

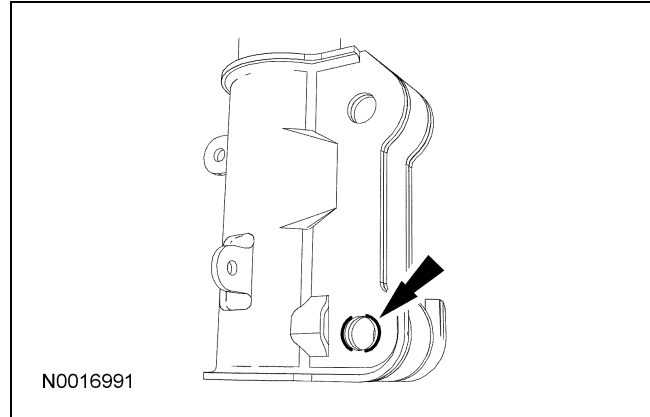
GENERAL PROCEDURES

Camber Adjustment — Front

1. **NOTE:** If camber adjustment is necessary to resolve a vehicle alignment issue, then slotting the strut at the lower mounting plate and installing cam bolts is an acceptable method. This procedure should not be routinely performed with all alignments and only after all other possible sources have been inspected and corrected as necessary.

Remove the strut and spring assembly. For additional information, refer to Section 204-01.

2. Using a suitable grinding tool, enlarge the strut-to-wheel spindle lower mounting holes as indicated by the etchings in the strut lower mount.
 - Do not enlarge the holes any more than indicated by the etchings on the strut mount.
 - Remove any burrs.
 - Clean and paint any exposed metal.



3. Install the strut and spring assembly using cam bolts (4R33-2B236-AA) and new nuts in place of the regular strut-to-wheel spindle bolts and flag nuts. For additional information, refer to Section 204-01.
 - Do not tighten the cam bolts until the alignment has been corrected.
4. Using the cam bolts, adjust the front camber until it is within the correct specifications.
 - Tighten the nuts to 200 Nm (148 lb-ft).