

## TIE ROD (CONT'D)

### Toe Adjustment Procedure

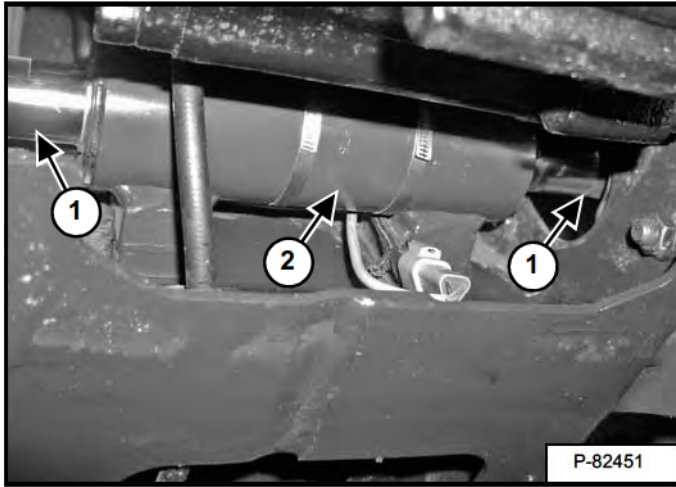
Lift and block the machine. (See Procedure For Jackstand Placement On The Frame on Page 10-10-2.)

Remove the tire assembly. (See TIRE MAINTENANCE on Page 10-160-1.)

**NOTE:** The control arm must be allowed to hang by the shock without a load when adjusting Toe.

**NOTE:** The toe adjustment procedure is the same for both the front and rear hubs.

Figure 50-120-4

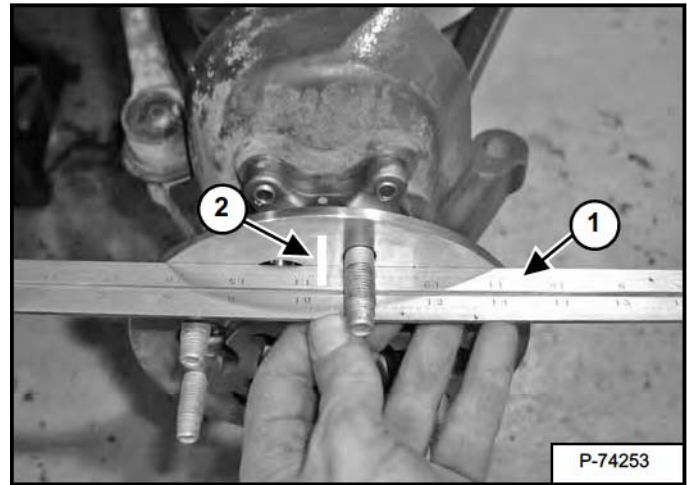


Position the shaft (Item 1) so equal distances protrude from each end of the cylinder (Item 2) [Figure 50-120-4].

The tolerance for centering each end of the cylinder shaft is (1,5 mm / 0.059 in).

**NOTE:** The procedure is the same for both cylinders. The front cylinder is shown.

Figure 50-120-5



Place a 508 mm (20 in) straight edge (Item 1) [Figure 50-120-5] horizontally on the machined surface of the hub.

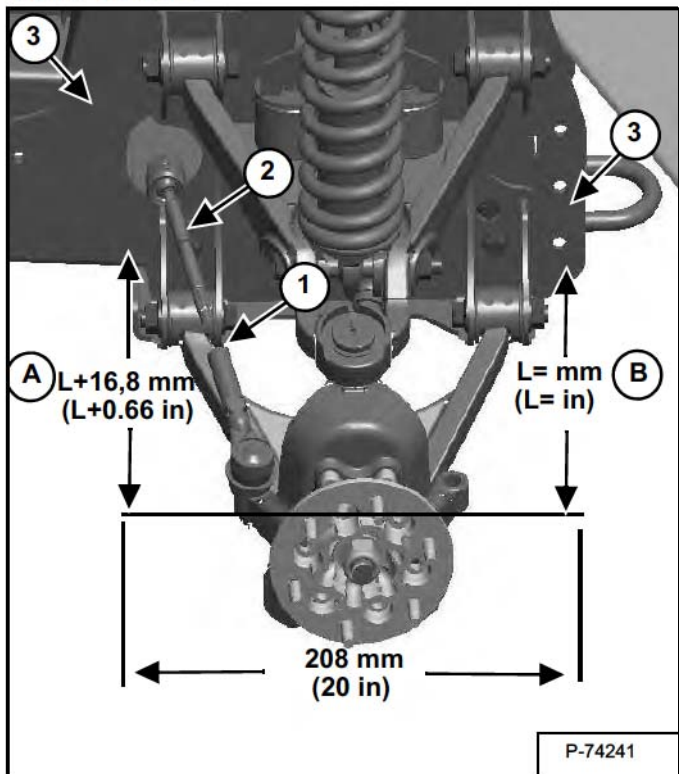
Place a mark (Item 2) [Figure 50-120-5] on the straight edge and hub for a reference point.

**NOTE:** The straight edge (Item 1) [Figure 50-120-5] does not have to be exactly centered on the hub.

## TIE ROD (CONT'D)

### Toe Adjustment Procedure (Cont'd)

Figure 50-120-6



A = Tie rod side [Figure 50-120-6].

B = Non tie rod side [Figure 50-120-6].

L = Distance from straight edge to frame [Figure 50-120-6].

Loosen the nut (Item 1) and turn the inner rod (Item 2) [Figure 50-120-6] until measurement A is 16,8 mm (0.66 in) larger than side B.

Once the above measurements are achieved, tighten the nut (Item 1) [Figure 50-120-6].

**NOTE:** The tie rod side is always the larger dimension.

**NOTE:** The measurements must be taken at the frame surface (Item 3) [Figure 50-120-6].