**ward (toward the engine). Move the front of pivot bar outward (away from the engine) slightly until the original camber angle is obtained.**

CAMBER: Move only the forward position of the pivot bar in or out. This will change the camber angle significantly and caster angle only slightly. The camber angle should be adjusted as close as possible to the **service reset specification**.

After adjustment is made tighten the pivot bar nuts to 210 N•m (155 ft. lbs.) torque.

### *TOE POSITION*

The wheel toe position adjustment should be the final adjustment.

(1) Start the engine and turn wheels both ways before straightening the wheels. Secure the steering wheel with the front wheels in the straight-ahead position.

(2) Loosen the tie rod adjustment sleeve clamp bolts/nuts.

**Each front wheel should be adjusted for one-half of the total toe position specification. This will ensure the steering wheel will be centered when the wheels are positioned straight-ahead.**

(3) Adjust the wheel toe position by turning the tie rod adjustment sleeves as necessary (Fig. 5, 6).

(3) Tighten the tie rod adjustment:

- 2WD: locknuts to 75 N•m (55 ft. lbs.) torque

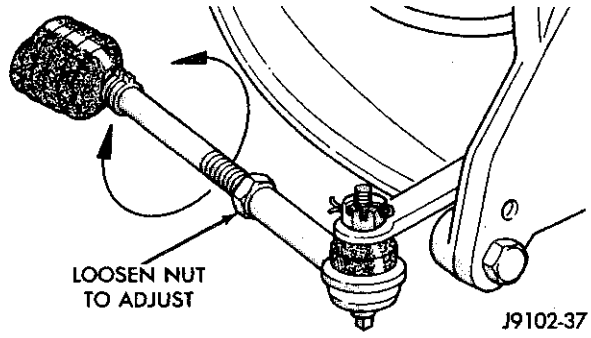


*Fig. 5 Toe Adjustment (2WD)*

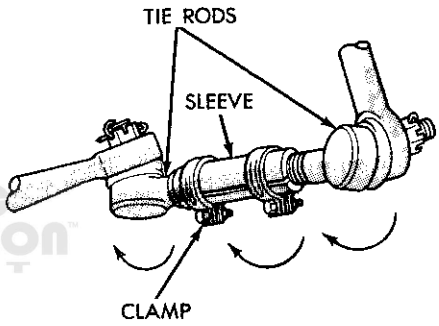


*Fig. 6 Toe Adjustment (4WD)*

- 4WD: clamp bolts to 23 N•m (17 ft. lbs.) torque. **Position the clamp nut/bolt so that it does not extend above the top of the sleeve**

### *FRONT WHEEL ALIGNMENT SPECIFICATIONS*

| Measurement | Acceptable Range | Service Reset |
|---|---|---|
| Camber | 0° to +1.0° | +0.50° ±0.5° |
| Caster | +0.5° to +2.5°* | +1.5° ±1.0° |
| Total Toe (Both Wheels) | 0° to 0.5° (0 to 1/4 in) | 0.25° ±.10° (1/8 in ±1/16 in) |
| Front Height** (Control Arm Differential Height) | 1.0 in to 1.5 in | 1.25 in ±0.25 in |

*Maximum left to right differential 1.25°
**4WD only—maximum height differential left to right 0.25 in. (6.4 mm)

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