pre-tensioner before drying or baking the vehicle after painting.
 - SRS-ECU, air bag modules, clock spring and side impact sensors: 93 °C or more
 - Seat belt with pre-tensioner :90 °C or more
- Service or maintenance of any SRS component and SRS-related component must be performed only at an authorized MITSUBISHI dealer.
- MITSUBISHI dealer personnel must thoroughly review workshop manual, and especially its GROUP 52B - Supplemental Restraint System (SRS), before beginning any service or maintenance of any component of the SRS and any SRS-related component.