

INSPECTION AND ADJUSTMENT

CONTENTS

INSPECTION	FA-3	WHEEL BEARING	FA-3
SUSPENSION PARTS	FA-3	WHEEL ALIGNMENT	FA-4
ADJUSTMENT	FA-3	CAR LEVEL	FA-4

INSPECTION

Periodically inspect in accordance with the specified maintenance schedule.

SUSPENSION PARTS

1. Jack up the front of car until front wheels clear the floor.
2. Shaking each front wheel by grasping the upper and lower surfaces of tire, check suspension parts for looseness, wear, or damage. Tighten all loose bolts and nuts to the specified torque. Replace all worn parts as described under "Front Suspension".
3. Check wheel bearings. If any axial end-play is present, adjust bearings to specifications. Replace worn or damaged bearings as described under "Front Axle".
4. Check shock absorbers assembled into strut. If these are not in good condition, car posture and wheel alignment may be affected.

ADJUSTMENT

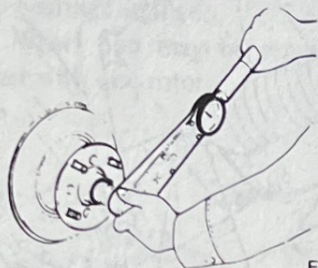
WHEEL BEARING

Improper adjustment of wheel bearings causes abnormal wear and score on the bearings and knuckle spindle.

To obtain proper preload on wheel bearings, proceed as follows:

Note: In order to assure correct bearing preload and to extend service life of wheel bearings, be sure to prevent dirt and foreign particles from getting in bearings, grease seal and spindle nut.

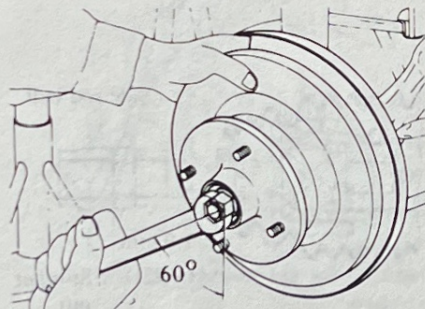
1. Jack up and support car with stands. See the section GI.
2. Remove pad. Refer to section BR for "Pad Replacement".
3. Tighten wheel bearing lock nut to 2.5 to 3.0 kg-m (18 to 22 ft-lb) torque. See Figure FA-2.



FA263

Fig. FA-2 Tightening wheel bearing lock nut

4. Rotate wheel hub a few turns in both directions to seat wheel bearing correctly. Then, retighten spindle nut to the above torque.
5. Loosen wheel bearing lock nut 60 degrees. Install adjusting cap and align groove of nut with hole in spindle. If groove does not align with hole, relocate adjusting cap. If the hole and groove still do not come into alignment, loosen wheel bearing lock nut as much as 15 degrees more.



FA456

Fig. FA-3 Loosen wheel bearing lock nut 60°

6. Again spin wheel hub several turns in both directions to see if it rotates freely. Then, measure bearing preload using a spring balance as follows:

Wheel bearing rotation starting torque:

New parts: 4.0 to 8.5 kg-cm
(3.5 to 7.4 in-lb)
As measured at wheel hub bolt:
0.7 to 1.5 kg (1.5 to 3.3 lb)

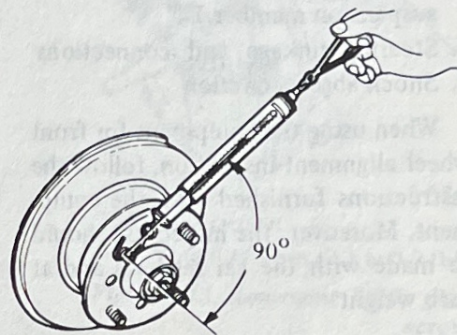
FA-3

Adjustment with old parts:

1.0 to 4.5 kg-cm
(0.9 to 3.9 in-lb)

As measured at wheel hub bolt with old parts:

0.2 to 0.8 kg (0.4 to 1.8 lb)



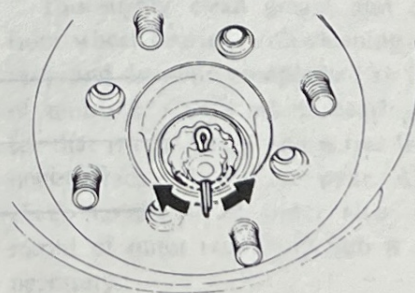
FA264

Fig. FA-4 Measuring wheel bearing rotation starting torque

Repeat above procedures until correct preload is obtained.

Notes:

- a. To measure bearing preload, attach a spring balance to hub bolt and pull it at right angle to a line drawn through center of bearing and hub bolt to which it is attached.
 - b. The slightest shaft play cannot be tolerated here.
7. Insert a new cotter pin with the legs through adjusting cap and spindle, and spread legs away from each other against sides of adjusting cap to secure the installation. See Figure FA-5.



FA457

Fig. FA-5 Installing cotter pin