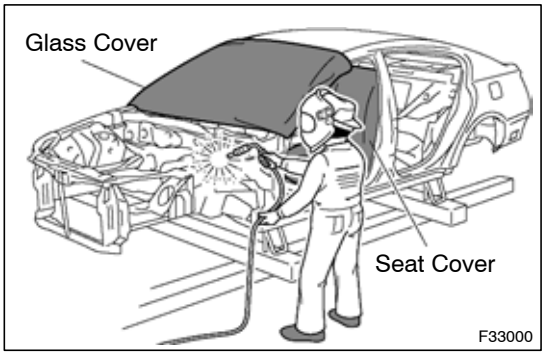
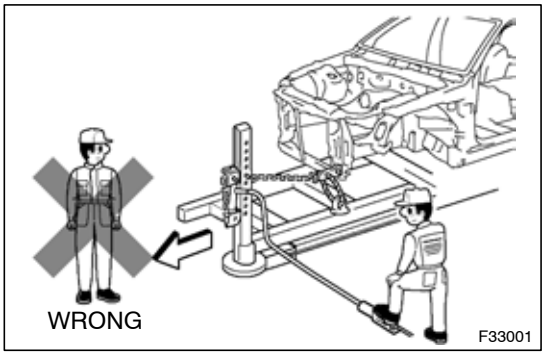
PRECAUTION

1. WORK PRECAUTIONS



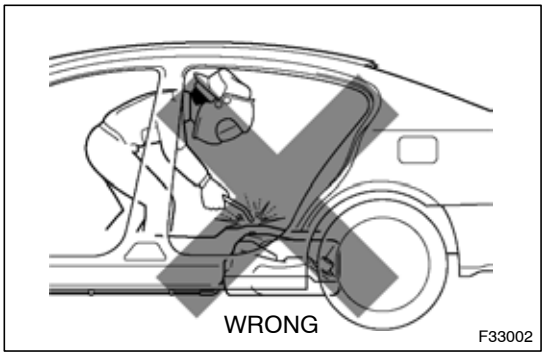
(a) VEHICLE PROTECTION

(1) When welding, cover glass, seats, carpets, etc. with heat resistant fireproof covers to protect them.

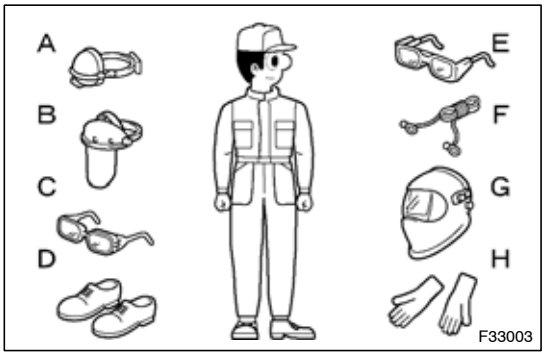


(b) SAFETY

(1) Never stand in the path of the chain when using a puller on the body or frame, and be sure to attach a safety cable.



(2) If it is necessary to use a frame in the area of the fuel tank, first remove the tank and plug the fuel line.

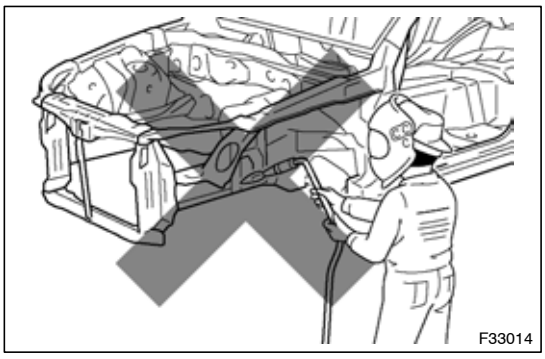


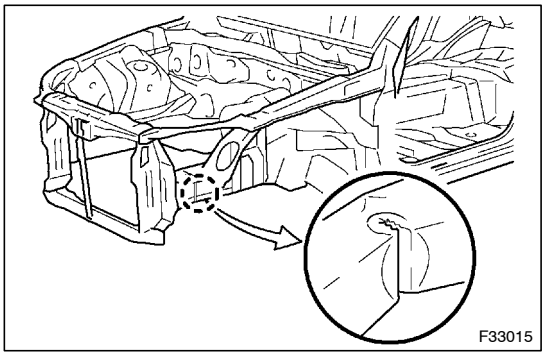
(c) SAFETY WORK CLOTHES

(1) In addition to the usual mechanic's wear, cap and safety shoes, the appropriate gloves, head protector, welder's glasses, ear plugs, face protector, dust mask, etc. should be worn as the situation demands.

Code	Name
A	Dust mask
B	Face protector
C	Safety glasses
D	Safety shoes
E	Welder's glasses
F	Ear plugs
G	Head protector
H	Welder's gloves

2. PRECAUTIONS WHEN REPAIRING BODY FRAME PARTS (INCLUDING CRUSH BOX)





(a) PROHIBITION OF HEAT REPAIR FOR BODY FRAME PARTS

(1) Rustproof high strength steel sheets are used for the body frame. Therefore, if these parts are heat repaired using an acetylene torch or equivalent, the crystalline structure changes, causing the strength of the steel sheets to decrease. Also, the zinc coating which is used to protect the body from rust will be damaged. This causes the surface of the steel sheets to become oxidized, which reduces their ability to resist rust.

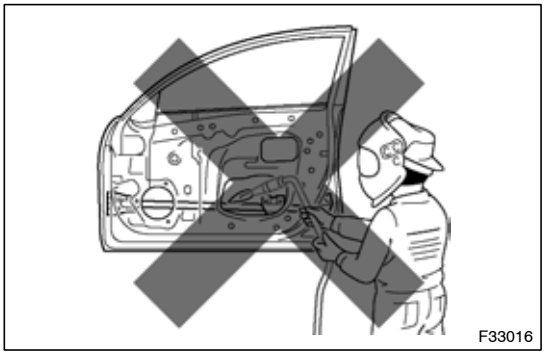
(b) WHEN TO REPLACE FRAME PARTS

NOTICE:

Replace frame parts that have kinks.

HINT:
What is kink?

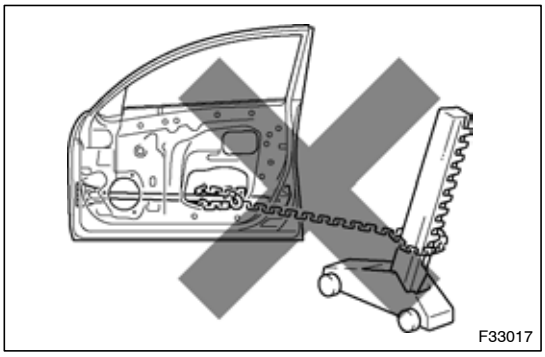
A deformation on a steel sheet that cannot be returned to its original shape by pulling or hammering due to the deformation angle being sharp.

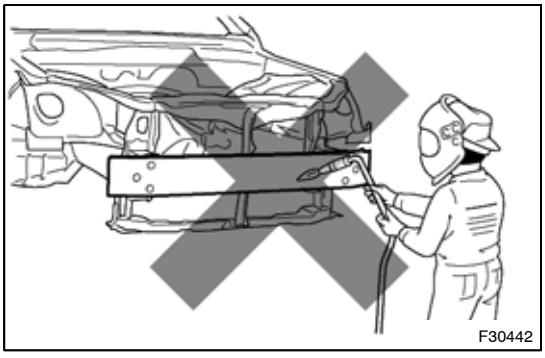


(c) REPAIR OF DOOR SIDE IMPACT BEAM IS PROHIBITED

(1) The impact beam is designed so that it performs at 100% in its original shape.
However, if the impact beam is repaired, its performance may not be the same as before the accident.

PARTS WHICH ARE PROHIBITED TO BE REPAIRED:
Door side impact beam



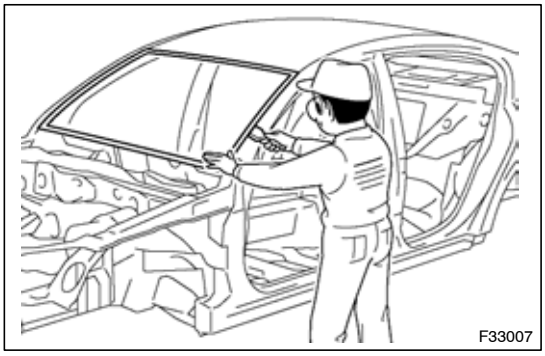


(d) REPAIR OF BUMPER REINFORCEMENT IS PROHIBITED

(1) The bumper reinforcement is designed so that it performs at 100% in its original shape.
However, if the bumper reinforcement is repaired, its performance may not be the same as before the accident.

PARTS WHICH ARE PROHIBITED TO BE REPAIRED:
Bumper reinforcement

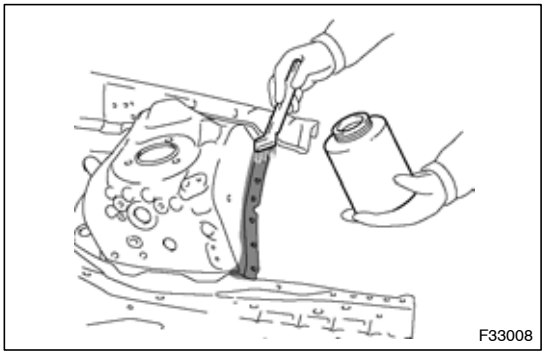
3. PRECAUTIONS FOR CORRECT REPAIR



(a) REMOVAL OF ADJACENT COMPONENTS

(1) When removing adjacent components, apply protective tape to the surrounding body and your tools to prevent damage.

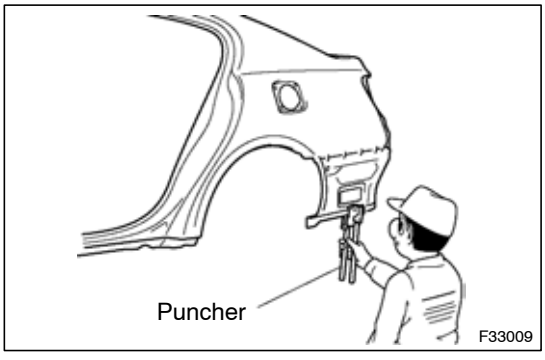
NOTICE:
If the paint film is damaged, make sure to re-finish the paint.



(b) ANTI-RUST TREATMENT BEFORE WELDING

(1) Apply welding primer to the contact surfaces of the welding areas to protect them from rust.

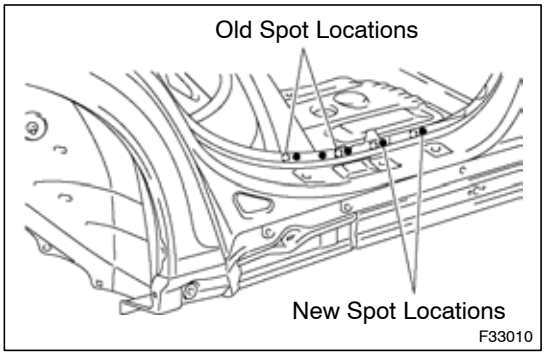
NOTICE:
Do not apply welding primer outside of the contact surfaces.



(c) MAKING HOLES FOR PLUG WELDING

(1) For areas where a spot welder cannot be used, use a puncher or drill to make holes for plug welding.

Thickness of welded portion	Diameter of plug hole
Under 1.0 mm (0.04 in.)	Over 5 mm (0.20 in.)
1.0 to 1.6 mm (0.04 to 0.06 in.)	Over 6.5 mm (0.26 in.)
1.7 to 2.3 mm (0.07 to 0.09 in.)	Over 8 mm (0.31 in.)
Over 2.4 mm (0.09 in.)	Over 10 mm (0.39 in.)

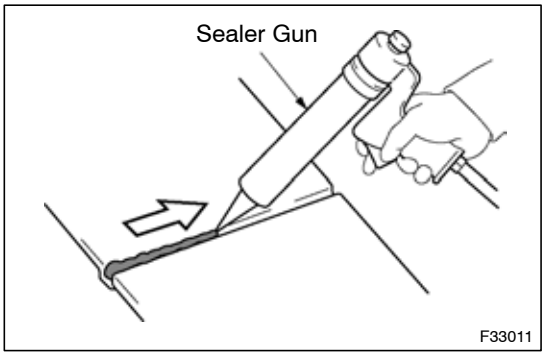


(d) WELDING PRECAUTIONS

(1) The number of welding spots should be as follows.
Spot weld: 1.3 X No. of manufacturer's spots
Plug weld: More than No. of manufacturer's plugs

(2) Spot weld locations
Avoid welding over previously welded areas.

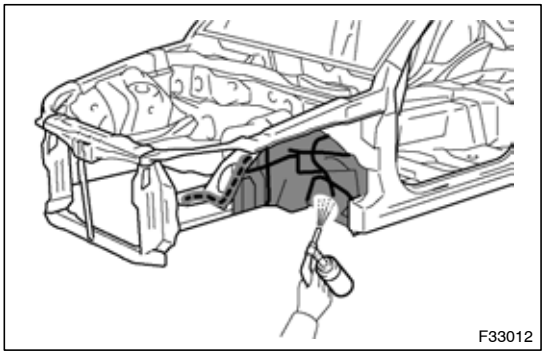
4. ANTI-RUST TREATMENT AFTER INSTALLATION



(a) BODY SEALER APPLICATION

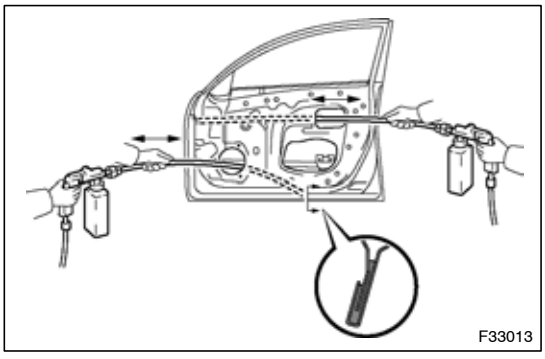
PURPOSE:
For water-proofing and anti-rust measures, always apply the body sealer to the body panel seams and hems of the doors, hood, etc.

NOTICE:
Apply body sealer neatly to parts that require a high quality appearance.



(b) UNDERCOAT APPLICATION

PURPOSE:
To prevent corrosion and protect the body from gravel, always apply a sufficient undercoating to the areas indicated.



(c) VEHICLE BODY ANTI-RUST AGENT APPLICATION

PURPOSE:
The purpose is to protect areas from rust which are difficult to paint such as the backside of the box-shaped cross section frame parts.

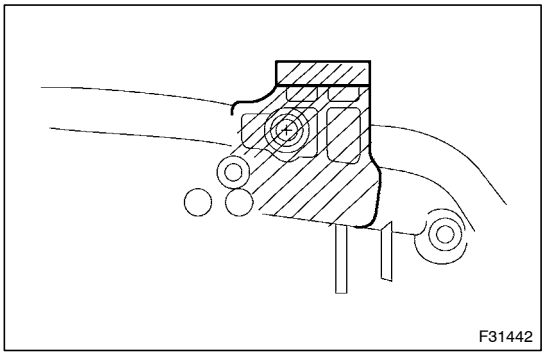
METHOD:
Apply anti-rust agent through the service holes and/or installation holes of the parts.

5. REPAIR PROCEDURE OF HEADLIGHT RETAINER

(a) INSTALL UPPER HEADLIGHT PROTECTOR RETAINER

HINT:

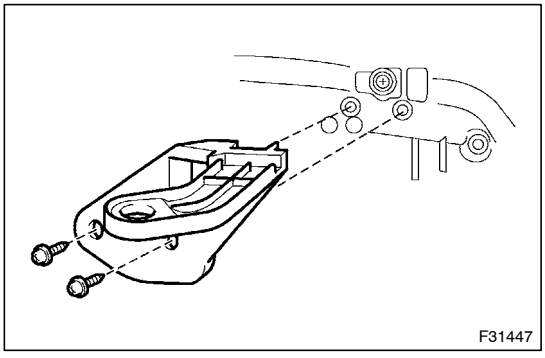
- *If the installation area of the headlight is damaged, use the supply retainer for low-cost repair.*
- *Ensure that the headlight is not damaged.*



(1) Cut off the part shaded in the illustration and smooth with sandpaper.

NOTICE:

After cutting off the part, place the headlight protector retainer against the bosses, and gradually file away the old bracket if it interferes with the installation of the supply retainer.

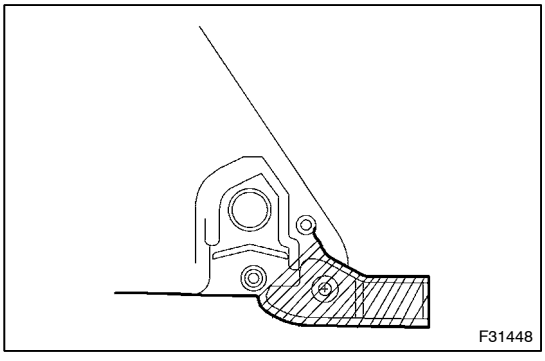


(2) Install the headlight protector retainer with the 2 screws.

(b) INSTALL LOWER HEADLIGHT PROTECTOR RETAINER

HINT:

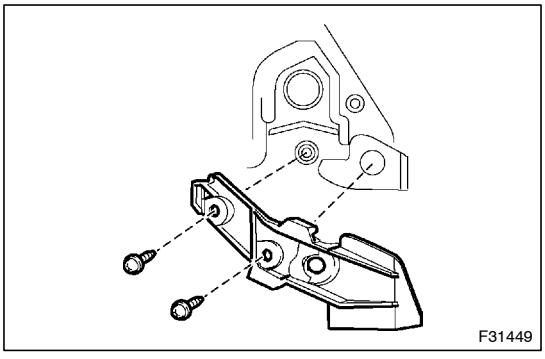
- *If the installation area of the headlight is damaged, use the supply retainer for low-cost repair.*
- *Ensure that the headlight is not damaged.*



(1) Cut off the part shaded in the illustration and smooth with sandpaper.

NOTICE:

After cutting off the part, place the headlight protector retainer against the bosses, and gradually file away the old bracket if it interferes with the installation of the supply retainer.

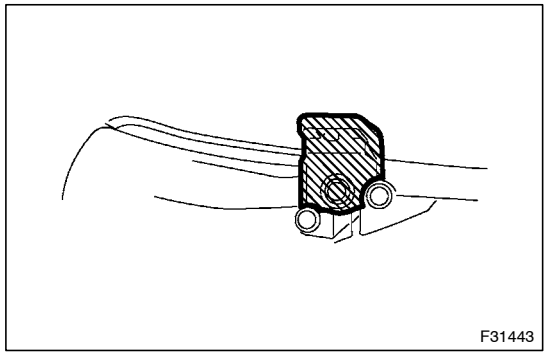


(2) Install the headlight protector retainer with the 2 screws.

(c) INSTALL UPPER LH HEADLIGHT PROTECTOR RETAINER

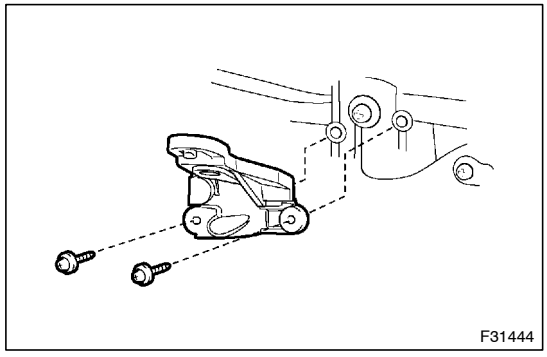
HINT:

- *If the installation area of the headlight is damaged, use the supply retainer for low-cost repair.*
- *Ensure that the headlight is not damaged.*



(1) Cut off the part shaded in the illustration and smooth with sandpaper.

NOTICE:
After cutting off the part, place the headlight protector retainer against the bosses, and gradually file away the old bracket if it interferes with the installation of the supply retainer.

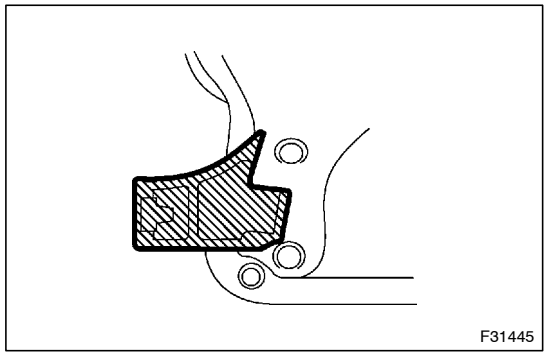


(2) Install the headlight protector retainer with the 2 screws.

(d) INSTALL LOWER LH HEADLIGHT PROTECTOR RETAINER

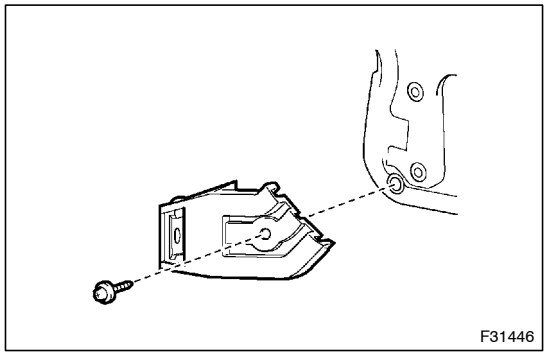
HINT:

- *If the installation area of the headlight is damaged, use the supply retainer for low-cost repair.*
- *Ensure that the headlight is not damaged.*



(1) Cut off the part shaded in the illustration and smooth with sandpaper.

NOTICE:
After cutting off the part, place the headlight protector retainer against the bosses, and gradually file away the old bracket if it interferes with the installation of the supply retainer.



(2) Install the headlight protector retainer with the screw.

6. PRECAUTIONS FOR SRS AIRBAG SYSTEM

(a) HANDLING OF A VEHICLE THAT HAS BEEN DAMAGED IN A COLLISION

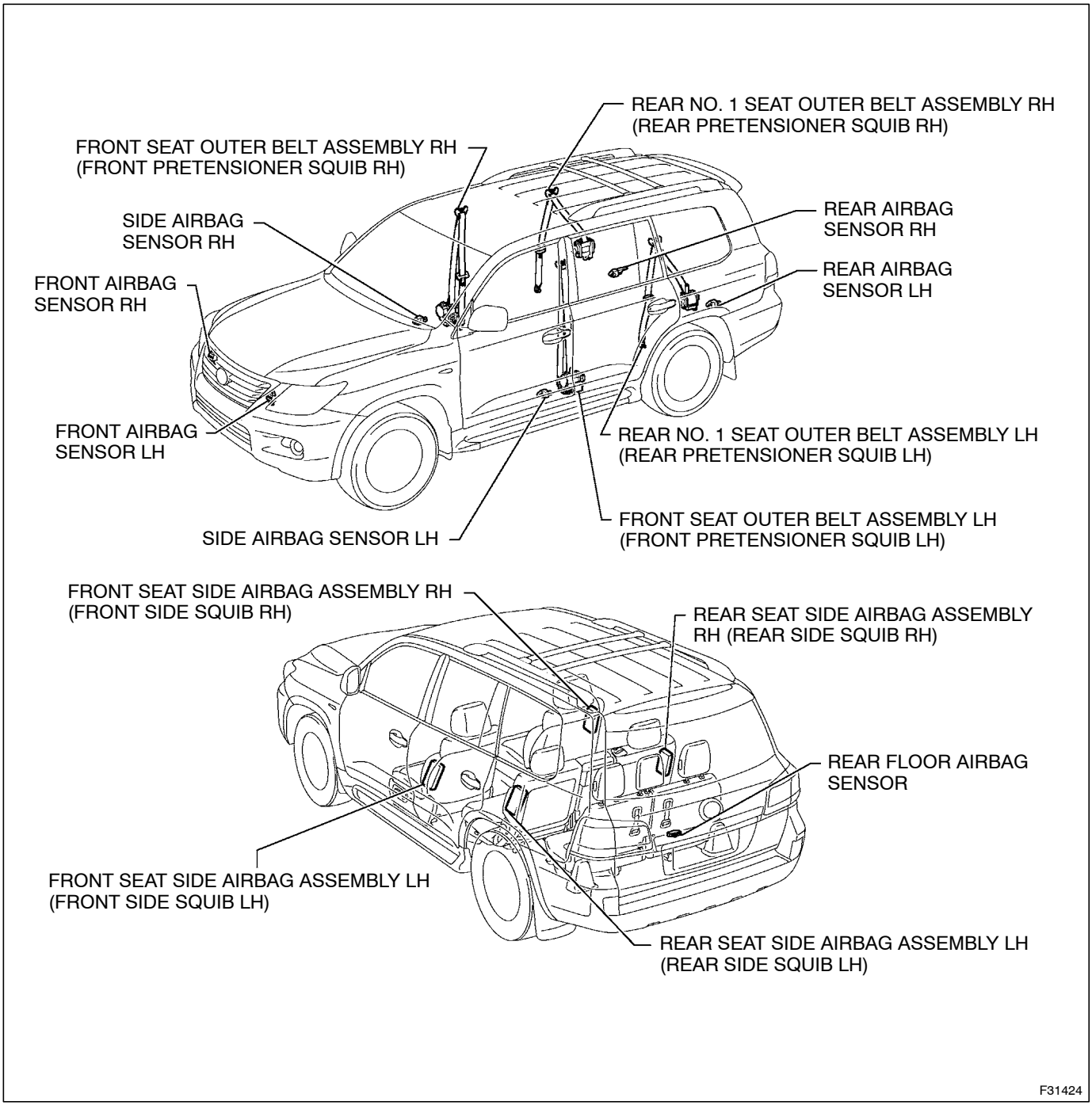
(1) Refer to the LEXUS Repair Manual for the SRS airbag system inspection procedures.

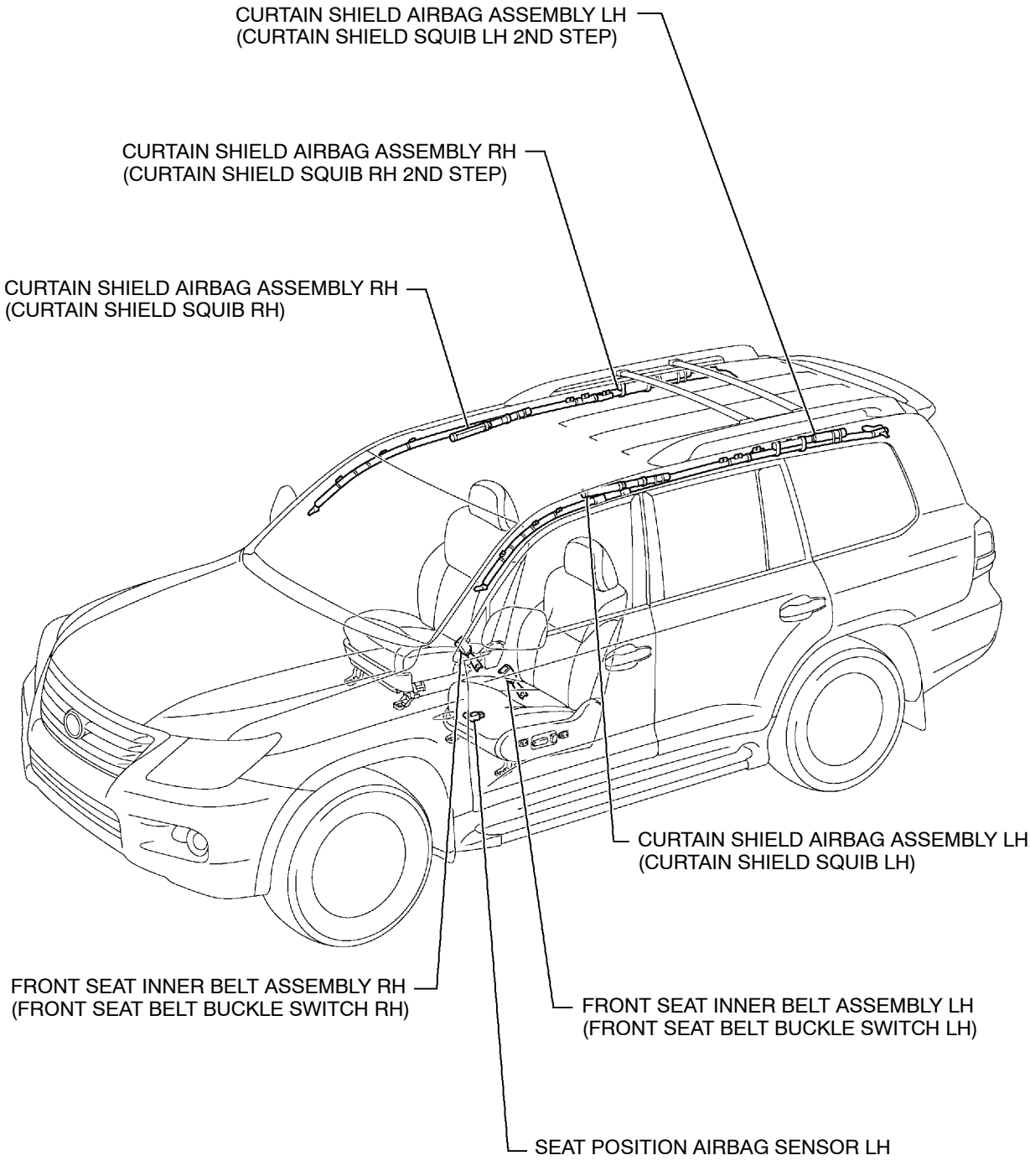
(2) When using an electric welder, first remove all airbags and seat belt pretensioners.

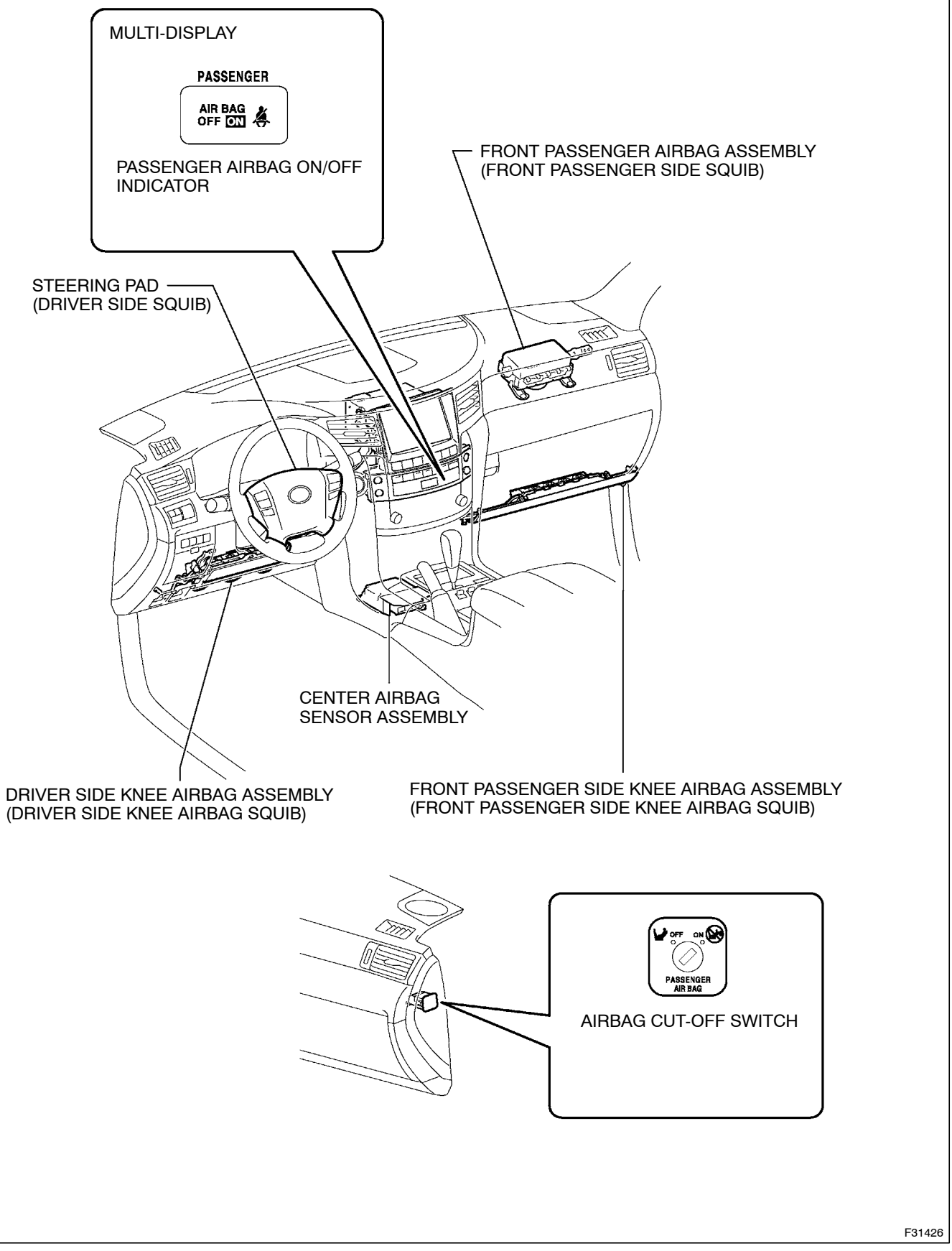
(3) If impacts are likely to occur to the front airbag sensors, side airbag sensors, rear airbag sensors, center airbag sensor, rear floor airbag sensor or seat position sensor, remove each sensor as necessary beforehand.

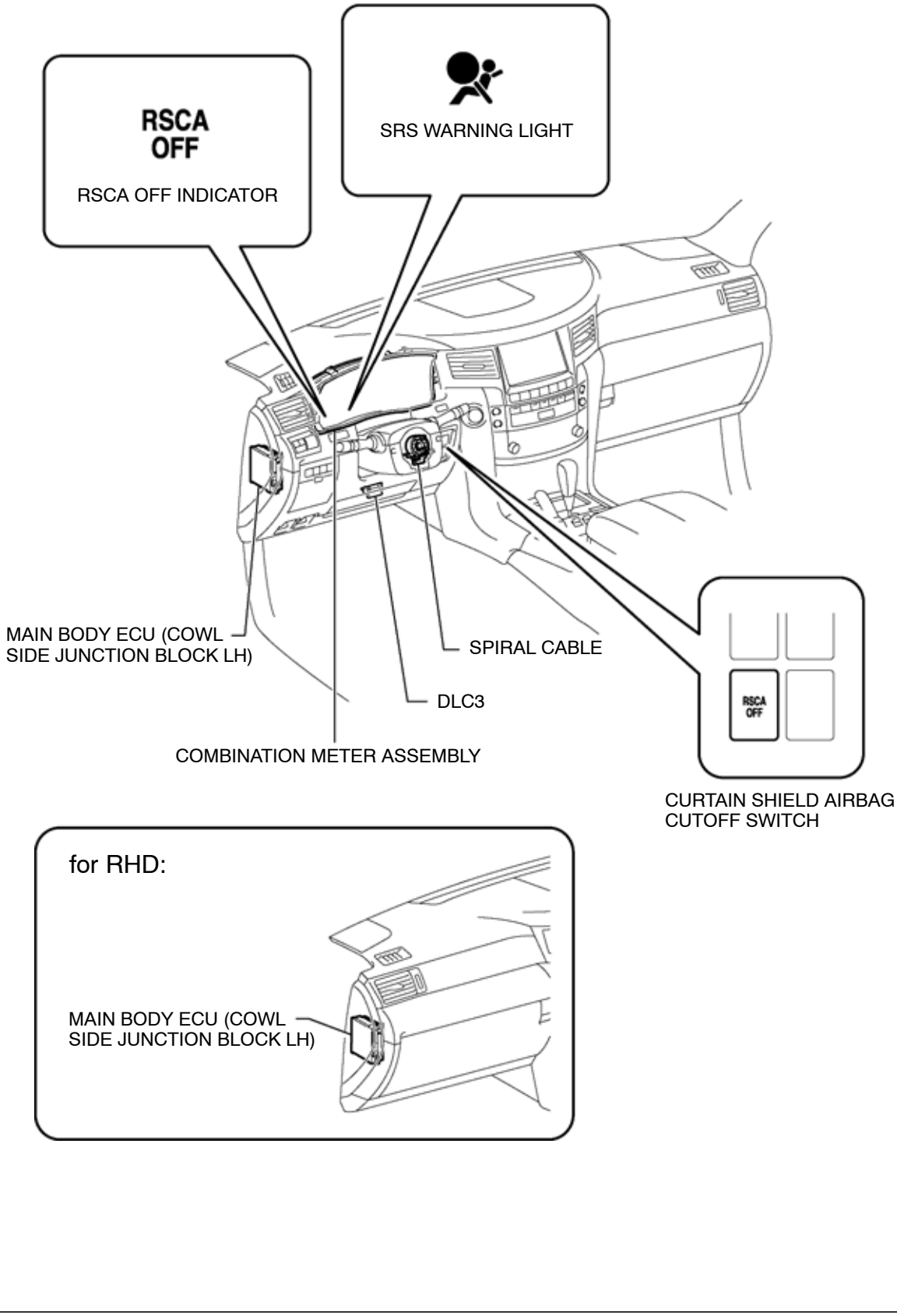
(4) Do not allow the front airbag sensors, side airbag sensors, rear airbag sensors, center airbag sensor, rear floor airbag sensor or seat position sensor to become heated to high temperatures.

(5) Check the wire harnesses and connectors for damage and/or melting, as some areas of the airbags and seat belt pretensioners may heat up to several hundred degrees when they operate.




CURTAIN SHIELD AIRBAG ASSEMBLY LH
(CURTAIN SHIELD SQUIB LH 2ND STEP)
CURTAIN SHIELD AIRBAG ASSEMBLY RH
(CURTAIN SHIELD SQUIB RH 2ND STEP)
CURTAIN SHIELD AIRBAG ASSEMBLY RH
(CURTAIN SHIELD SQUIB RH)
CURTAIN SHIELD AIRBAG ASSEMBLY LH
(CURTAIN SHIELD SQUIB LH)
FRONT SEAT INNER BELT ASSEMBLY RH
(FRONT SEAT BELT BUCKLE SWITCH RH)
FRONT SEAT INNER BELT ASSEMBLY LH
(FRONT SEAT BELT BUCKLE SWITCH LH)
SEAT POSITION AIRBAG SENSOR LH
F31425


MULTI-DISPLAY
PASSENGER
AIR BAG
OFF ON
PASSENGER AIRBAG ON/OFF INDICATOR
FRONT PASSENGER AIRBAG ASSEMBLY (FRONT PASSENGER SIDE SQUIB)
STEERING PAD (DRIVER SIDE SQUIB)
CENTER AIRBAG SENSOR ASSEMBLY
DRIVER SIDE KNEE AIRBAG ASSEMBLY (DRIVER SIDE KNEE AIRBAG SQUIB)
FRONT PASSENGER SIDE KNEE AIRBAG ASSEMBLY (FRONT PASSENGER SIDE KNEE AIRBAG SQUIB)
OFF ON
PASSENGER AIR BAG
AIRBAG CUT-OFF SWITCH
F31426


RSCA
OFF
RSCA OFF INDICATOR
SRS WARNING LIGHT
MAIN BODY ECU (COWL
SIDE JUNCTION BLOCK LH)
SPIRAL CABLE
DLC3
COMBINATION METER ASSEMBLY
RSCA
OFF
CURTAIN SHIELD AIRBAG
CUTOFF SWITCH
for RHD:
MAIN BODY ECU (COWL
SIDE JUNCTION BLOCK LH)
F31427

7. PRECAUTIONS FOR RESIN PARTS

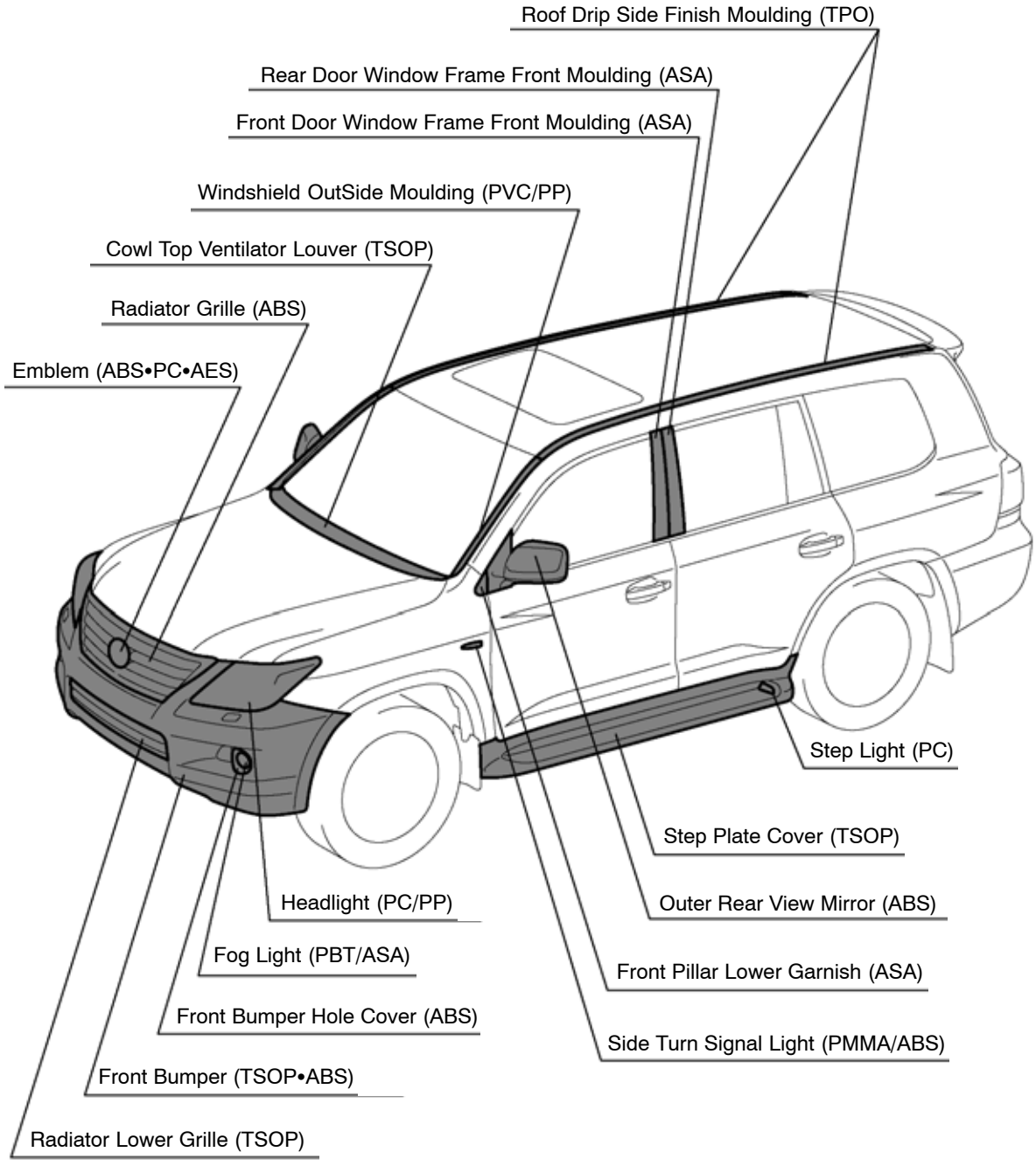
(a) PLASTIC PROPERTIES CHART

(1) When repairing, some parts may be deformed by the heat. Therefore, confirm the properties of the plastic parts, and remove parts beforehand as necessary.

Code	Material name	Heat resistant temperature limit* °C (°F)	Resistance to alcohol or gasoline	Notes
ABS	Acrylonitrile Butadiene Styrene	80 (176)	Alcohol is harmless if applied only for short time in small amounts (e.g., quick wiping to remove grease).	Avoid gasoline and organic or aromatic solvents.
AES	Acrylonitrile Ethylene Styrene	80 (176)	Alcohol is harmless if applied only for short time in small amounts (e.g., quick wiping to remove grease).	Avoid gasoline and organic or aromatic solvents.
ASA	Acrylonitrile Styrene Acrylate	80 (176)	Alcohol is harmless if applied only for short time in small amounts (e.g., quick wiping to remove grease).	Avoid gasoline and organic or aromatic solvents.
EPDM	Ethylene Propylene	100 (212)	Alcohol is harmless. Gasoline is harmless if appelied only for short time in small amounts.	Most solvent are harmless but avoid dipping in gasoline, solvents, etc.
PA	Polyamide (Nylon)	80 (176)	Alcohol and gasoline are harmless.	Avoid battery acid.
PBT	Polybutylene Terephthalate	160 (320)	Alcohol and gasoline are harmless.	Most solvents are harmless.
PC	Polycarbonate	120 (248)	Alcohol is harmless.	Avoid gasoline brake fluid, wax, wax removers and organic solvents. Avoid alkali.
PMMA	Polymethy Methacrylate	80 (176)	Alcohol is harmless if applied only for short time in small amounts.	Avoid dipping or immersing in alcohol, gasoline, solvents, etc.
PP	Polypropylene	80 (176)	Alcohol and gasoline are harmless.	Most solvents are harmless.
PVC	Polyvinylchloride (Vinyl)	80 (176)	Alcohol and gasoline are harmless if applied only for short time in small amounts (e.g., quickwiping to remove grease).	Avoid dipping or immersing in alcohol, gasline, solvents, etc.
SAS	Silidon Acrylonitrile Styrene	80 (176)	Alcohol is harmless if applied only for short time in small amounts (e.g., quick wiping to remove grease).	Avoid gasoline and organic or aromatic solvents.
TPO	Thermoplastic Olefine	80 (176)	Alcohol is harmless. Gasoline is harmless if appelied only for short time in small amounts.	Most solvent are harmless but avoid dipping in gasoline, solvents, etc.
TSOP	TOYOTA Super Olefine Polymer	80 (176)	Alcohol and gasoline are harmless.	Most solvents are harmless.

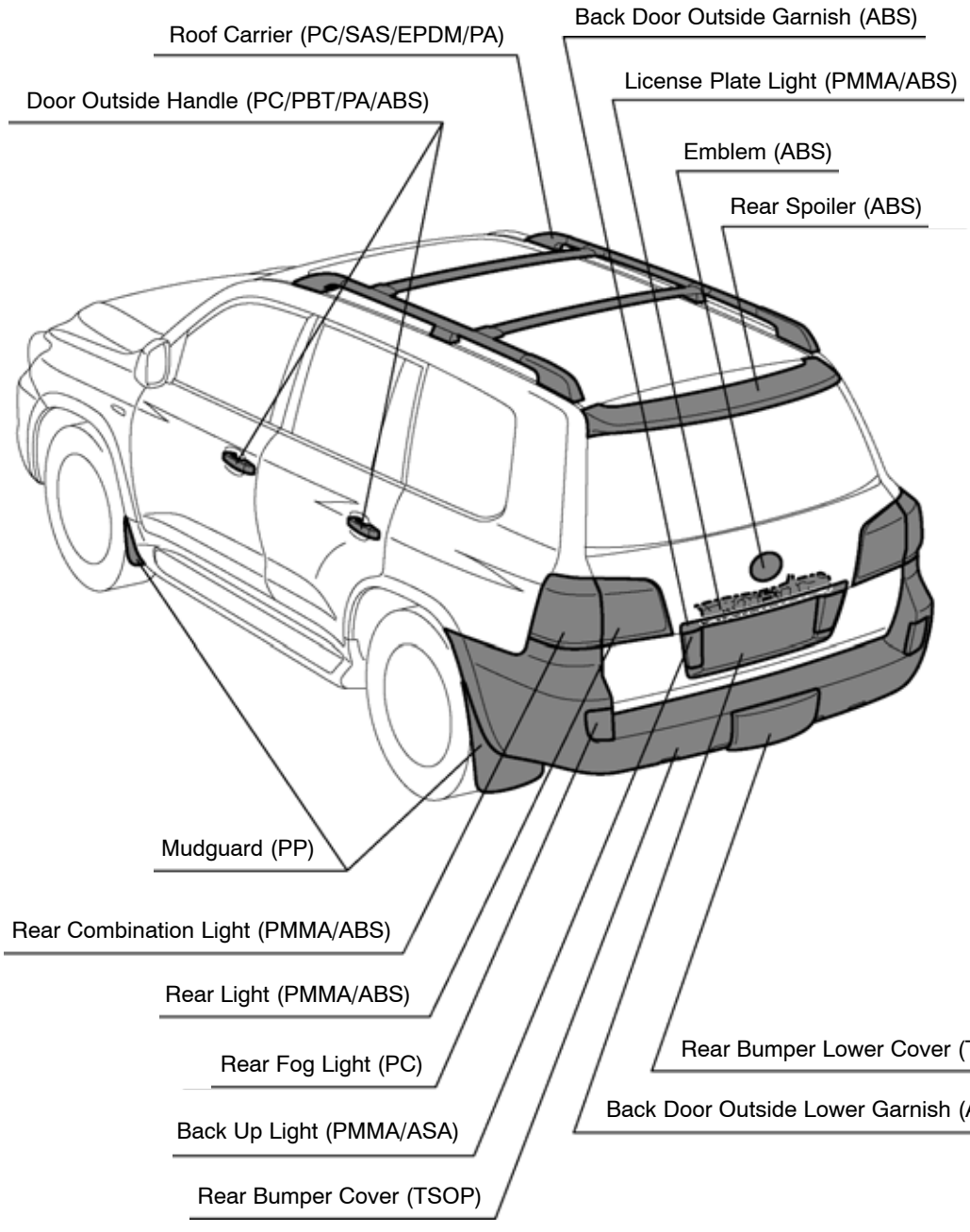
* The heat resistant temperature means a temperature that may cause heat deformation during a procedure.

(b) THE PLASTIC BODY PARTS MATERIAL LIST



HINT:
•: Resin material differs with model.
/: Made up of 2 or more kinds of materials.

F31422

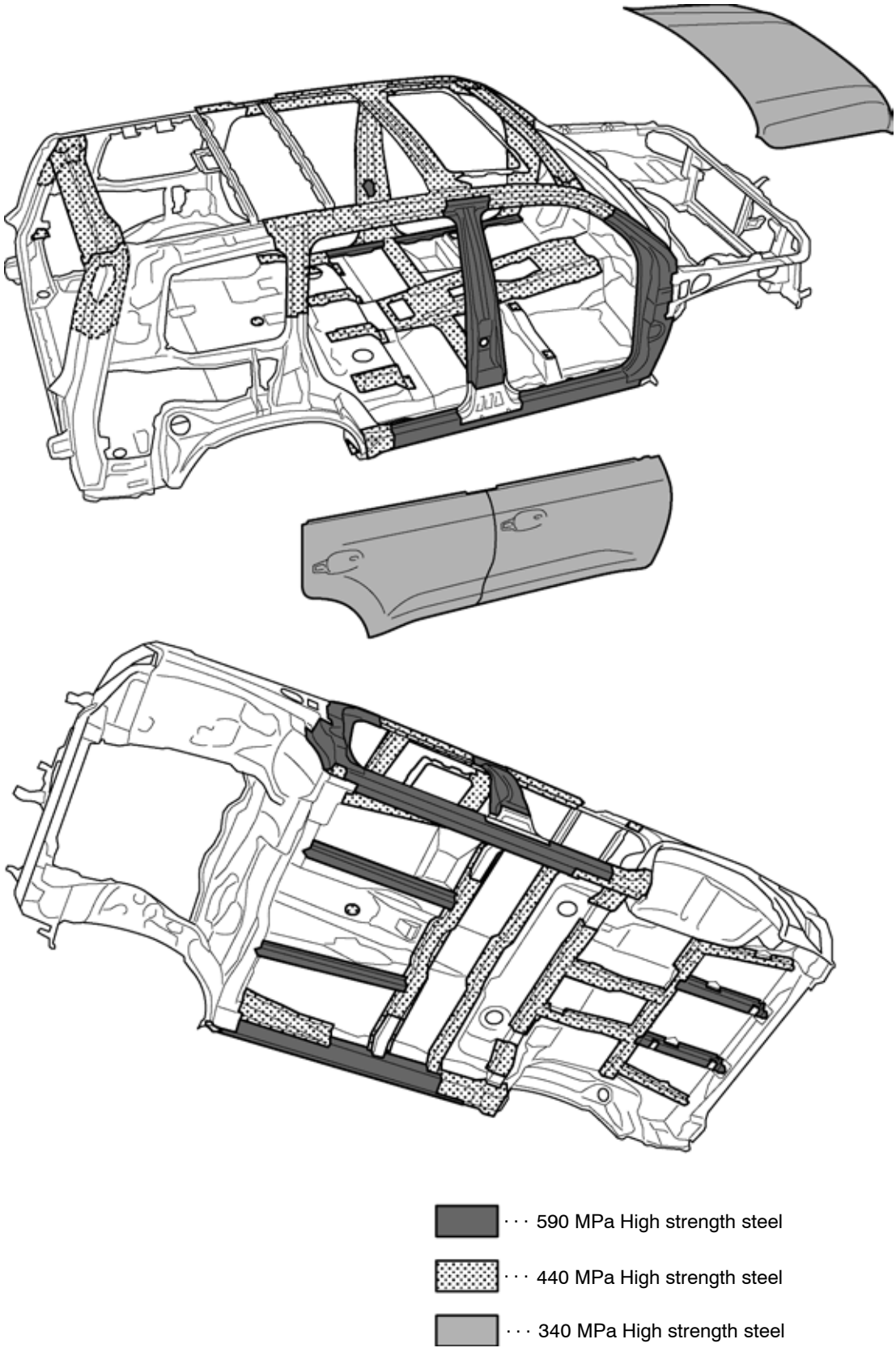


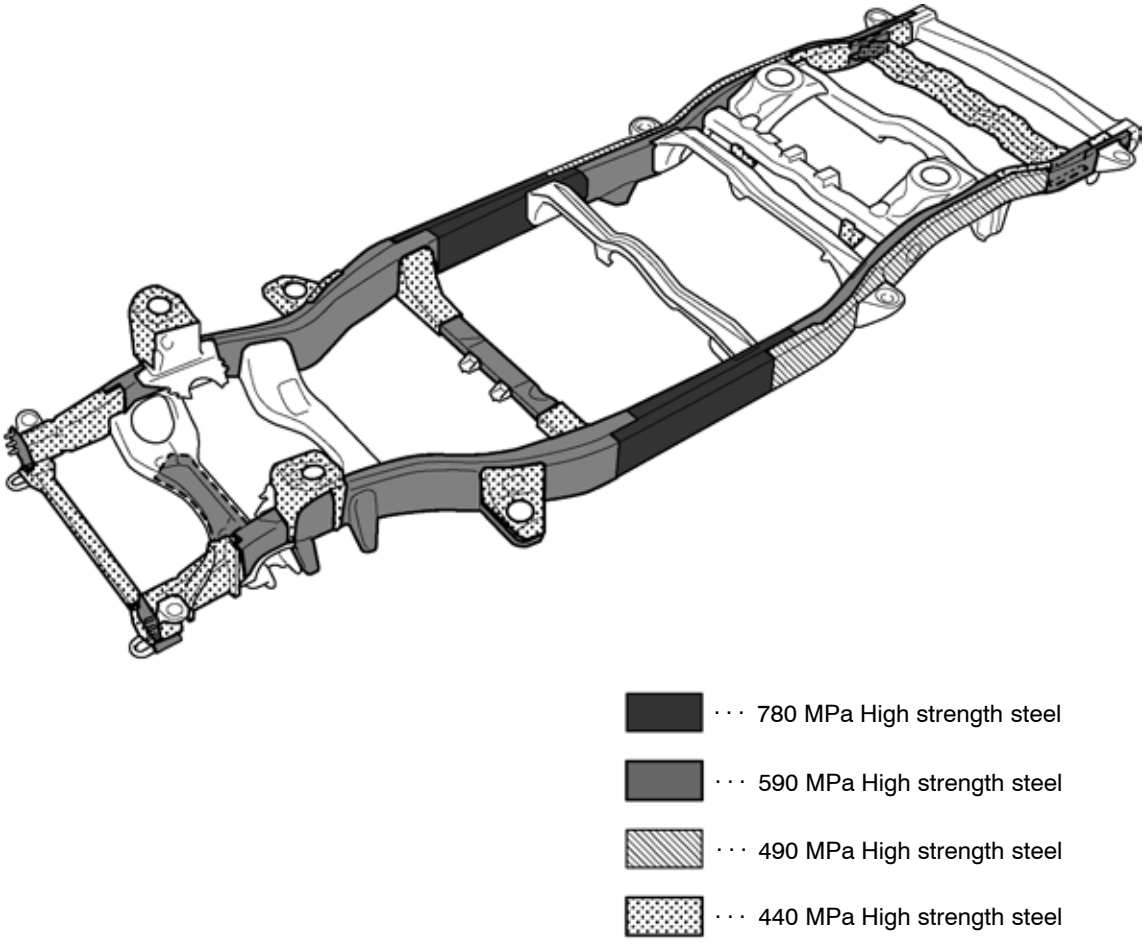
HINT:
/: Made up of 2 or more kinds of materials.

F31423

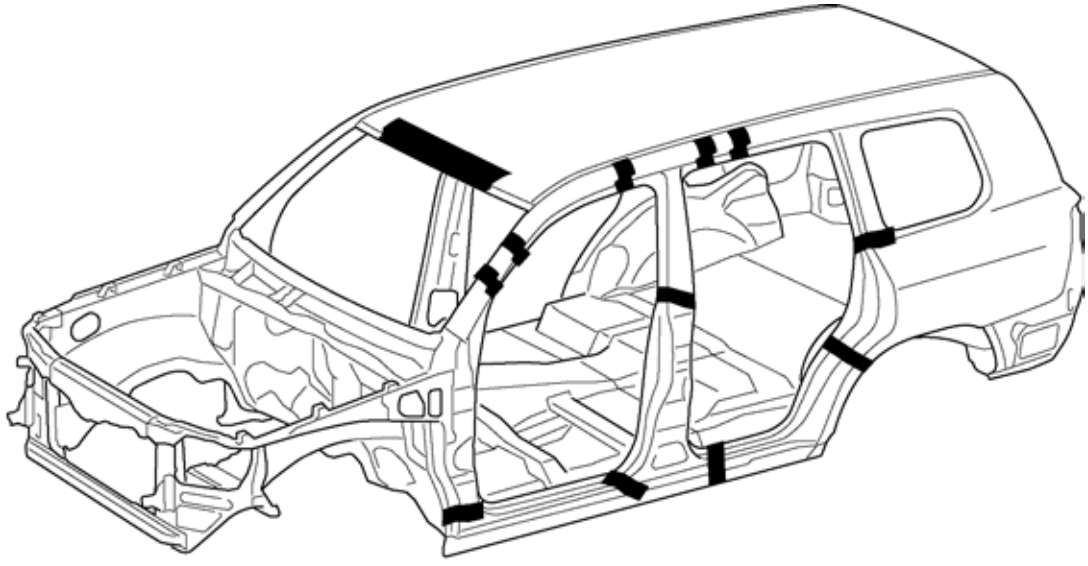
ABOUT THIS VEHICLE

1. STRUCTURAL OUTLINE

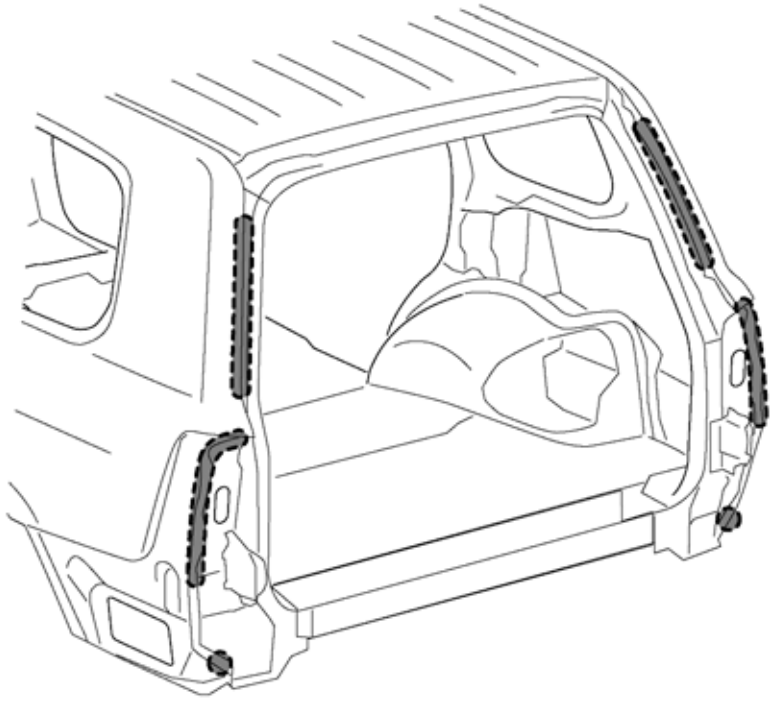



· · · 780 MPa High strength steel
· · · 590 MPa High strength steel
· · · 490 MPa High strength steel
· · · 440 MPa High strength steel

F31420



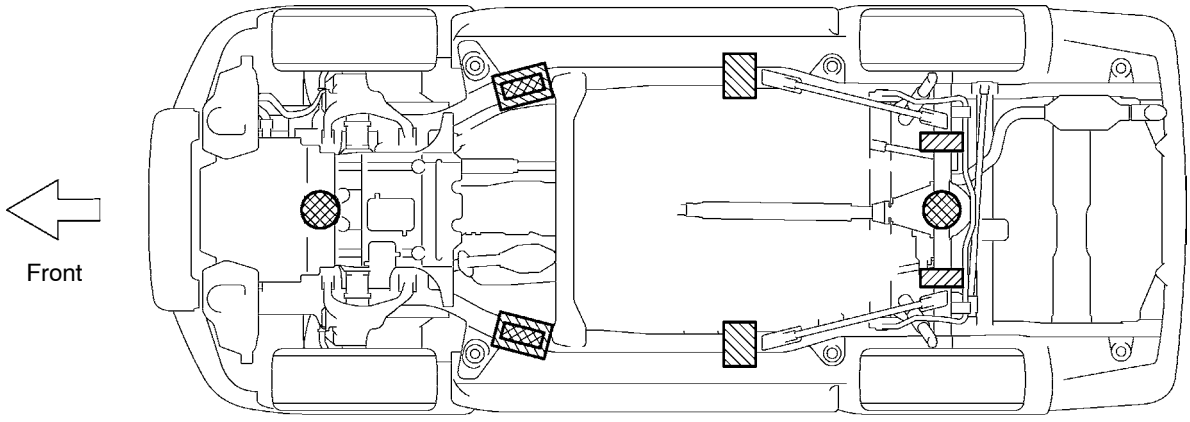
··· Foamed sealing material application areas



··· Laser welding

F30951

2. NOTICE ABOUT VEHICLE CONDITION WHEN JACKING UP VEHICLE



: JACK POSITION — Front: Center of crossmember; Rear: Center of rear axle housing

: SUPPORT POSITION — Safety stand

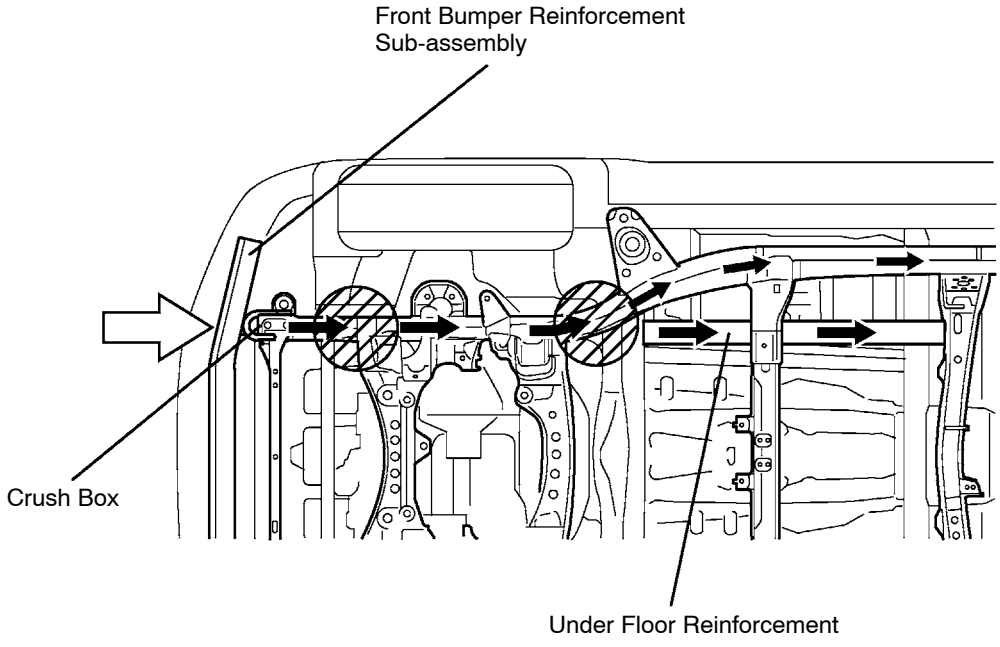
: SUPPORT POSITION — Swing arm type lift

F30952

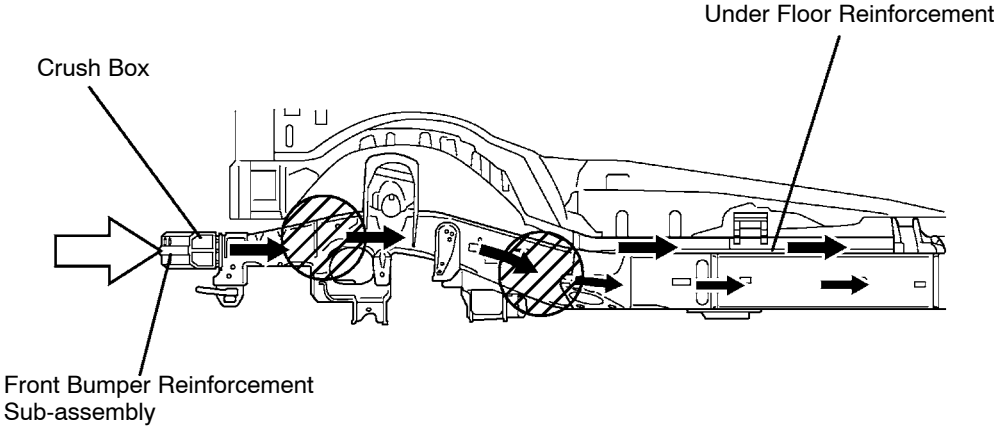
3. DAMAGE DIAGNOSIS

Confirmation Point | Collision Direction | Collision Force Absorption Direction

Bottom View

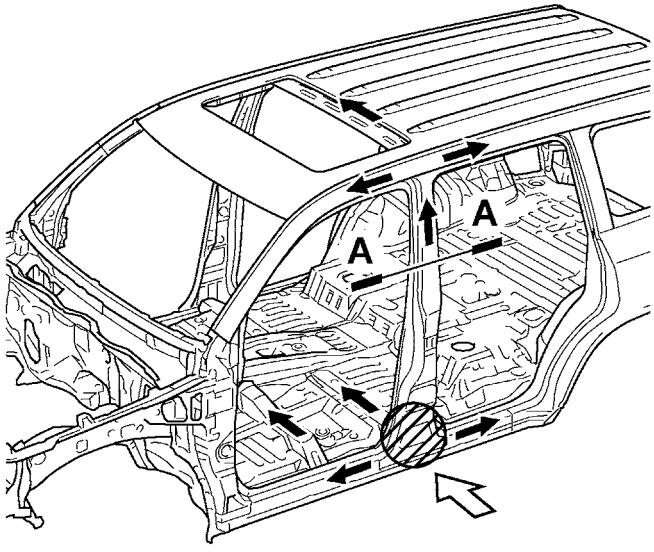


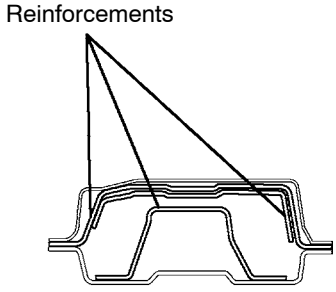
Side View



F30894

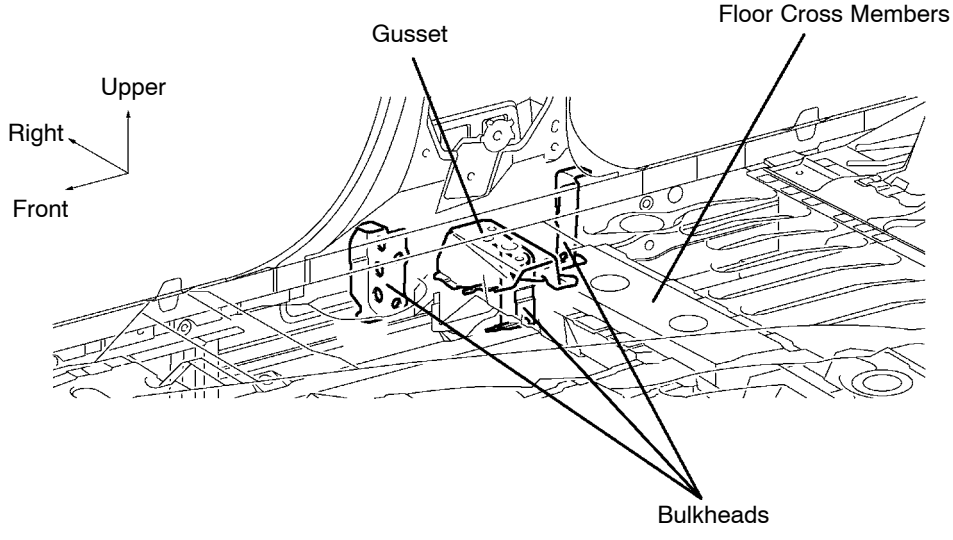
Confirmation Point Collision Direction Collision Force Absorption Direction





A - A Cross Section

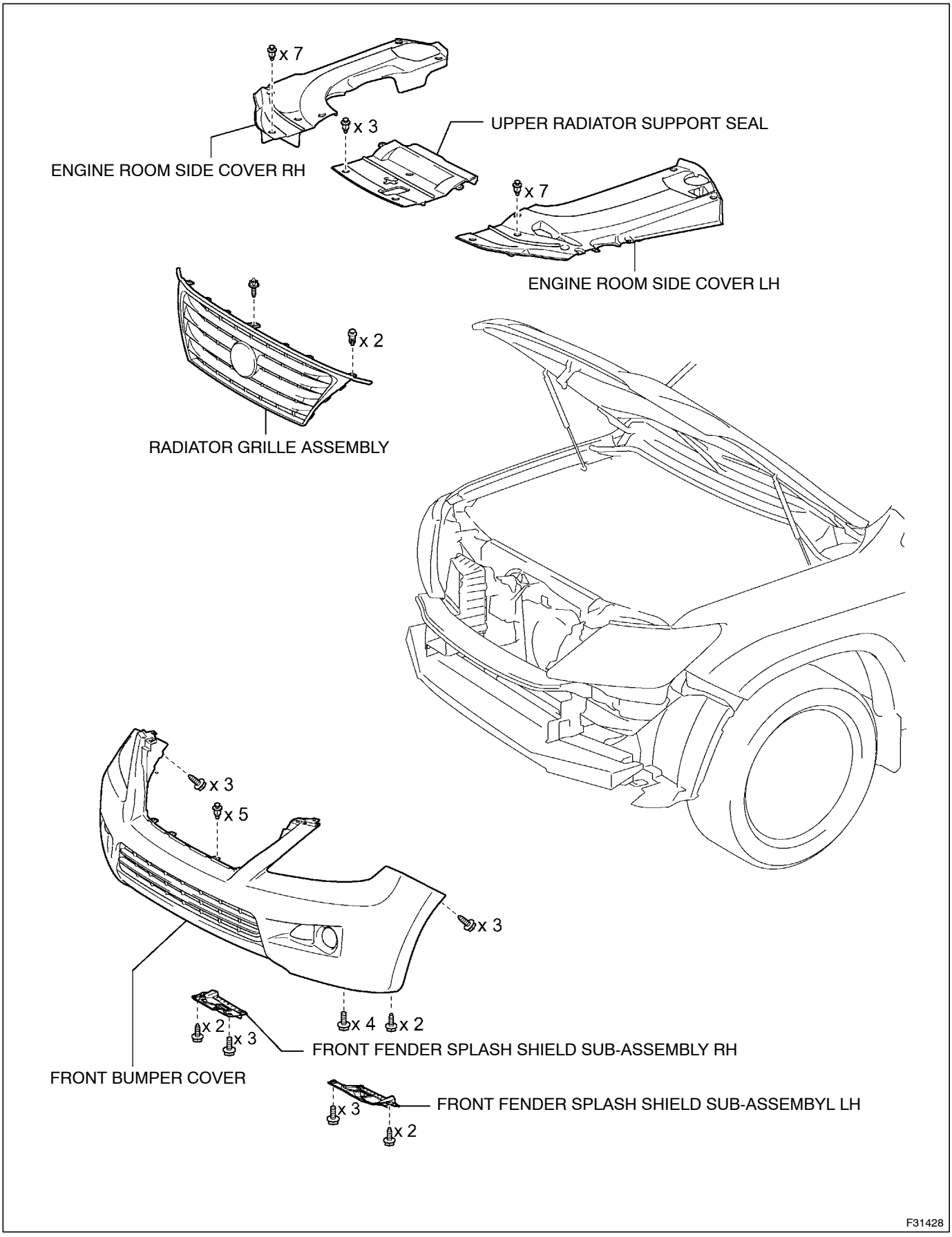
Rocker Member Section

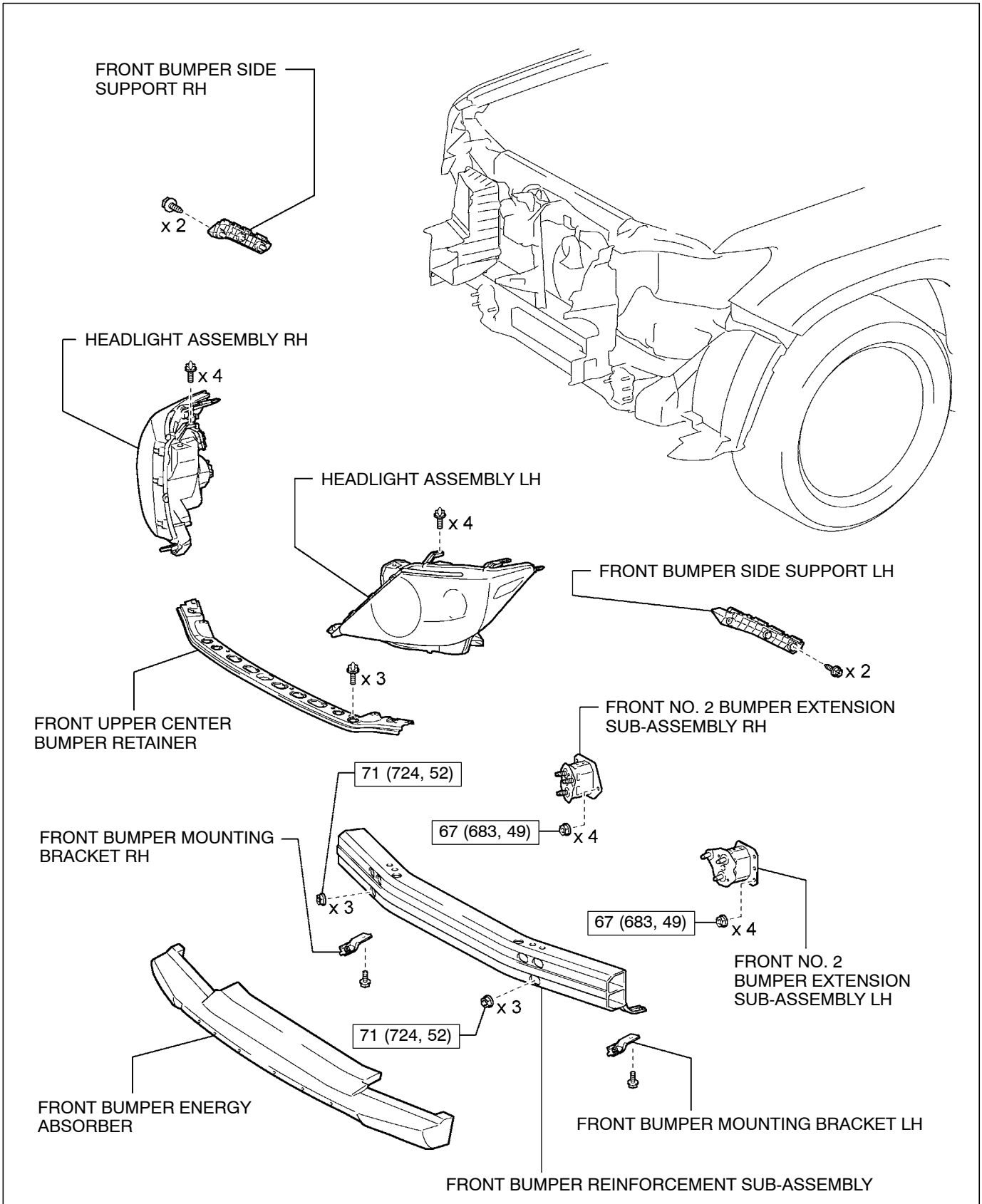


F30895

4. COMPONENTS

(a) FRONT BUMPER





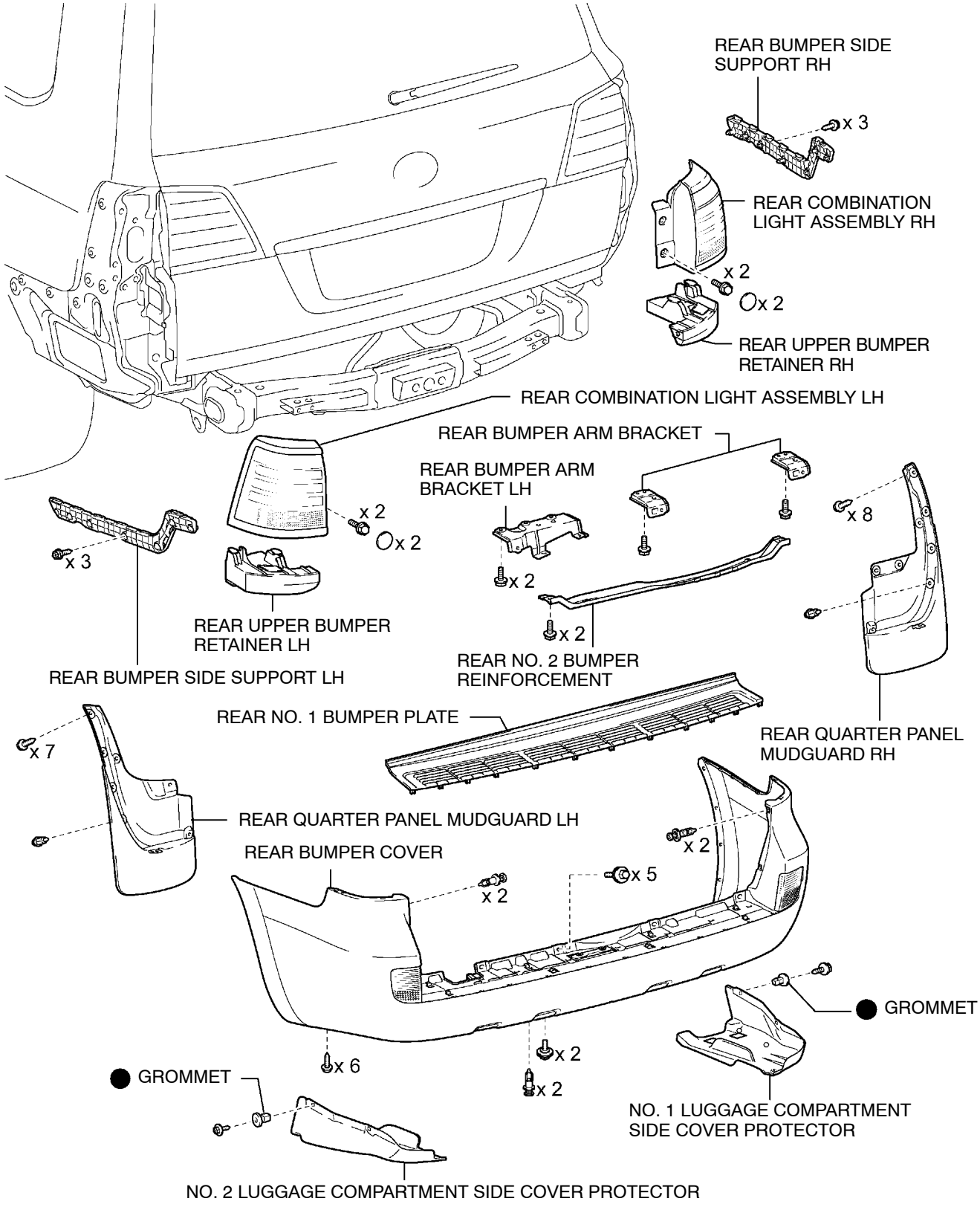
CAUTION:

The bolts and nuts must be tightened to the torque specification, as they are related to vehicle safety during a collision.

N·m (kgf·cm, ft.·lbf) : Specified torque

F31429

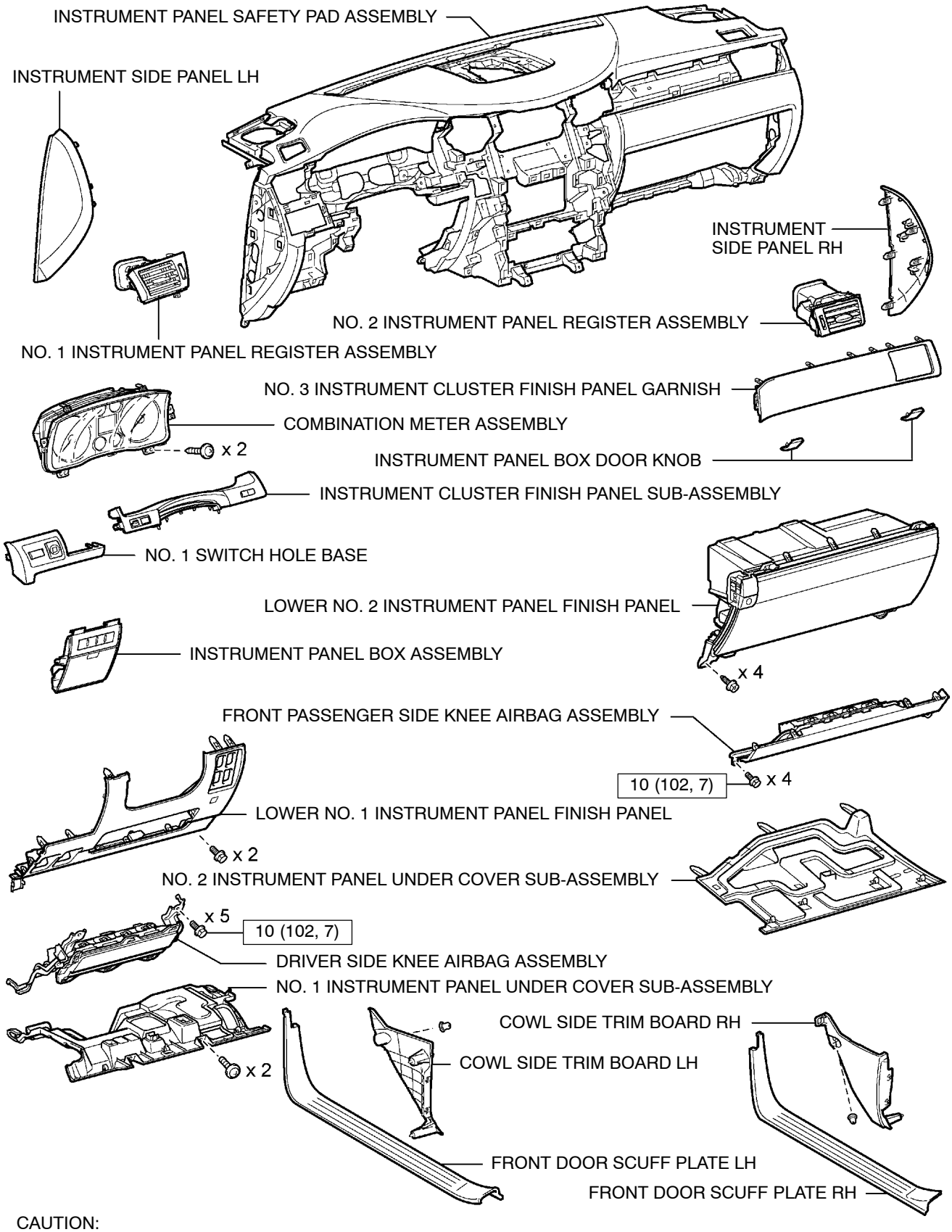
(b) REAR BUMPER



● Non-reusable part

F31430

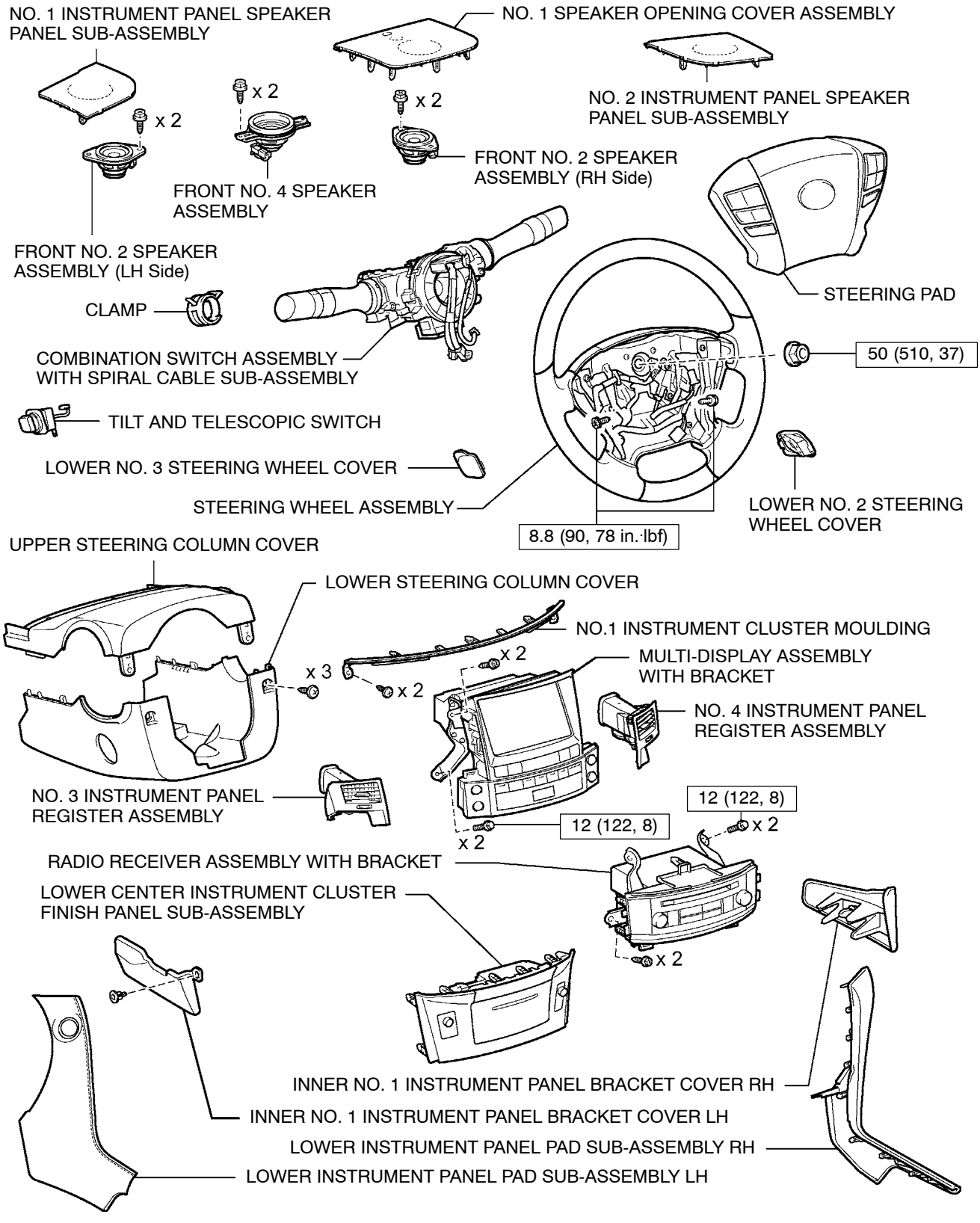
(c) INSTRUMENT PANEL



CAUTION:
The bolts and nuts must be tightened to the torque specification, as they are related to vehicle safety during a collision.

N·m (kgf·cm, ft.·lbf) : Specified torque

F31431

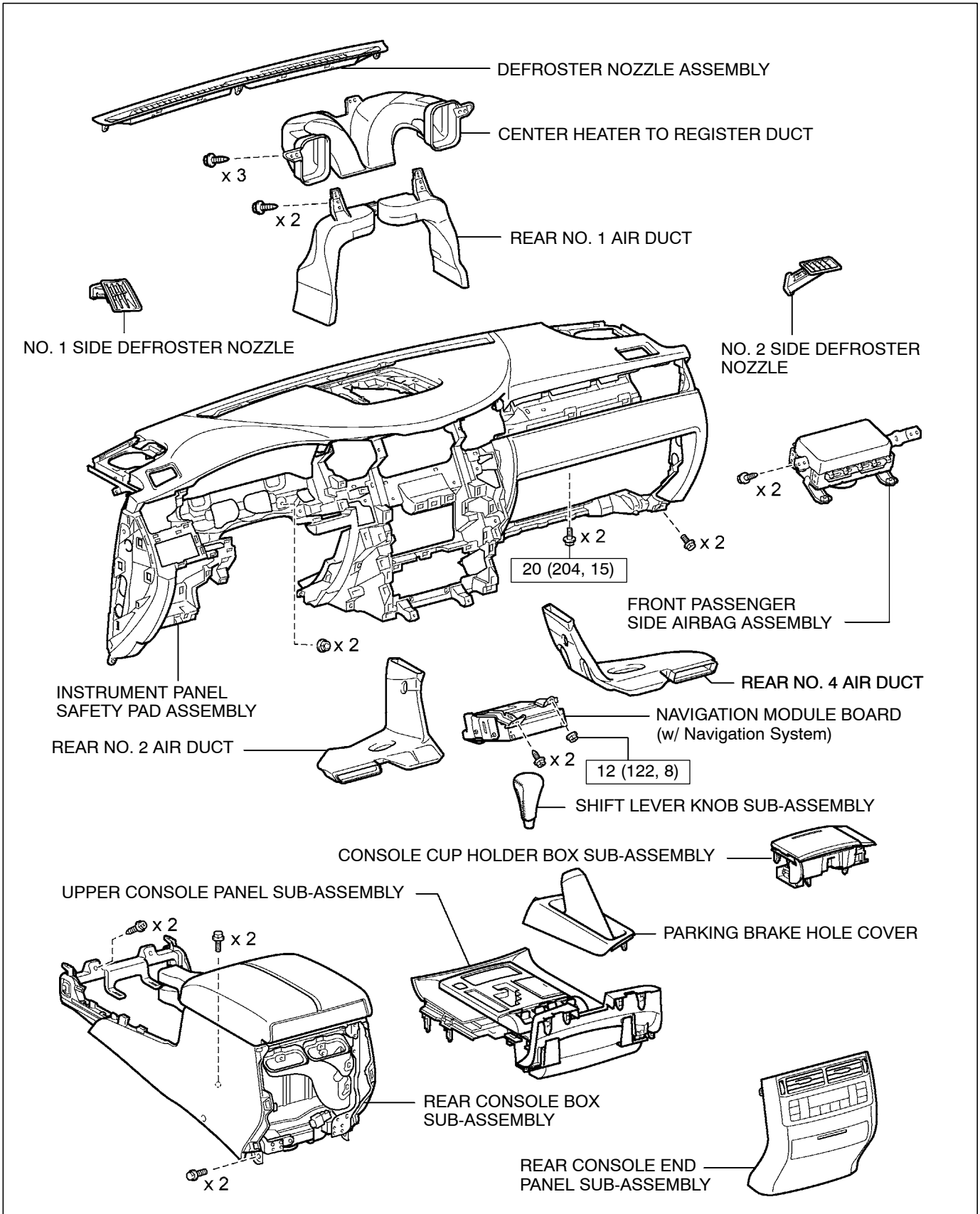


CAUTION:

The bolts and nuts must be tightened to the torque specification, as they are related to vehicle safety during a collision.

N·m (kgf·cm, ft.·lbf)	: Specified torque

F31432



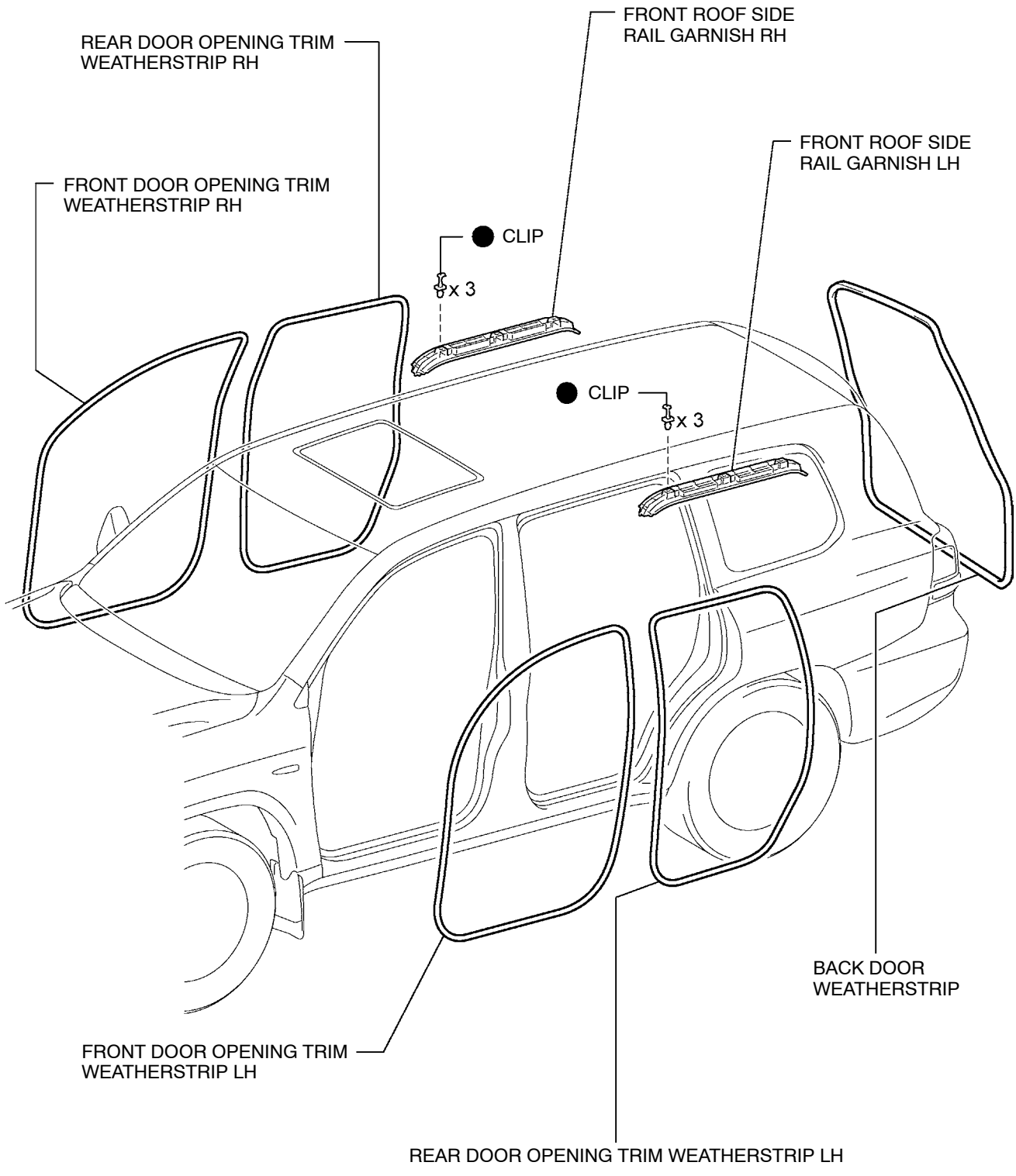
CAUTION:

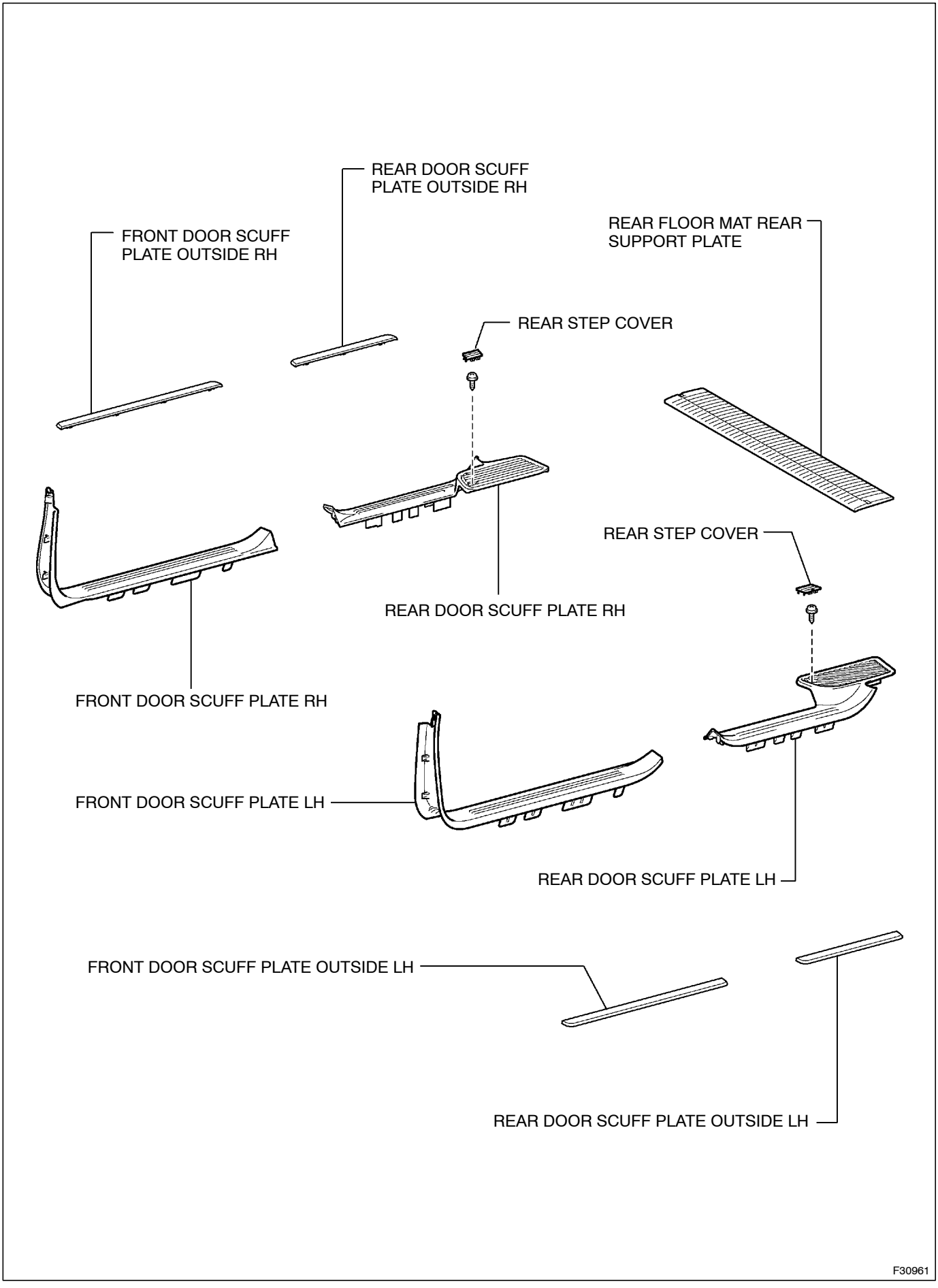
The bolts and nuts must be tightened to the torque specification, as they are related to vehicle safety during a collision.

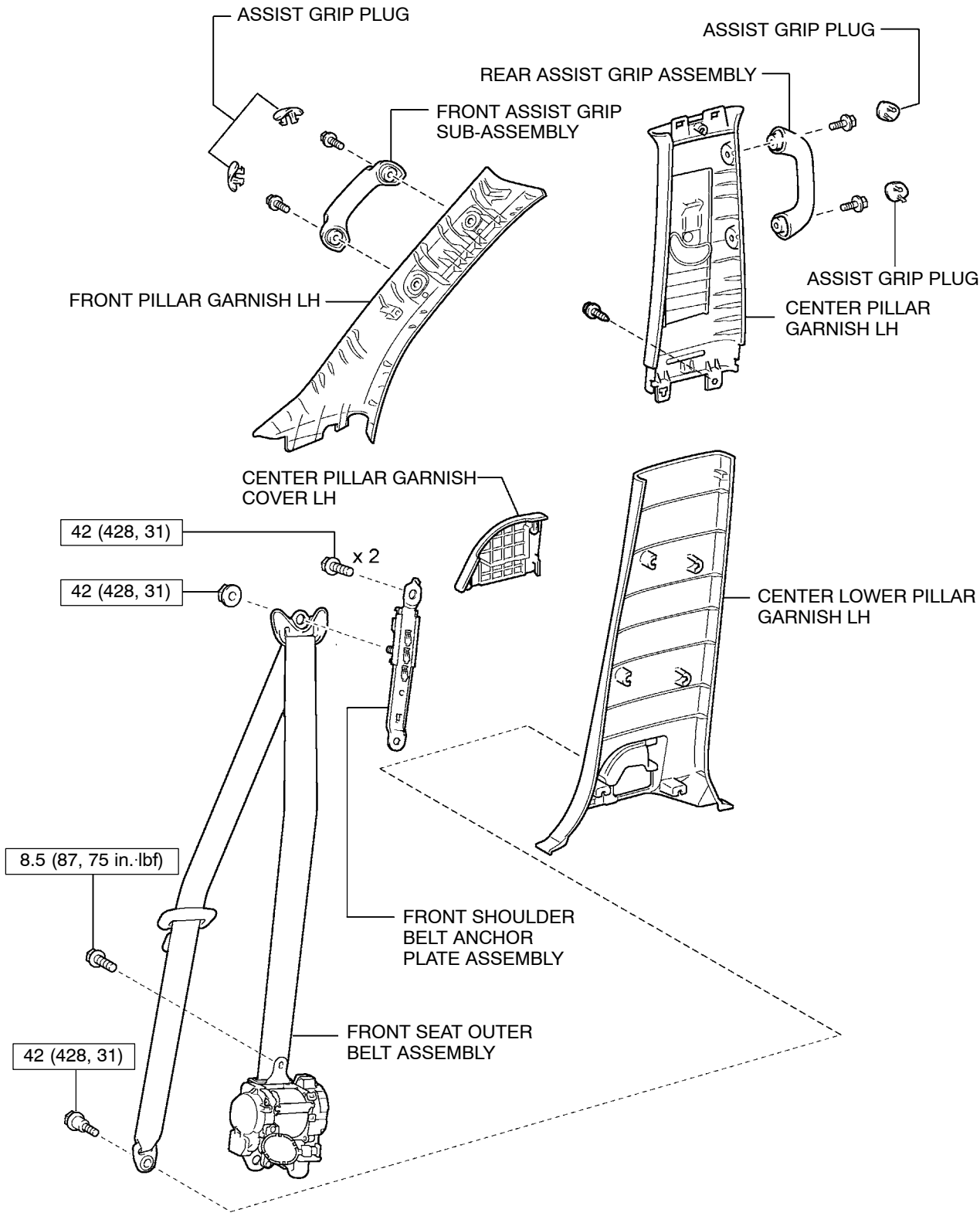
N·m (kgf·cm, ft.·lbf) : Specified torque

F31433

(d) INTERIOR TRIM




REAR DOOR SCUFF PLATE OUTSIDE RH
FRONT DOOR SCUFF PLATE OUTSIDE RH
REAR FLOOR MAT REAR SUPPORT PLATE
REAR STEP COVER
REAR STEP COVER
REAR DOOR SCUFF PLATE RH
FRONT DOOR SCUFF PLATE RH
FRONT DOOR SCUFF PLATE LH
REAR DOOR SCUFF PLATE LH
FRONT DOOR SCUFF PLATE OUTSIDE LH
REAR DOOR SCUFF PLATE OUTSIDE LH
F30961

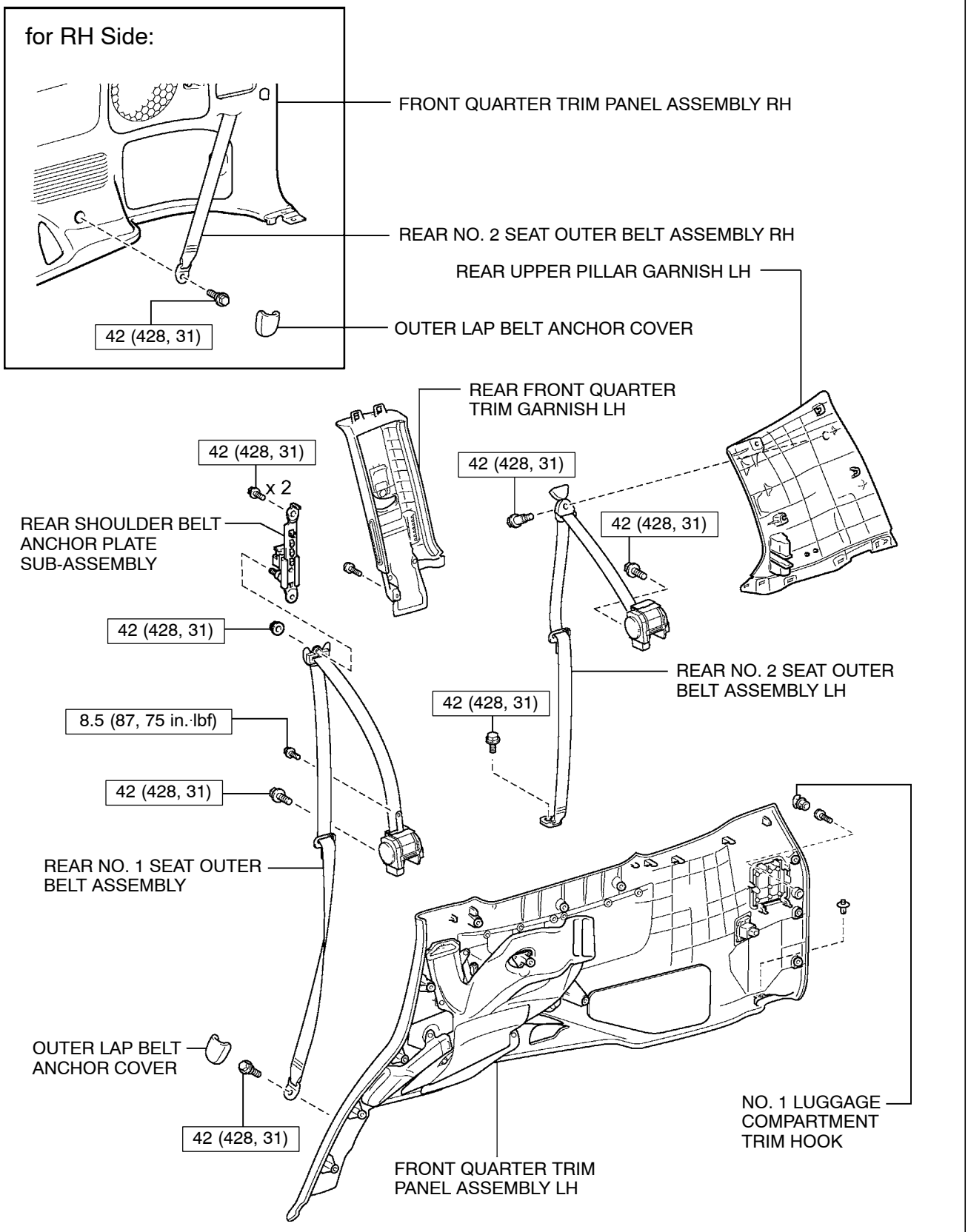


CAUTION:

The bolts and nuts must be tightened to the torque specification, as they are related to vehicle safety during a collision.

N·m (kgf·cm, ft.·lbf) : Specified torque

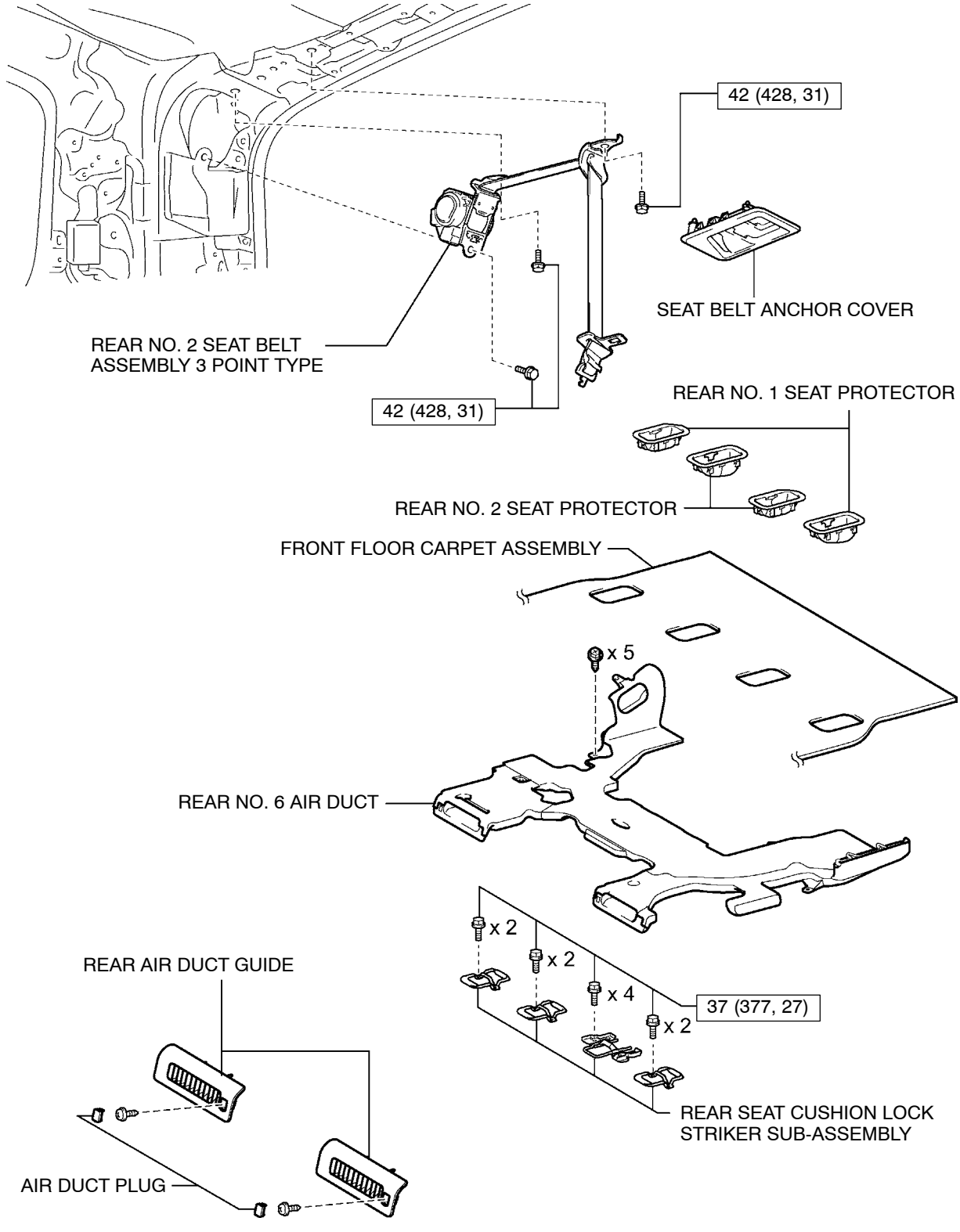
F30962



CAUTION:
The bolts and nuts must be tightened to the torque specification, as they are related to vehicle safety during a collision.

N·m (kgf·cm, ft.·lbf) : Specified torque

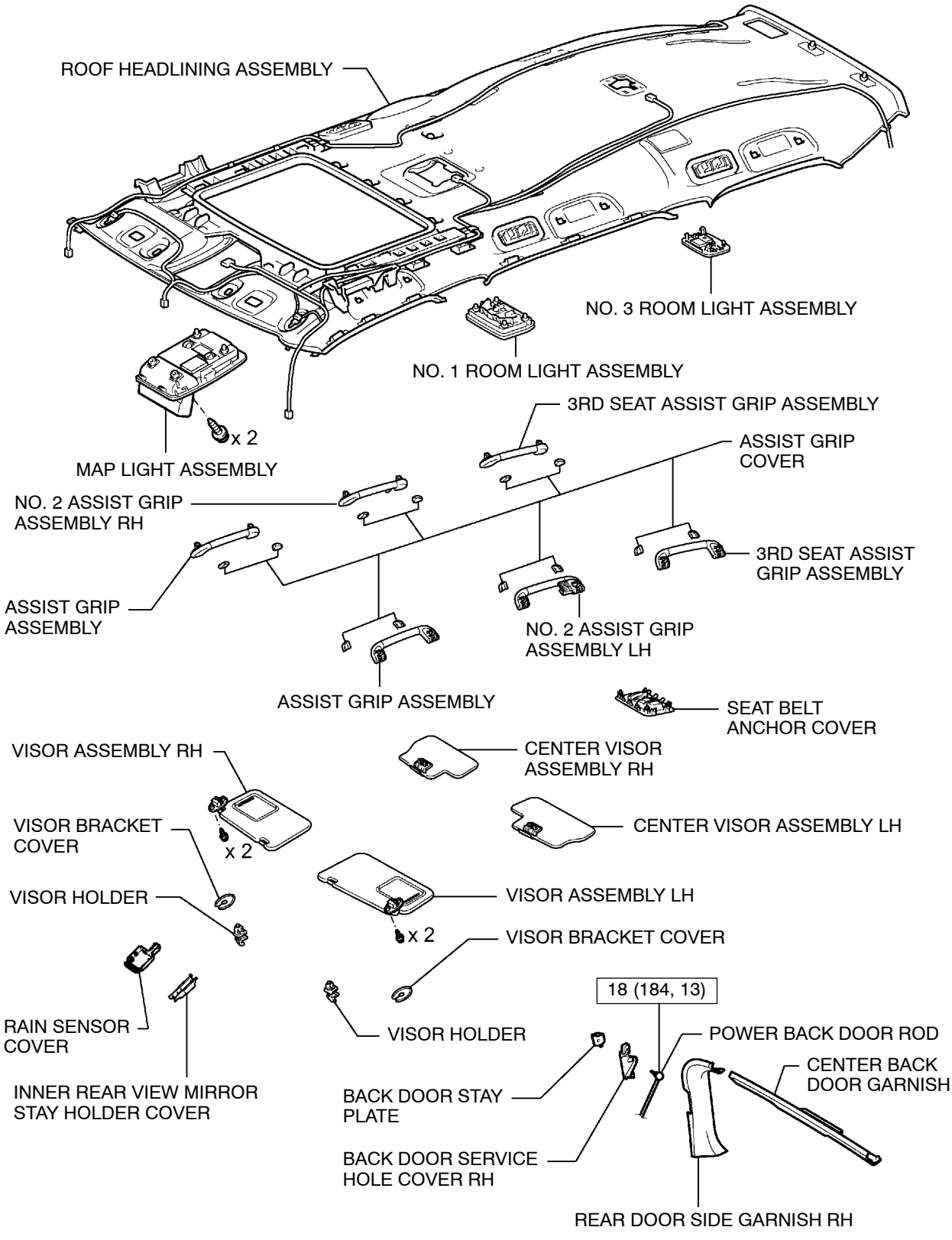
F31435



CAUTION:
The bolts and nuts must be tightened to the torque specification, as they are related to vehicle safety during a collision.

N·m (kgf·cm, ft.·lbf) : Specified torque

F31438

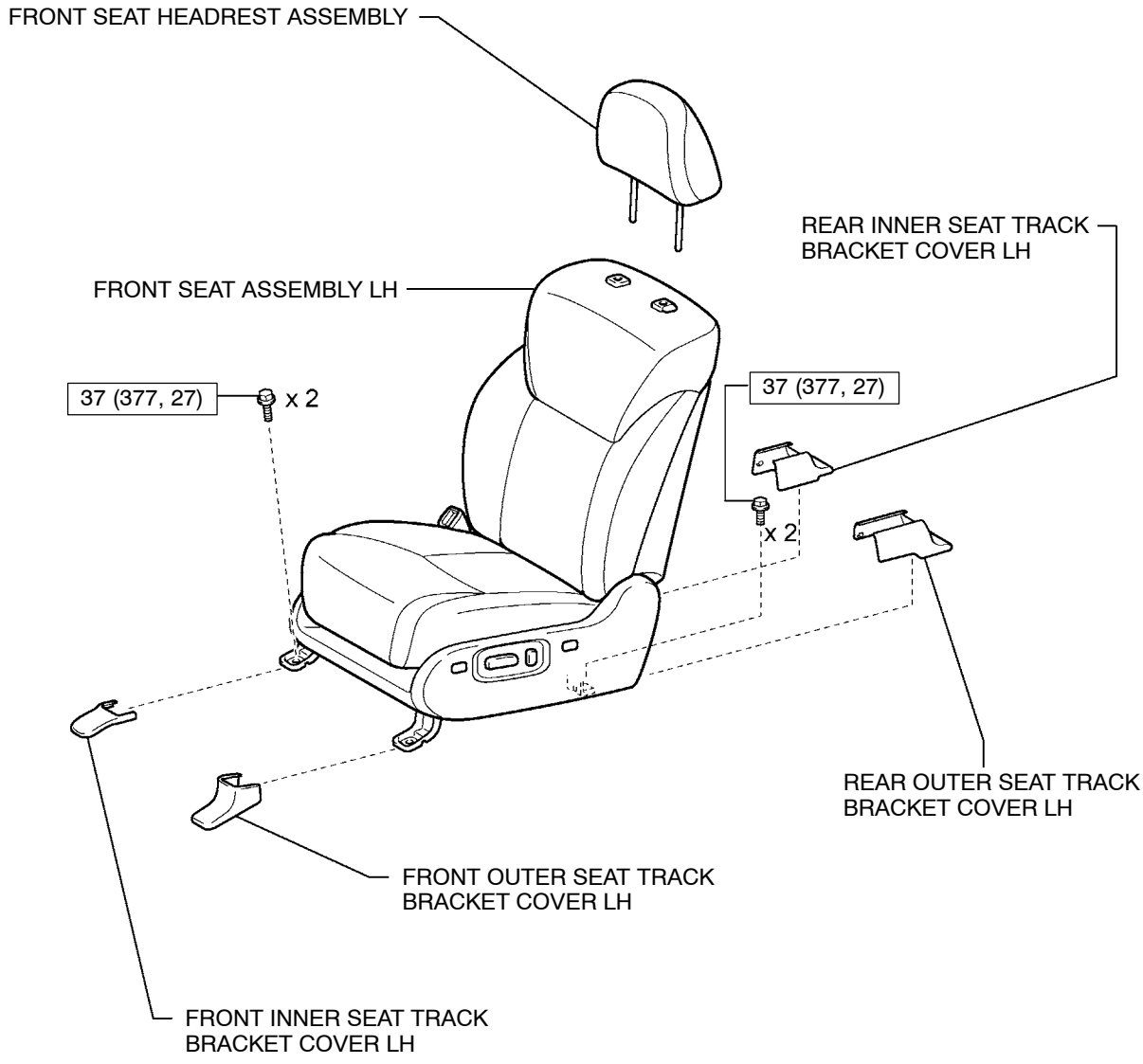


CAUTION:
The bolts and nuts must be tightened to the torque specification, as they are related to vehicle safety during a collision.

N·m (kgf·cm, ft.·lbf) : Specified torque

F31439

(e) FRONT SEAT

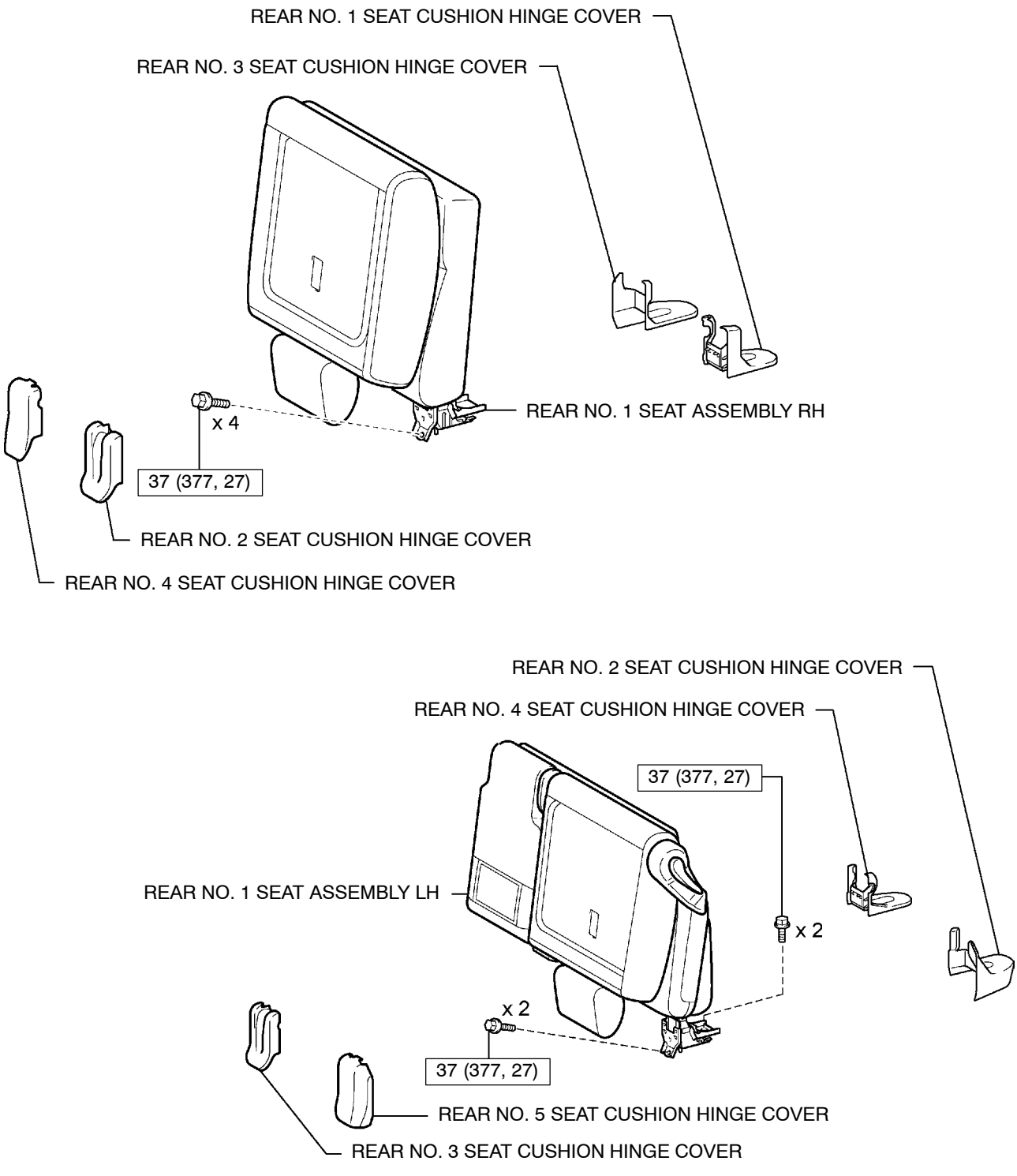


CAUTION:
The bolts and nuts must be tightened to the torque specification, as they are related to vehicle safety during a collision.

N·m (kgf·cm, ft.·lbf) : Specified torque

F31436

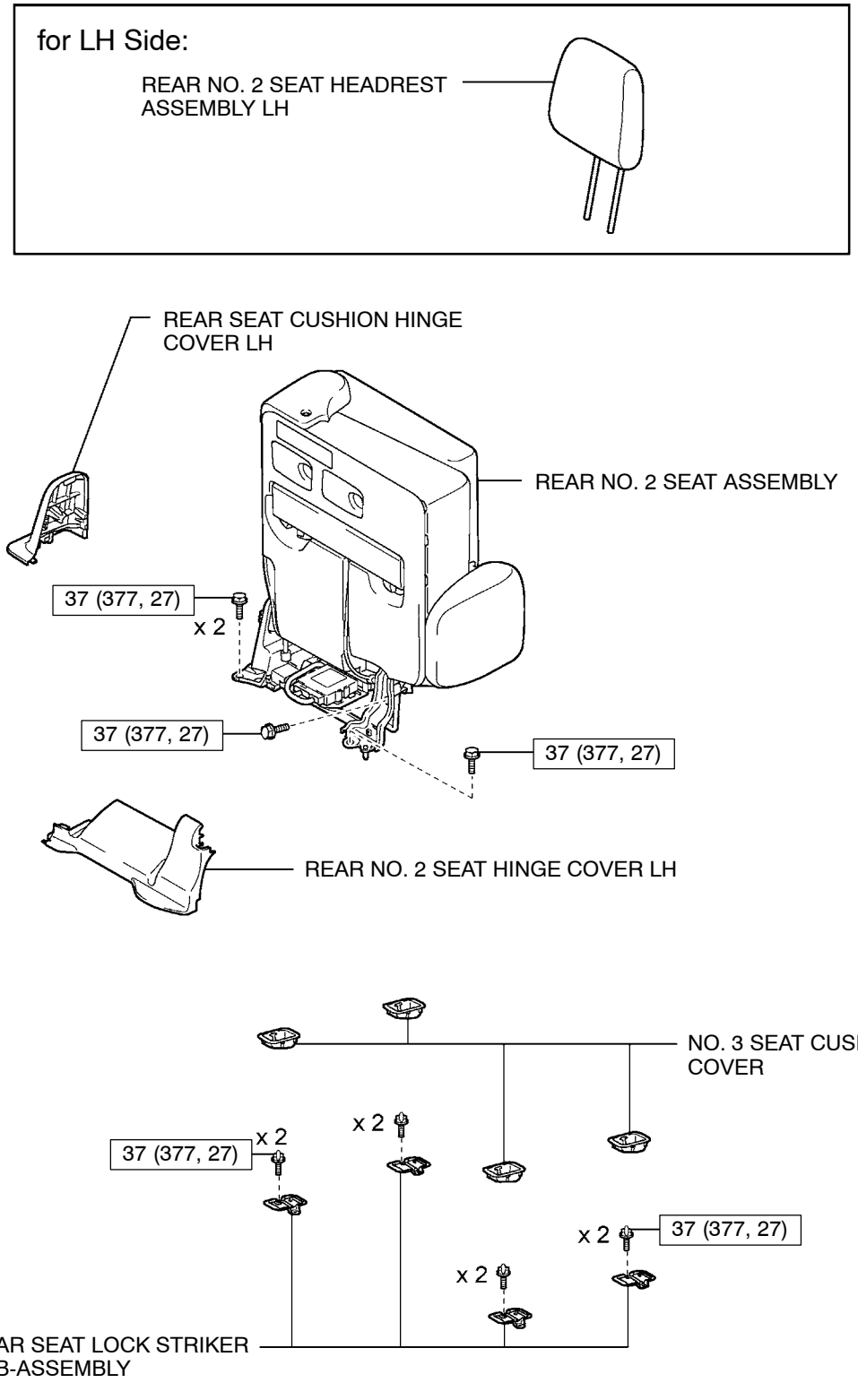
(f) REAR SEAT



CAUTION:
The bolts and nuts must be tightened to the torque specification, as they are related to vehicle safety during a collision.

N·m (kgf·cm, ft.·lbf) : Specified torque

F31440



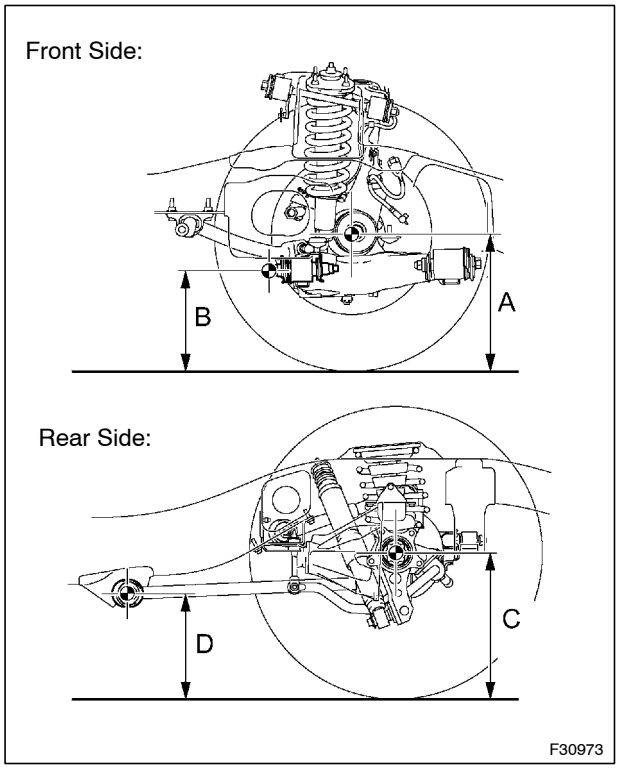
CAUTION:
The bolts and nuts must be tightened to the torque specification, as they are related to vehicle safety during a collision.

N·m (kgf·cm, ft.·lbf) : Specified torque

F31437

5. WHEEL ALIGNMENT STANDARD

(a) FRONT WHEEL ALIGNMENT (USA, Canada)



(1) Standard vehicle height (unloaded vehicle):

Suspension Package Option	Front A – B	Rear C – D
Active Height Control STD	101.4 mm (3.99 in.)	93.5 mm (3.68 in.)

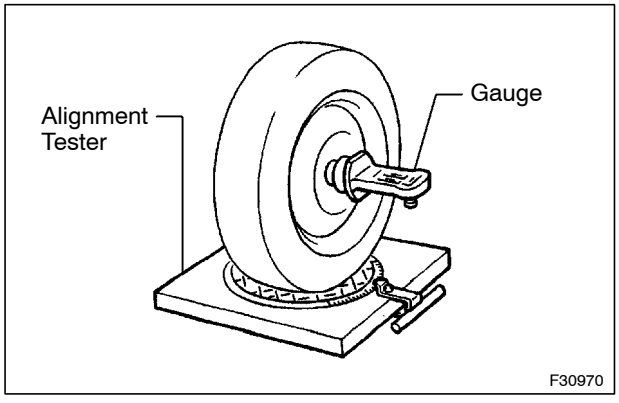
Measuring points:

A: Ground clearance of the front drive shaft center

B: Ground clearance of the front adjusting cam bolt center

C: Ground clearance of the rear axle shaft center

D: Ground clearance of the rear lower control arm front side center



(2) Standard Camber Inclination (Unloaded):

Suspension Package Option	Camber Inclination	
Active Height Control STD	Camber Left – right error	0°00' +/-45' (0.00° +/-0.75°) 45' (0.75°) or less

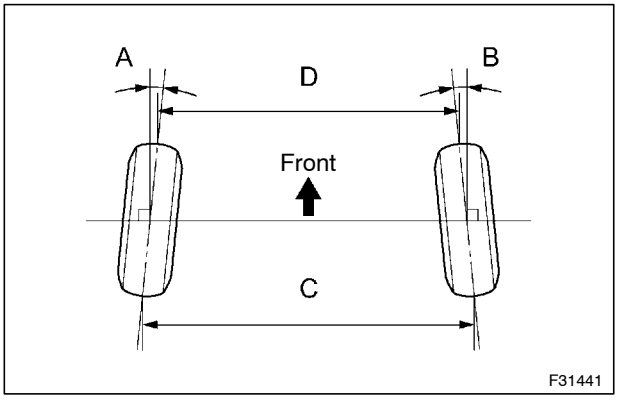
(3) Standard Caster Inclination (Unloaded):

Suspension Package Option	Caster Inclination	
Active Height Control STD	Caster Left – right error	3°23' +/-45' (3.38° +/-0.75°) 45' (0.75°) or less

(4) Standard Steering Axis Inclination (Unloaded Vehicle):

Suspension Package Option	Steering Axis Inclination: Reference	
Active Height Control STD	Steering Axis	13°00' (13.00°)

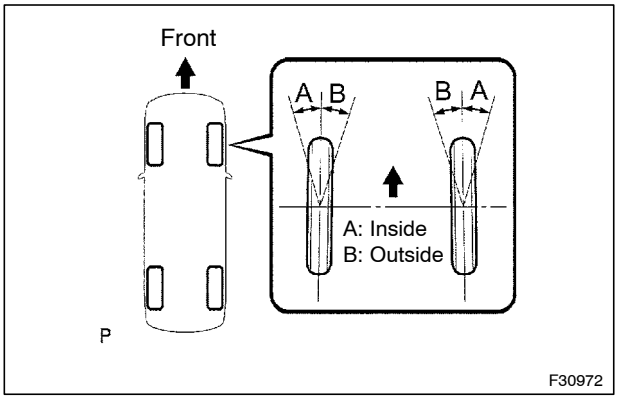
HINT:
The steering axis inclination is a reference value.



(5) Standard toe−in (unloaded vehicle):

Item	A + B C − D
Toe−in (total)	A + B: 0°00' +/-10' (0.00° +/-0.17°) C − D: 0 +/-2 mm (0 +/-0.0787 in.)

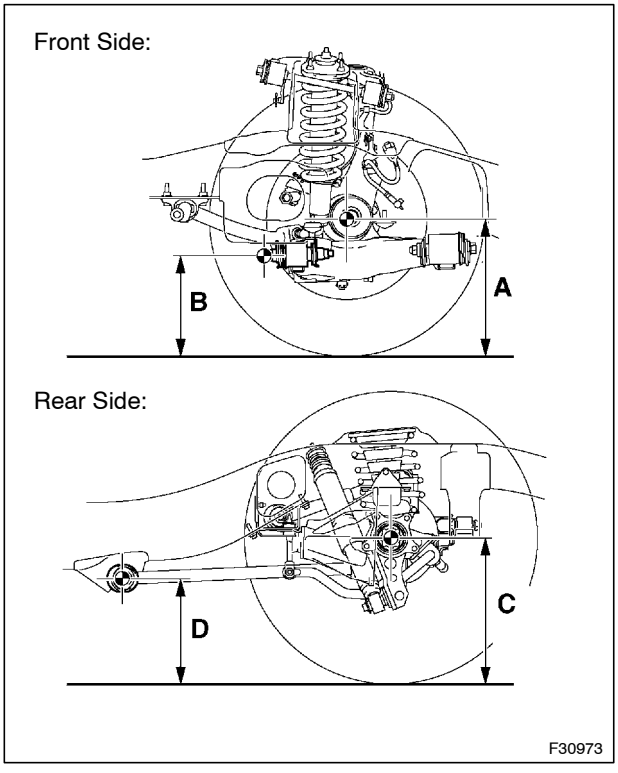
HINT:
The toe-in can be measured using either A + B or C − D.



(6) Standard wheel turning angle (Unloaded vehicle):

Suspension Package Option	Inside Wheel Angle	Outside Wheel Angle: Reference
Active Height Control STD	33°28' to 36°28' (33.46° to 36.46°)	32°02' (32.03°)

(b) FRONT WHEEL ALIGNMENT (Except USA, Canada)



(1) Standard vehicle height (unloaded vehicle):

Measuring points:

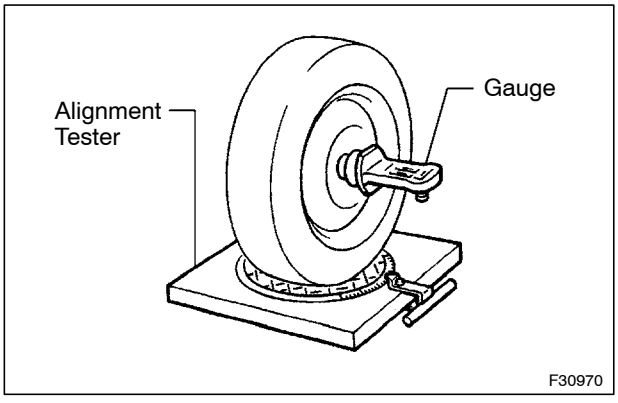
A: Ground clearance of the front drive shaft center

B: Ground clearance of the front adjusting cam bolt center

C: Ground clearance of the rear axle shaft center

D: Ground clearance of the rear lower control arm front side center

Vehicle Model	Suspension Package Option	Front A – B	Rear C – D
URJ201L-GNTGKV	Active Height Control STD	101.3 mm (3.99 in.)	93.3 mm (3.67 in.)
	Active Height Control Low	162.8 mm (6.41 in.)	138.5 mm (5.45 in.)
	Active Height Control High	52.0 mm (2.05 in.)	35.9 mm (1.41 in.)
URJ201R-GNTGKQ	Active Height Control STD	101.3 mm (3.99 in.)	93.2 mm (3.67 in.)
	Active Height Control Low	162.8 mm (6.41 in.)	138.4 mm (5.45 in.)
	Active Height Control High	52.0 mm (2.05 in.)	35.7 mm (1.41 in.)
URJ201L-GNTGKW	Active Height Control STD Option Less	101.5 mm (3.99 in.)	93.8 mm (3.69 in.)
	Active Height Control Low Option Less	162.9 mm (6.41 in.)	139.0 mm (5.47 in.)
	Active Height Control High Option Less	52.2 mm (2.06 in.)	36.4 mm (1.43 in.)
	Active Height Control STD Full Option	101.4 mm (3.99 in.)	93.7 mm (3.69 in.)
	Active Height Control Low Full Option	162.9 mm (6.41 in.)	138.9 mm (5.47 in.)
	Active Height Control High Full Option	52.1 mm (2.05 in.)	36.2 mm (1.43 in.)
URJ201L-GNTGKC	Active Height Control STD Option Less	101.4 mm (3.99 in.)	93.5 mm (3.68 in.)
	Active Height Control Low Option Less	162.8 mm (6.41 in.)	138.7 mm (5.46 in.)
	Active Height Control High Option Less	52.1 mm (2.05 in.)	36.0 mm (1.42 in.)
	Active Height Control STD Full Option	101.3 mm (3.99 in.)	93.4 mm (3.68 in.)
	Active Height Control Low Full Option	162.8 mm (6.41 in.)	138.6 mm (5.46 in.)
	Active Height Control High Full Option	52.1 mm (2.05 in.)	35.9 mm (1.41 in.)



(2) Standard camber inclination (unloaded):

Vehicle Model	Suspension Package Option	Camber Inclination	
URJ201L-GNTGKV	Active Height Control STD	Camber Left – right error	0°00' +/-45' (0.00° +/-0.75°) 45' (0.75°) or less
	Active Height Control Low	Camber Left – right error	-1°43' +/-45' (-1.71° +/-0.75°) 45' (0.75°) or less
	Active Height Control High	Camber Left – right error	1°06' +/-45' (1.01° +/-0.75°) 45' (0.75°) or less
URJ201R-GNTGKQ	Active Height Control STD	Camber Left – right error	0°00' +/-45' (0.00° +/-0.75°) 45' (0.75°) or less
	Active Height Control Low	Camber Left – right error	-1°43' +/-45' (-1.71° +/-0.75°) 45' (0.75°) or less
	Active Height Control High	Camber Left – right error	1°06' +/-45' (1.01° +/-0.75°) 45' (0.75°) or less
URJ201L-GNTGKW	Active Height Control STD	Camber Left – right error	0°00' +/-45' (0.00° +/-0.75°) 45' (0.75°) or less
	Active Height Control Low	Camber Left – right error	-1°43' +/-45' (-1.71° +/-0.75°) 45' (0.75°) or less
	Active Height Control High	Camber Left – right error	1°06' +/-45' (1.01° +/-0.75°) 45' (0.75°) or less
URJ201L-GNTGKC	Active Height Control STD	Camber Left – right error	0°00' +/-45' (0.00° +/-0.75°) 45' (0.75°) or less
	Active Height Control Low	Camber Left – right error	-1°43' +/-45' (-1.71° +/-0.75°) 45' (0.75°) or less
	Active Height Control High	Camber Left – right error	1°06' +/-45' (1.01° +/-0.75°) 45' (0.75°) or less

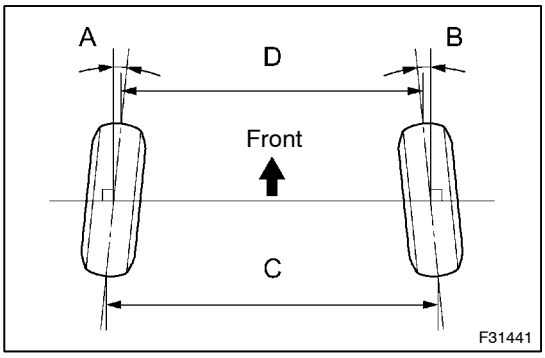
(3) Standard caster inclination (unloaded):

Vehicle Model	Suspension Package Option	Caster Inclination	
URJ201L-GNTGKV	Active Height Control STD	Camber Left – right error	3°23' +/-45' (3.39° +/-0.75°) 45' (0.75°) or less
	Active Height Control Low	Camber Left – right error	4°29' +/-45' (4.49° +/-0.75°) 45' (0.75°) or less
	Active Height Control High	Camber Left – right error	1°49' +/-45' (1.81° +/-0.75°) 45' (0.75°) or less
URJ201R-GNTGKQ	Active Height Control STD	Camber Left – right error	3°24' +/-45' (3.40° +/-0.75°) 45' (0.75°) or less
	Active Height Control Low	Camber Left – right error	4°30' +/-45' (4.50° +/-0.75°) 45' (0.75°) or less
	Active Height Control High	Camber Left – right error	1°49' +/-45' (1.82° +/-0.75°) 45' (0.75°) or less
URJ201L-GNTGKW	Active Height Control STD Option Less	Camber Left – right error	3°22' +/-45' (3.36° +/-0.75°) 45' (0.75°) or less
	Active Height Control Low Option Less	Camber Left – right error	4°28' +/-45' (4.46° +/-0.75°) 45' (0.75°) or less
	Active Height Control High Option Less	Camber Left – right error	1°46' +/-45' (1.77° +/-0.75°) 45' (0.75°) or less
	Active Height Control STD Full Option	Camber Left – right error	3°22' +/-45' (3.37° +/-0.75°) 45' (0.75°) or less
	Active Height Control Low Full Option	Camber Left – right error	4°28' +/-45' (4.47° +/-0.75°) 45' (0.75°) or less
	Active Height Control High Full Option	Camber Left – right error	1°47' +/-45' (1.78° +/-0.75°) 45' (0.75°) or less
URJ201L-GNTGKC	Active Height Control STD Option Less	Camber Left – right error	3°23' +/-45' (3.38° +/-0.75°) 45' (0.75°) or less
	Active Height Control Low Option Less	Camber Left – right error	4°29' +/-45' (4.48° +/-0.75°) 45' (0.75°) or less
	Active Height Control High Option Less	Camber Left – right error	1°48' +/-45' (1.80° +/-0.75°) 45' (0.75°) or less
	Active Height Control STD Full Option	Camber Left – right error	3°23' +/-45' (3.39° +/-0.75°) 45' (0.75°) or less
	Active Height Control Low Full Option	Camber Left – right error	4°29' +/-45' (4.49° +/-0.75°) 45' (0.75°) or less
	Active Height Control High Full Option	Camber Left – right error	1°48' +/-45' (1.80° +/-0.75°) 45' (0.75°) or less

(4) Standard steering axis inclination (unloaded vehicle):

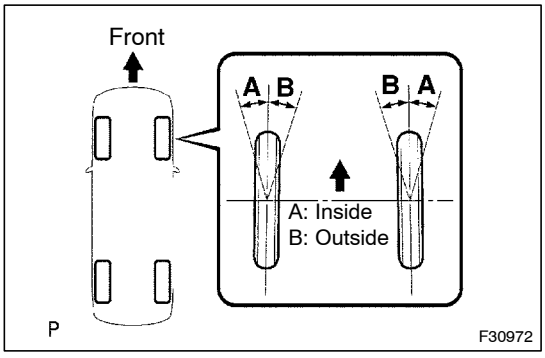
Vehicle Model	Suspension Package Option	Steering Axis Inclination : Reference	
URJ201L-GNTGKV	Active Height Control STD	Steering Axis	13°00' (13.00°)
	Active Height Control Low	Steering Axis	14°50' (14.83°)
	Active Height Control High	Steering Axis	11°58' (11.96°)
URJ201R-GNTGKQ	Active Height Control STD	Steering Axis	13°00' (13.00°)
	Active Height Control Low	Steering Axis	14°50' (14.83°)
	Active Height Control High	Steering Axis	11°58' (11.96°)
URJ201L-GNTGKW	Active Height Control STD	Steering Axis	13°00' (13.00°)
	Active Height Control Low	Steering Axis	14°50' (14.83°)
	Active Height Control High	Steering Axis	11°58' (11.96°)
URJ201L-GNTGKC	Active Height Control STD	Steering Axis	13°00' (13.00°)
	Active Height Control Low	Steering Axis	14°50' (14.83°)
	Active Height Control High	Steering Axis	11°58' (11.96°)

HINT:
The steering axis inclination is a reference value.



(5) Standard toe-in (unloaded vehicle):

Suspension Package Option	Item	A + B C – D
Active Height Control STD	Toe-in (total)	A + B: 0°00' +/-10' (0.00° +/-0.17°) C – D: 0 +/-2 mm (0 +/-0.0787 in.)



(6) Standard wheel turning angle (unloaded vehicle):

Vehicle Model	Suspension Package Option	Inside wheel angle	Outside wheel angle : Reference
URJ201L-GNTGKV	Active Height Control STD	33°28' to 36°28' (33.46° to 36.46°)	32°02' (32.03°)
	Active Height Control Low	32°43' to 35°43' (32.71° to 35.71°)	30°17' (30.29°)
	Active Height Control High	33°44' to 36°44' (33.74° to 36.74°)	33°37' (33.62°)
URJ201R-GNTGKQ	Active Height Control STD	33°28' to 36°28' (33.46° to 36.46°)	32°02' (32.03°)
	Active Height Control Low	32°43' to 35°43' (32.71° to 35.71°)	30°17' (30.29°)
	Active Height Control High	33°44' to 36°44' (33.74° to 36.74°)	33°37' (33.62°)
URJ201L-GNTGKW	Active Height Control STD	33°28' to 36°28' (33.46° to 36.46°)	32°02' (32.03°)
	Active Height Control Low	32°43' to 35°43' (32.71° to 35.71°)	30°17' (30.29°)
	Active Height Control High	33°44' to 36°44' (33.74° to 36.74°)	33°37' (33.62°)
URJ201L-GNTGKC	Active Height Control STD	33°28' to 36°28' (33.46° to 36.46°)	32°02' (32.03°)
	Active Height Control Low	32°43' to 35°43' (32.71° to 35.71°)	30°17' (30.29°)
	Active Height Control High	33°44' to 36°44' (33.74° to 36.74°)	33°37' (33.62°)

HOW TO USE THIS MANUAL

1. BODY PANEL REPLACEMENT IN THIS MANUAL

BODY PANEL REPLACEMENT BP-34

Ⓐ **QUARTER PANEL (CUT)**

Ⓑ 

Ⓒ • With the body lower back panel removed.

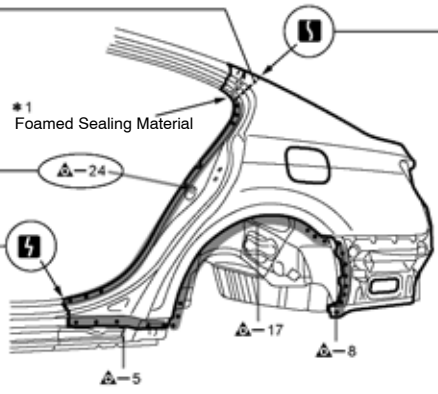
Ⓓ Symbol meaning

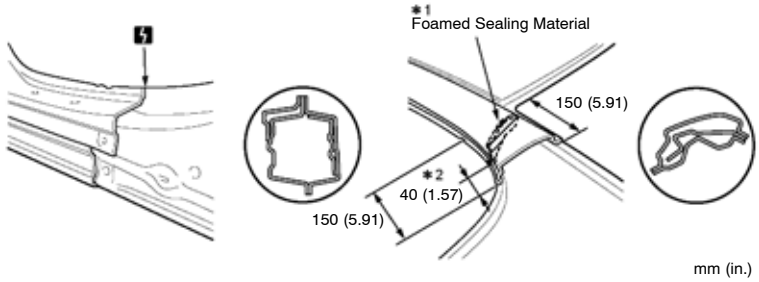
▲▲▲ : Remove Weld Points : Cut and Join Location

: Cut Location for Supply Parts

REMOVAL

Ⓗ Ⓗ





mm (in.)

Ⓕ REMOVAL POINT

1 Remove the fuel filler opening Lid at the same time.

Ⓐ REPLACEMENT PARTS

QUARTER PANEL (CUT)

- Replacement method
  - (ASSY)...Assembly replacement
  - (CUT)...Major cutting (less than 1/2 of part used)
  - (CUT-H)...Half cutting (about 1/2 of part used)
  - (CUT-P)...Partial cutting (most of part used)
- Replacement part

Ⓑ PART LOCATION

Ⓒ REMOVAL AND INSTALLATION CONDITIONS

Ⓓ SYMBOL MEANING

Ⓔ REMOVAL DIAGRAM

Ⓕ REMOVAL GUIDE

Ⓖ WELDING EXPLANATION (See page IN-45)

Ⓗ SYMBOLS (See page IN-43)

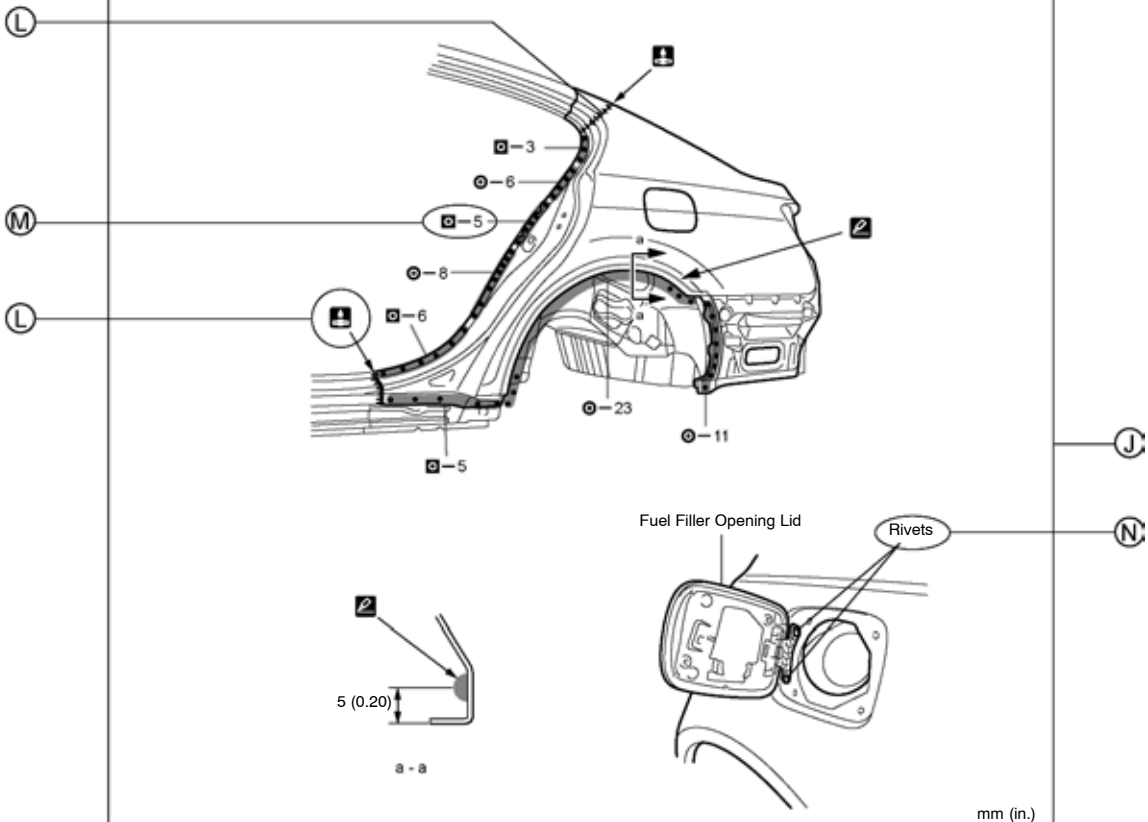
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BP-36 BODY PANEL REPLACEMENT

Symbol meaning

: Spot Weld : Plug Weld : Butt Weld : Body Sealer

INSTALLATION



INSTALLATION POINT

1 Inspect the fitting of the reated around the new parts befor welding.
This affects the appearance of the finish.

2 Temporarily install the new parts and measure each part of the new parts in accordance with the body dimension diagram. (See the body dimension diagram)

3 Before temporarily installing the new parts, apply body sealer to the wheel arch.
HINT:
1) Apply body sealer evenly about 5 mm (0.20 in.) from the flange, avoiding any oozing.
2) Apply body sealer evenly, about 3 – 4 mm (0.12 – 0.16 in.) in diameter.

(I) SYMBOL MEANING

(J) INSTALLATION DIAGURAM

(K) INSTALLATION GUIDE

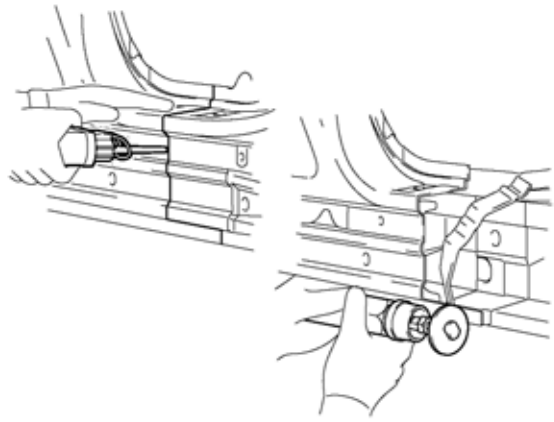
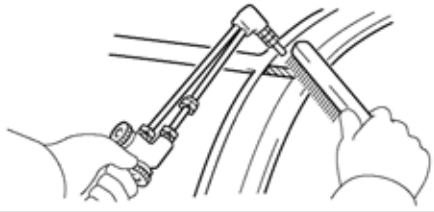
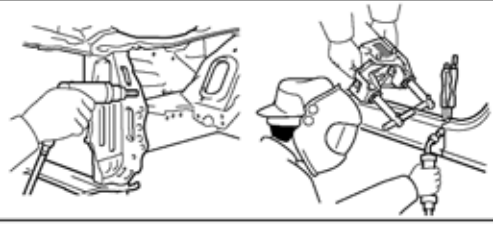
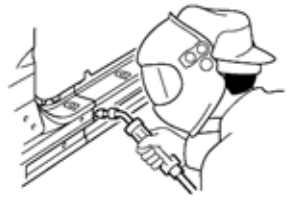
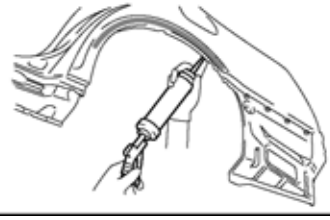
(L) SYMBOLS (See page IN-43)

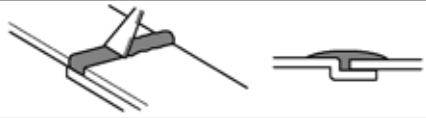
(M) WELDING EXPLANATION (See page IN-45)

(N) PART NAME

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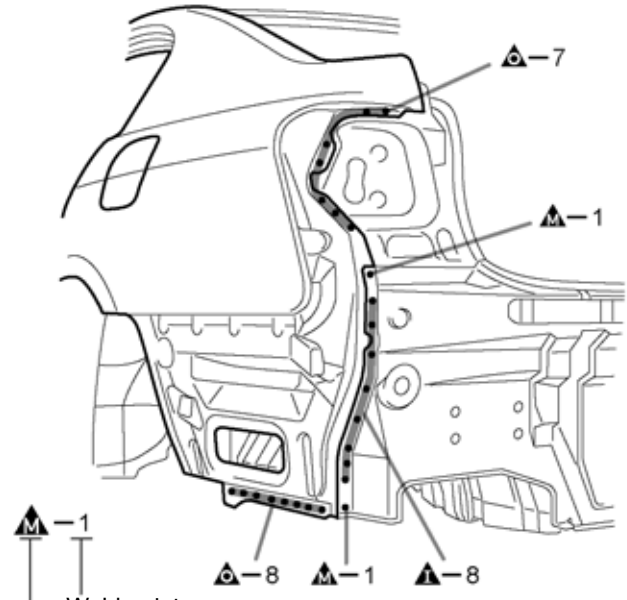
2. SYMBOLS

REPAIR AREA INDICATOR SYMBOLS		REPAIR METHOD INDICATOR SYMBOLS		ILLUSTRATION
	CUT		CUT AND JOIN LOCATION (SAW CUT)	
			CUT AND JOIN LOCATION (Cut Location for Supply Parts)	
			CUT LOCATION	
			CUT WITH DISC SANDER, ETC.	
	BRAZE		BRAZING OR ARC BRAZING FOR REMOVAL	
	BRAZE		BRAZE	
	WELD POINTS		SPOT WELD OR PLUG WELD (refer to “ILLUSTRATION OF WELD POINT SYMBOLS”)	
	WELDING		BUTT WELD	
			FILLET WELD	
	BODY SEALER		BODY SEALER	 F31237

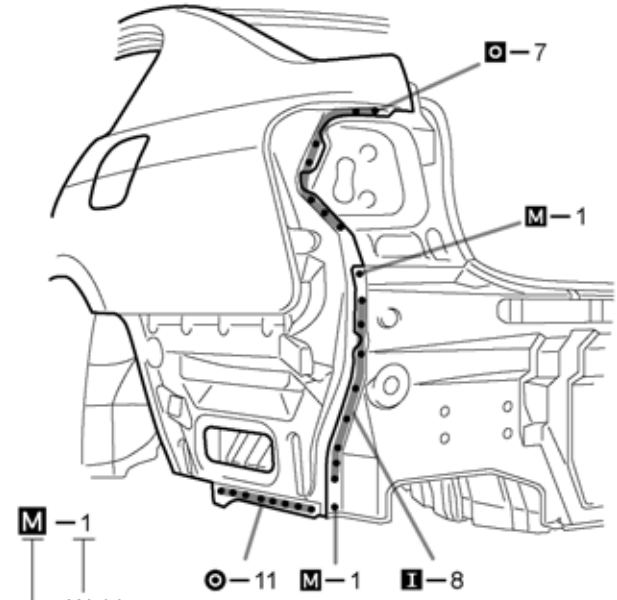
REPAIR AREA INDICATOR SYMBOLS		REPAIR METHOD INDICATOR SYMBOLS		ILLUSTRATION
—	ASSEMBLY MARK	⊕	STANDARD HOLE FOR INSTALLATION	—
++++++++++	BODY SEALER	—	FLAT FINISHING	
———			NO FLAT FINISHING	 F31238

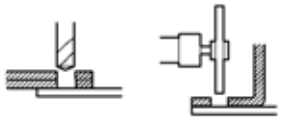
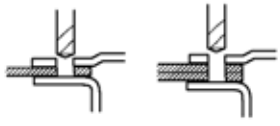
3. ILLUSTRATION OF WELD POINT SYMBOLS

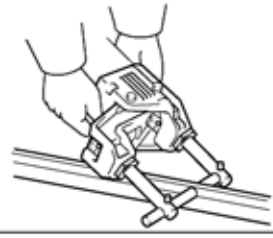
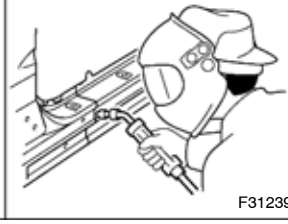
REMOVAL



INSTALLATION



SYMBOLS	MEANING	ILLUSTRATION
▲	Remove Weld Points	
O	Position of Panel Being Replaced is on Outside	
M	Position of Panel Being Replaced is in Center	
I	Position of Panel Being Replaced is on Inside	

SYMBOLS	MEANING	ILLUSTRATION
●	Spot Welding	
■	Plug Welding	
+	Spot MIG Welding	

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