



SERVICE BULLETIN

DOMESTIC SALES & AFTER SALES SERVICE OFFICE, MITSUBISHI MOTORS CORPORATION

PURPOSE : INFORMATION	ISSUE NO. : MSB-10E33_34-001	DATE : 2010-06-05
SUBJECT : SERVICE SPECIFICATIONS FOR HIGH-GROUND SUSPENSION		<MODEL> (EUR) OUTLANDER (CW0W)
GROUP : FRONT SUSPENSION/REAR SUSPENSION		<M/Y> 10

1. Description:

Due to the introduction of high-ground suspension models, service specifications for that suspension are added. This Service Bulletin contains the details of the newly-added high-ground suspension specifications.

2. Applicable Manual:

Manual	Pub. No.	Title (Info-ID)	Attached Sheet
2010 OUTLANDER Workshop Manual	CGXE10E1-CD (English)	Service Specifications (M332-00-031-67500-01)	Attached sheet 1
	CGXS10E1-CD (Spanish)	Front Wheel Alignment Check and Adjustment (M332-01-240-44900-01)	Attached sheet 2
	CGXF10E1-CD (French)	Service Specifications (M341-00-030-88500-01)	Attached sheet 3
	CGXG10E1-CD (German)	Rear Wheel Alignment Check and Adjustment (M341-01-101-06300-01)	Attached sheet 4
	CGXI10E1-CD (Italian)		

There may be some attached sheets not included in this Service Bulletin because they are not applicable to your market. Their sheet numbers are not listed in the above table.

3. Effective Models:

From 2010 models

4. Details:

See Attached sheets 1 to 4.

SERVICE SPECIFICATIONS

Item		Standard value
Toe-in	At the centre of tyre tread mm	1 ± 2
	Toe-in angle (per wheel)	$0^{\circ}02' \pm 0^{\circ}04'$
<Old> Camber		$0^{\circ}20' \pm 0^{\circ}30'^*$
Caster		$2^{\circ}35' \pm 0^{\circ}30'^*$
Kingpin inclination		$12^{\circ}45' \pm 1^{\circ}30'$
Lower arm ball joint rotation starting torque N·m		2.2 – 4.1
Stabilizer link ball joint rotation torque N·m		0.5 – 2.9

NOTE: *: Difference between right and left wheels must be less than $0^{\circ}30'$

<New>

Caster	Except high-ground suspension	$2^{\circ}35' \pm 0^{\circ}30'$
	High-ground suspension	$2^{\circ}10' \pm 0^{\circ}30'$

FRONT WHEEL ALIGNMENT CHECK AND ADJUSTMENT

CAUTION

Perform a calibration for the ASC-ECU to learn the steering wheel sensor neutral point (Refer to GROUP 35C, On-vehicle Service – Steering Wheel Sensor Calibration) <Vehicles with ASC>.

- Before the wheel alignment measurement, maintain the front suspension, the steering system and the wheel tyres in good condition.
- Park the vehicle on a level surface, and position the front wheel in the straight-ahead position to measure the wheel alignment.

TOE-IN

Standard value:

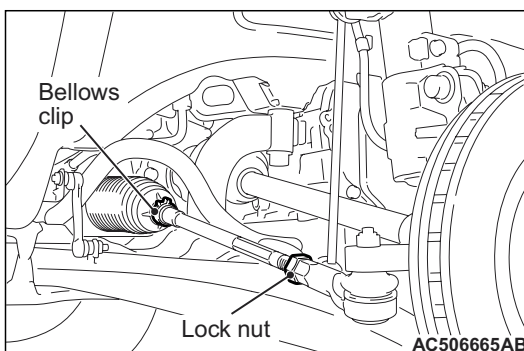
At the centre of tyre tread: 1 ± 2 mm

Toe-angle (per wheel): $0^{\circ}02' \pm 0^{\circ}04'$

1. Loosen the lock nut with tie-rod bellows clip removed, and then perform the adjustment by turning the tie-rod left/right at the same degree in the opposite direction.

NOTE: The toe moves to the outside by turning the tie-rod: left to the forward direction, and right to the reverse direction.

2. After adjustment, check that the steering angle is within the standard range using the turning radial gauge. (Refer to GROUP 37 – On-vehicle Service).



CAMBER·CASTER AND KINGPIN INCLINATION

CAMBER

Standard value: $0^{\circ}20' \pm 0^{\circ}30'$ (left/right difference $0^{\circ}30'$ maximum)

CASTER

<Old> **Standard value: $2^{\circ}35' \pm 0^{\circ}30'$ (left/right difference $0^{\circ}30'$ maximum)**

NOTE: The camber and the caster are pre-adjusted at factory and not adjustable.

KINGPIN INCLINATION

Standard value: $12^{\circ}45' \pm 1^{\circ}30'$

<New>

Standard value:
 $2^{\circ}35' \pm 0^{\circ}30'$ (left/right difference $0^{\circ}30'$ maximum) <Except high-ground suspension>
 $2^{\circ}10' \pm 0^{\circ}30'$ (left/right difference $0^{\circ}30'$ maximum) <High-ground suspension>

SERVICE SPECIFICATIONS

Item		Standard value
Toe in mm	At the centre of tyre tread mm	3 ± 2
	Toe-angle (per wheel)	$0^\circ 02' - 0^\circ 12'$
Camber		$-0^\circ 25' \pm 0^\circ 30'$ (Difference between right and left within $0^\circ 30'$)
Stabilizer link ball joint rotation torque N·m		0.5 - 2.9

<Old>

<New>

Camber	Except high-ground suspension	$0^\circ 25' \pm 0^\circ 30'$ (Difference between right and left within $0^\circ 30'$)
	High-ground suspension	$0^\circ 00' \pm 0^\circ 30'$ (Difference between right and left within $0^\circ 30'$)

REAR WHEEL ALIGNMENT CHECK AND ADJUSTMENT

1. Before the wheel alignment measurement, adjust the rear suspension, wheel, and tyres in good condition.
2. Park the vehicle on a level surface to measure the wheel alignment.

TOE-IN

Standard value:

At the centre of tyre tread: 3 ± 2 mm

Toe-angle (per wheel): $0^\circ 02' - 0^\circ 12'$

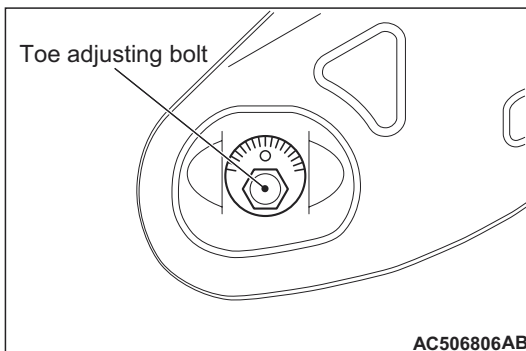
If it is out of the standard range, adjust as follows:

Turn the toe adjusting bolt (the mounting bolt inside the body on the control link) to adjust.

Left wheels: Clockwise (+) Toe in

Right wheels: Clockwise (-) Toe in

Toe-in varies approximately 2.6 mm (equivalent to $0^\circ 16'$ of the toe angle for one side) for each scale mark.



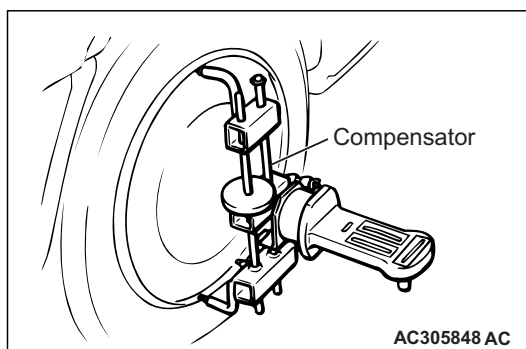
CAMBER

<Old>

~~Standard value: $0^\circ 25' \pm 0^\circ 30'$ (difference between right and left within $0^\circ 30'$)~~

NOTE:

- For 2WD vehicles with aluminium wheels, attach the camber/caster/kingpin gauge by using a compensator.



<New>

Standard value:

$0^\circ 25' \pm 0^\circ 30'$ (difference between right and left within $0^\circ 30'$)

<Except high-ground suspension>

$0^\circ 00' \pm 0^\circ 30'$ (difference between right and left within $0^\circ 30'$)

<High-ground suspension>

- For 4WD vehicles with aluminium wheels, tighten special tool wheel alignment gauge attachment (MB991004) to the specified torque, then measure the camber.
- The camber is pre-adjusted at factory and is not adjustable.

