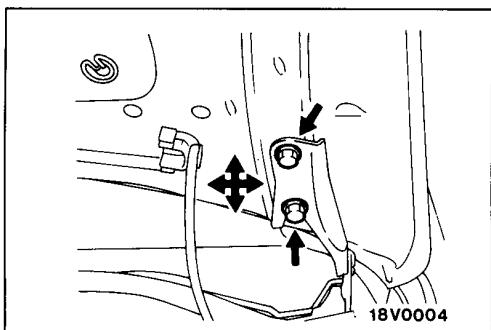


8 REFERENCE MATERIAL

BOLTED PANEL FIT AND ADJUSTMENT	8-2
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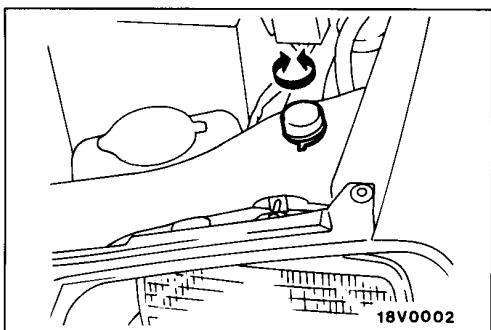
BOLTED PANEL FIT AND ADJUSTMENT

HOOD

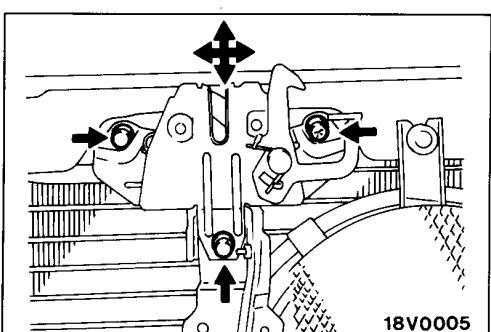
HOOD FIT ADJUSTMENT

- (1) Loosen the hood mounting bolts and move the hood to adjust the clearance between the body and the hood.

Hood mounting bolt tightening torque: 12 Nm

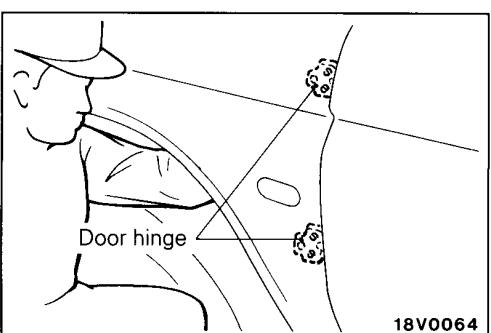


- (2) Move the hood bumper to adjust the height of the hood from the body.



- (3) Move the latch to adjust the meshing between the body and the stepped part and between the hood striker and the hood latch.

Hood latch mounting bolt tightening torque: 9 Nm

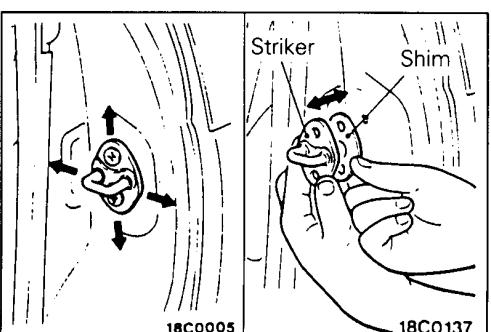


DOOR

DOOR FIT ADJUSTMENT

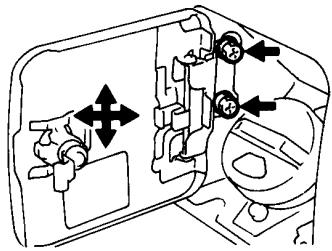
- (1) If the clearance between the door and the vehicle body is uneven, remove the splash shield and loosen the door hinge mounting bolt on the door side from the inner side of the fender. Then, moving the door, adjust the clearance around the door so that it becomes even.

Door hinge bolt tightening torque: 26 Nm



- (2) If the striker and latch do not mesh properly, adjust the position of the striker.

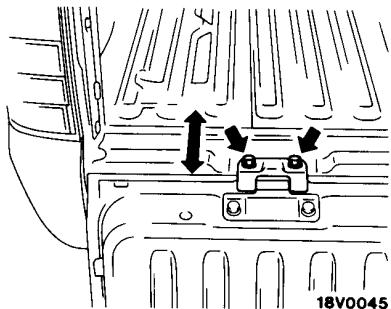
Striker mounting bolt tightening torque: 12 Nm



FUEL FILLER DOOR

FUEL FILLER DOOR FIT ADJUSTMENT

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.



REAR GATE

REAR GATE FIT ADJUSTMENT

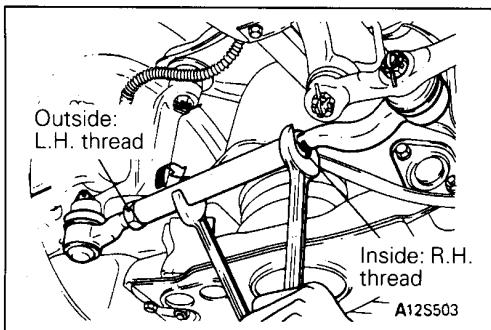
Loosen the hinge mounting bolt and adjust the rear gate.

ADJUSTMENT OF OTHER PARTS

FRONT WHEEL ALIGNMENT CHECK AND ADJUSTMENT

Measure the wheel alignment with the vehicle parked on a level surface.

The front suspension, steering system, and wheels should be serviced to normal condition prior to measurement of wheel alignment.



TOE-IN

Standard value:

At the centre of tyre tread 0 – 7 mm

Toe angle (per wheel)

0° – 0°19' <2WD>

0° – 0°16'

<4WD (Vehicles with 205/80R16 tyre)>

0° – 0°15'

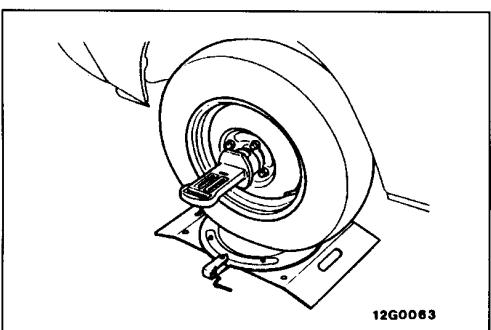
<4WD (Vehicles with 31 x 10.50R15 tyre)>

1. If the toe-in is not within the standard value, adjust the toe-in by 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. Use a turning radius gauge to check that the steering angle is at the standard value.



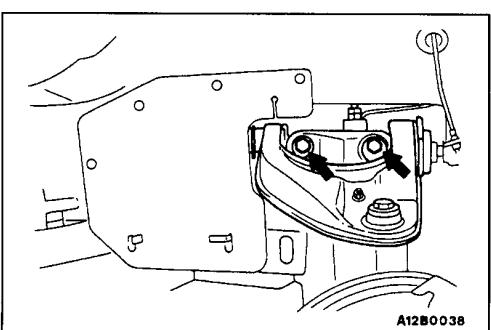
CAMBER AND CASTER

<2WD>

Standard value:

Camber 0°10' – 1°10' (Difference between right and left within 30')

Caster 1°45' – 3°45' (Difference between right and left within 30')



If the standard value is not obtained, make adjustment by the following procedure.

1. Loosen the upper arm mounting bolts and nuts.

NOTE

Remove the shock absorber mounting nut and lock nut, compress the shock absorber and loosen the upper arm mounting bolts and nuts.

2. Increase or decrease shims between upper arm shaft and crossmember to adjust the camber and caster. (Refer to Charts for Shim Increase or Decrease.)

Caution

1. Difference in shim thickness between front and rear must be 4 mm or less.
2. Do not use 4 or more shims at one location.

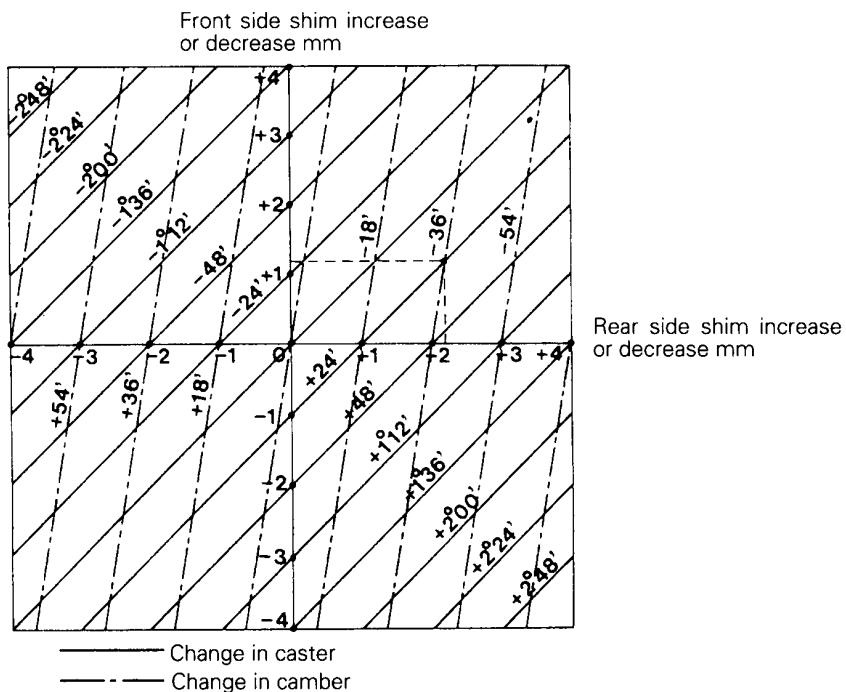
Adjustment of shim	
Part number	Thickness mm
MR132525	1
MR132526	2
MR210107 (Front shim integral with rear shim)	1
MB932441 (Front shim integral with real shim)	2

Charts for Shim Increase or Decrease**HOW TO USE CHARTS**

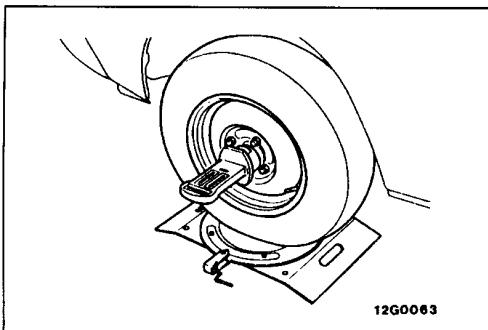
These charts show how shims are added to or removed from existing shims.

EXAMPLE

To decrease camber by 36' and increase caster by 24', increase combined front side shim thickness by 1 mm and increase combined rear side shim thickness by 2 mm.



12V0009

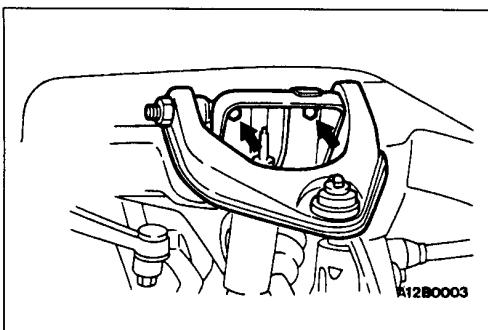


<4WD>

Standard value:

Camber $0^{\circ}10'$ – $1^{\circ}10'$ (Difference between right and left within $30'$)

Caster $1^{\circ}15'$ – $3^{\circ}15'$ (Difference between right and left within $30'$)



If the standard value is not obtained, make adjustment by the following procedure.

1. Loosen the upper arm mounting bolts and nuts.

NOTE

Remove the shock absorber mounting nut and lock nut, compress the shock absorber and loosen the upper arm mounting bolts and nuts.

2. Increase or decrease shims between upper arm shaft and crossmember to adjust the camber and caster. (Refer to Charts for Shim Increase or Decrease.)

Caution

1. **Difference in shim thickness between front and rear must be 4 mm or less.**
2. **Do not use 4 or more shims at one location.**

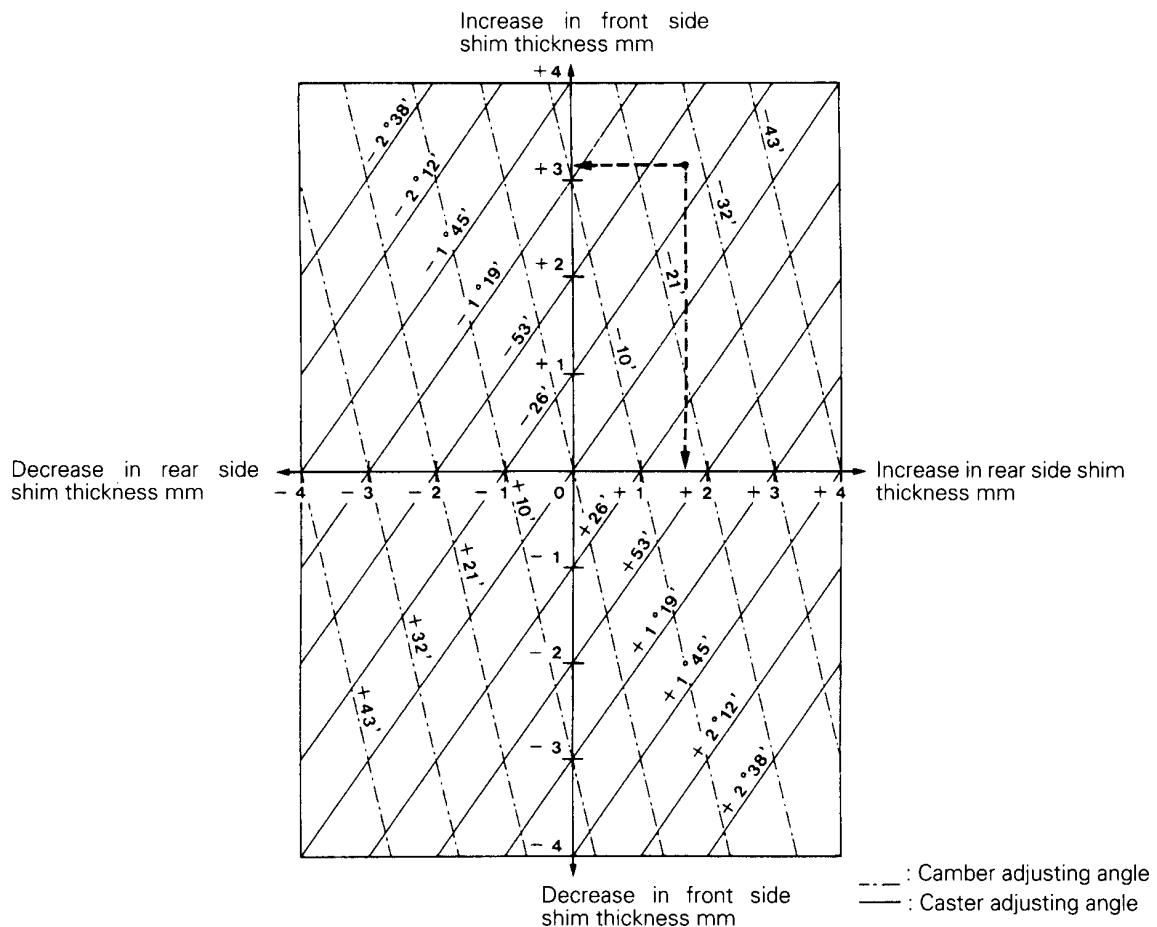
Adjustment of shim	
Part number	Thickness mm
MR132525	1
MR132526	2
MB176288 (Front shim integral with rear shim)	1
MB176289 (Front shim integral with rear shim)	2

Charts for Shim Increase or Decrease**HOW TO USE CHARTS**

These charts show how shims are added to or removed from existing shims.

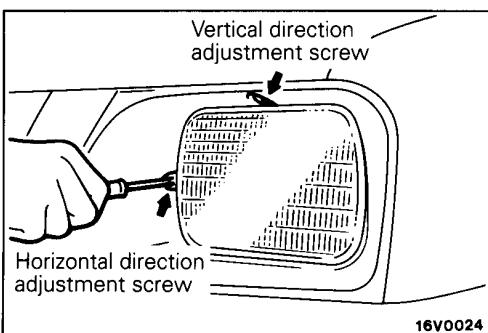
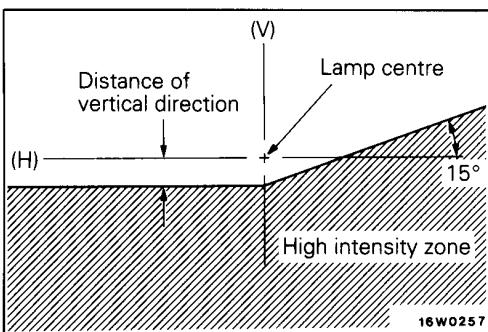
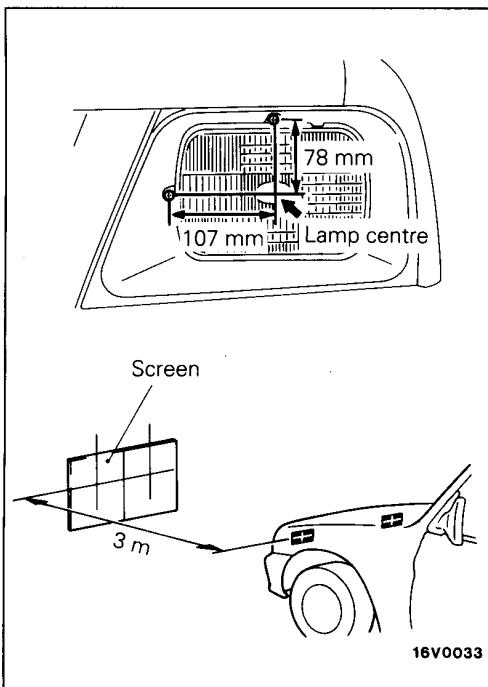
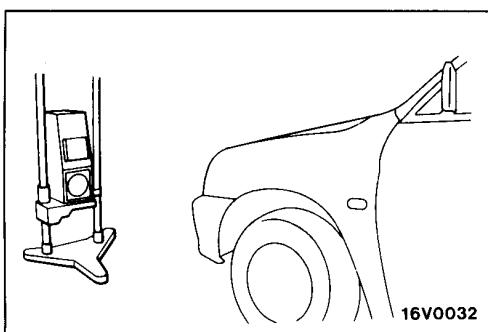
EXAMPLE

To decrease camber by 30' and caster by 40', increase combined front side shim thickness by 3 mm and increase combined rear side shim thickness by 2 mm.



12V0034

KINGPIN INCLINATION**Standard value:****<2WD> 15°00'****<4WD> 14°50'**



HEADLAMP AIMING

<USING A BEAMSETTING EQUIPMENT>

1. The headlamps should be aimed with the proper beamsetting equipment, and in accordance with the equipment manufacturer'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. 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. Set the distance between the screen and the lamp centre mark of the headlamps as shown in the illustration.

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

Standard value:

(Vertical direction)

60 mm below horizontal (H)

(Horizontal direction)

Position where the 15° sloping section intersects the vertical line (V)

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

Caution

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

SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – AIR BAG

- (1) Air bag has been installed in this vehicle as an optional equipment.
- (2) The SRS includes the following components: impact sensors, SRS diagnosis unit (SDU), SRS warning lamp, air bag module (squib), clock spring, interconnecting wiring.

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 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 Workshop 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.**