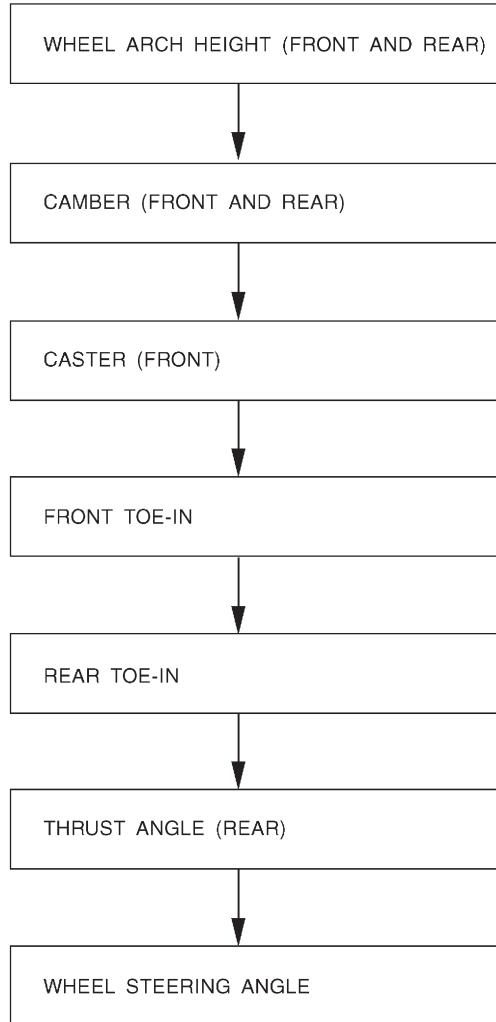


2. Wheel Alignment S201116

A: INSPECTION S201116A10

Check, adjust and/or measure wheel alignment in accordance with procedures indicated in figure.



B4M1088A

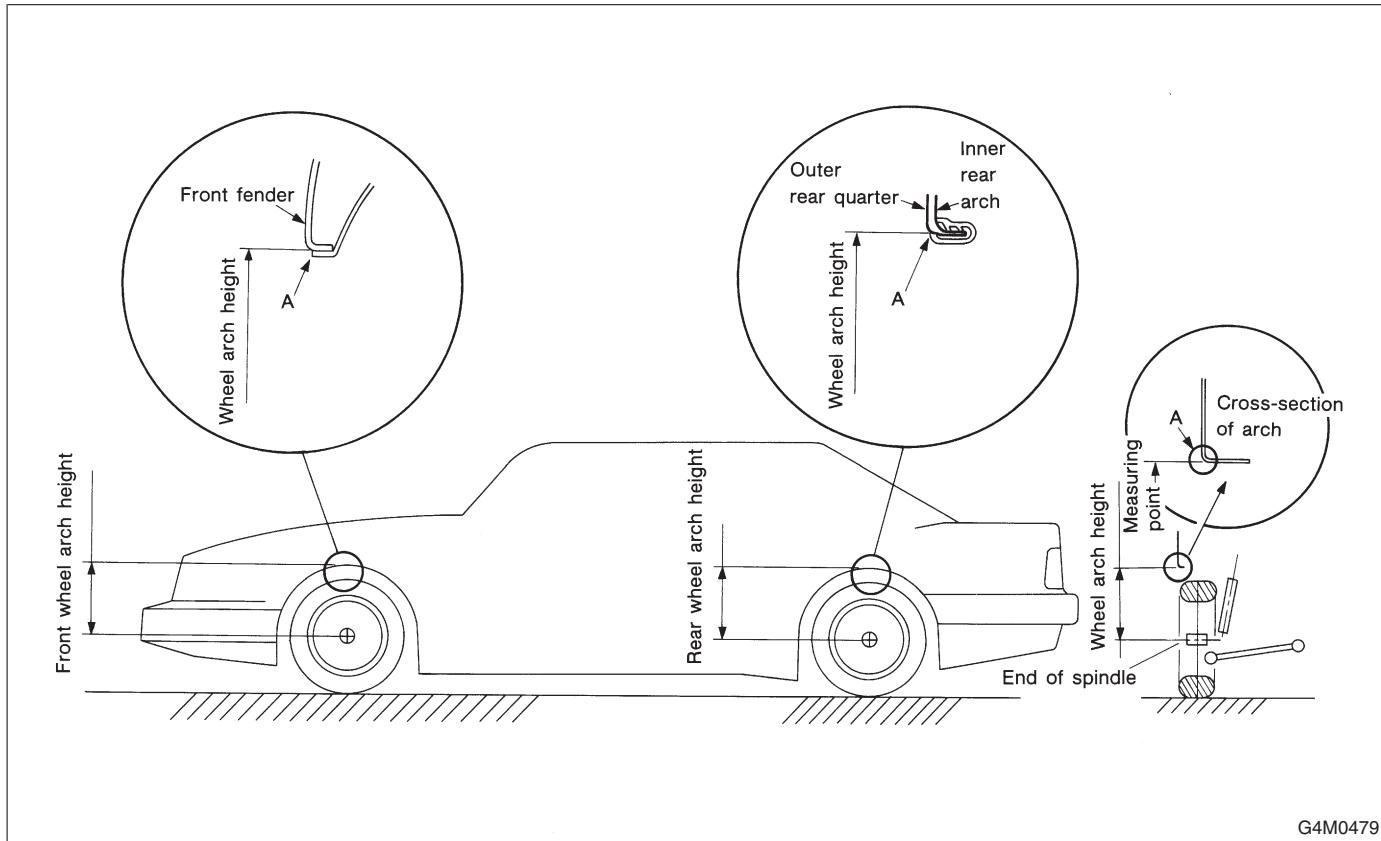
WHEEL ALIGNMENT

Rear Suspension

1. WHEEL ARCH HEIGHT

S201116A1001

- 1) Adjust tire pressure to specifications.
- 2) Set vehicle under "curb weight" conditions. (Empty luggage compartment, install spare tire, jack, service tools, and top up fuel tank.)
- 3) Set steering wheel in a wheel-forward position.
- 4) Suspend thread from wheel arch (point "A" in figure) to determine a point directly above center of spindle.
- 5) Measure distance between measuring point "A" and center of spindle.



G4M0479

Vehicles		Specified wheel arch height
2200 cc	Coupe, Sedan	$379^{+12/-24}$ mm ($14.92^{+0.47/-0.94}$ in)
	Wagon	$379^{+12/-24}$ mm ($14.92^{+0.47/-0.94}$ in)
	OUTBACK	$386^{+12/-24}$ mm ($15.20^{+0.47/-0.94}$ in)
2500 cc	Coupe	$363^{+12/-24}$ mm ($14.29^{+0.47/-0.94}$ in)
	Sedan	$363^{+12/-24}$ mm ($14.29^{+0.47/-0.94}$ in)

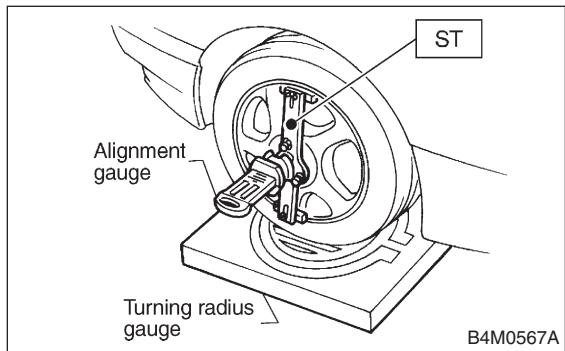
2. CAMBER S201116A1002

● Inspection

1) Place front wheel on turning radius gauge. Make sure ground contacting surfaces of front and rear wheels are set at the same height.

2) Set ST into the center of the wheel, and then install the wheel alignment gauge.

ST 927380000 ADAPTER



NOTE:

Refer to the "SPECIFICATIONS" for the camber values. <Ref. to RS-2 SPECIFICATIONS, General Description.>

● Front camber adjustment

1) Loosen two self-locking nuts located at lower front portion of strut.

CAUTION:

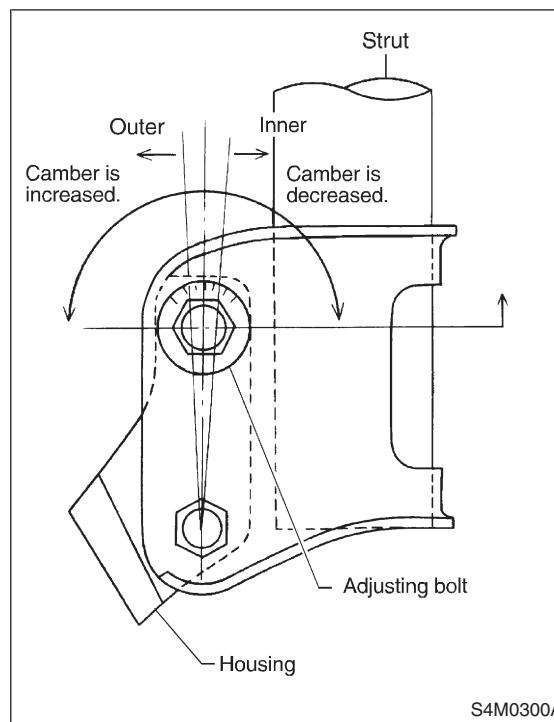
- When adjusting bolt needs to be loosened or tightened, hold its head with a wrench and turn self-locking nut.

- Discard loosened self-locking nut and replace with a new one.

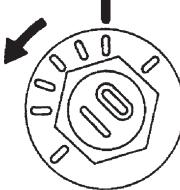
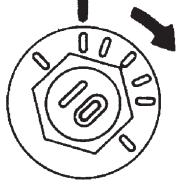
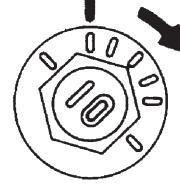
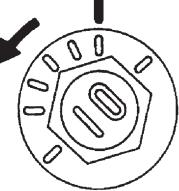
2) Turn camber adjusting bolt so that camber is set at the specification.

NOTE:

Moving the adjusting bolt by one scale graduation changes camber by approximately $0^{\circ}10'$.



S4M0300A

	Left side	Right side
Camber is increased.	 Rotate counter-clockwise.	 Rotate clockwise.
Camber is decreased.	 Rotate clockwise.	 Rotate counter-clockwise.

WHEEL ALIGNMENT

Rear Suspension

3) Tighten the two self-locking nuts.

Tightening torque:

152 N·m (15.5 kgf-m, 112 ft-lb)

3. WHEEL TOE-IN S201116A1003

• Inspection

1) Using a toe-in gauge, measure rear wheel toe-in.

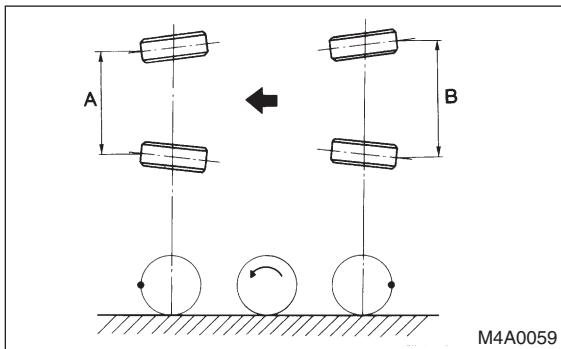
Toe-in: 0 ± 3 mm (0 ± 0.12 in)

2) Mark rear sides of left and right tires at height corresponding to center of spindles and measure distance "B" between marks.

3) Move vehicle forward so that marks line up with front sides at height corresponding to center of spindles.

4) Measure distance "A" between left and right marks. Toe-in can then be obtained by the following equation:

$$B - A = \text{Toe-in}$$

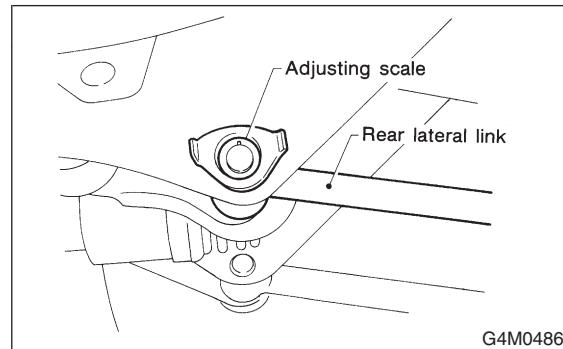


• Adjustment

1) Loosen self-locking nut on inner side of rear lateral link.

CAUTION:

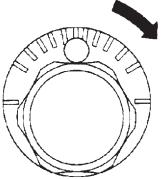
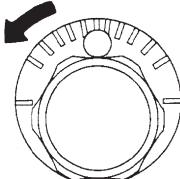
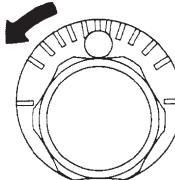
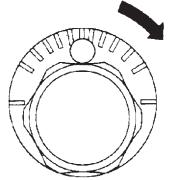
- When loosening or tightening adjusting bolt, hold bolt head and turn self-locking nut.
- Discard loosened self-locking nut and replace with a new one.



2) Turn adjusting bolt head until toe-in is at the specification.

NOTE:

When left and right wheels are adjusted for toe-in at the same time, the movement of one scale graduation changes toe-in by approximately 3 mm (0.12 in).

	Left side	Right side
Toe-in is increased.	 <p>Rotate clockwise.</p> <p>B4M0192</p>	 <p>Rotate counter-clockwise.</p> <p>B4M0352</p>
Toe-in is decreased.	 <p>Rotate counter-clockwise.</p> <p>B4M0352</p>	 <p>Rotate clockwise.</p> <p>B4M0192</p>

3) Tighten self-locking nut.

Tightening torque:

98 N·m (10 kgf-m, 72 ft-lb)

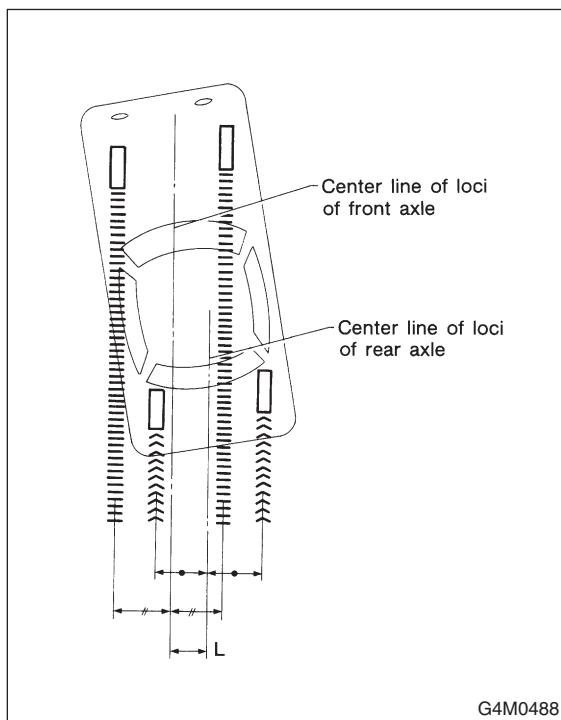
4. THRUST ANGLE S201116A1004

● Inspection

- 1) Position vehicle on a level surface.
- 2) Move vehicle 3 to 4 meters directly forward.
- 3) Determine locus of both front and rear axles.
- 4) Measure distance "L" between center line of loci of the axles.

Thrust angle:

Less than 20' when "L" is equal to or less than 15 mm (0.59 in).



G4M0488

● Adjustment

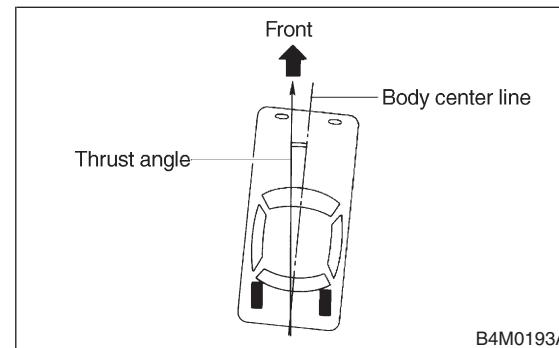
- 1) Make thrust angle adjustments by turning toe-in adjusting bolts of rear suspension equally in the same direction.
- 2) When one rear wheel is adjusted in a toe-in direction, adjust the other rear wheel equally in toe-out direction, in order to make thrust angle adjustment.
- 3) When left and right adjusting bolts are turned incrementally by one graduation in the same direction, the thrust angle of the AWD model will change approximately 10' ["L" is almost equal to 7.5 mm (0.295 in)].

Thrust angle:

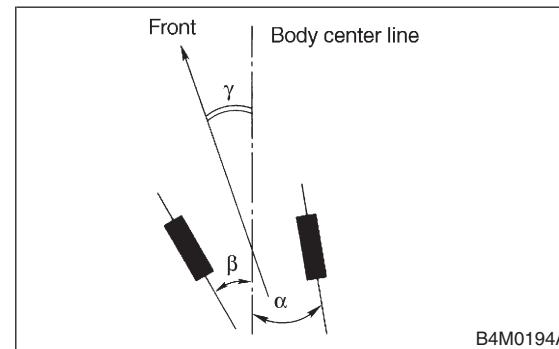
$0^\circ \pm 20'$

NOTE:

Thrust angle refers to a mean value of left and right rear wheel toe angles in relation to vehicle body center line. Vehicle is driven straight in the thrust angle direction while swinging in the oblique direction depending on the degree of the mean thrust angle.



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B4M0194A

Thrust angle: r

$$r = (\alpha - \beta) / 2$$

α : Right rear wheel toe angle
 β : Left rear wheel toe angle

NOTE:

Here, use only positive toe-in values from each wheel to substitute for α and β in the equation.