

BOLTED PANEL FIT AND ADJUSTMENT

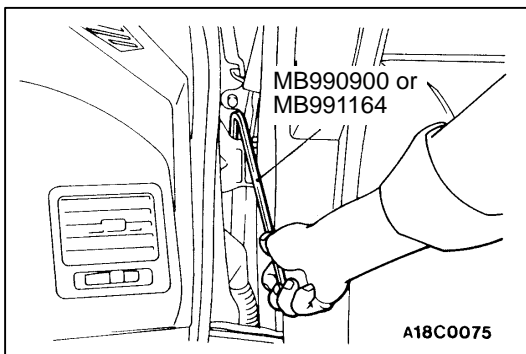
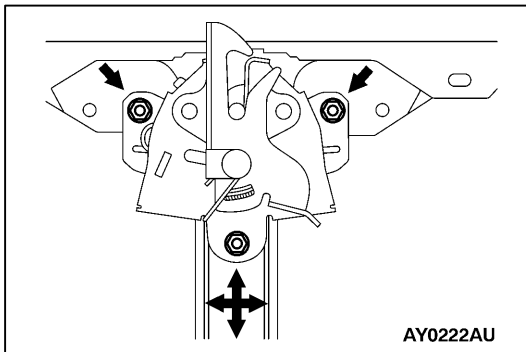
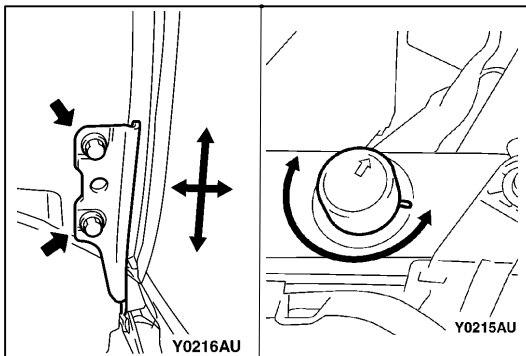
HOOD

HOOD FIT ADJUSTMENT

1. If the clearance between the hood and body is inconsistent, loosen the hood mounting bolt, and move the hood forward and backward, to the left and right to adjust until the clearance around the hood become consistent.
2. If the heights of the hood and body are not the same, turn the hood bumper and adjust the height of the hood.
3. If there is a step between the hood and body, if the hood is floating, if the hood latch is released, or if the latch is heavy, inspect the arrangement of the release cable, loosen the hood latch mounting bolts, and move the hood latch to adjust the alignment with the hood striker.

Hood mounting bolt tightening torque: 11 ± 2 N·m

**Hood latch mounting bolt tightening torque:
 9.0 ± 2.0 N·m**



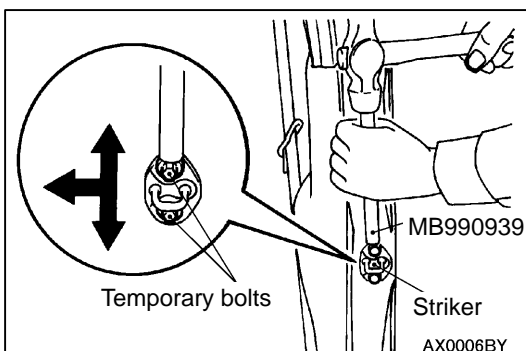
DOOR

DOOR ADJUSTMENT

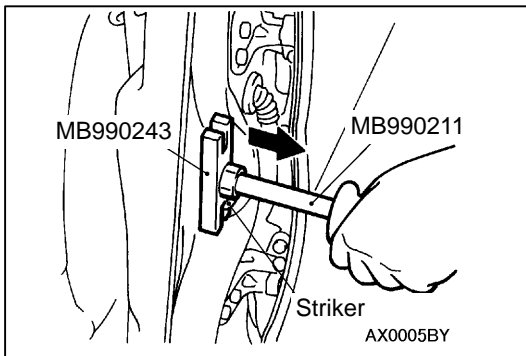
1. If the clearance between the door and body is inconsistent, paste protection tape on the fenders and door hinges around the attached portion of the hinge, use a special tool to loosen the door hinge mounting bolt at the body side, and move the door to adjust so that the clearance around the door becomes consistent.
2. If there is a step between the door and body, use a special tool to loosen the door hinge mounting bolt at the door side, and move the door to adjust the door fit.

Caution

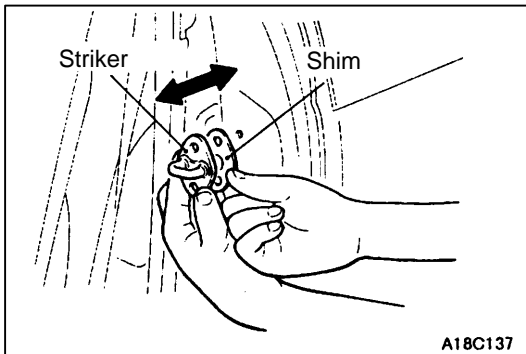
For special tool (MB991164), do not apply the torque of 98 N·m or more.



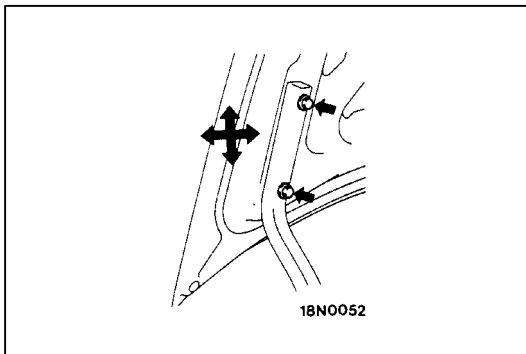
3. If the door does not open/close smoothly
 - (1) Adjusting with the striker
(Inside the body and up/down directions)
Change the striker mounting bolts to temporary bolts, and using a special tool (MB990939) and hammer, adjust by hitting the heads of the temporary bolts in the required direction.



- (2) Adjusting with the striker (Outside the body)
Using a special tool (MB990211, MB990243), pull the striker to the outside of the body and adjust.



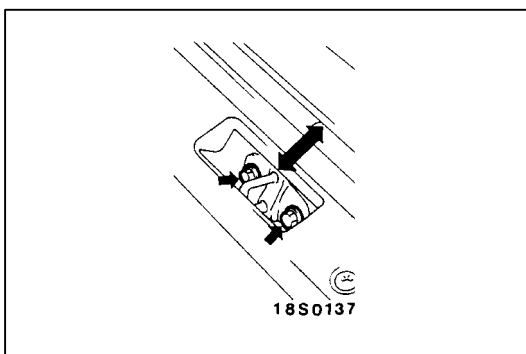
- (3) Adjusting with the Shim (To and fro direction)
Adjust the alignment between the striker and door latch using the shim of the striker attaching portion.



TRUNK LID

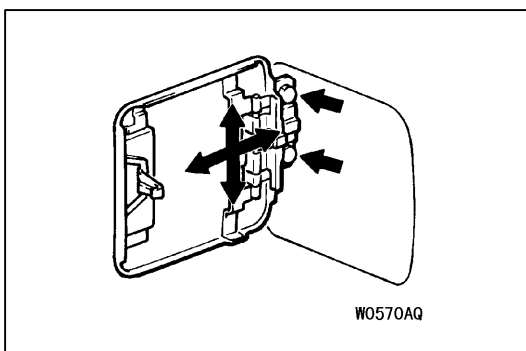
TRUNK LID ADJUSTMENT

1. If the clearance between the trunk lid and body is inconsistent, loosen the trunk lid mounting bolt, and move the trunk lid to adjust so that the clearance around the trunk lid becomes consistent.



2. If the trunk lid is floating, if the trunk lid latch is released, or if the latch is heavy, inspect the arrangement of the release cable, loosen the trunk lid striker mounting bolts, and move the trunk lid striker to adjust the alignment between the trunk lid and latch.

Trunk lid striker mounting bolts: 8.9 ± 1.9 N·m



FUEL FILLER DOOR

FUEL FILLER DOOR ADJUSTMENT

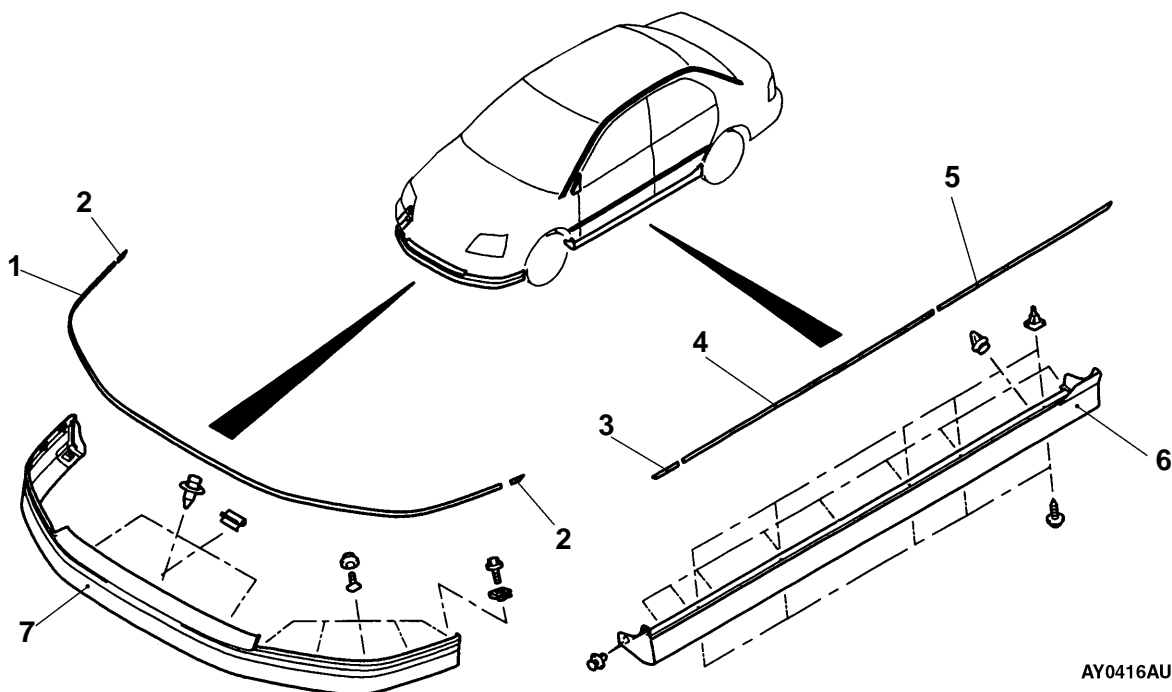
1. If there is step between the fuel filler door and body or if the clearance is inconsistent, loosen the fuel filler door mounting bolts, and move the fuel filler door to adjust so that there is no step and the clearance around the fuel filler door becomes consistent.

INSTALLATION AND REMOVAL OF ADHESIVE COMPONENTS

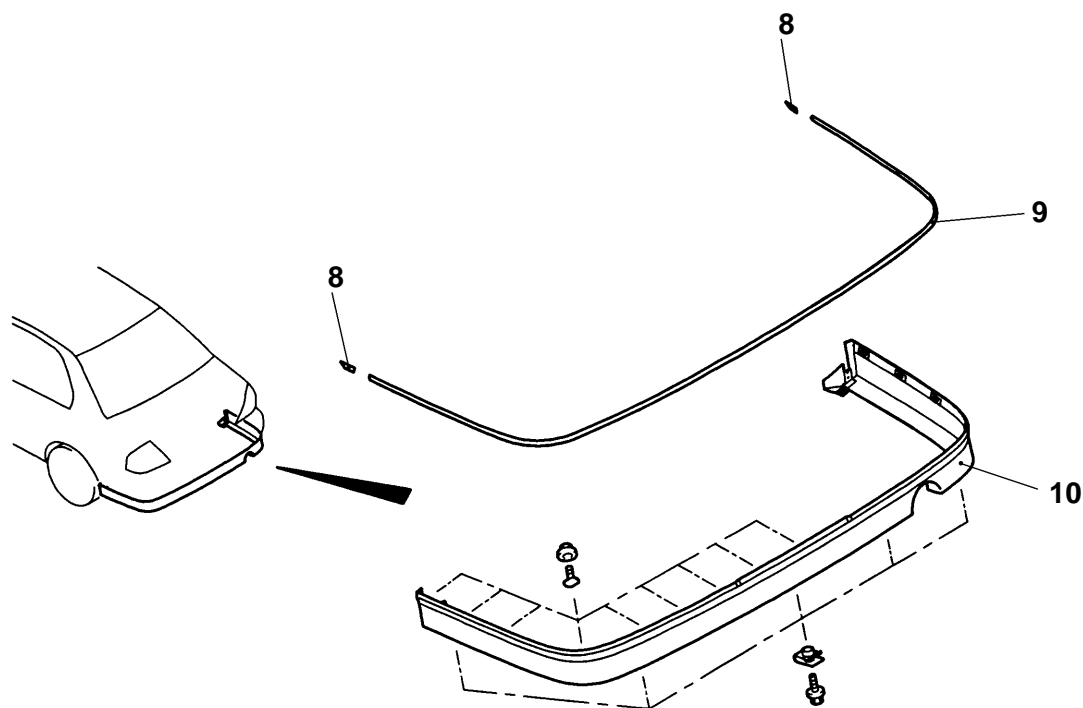
AIR DAM/MOULDING

Main
Index

Group
TOC



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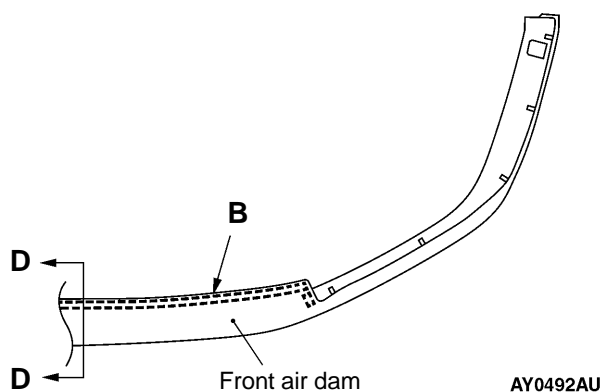
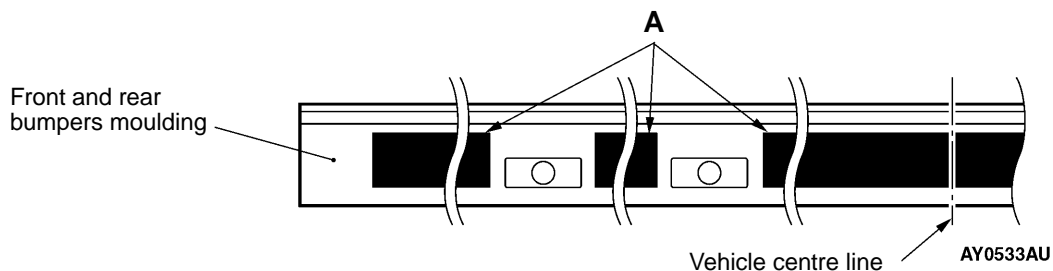


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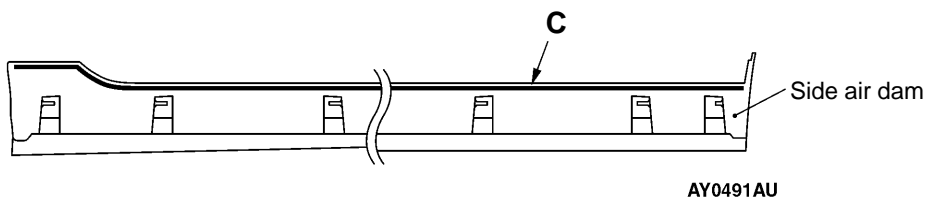
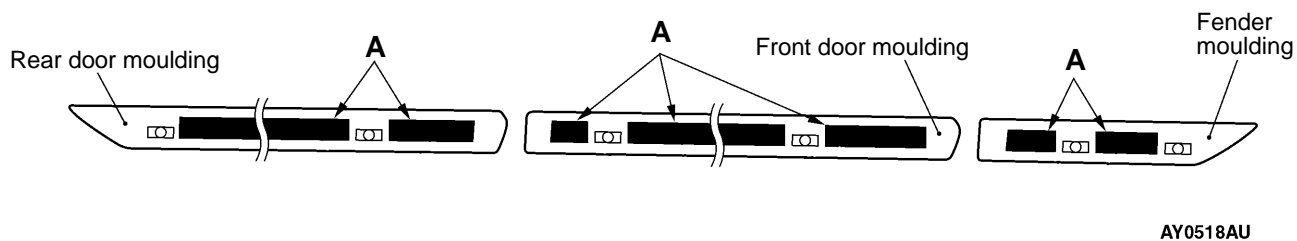
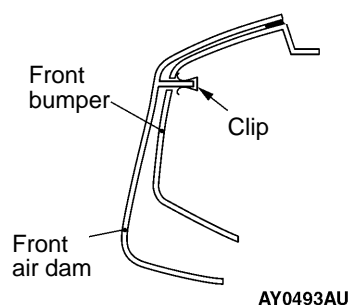
1. Front bumper moulding
2. Front bumper moulding cap
3. Fender moulding
4. Front door moulding
5. Rear door moulding

6. Side air dam
7. Front air dam
8. Rear bumper moulding cap
9. Front bumper moulding
10. Rear air dam

Double-sided Tape Locations

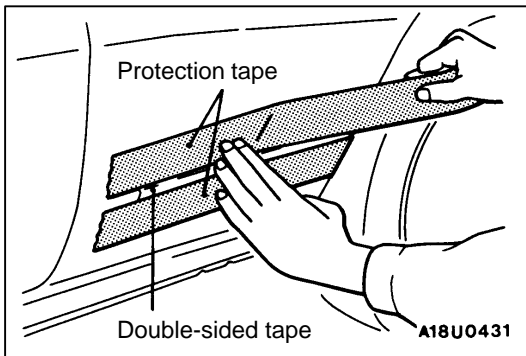


Cross-section D – D



Double-sided tape: Commercially available product

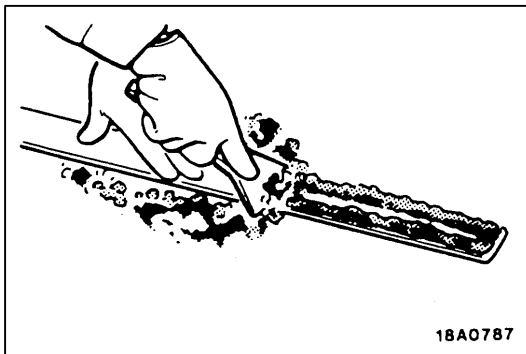
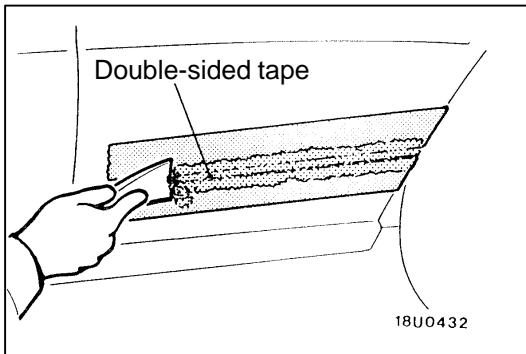
A: Width 7 mm, Thickness 0.8 mm, **B:** Width 10 mm, Thickness 1.2 mm,
C: Width 5 mm, Thickness 0.4 mm



REMOVAL

Removal of air dam, bumper moulding, fender, and door moulding

1. Attach protection tape all the way along the edges of the double-sided tape which is still adhering to the body.
2. Use a resin spatula to scrape off the double-sided tape.
3. Peel off the protection tape.
4. Wipe the body surface and clean it with a rag moistened with isopropyl alcohol.

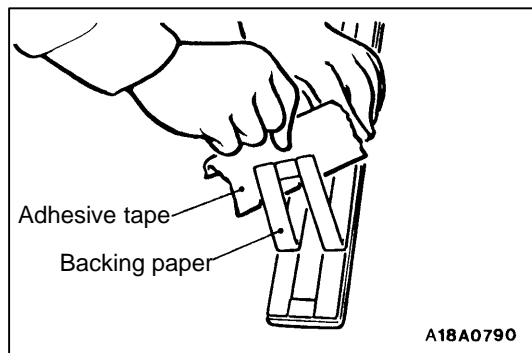


INSTALLATION

Attachment of air dam, bumper moulding, fender, and door moulding

Double-sided tape affixing to the air dam or moulding (when reusing)

1. Scrape off the double-sided tape with a resin spatula or gasket scraper.
2. Wipe off air dam or the moulding adhesion surface and clean it with a shop towel moistened with isopropyl alcohol.
3. Affix the specified double sided tape to the moulding.



4. Remove strip paper from the pressure sensitive double-sided tape.

NOTE

Affix double-sided tape to the end of strip paper for ease of strip paper removal.

5. Install the air dam or moulding.

NOTE

If it is hard to affix the double-sided tape in winter, heat the application surfaces at both the vehicle body and air dam or the moulding.

Body: 40 – 60°C

Air dam or moulding: 20 – 30°C

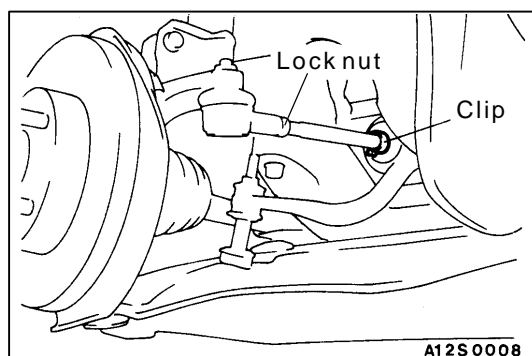
Apply pressure fully to the air dam or the moulding.

ADJUSTMENT OF OTHER PARTS

FRONT WHEEL ALIGNMENT

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 1 ± 2 mm

Toe angle (per wheel) $0^{\circ}03' \pm 06'$

1. Adjust the toe-in by undoing the 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 clip and tighten the lock nut to the specified torque.

Tightening torque: 40 ± 5 N·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.

Standard value:

Inner wheels	$40^{\circ}40' \pm 1^{\circ}30'$
Outer wheels (for reference)	$33^{\circ}20'$

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:

Items	Standard suspension	High-ground suspension
Toe-out angle on turns (inner wheel when outer wheel at 20°)	$21^{\circ}42'$	$21^{\circ}36'$

CAMBER, CASTER AND KINGPIN INCLINATION

Standard value:

Items	Standard suspension	High-ground suspension
Camber	$0^{\circ}00' \pm 30''^*$	$0^{\circ}10' \pm 30''^*$
Caster	$2^{\circ}50' \pm 30''^*$	$2^{\circ}40' \pm 30''^*$
Kingpin inclination	$12^{\circ}35' \pm 1^{\circ}30'$	$12^{\circ}20' \pm 1^{\circ}30'$

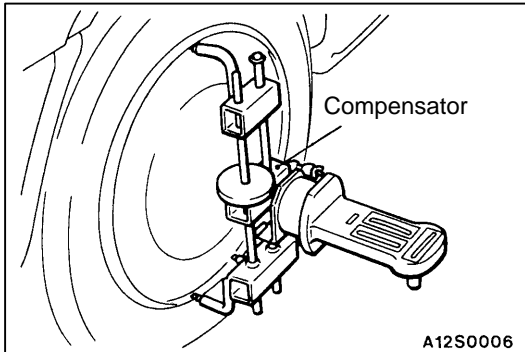
NOTE

1. *: difference between right and left wheels must be less than $30''$
2. For vehicles with aluminium wheels, attach the camber/caster/kingpin gauge by using a compensator or special tool (MB991004). The special tool (MB991004) must be tightened to the drive shaft to the same torque 226 ± 49 N·m as the drive shaft nut.

Caution

To prevent the wheel bearing from damage, never subject the wheel bearings to the vehicle load when the drive shaft nuts are loosened.

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



REAR WHEEL ALIGNMENT

1. The rear suspension, wheels and tyres should be serviced to normal condition prior to measurement of wheel alignment.
2. Measure the wheel alignment with the vehicle parked on a level surface.

TOE-IN

Standard value:

At the centre of tyre tread 3 ± 2 mm

Toe angle (per wheel) $0^{\circ}09' \pm 06'$

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

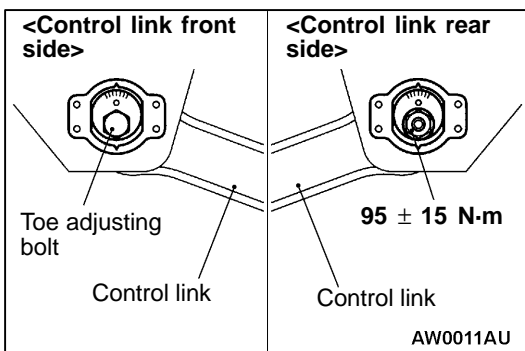
1. Be sure to adjust the camber before making toe adjustment.
2. Carry out adjustment by turning the toe adjusting bolt (control link mounting bolt which is located on the inner side of the body).

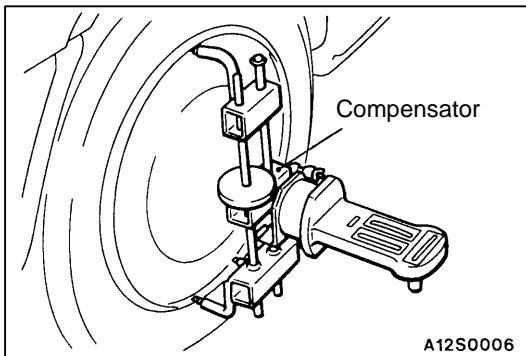
Left wheel: Turning clockwise (+) toe-in

Right wheel: Turning clockwise (–) toe-in

NOTE

The scale has gradations of approximately 2.6 mm (single side toe angle equivalent to $16''$)





CAMBER

Standard value: $-0^{\circ}40' + 30'$
(difference between right and left wheel: less than $30'$)

NOTE

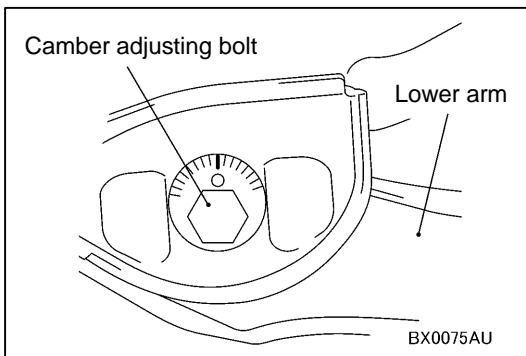
For vehicles with aluminium wheels, attach the camber/caster /kingpin gauge by using a compensator or special tool (MB991004). The special tool (MB991004) must be tightened to the trailing arm spindle to the specified torque 175 ± 25 N·m.

Caution

To prevent the wheel bearing from damage, never subject the wheel bearings to the vehicle load when the self-locking nuts are loosened.

If camber is not within the standard value, adjust by following procedures.

1. Disconnect the conjunction of the control link and the trailing arm.



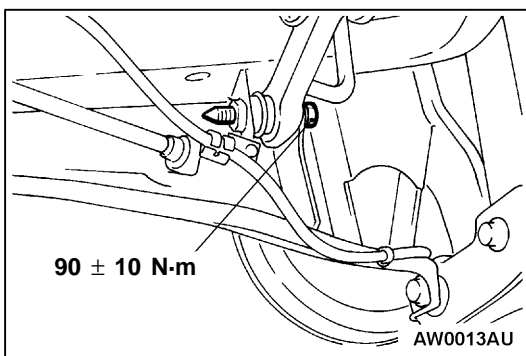
2. Carry out adjustment by turning the camber adjusting bolt (lower arm mounting bolt which is located on the inner side of the body).

Left wheel: Turning clockwise (+) camber

Right wheel: Turning clockwise (–) camber

NOTE

The scale has gradations of approximately $14'$.



3. Tighten the control link to the trailing arm.

Caution

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

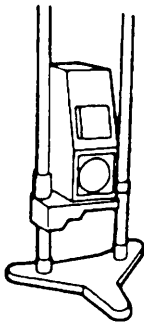
4. After adjusting the camber, the toe should be adjusted.

HEADLAMP AIMING

Aiming Adjustment

Perform aiming adjustment after setting the vehicle as follows.

- Check that the tyre air pressure is at the level shown on the air pressure label.
- Set the vehicle into the complete vehicle curb condition and place on a level floor.
- Have one person (approx. 55 kg) sit on the driver seat.
- Keeping the engine speed at 2,000 r/min, set the battery charge state.

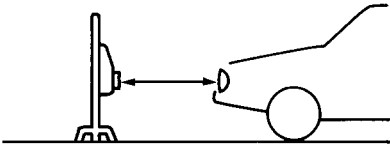


16N1150

Low Beam Adjustment

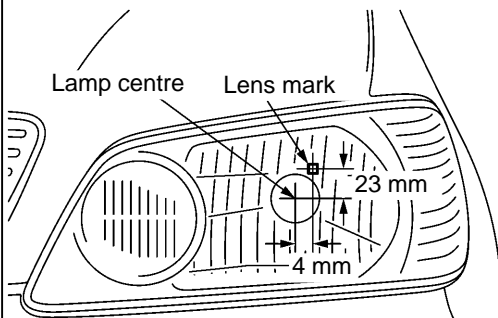
1. Following the handling procedure of the focusing type headlamp tester, adjust the optical axis of the low beam.

Focusing type tester: 1 m



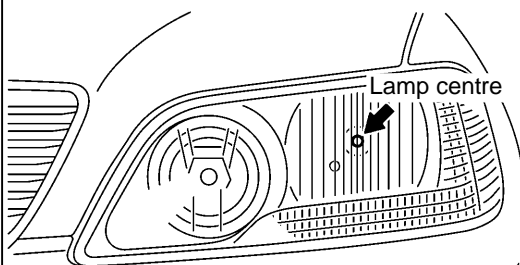
16Z0015

<2-bulb type headlamp>



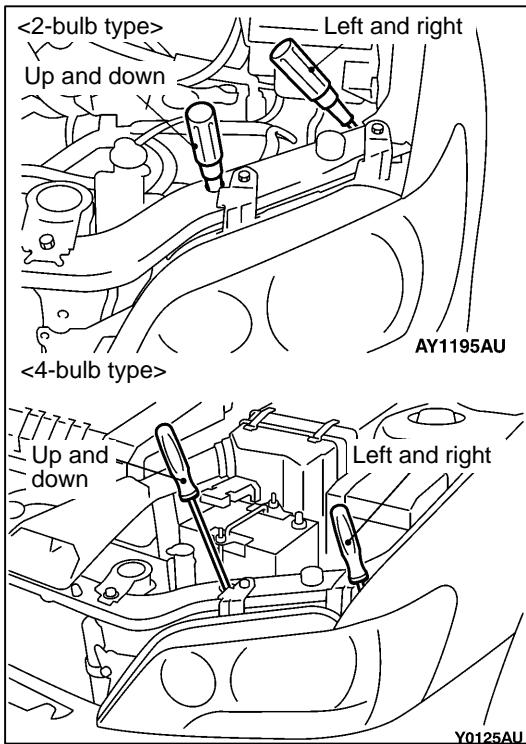
Y1194AU

<4-bulb type headlamp>



Y0126AU

2. For 2-beam Headlamp System, measure the lamp center according to the figure.
3. Set so that the tester-focusing type lens centre and lamp centre oppose each other at a distance of 1 m.



4. Adjust the adjusting screw so that the shaking of the irradiated high intensity zone satisfies the standard value (bright and dark separation reference line).

Standard value:

Up and down	0.40° (7 mm) downwards from the horizontal line H
Left and right	Where the 15° rising edge meets the vertical line V

Caution

- 1) For unadjusted lamps, remove the connector as much as possible, and adjust in the unlit state. Make sure that the optical axis does not deviate when connecting the connector.
- 2) As the headlamp uses plastic outer lens, set the lighting time to less than 3 minutes when covering the lens surfaces of headlamps which do not pass light through. Do not also mask the outer lens surface with taping, etc.
- 3) Always tighten the adjusting screw before ending adjusting.

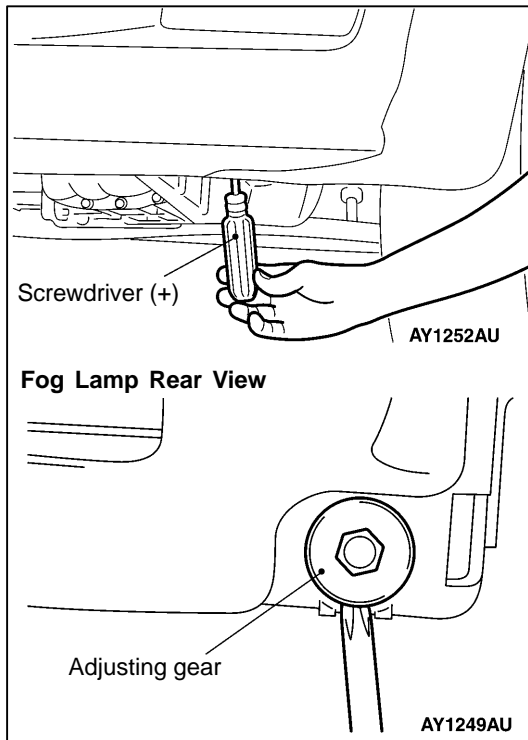
FRONT FOG LAMP AIMING

After setting the vehicle to the following condition, adjust the front fog lamp aiming.

- Check that the tyre inflation pressure is at the value indicated on the tyre pressure labels.
- Set the vehicle to the unladen condition and park it on a level surface.
- Have a single person (approximately 55 kg) sit in the driver's seat.
- Run the engine at a speed of 2000 r/min to fully charge the battery.

Turn on the front fog lamps and check that the illumination is within the standard value range.

Standard value: Illuminates to within 40 metres



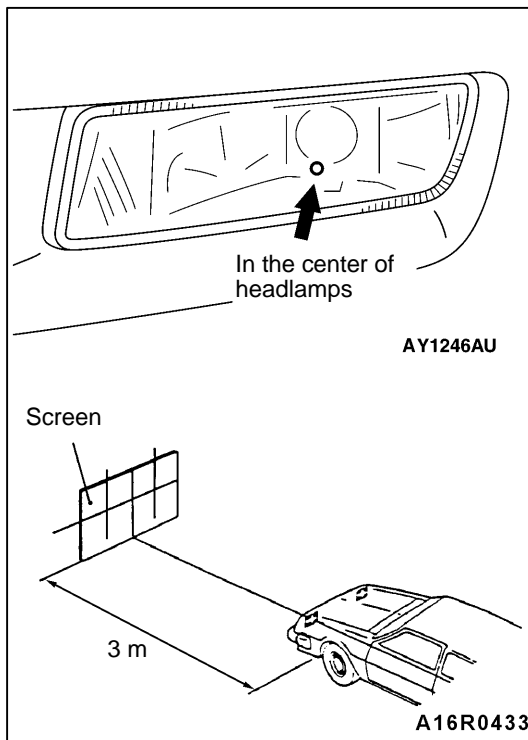
If the value is out of the standard value, insert the screwdriver (+) through the aiming hole on the side under cover to adjust by turning the adjusting gear for fog lamp aiming.

NOTE

Horizontal adjustment is not possible.

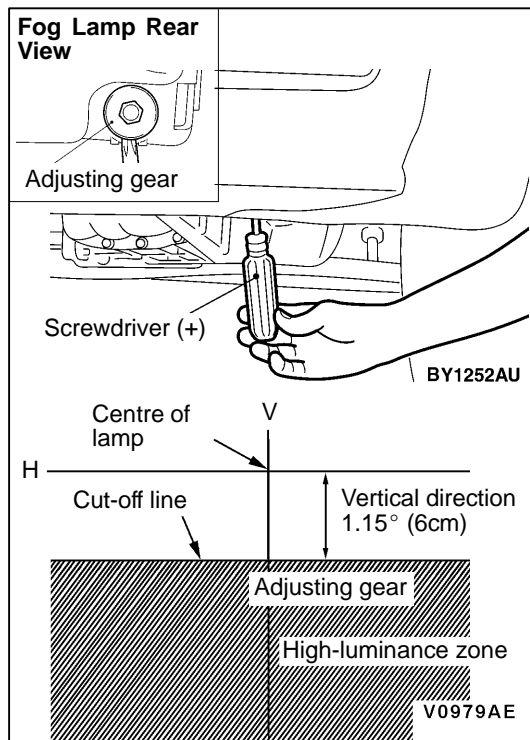
Caution

For the fog lamp which is not being measured, disconnect that fog lamp's connector if possible so that it does not illuminate while carrying out the adjustment. Furthermore, make sure that the light axis does not get shifted when re-connecting the connector.



In addition, the method of checking the light axis on a screen (simple check) is given below.

1. Place the screen so that it is directly opposite the centre of the fog lamp at a distance of 3 metres, and turn on the fog lamps.



2. Insert the screwdriver (+) through the aiming hole on the side under cover. By turning the adjusting gear for fog lamp aiming, align the cutoff line (border line of shadow temperature) with the specified position in the figure.

NOTE

Horizontal adjustment is not possible.

Caution

For the front fog lamp which is not being measured, disconnect that fog lamp's connector if possible so that it does not illuminate while carrying out the adjustment. Furthermore, make sure that the light axis does not get shifted when re-connecting the connector.

SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – AIR BAG

WARNING!

- (1) Improper service or maintenance of any SRS air bag components or related components can lead to unintended operations of the SRS air bag (incorrect opening) and serious injuries resulting from rendering the SRS inoperative.
- (2) If SRS components may be subjected to heat over 93, during painting, remove the SRS control unit, air bag module (driver's seat, passenger seat), and clock spring.
- (3) Service or maintenance of any SRS air bag components or related components must be performed only at an authorized MITSUBISHI dealer.
- (4) Before beginning service or maintenance of any SRS air bag components or related components, MITSUBISHI dealer personnel must thoroughly review the Workshop Manual (especially GROUP 52B – SRS AIR BAG).