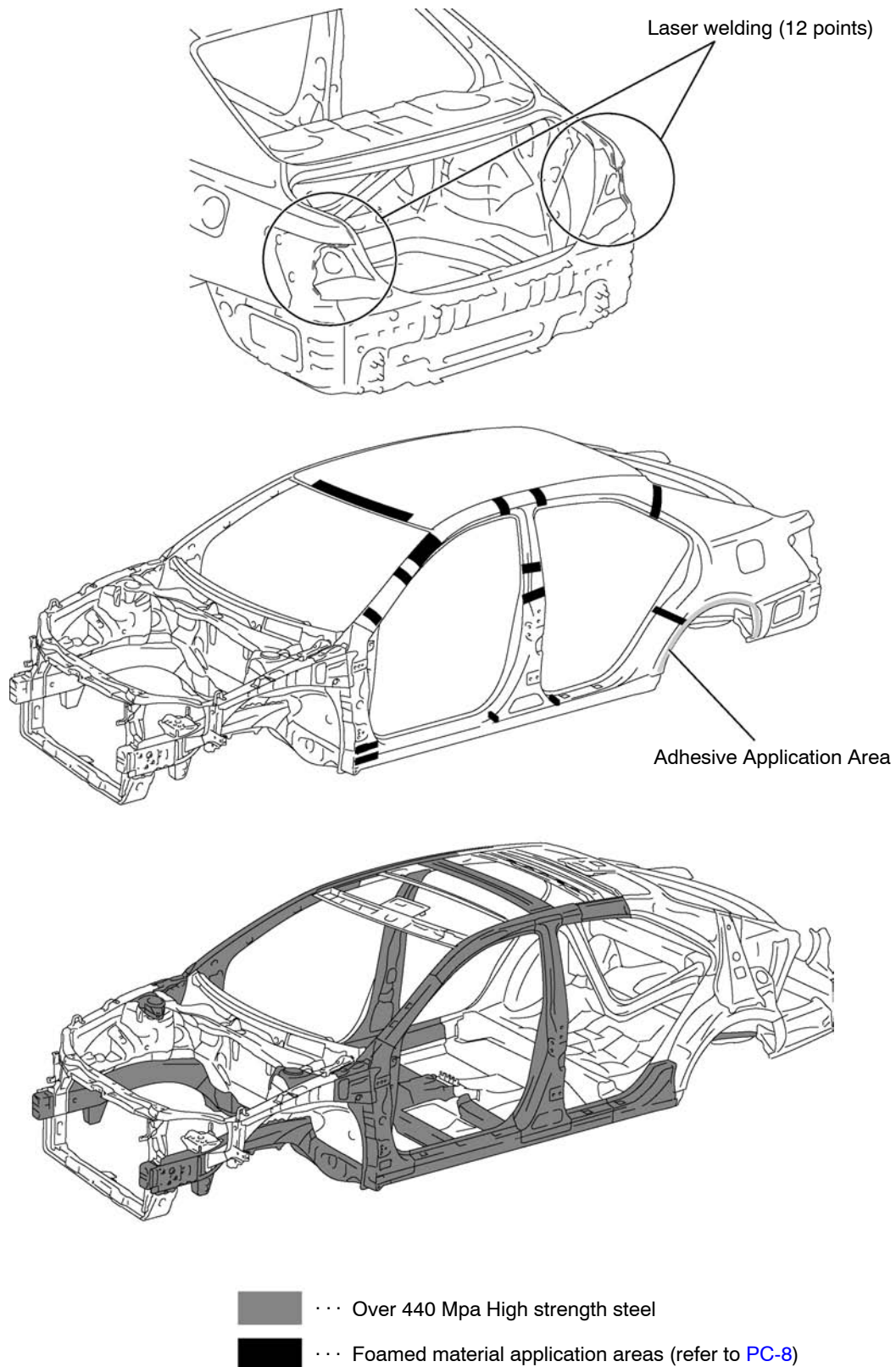


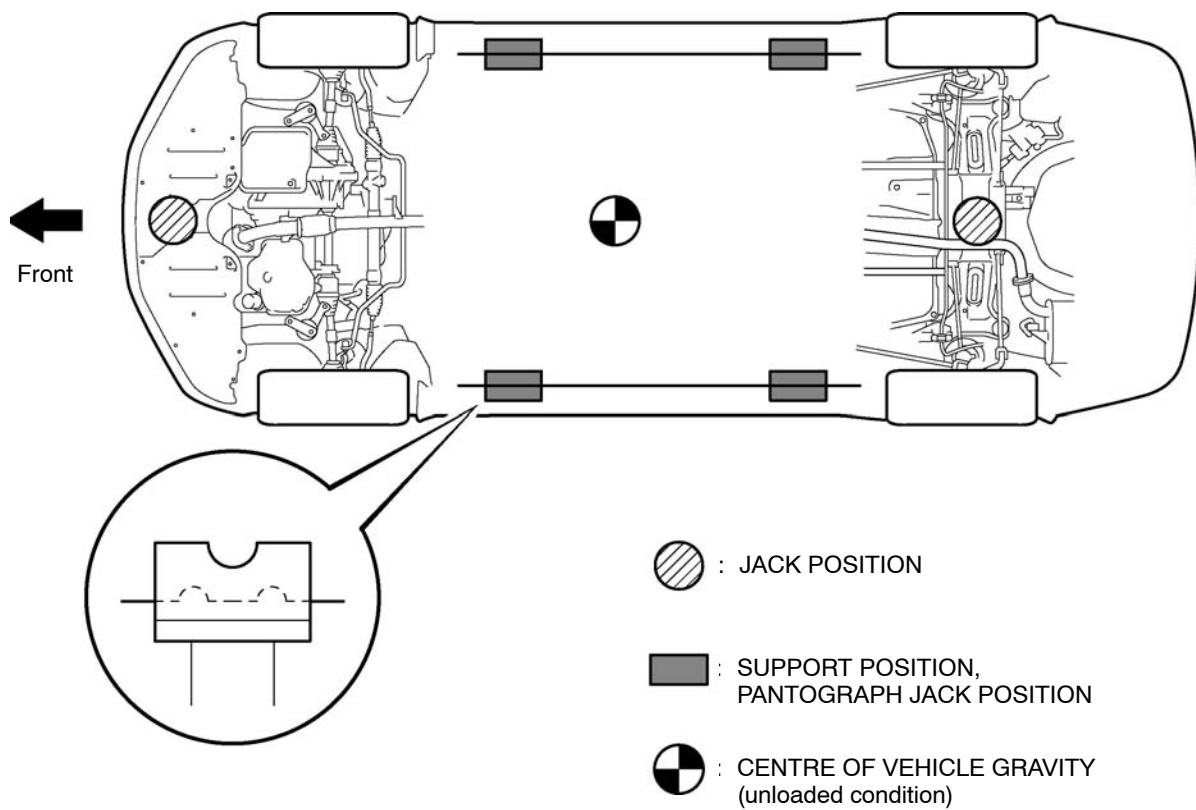
# ABOUT THIS VEHICLE

## STRUCTURAL OUTLINE

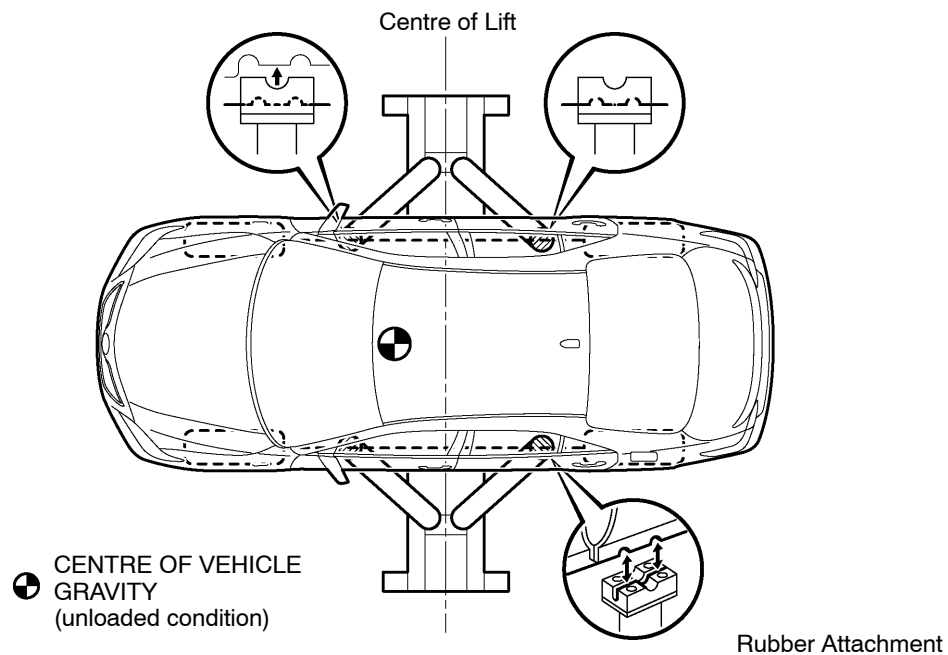


# NOTICE ABOUT VEHICLE CONDITION WHEN JACKING UP VEHICLE

## 1. NOTICE FOR USING JACK AND SAFETY STAND

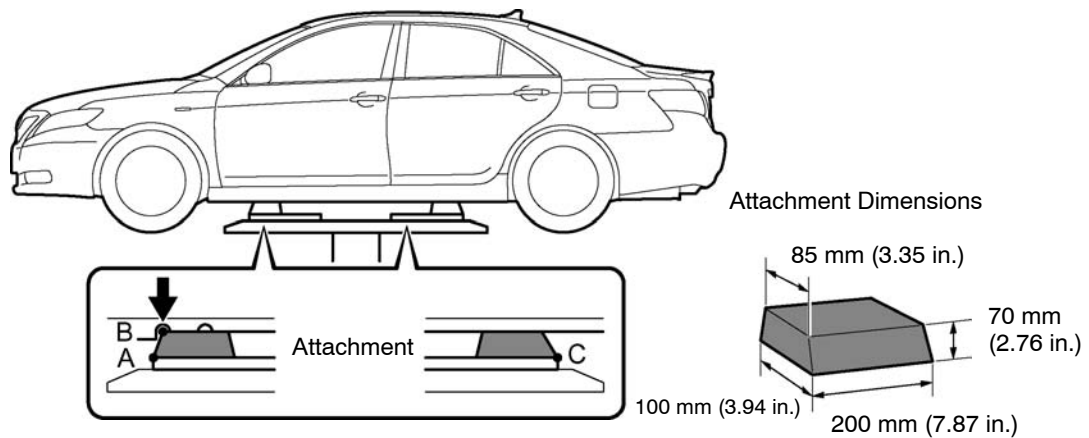


## 2. NOTICE FOR USING SWING ARM TYPE LIFT



D100367

## 3. NOTICE FOR USING PLATE TYPE LIFT



### HINT:

Right and left set position  
Place the vehicle over the centre of the lift.

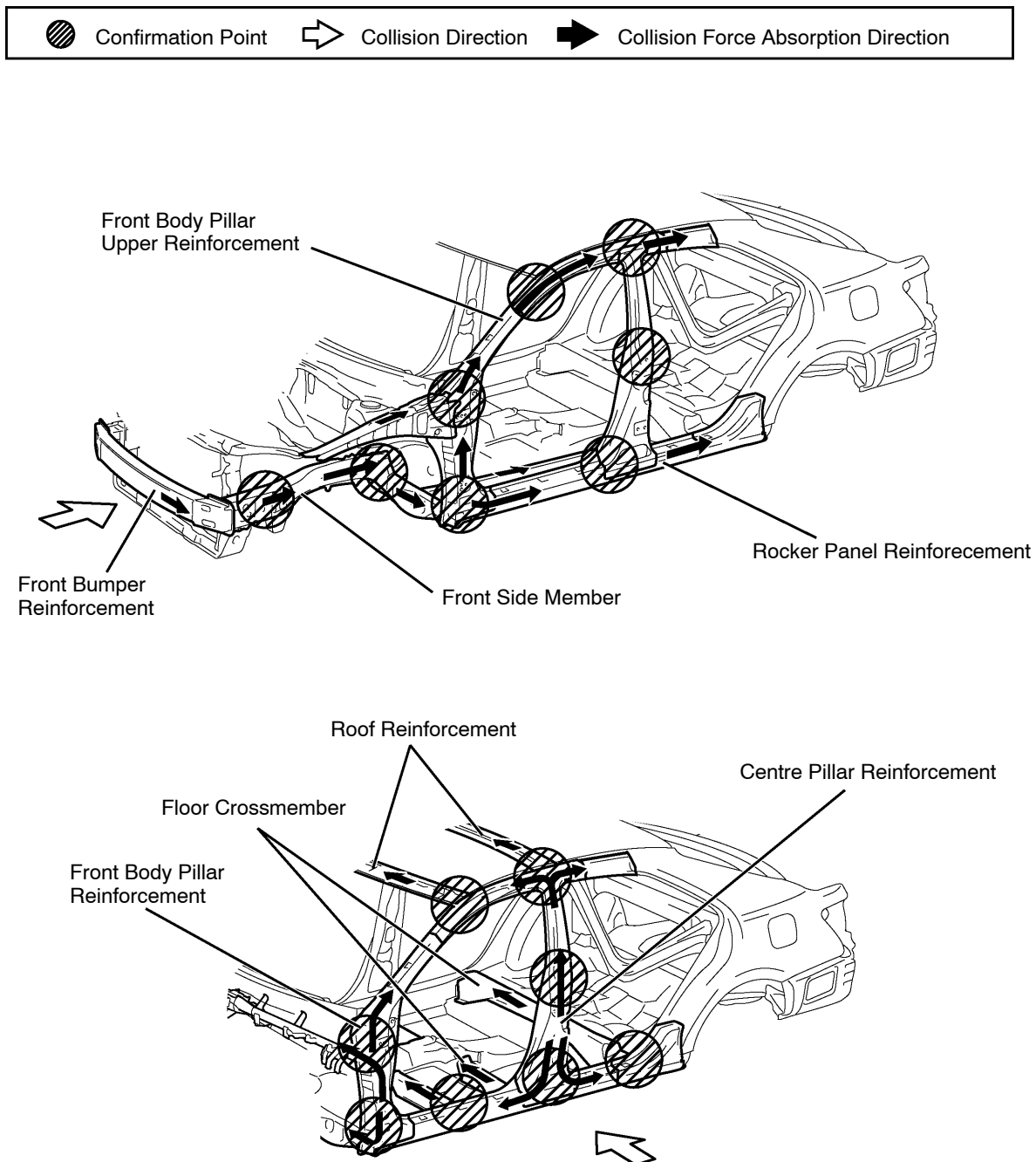
mm (in.)

### HINT:

Front and left set position  
Place the attachments at the ends of the rubber plate surface, under the vehicle lift pad (A and C in the illustration).  
Raise the plate slightly and reposition the vehicle so the top of the attachment (B in the illustration) is aligned with the front side notch in the vehicle rocker flange.

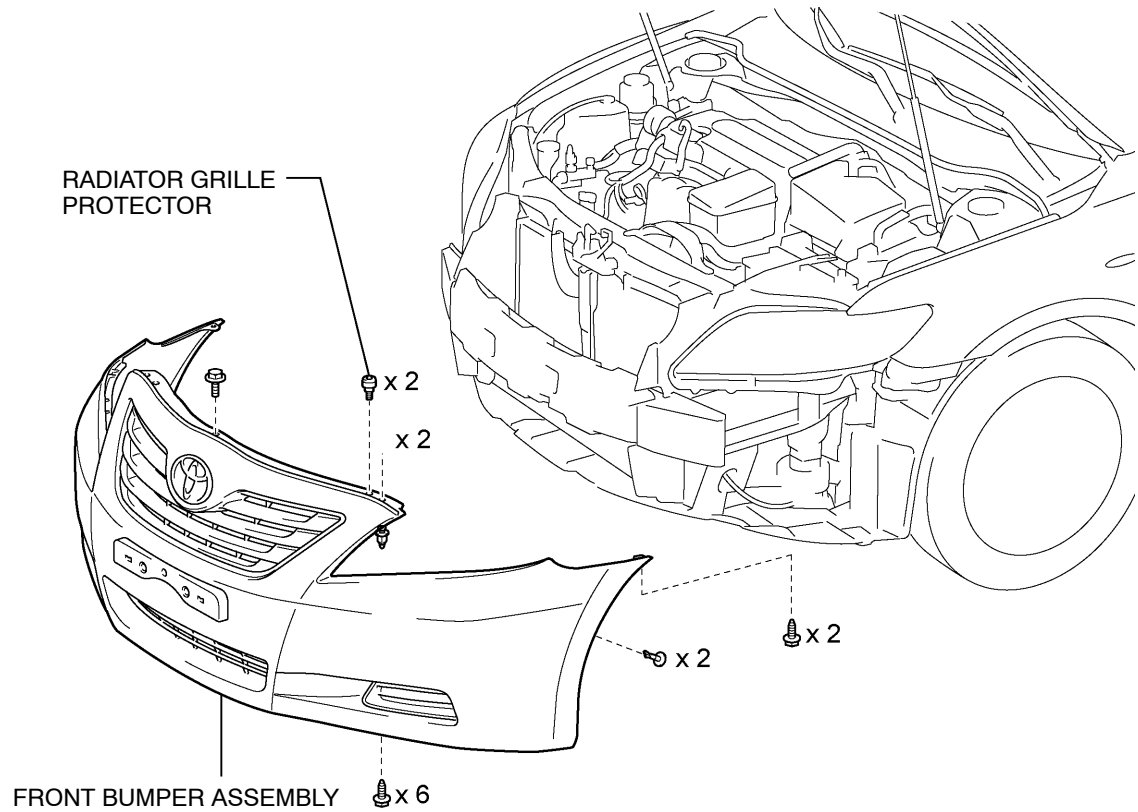
F30268

# DAMAGE DIAGNOSIS

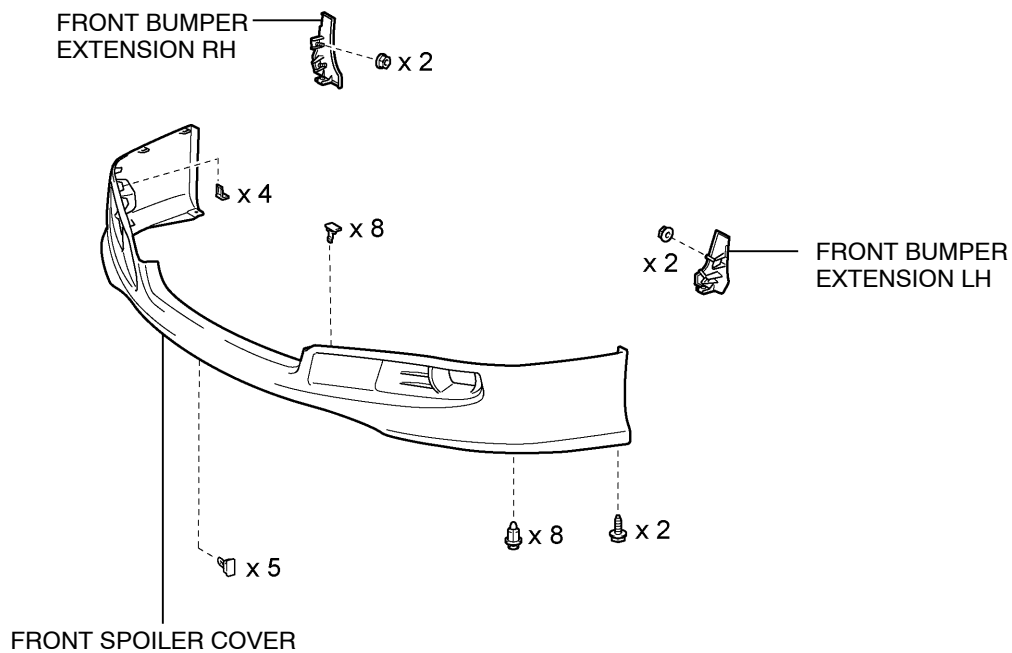


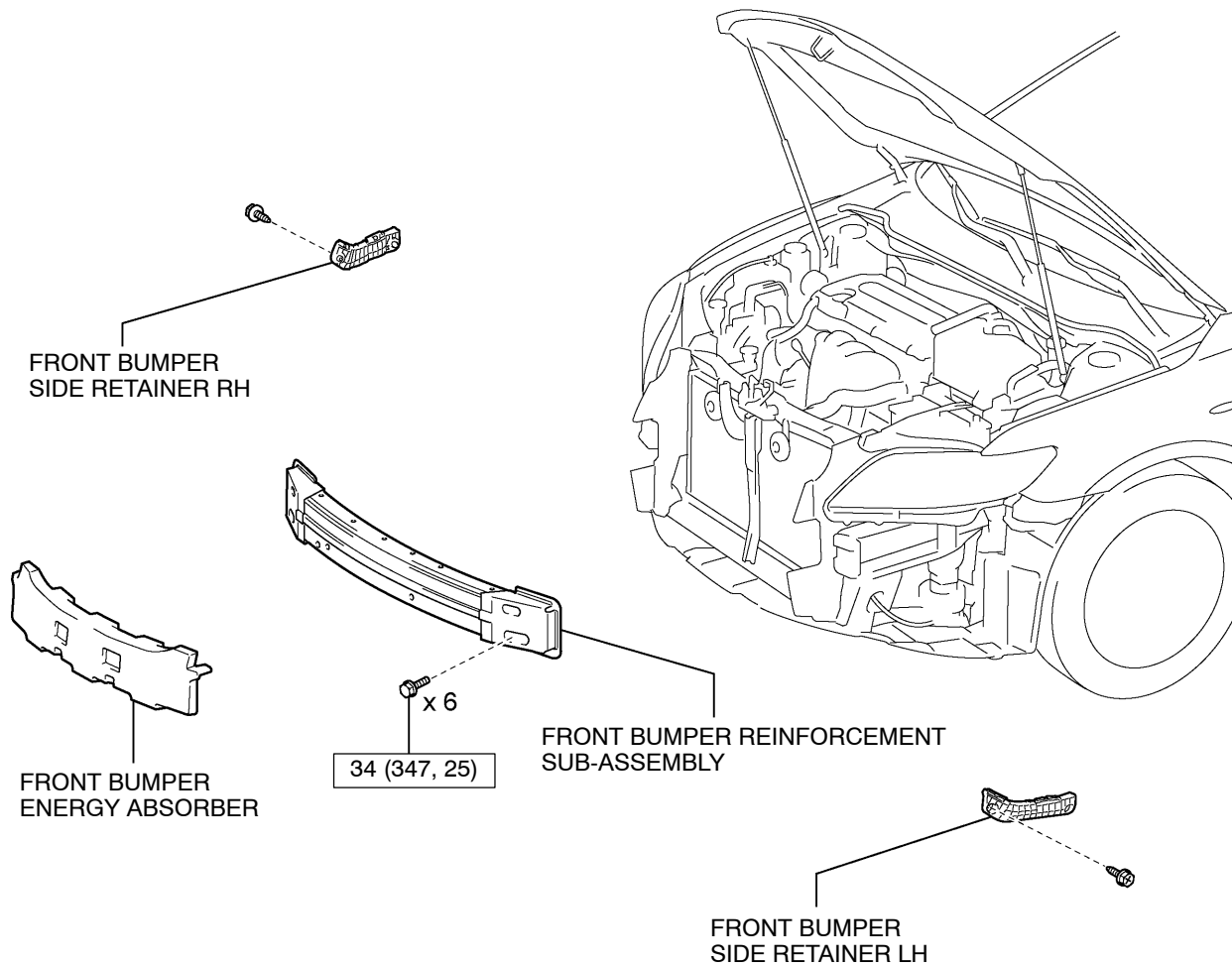
# COMPONENTS

## 1. FRONT BUMPER



### with Front Spoiler:

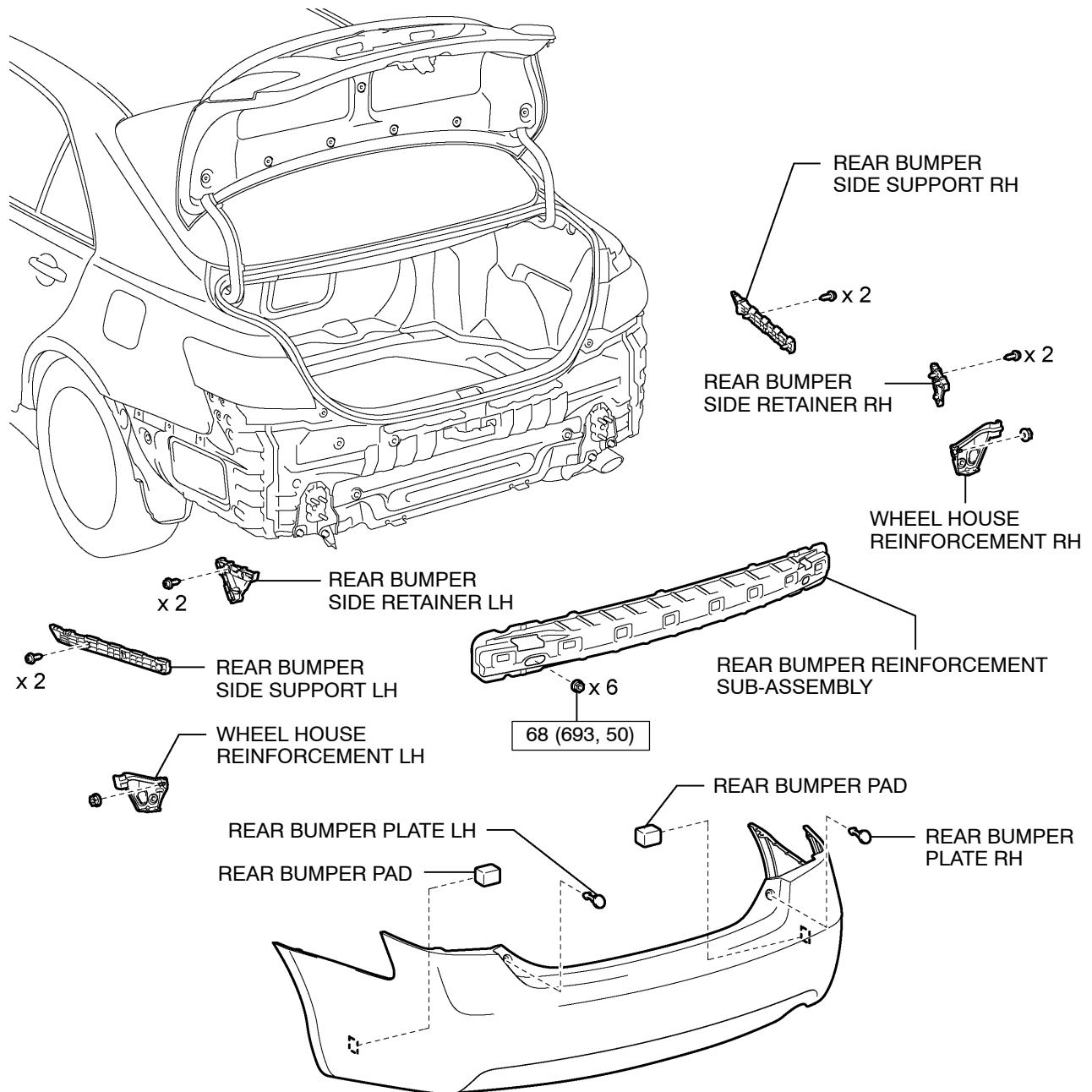


**CAUTION:**

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

## 2. REAR BUMPER

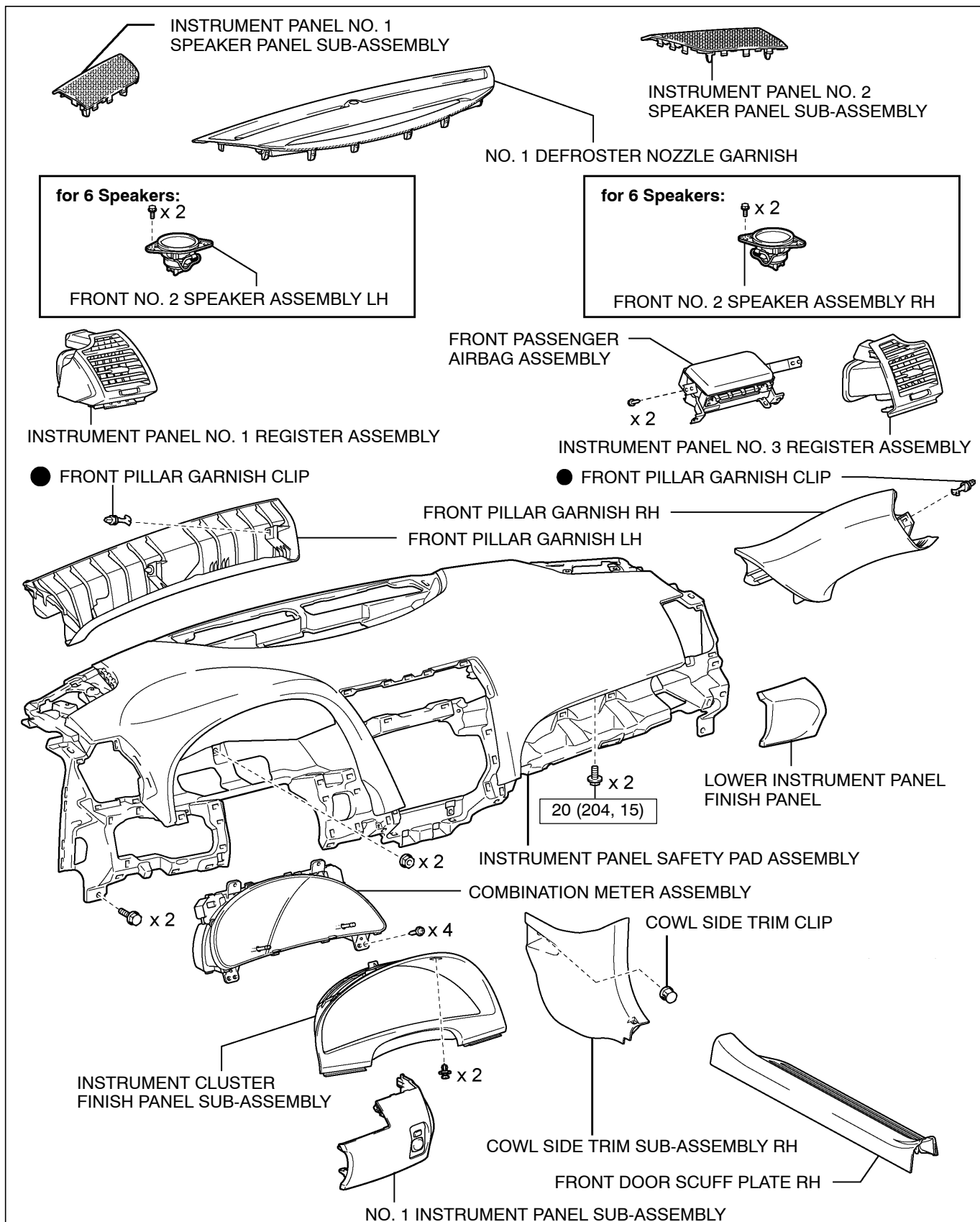


### CAUTION:

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

### 3. INSTRUMENT PANEL

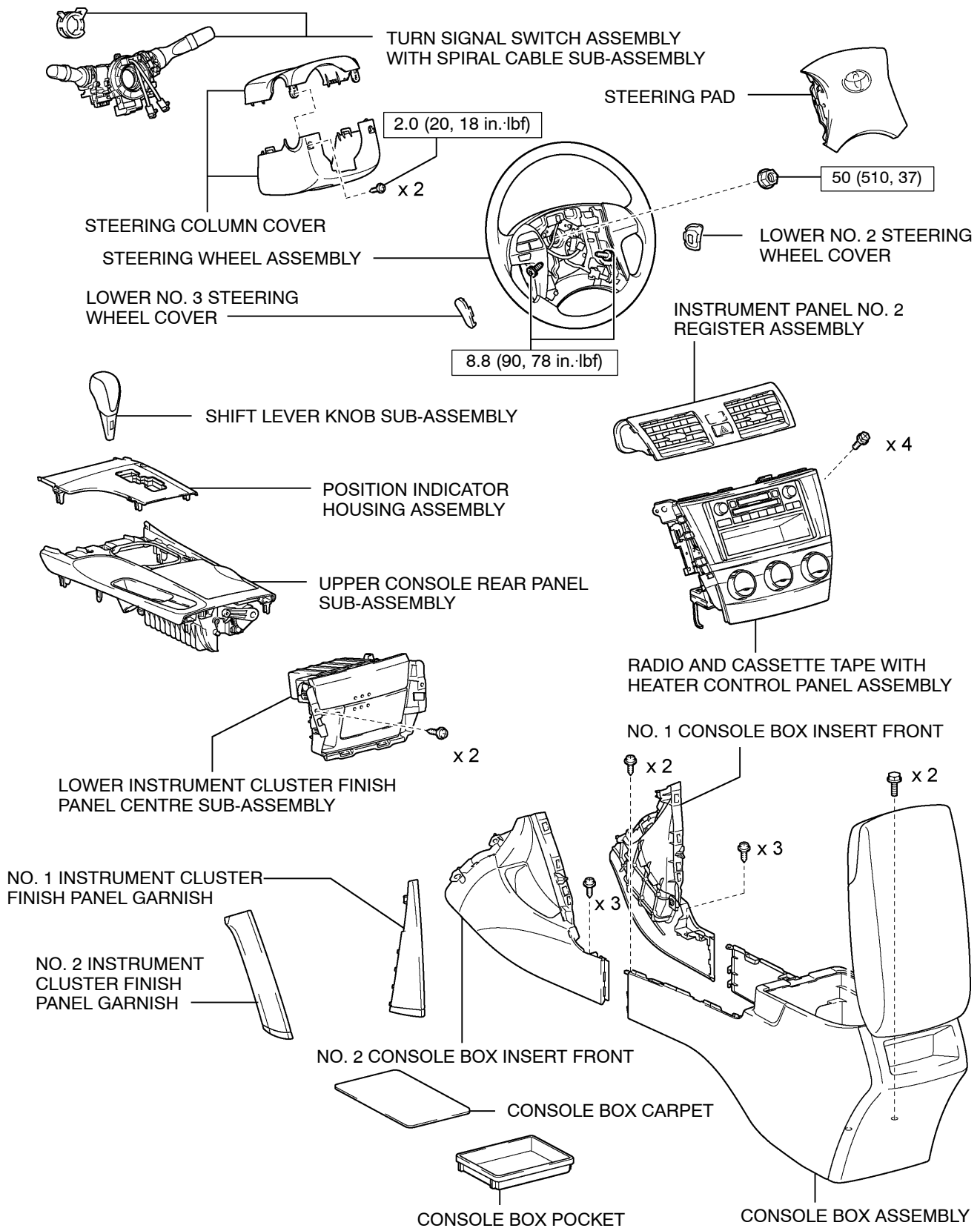

**CAUTION:**

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

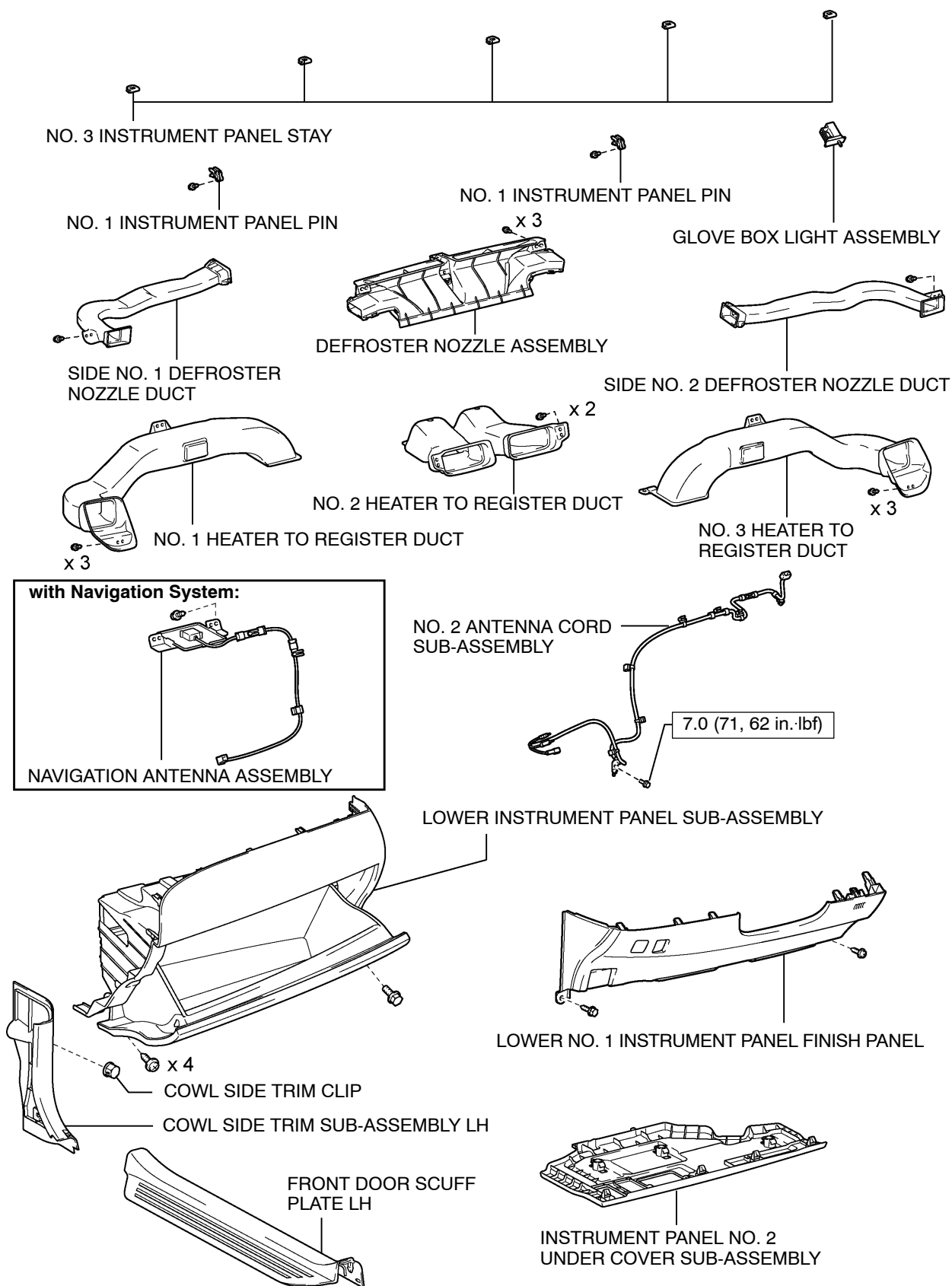
● Non-reusable part



**CAUTION:**

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

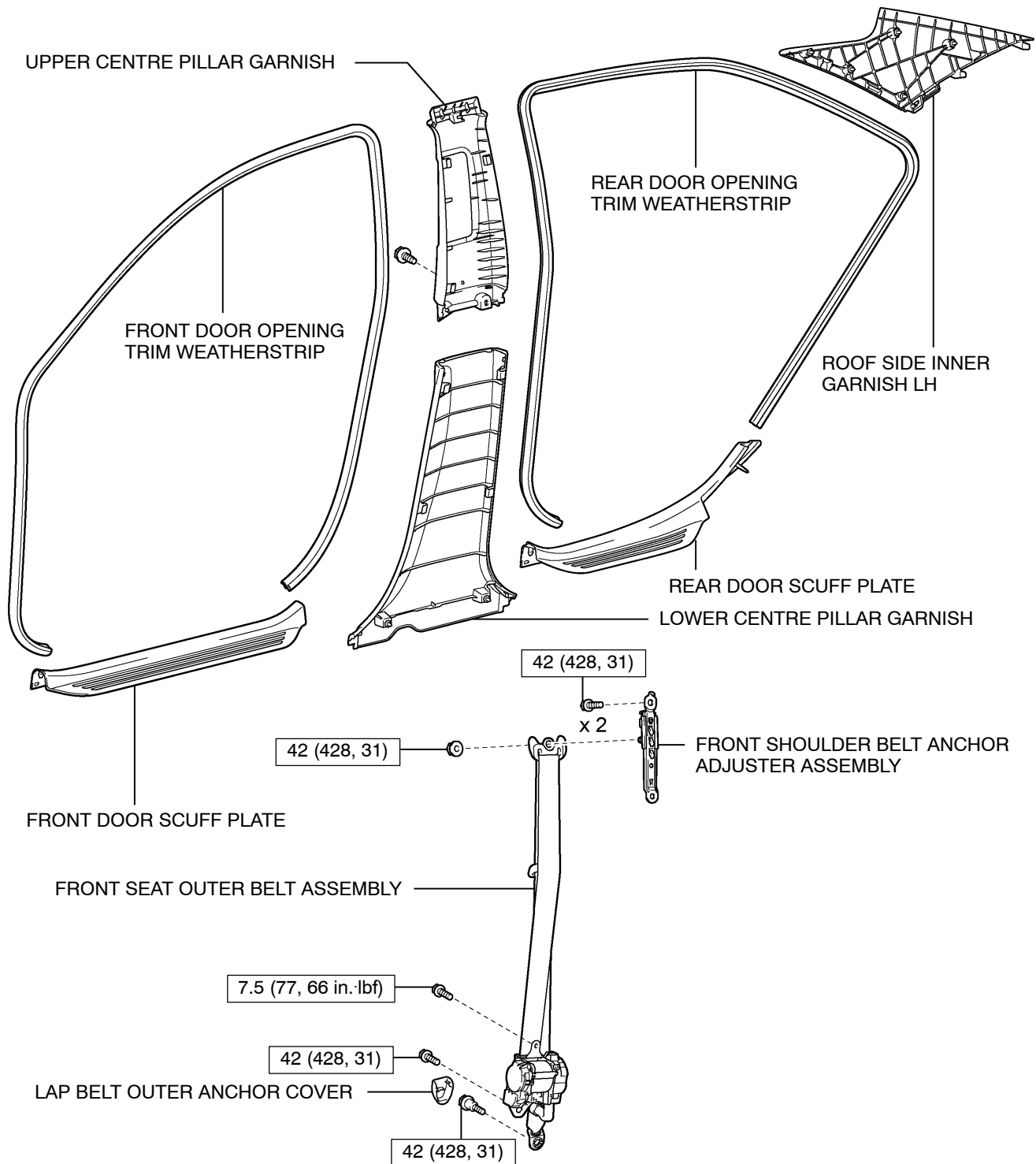
N·m (kgf·cm, ft.·lbf) : Specified torque

**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

## 4. INTERIOR TRIM

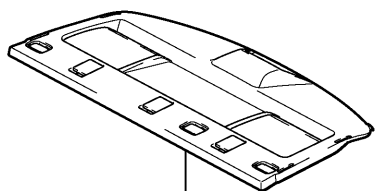


### CAUTION:

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

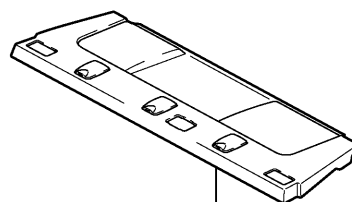
**N·m (kgf·cm, ft.·lbf)** : Specified torque

**without Rear Sunshade:**

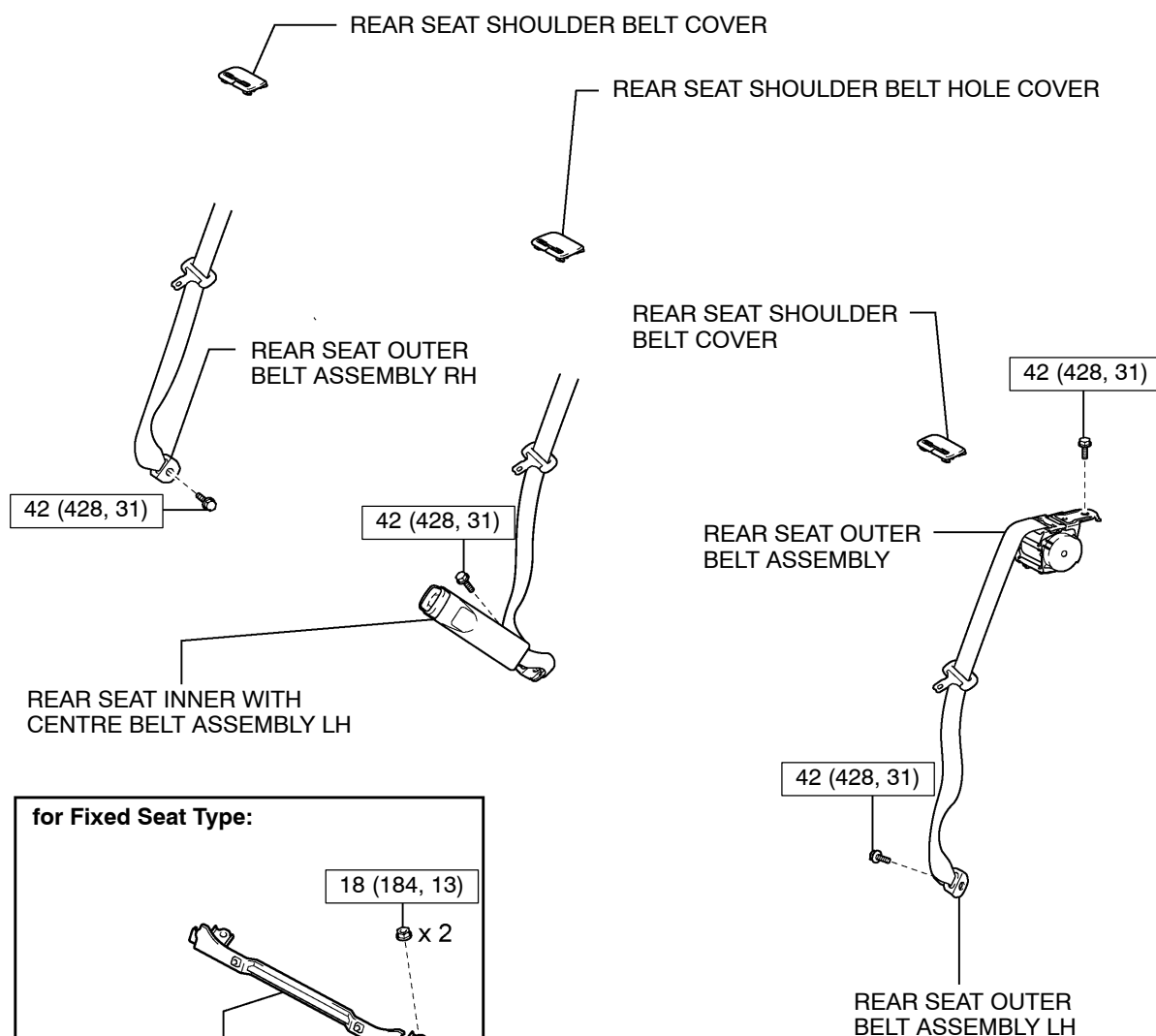


PACKAGE TRAY TRIM PANEL ASSEMBLY

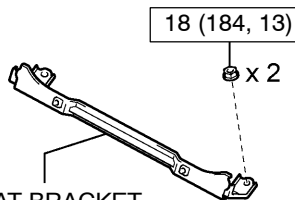
**for Rear Sunshade:**



PACKAGE TRAY TRIM PANEL ASSEMBLY



**for Fixed Seat Type:**



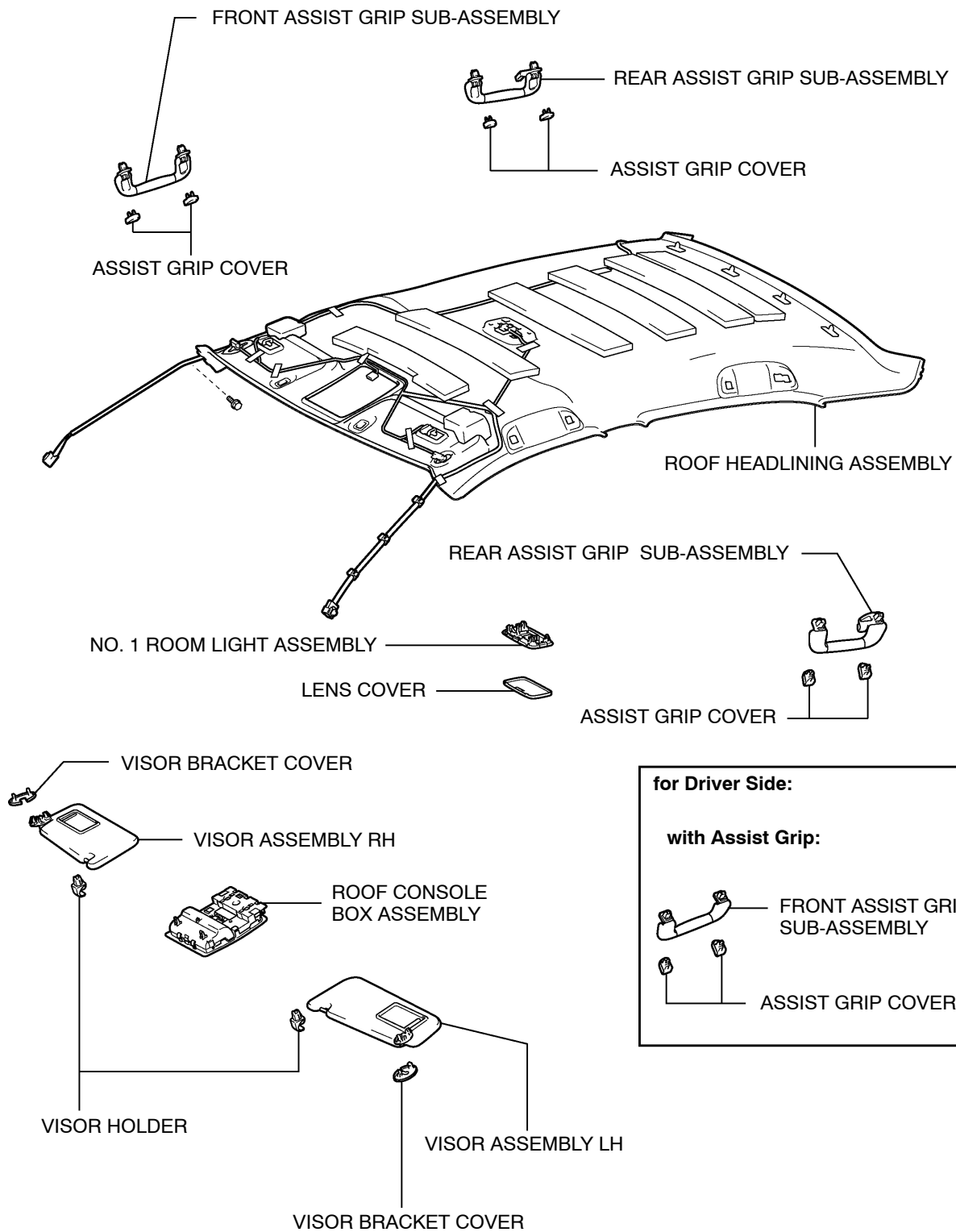
NO. 1 SEAT BRACKET

**CAUTION:**

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

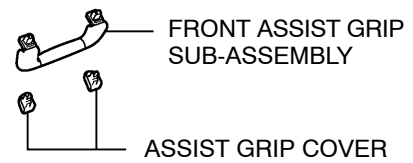
N·m (kgf·cm, ft.·lbf) : Specified torque

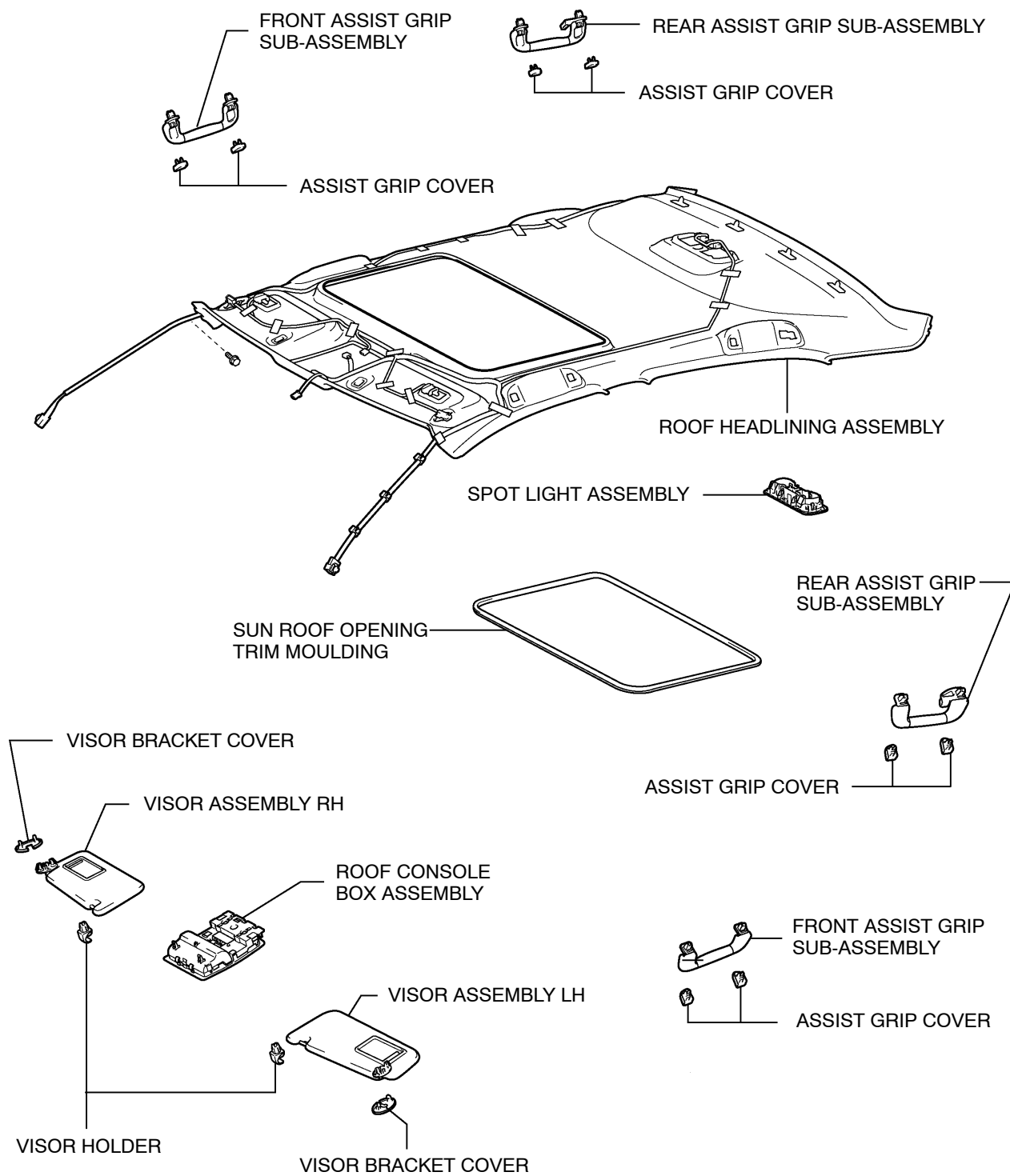
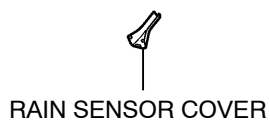
**without Sliding Roof:**



**for Driver Side:**

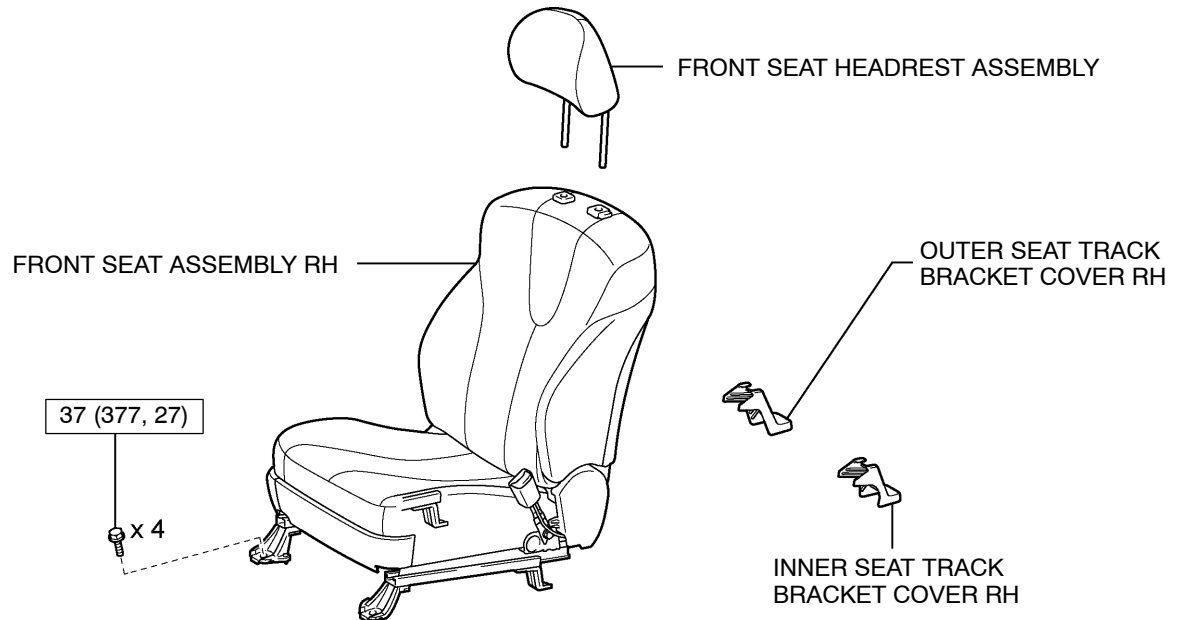
**with Assist Grip:**



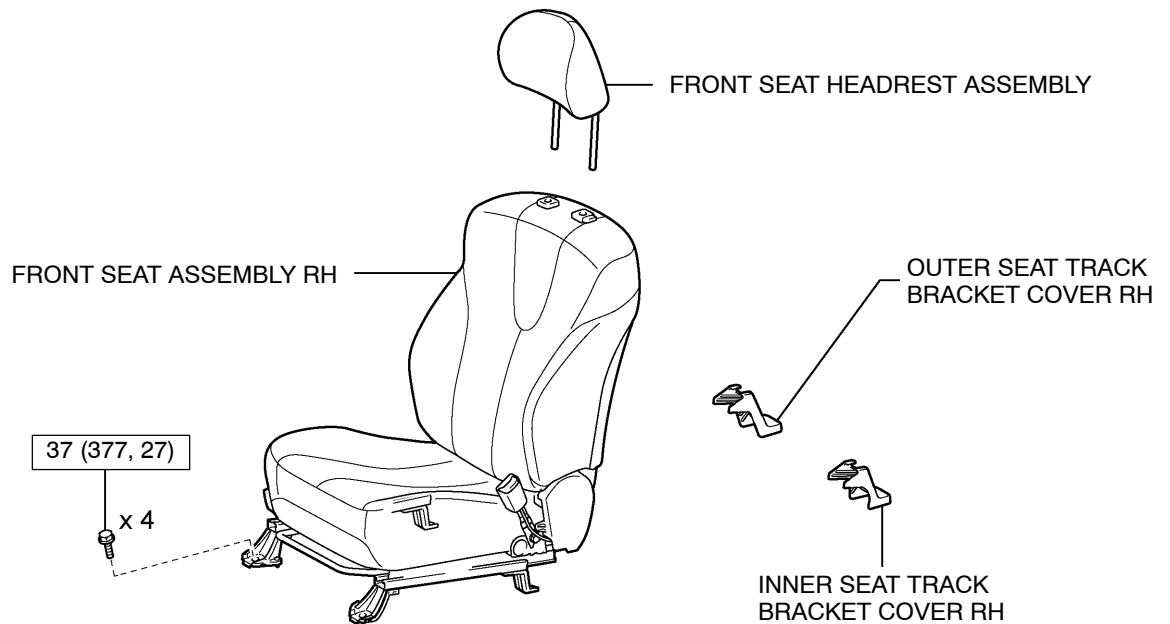
**with Sliding Roof:****with Rain Sensor:**

## 5. FRONT SEAT

for Power Seat:



for Manual Seat:



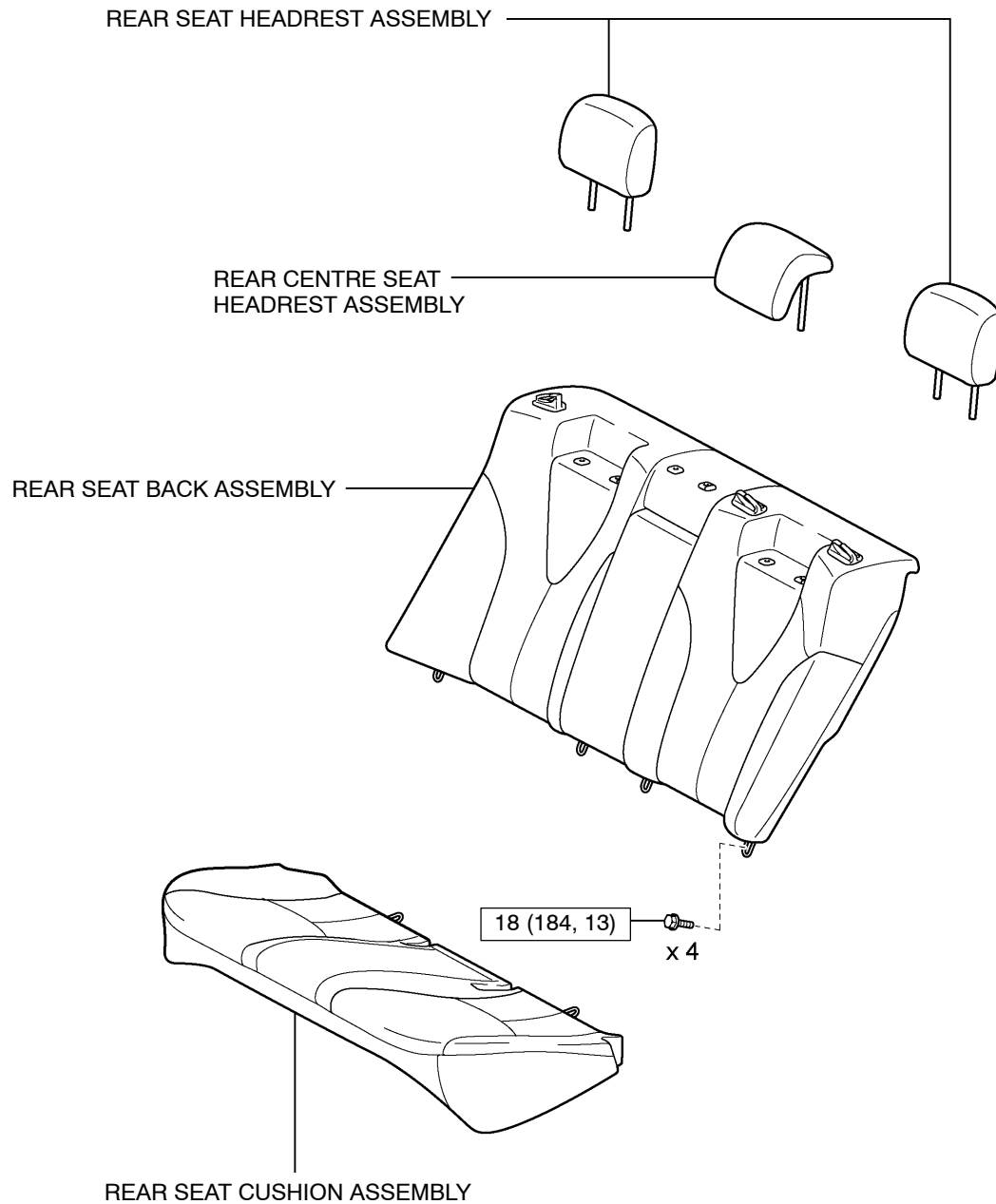
**CAUTION:**

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

## 6. REAR SEAT

for Fixed Seat Type:



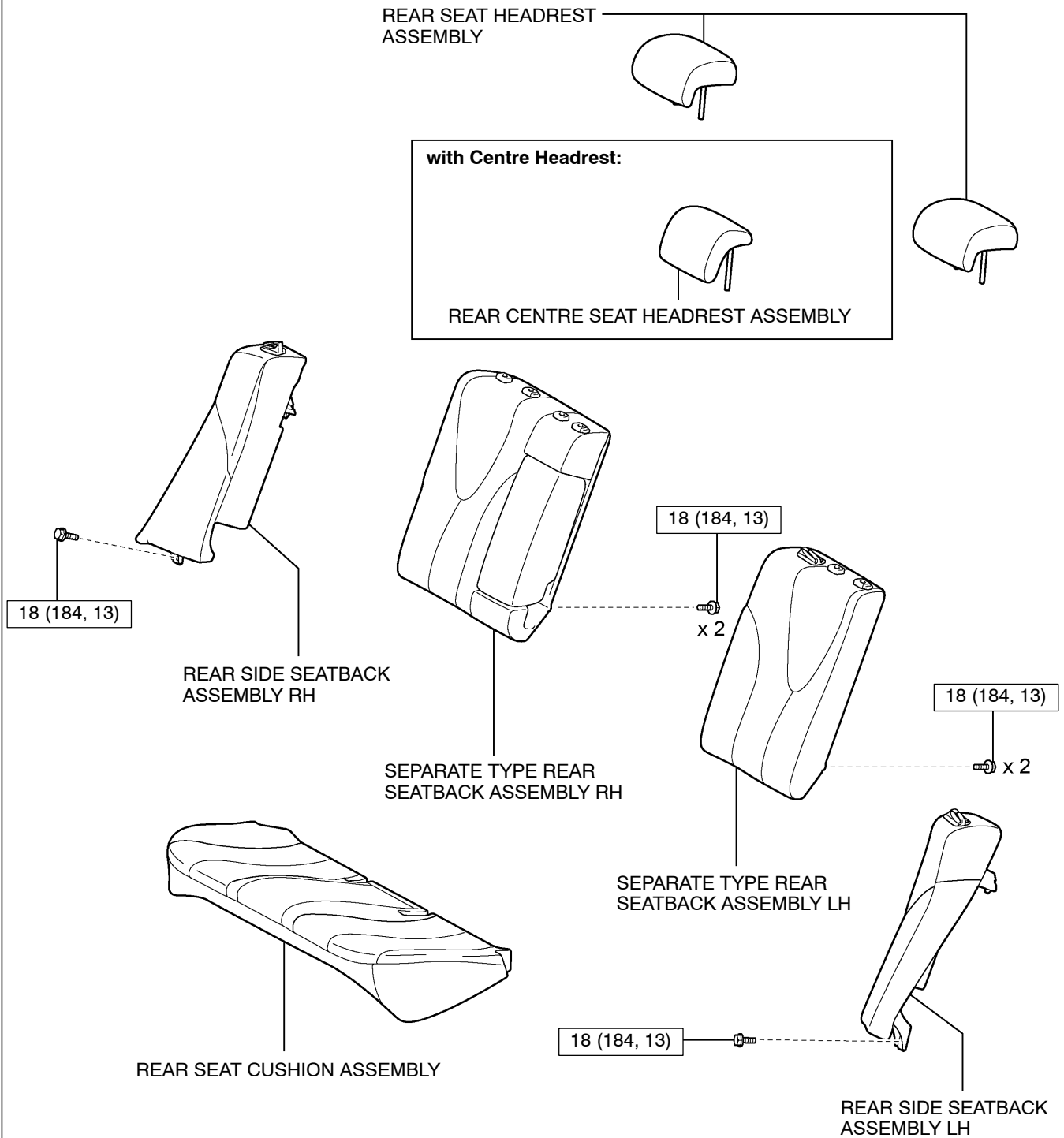
### CAUTION:

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



for Fold Down Seat Type:



**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

# WHEEL ALIGNMENT STANDARD

## 1. FRONT WHEEL ALIGNMENT

### Vehicle height:

for Australia

Model	Front A – B	Rear C – D
ACV40R-DEADKQ	129 mm (5.08 in.)	44 mm (1.73 in.)
ACV40R-DEAGKQ		
ACV40R-DEANKQ		
ACV40R-DEAVKQ	131 mm (5.16 in.)	49 mm (1.93 in.)
ACV40R-DEMDKQ	121 mm (4.76 in.)	45 mm (1.77 in.)
ACV40R-DEMVKQ	125 mm (4.92 in.)	51 mm (2.01 in.)
GSV40R-JETDKQ	128 mm (5.04 in.)	47 mm (1.85 in.)
GSV40R-JETKGQ		
GSV40R-JETNKQ		
GSV40R-JETSKQ	130 mm (5.12 in.)	51 mm (2.01 in.)
GSV40R-JETVKQ		

for Papua New Guinea and Fiji

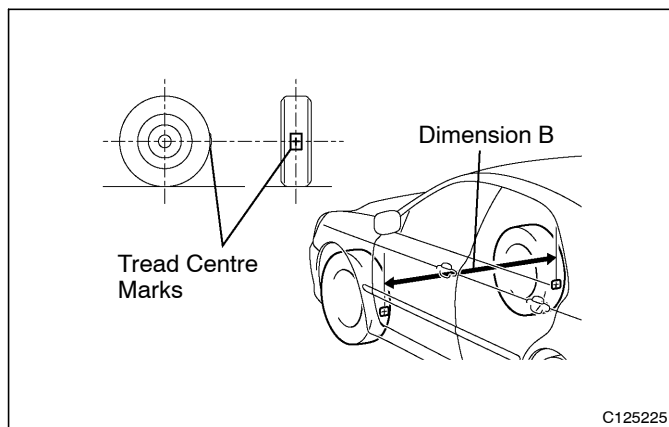
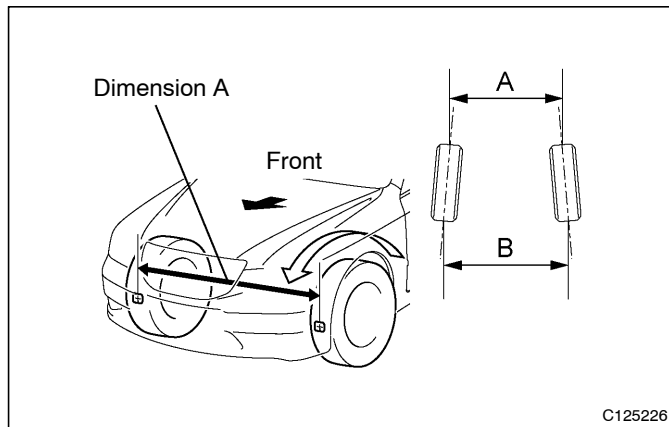
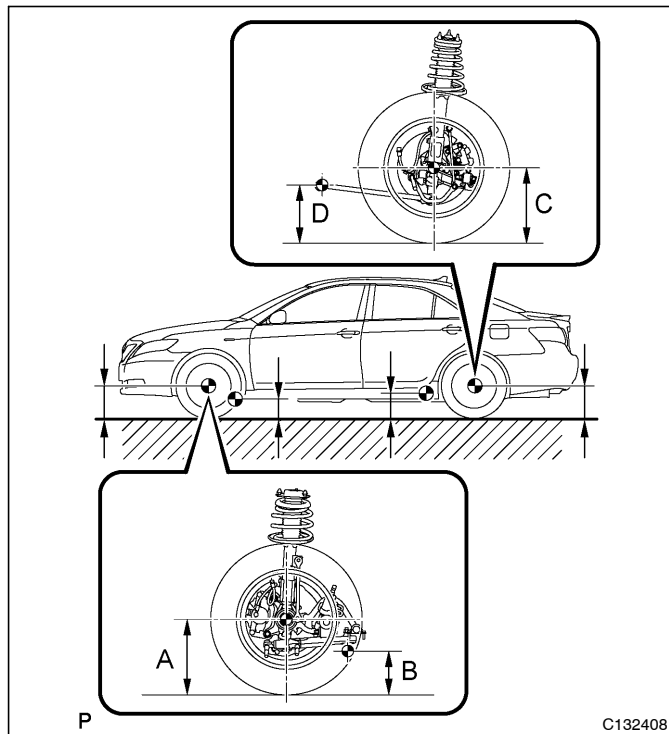
Model	Front A – B	Rear C – D
ACV40R-DEANKQ	119 mm (4.69 in.)	35 mm (1.38 in.)
GSV40R-JETNKQ		

for GCC

Model	Front A – B	Rear C – D
ACV40L-DEADKV	129 mm (5.08 in.)	44 mm (1.73 in.)
ACV40L-DEANKV		
ACV40L-DEASKV	131 mm (5.16 in.)	49 mm (1.93 in.)
ACV40L-DEMDKV	121 mm (4.76 in.)	45 mm (1.77 in.)
ACV40L-DEMNVK		
ACV40L-DEMSKV	125 mm (4.92 in.)	51 mm (2.01 in.)
GSV40L-JETDKV	128 mm (5.04 in.)	47 mm (1.85 in.)
GSV40L-JETKGV		

### Toe-in:

Toe-in (total)	—
A – B:	0 ± 2 mm (0 ± 0.08 in.)



**Wheel turning angle:**

for Australia

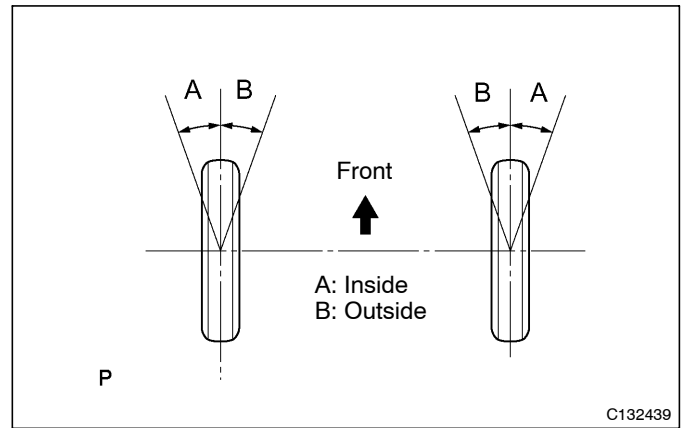
Inside wheel	Outside wheel (reference)
$38^{\circ}22' \pm 2^{\circ}$ ( $38.37^{\circ} \pm 2^{\circ}$ )	$33^{\circ}33'$ ( $33.55^{\circ}$ )

for Papua New Guinea and Fiji

Inside wheel	Outside wheel (reference)
$38^{\circ}42' \pm 2^{\circ}$ ( $38.70^{\circ} \pm 2^{\circ}$ )	$33^{\circ}46'$ ( $33.77^{\circ}$ )

for GCC

Inside wheel	Outside wheel (reference)
$38^{\circ}22' \pm 2^{\circ}$ ( $38.37^{\circ} \pm 2^{\circ}$ )	$33^{\circ}33'$ ( $33.55^{\circ}$ )

**Camber:**

for Australia

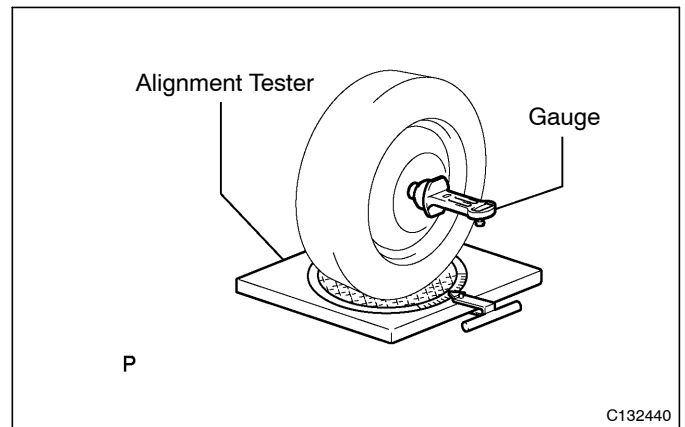
Model	Camber	Right-left difference
ACV40R-DEADKQ	−0° 45' +- 45' (− 0.75° +- 0.75°)	45' (0.75°) or less
ACV40R-DEAGKQ		
ACV40R-DEANKQ		
ACV40R-DEAVKQ		
ACV40R-DEMDKQ	−0° 40' +- 45' (− 0.67° +- 0.75°)	
ACV40R-DEMVKQ		
GSV40R-JETDKQ		
GSV40R-JETKGQ		
GSV40R-JETNKQ	−0° 45' +- 45' (− 0.75° +- 0.75°)	
GSV40R-JETSKQ		
GSV40R-JETVKQ		

for Papua New Guinea and Fiji

Model	Camber	Right-left difference
ACV40R-DEANKQ	$-0^{\circ}35' \pm 45'$ ( $-0.58^{\circ} \pm 0.75^{\circ}$ )	45' (0.75°) or less
GSV40R-JETNKQ		

for GCC

Model	Camber	Right-left difference
ACV40L-DEADKV	−0° 45' +− 45' (− 0.75° +− 0.75°)	45' (0.75°) or less
ACV40L-DEANKV		
ACV40L-DEASKV		
ACV40L-DEMDKV	−0° 40' +− 45' (− 0.67° +− 0.75°)	
ACV40L-DEMNVK		
ACV40L-DEMSKV		
GSV40L-JETDKV		
GSV40L-JETKGV		



**Caster:**

for Australia

Model	Caster	Right-left difference
ACV40R-DEADKQ	2°45' +- 45' (2.75° +- 0.75°)	45' (0.75°) or less
ACV40R-DEAGKQ		
ACV40R-DEANKQ		
ACV40R-DEAVKQ	2°50' +- 45' (2.83° +- 0.75°)	
ACV40R-DEMDKQ	2°55' +- 45' (2.92° +- 0.75°)	
ACV40R-DEMVKQ		
GSV40R-JETDKQ	2°50' +- 45' (2.83° +- 0.75°)	
GSV40R-JETKGQ		
GSV40R-JETNKQ		
GSV40R-JETSKQ	2°45' +- 45' (2.75° +- 0.75°)	
GSV40R-JETVKQ		

for Papua New Guinea and Fiji

Model	Caster	Right-left difference
ACV40R-DEANKQ	$2^{\circ}40' \pm 45' (2.67^{\circ} \pm 0.75^{\circ})$	45' (0.75°) or less
GSV40R-JETNKQ		

for GCC

Model	Caster	Right-left difference
ACV40L-DEADKV	2° 45' +- 45' (2.75° +- 0.75°)	45' (0.75°) or less
ACV40L-DEANKV		
ACV40L-DEASKV	2° 50' +- 45' (2.83° +- 0.75°)	
ACV40L-DEMDKV	2° 55' +- 45' (2.92° +- 0.75°)	
ACV40L-DEMNVK		
ACV40L-DEMSKV		
GSV40L-JETDKV	2° 50' +- 45' (2.83° +- 0.75°)	
GSV40L-JETKGV		

**Steering axis inclination:**

for Australia

Model	Steering axis inclination	Right-left difference
ACV40R-DEADKQ	12°20' +-45' (12.33° +-0.75°)	45' (0.75°) or less
ACV40R-DEAGKQ		
ACV40R-DEANKQ		
ACV40R-DEAVKQ		
ACV40R-DEMDKQ	12°10' +-45' (12.17° +-0.75°)	
ACV40R-DEMVKQ	12°15' +-45' (12.25° +-0.75°)	
GSV40R-JETDKQ	12°20' +-45' (12.33° +-0.75°)	
GSV40R-JETGKQ		
GSV40R-JETNKQ		
GSV40R-JETSKQ		
GSV40R-JETVKQ		

for Papua New Guinea and Fiji

Model	Steering axis inclination	Right-left difference
ACV40R-DEANKQ	12°05' ±45' (12.08° ±0.75°)	45' (0.75°) or less
GSV40R-JETNKQ		

for GCC

Model	Steering axis inclination	Right-left difference
ACV40L-DEADKV	12°20' +−45' (12.33° +−0.75°)	45' (0.75°) or less
ACV40L-DEANKV		
ACV40L-DEASKV		
ACV40L-DEMDKV	12°10' +−45' (12.17° +−0.75°)	
ACV40L-DEMNVK		
ACV40L-DEMSKV		
GSV40L-JETDKV	12°15' +−45' (12.25° +−0.75°)	
GSV40L-JETKGV		

## 2. REAR WHEEL ALIGNMENT

**Toe-in:**

for Australia

Toe-in	–
C – D:	4 ±2 mm (0.16 ±0.08 in.)

for GCC

Toe-in	–
C – D:	3 ±1 mm (0.12 ±0.04 in.)

**Camber:**

for Australia

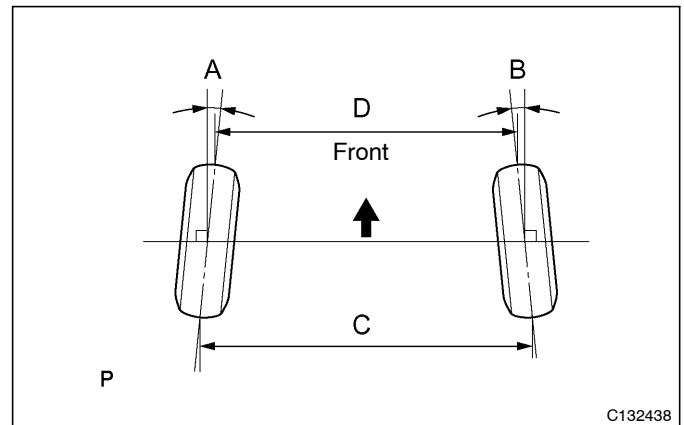
Model	Camber	Right-left difference
ACV40R-DEADKQ	-1°10' + -45' (-1.17° + -0.75°)	45' (0.75°) or less
ACV40R-DEAGKQ		
ACV40R-DEANKQ		
ACV40R-DEMDKQ		
ACV40R-DEAVKQ	-1°15' + -45' (-1.25° + -0.75°)	
ACV40R-DEMVKQ		
GSV40R-JETDKQ		
GSV40R-JETGKQ		
GSV40R-JETNKQ		
GSV40R-JETSKQ		
GSV40R-JETVKQ		

for Papua New Guinea and Fiji

Model	Camber	Right-left difference
ACV40R-DEANKQ	–1°00' ±45' (–1.00° ±0.75°)	45' (0.75°) or less
GSV40R-JETNKQ		

for GCC


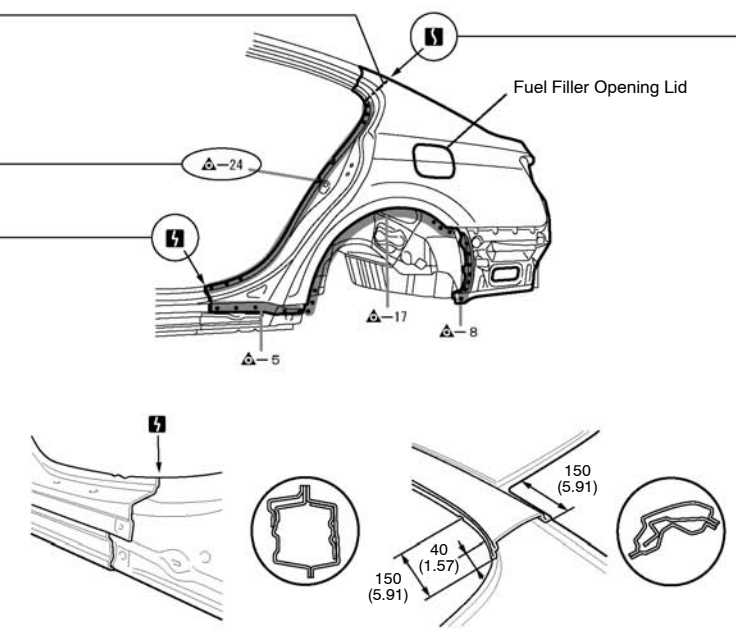
Model	Camber	Right-left difference
ACV40L-DEADKV	-1°10' + -45' (-1.17° + -0.75°)	45' (0.75°) or less
ACV40L-DEANKV		
ACV40L-DEMNVK		
ACV40L-DEMDKV		
ACV40L-DEASKV	-1°15' + -45' (-1.25° + -0.75°)	
ACV40L-DEMSKV		
GSV40L-JETDKV		
GSV40L-JETKGV		



C132438

# HOW TO USE THIS MANUAL

## 1. BODY PANEL REPLACEMENT THIS MANUAL

BODY PANEL REPLACEMENT		BP-34								
<div style="display: flex; justify-content: space-between;"> <span>(A)</span> <span>QUARTER PANEL (CUT)</span> </div>	<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;">  </div> <div style="width: 65%;"> <p>· With the body lower back panel removed.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Symbol meaning</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">▲▲▲</td> <td style="padding: 5px;">Remove Weld Points</td> </tr> <tr> <td style="padding: 5px;">■</td> <td style="padding: 5px;">Cut and Join Location</td> </tr> <tr> <td style="padding: 5px;">■</td> <td style="padding: 5px;">Cut Location for Supply Parts</td> </tr> </tbody> </table> </div> </div>		Symbol meaning		▲▲▲	Remove Weld Points	■	Cut and Join Location	■	Cut Location for Supply Parts
Symbol meaning										
▲▲▲	Remove Weld Points									
■	Cut and Join Location									
■	Cut Location for Supply Parts									
<b>REMOVAL</b>										
<div style="display: flex; justify-content: space-between;"> <span>(H)</span> <span>(H)</span> </div>										
<div style="display: flex; justify-content: space-between;"> <span>(G)</span> <span>(H)</span> </div>	<div style="display: flex; justify-content: space-between;"> <span>(E)</span> <span>(F)</span> </div>									
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p><b>REMOVAL POINT</b></p> <p>1. Remove the Fuel Filler Opening Lid at the same time.</p> </div> <div style="width: 65%;"> </div> </div>										

**(A) REPLACEMENT PART AND METHOD**

**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

**(G) REMOVAL POSITION OF WELD POINTS**

Weld method and panel position symbols (See page [IN-42](#))

**(H) SYMBOLS** (See page [IN-40](#))

**(B) PART LOCATION**

**(C) REMOVAL CONDITIONS**

**(D) SYMBOL MEANING**

**(E) REMOVAL DIAGRAM**

Describes in detail the removal of the damaged part involving repair by cutting.



**(F) REMOVAL GUIDE**



Provides additional information to more efficiently help you perform the removal.

BP-36

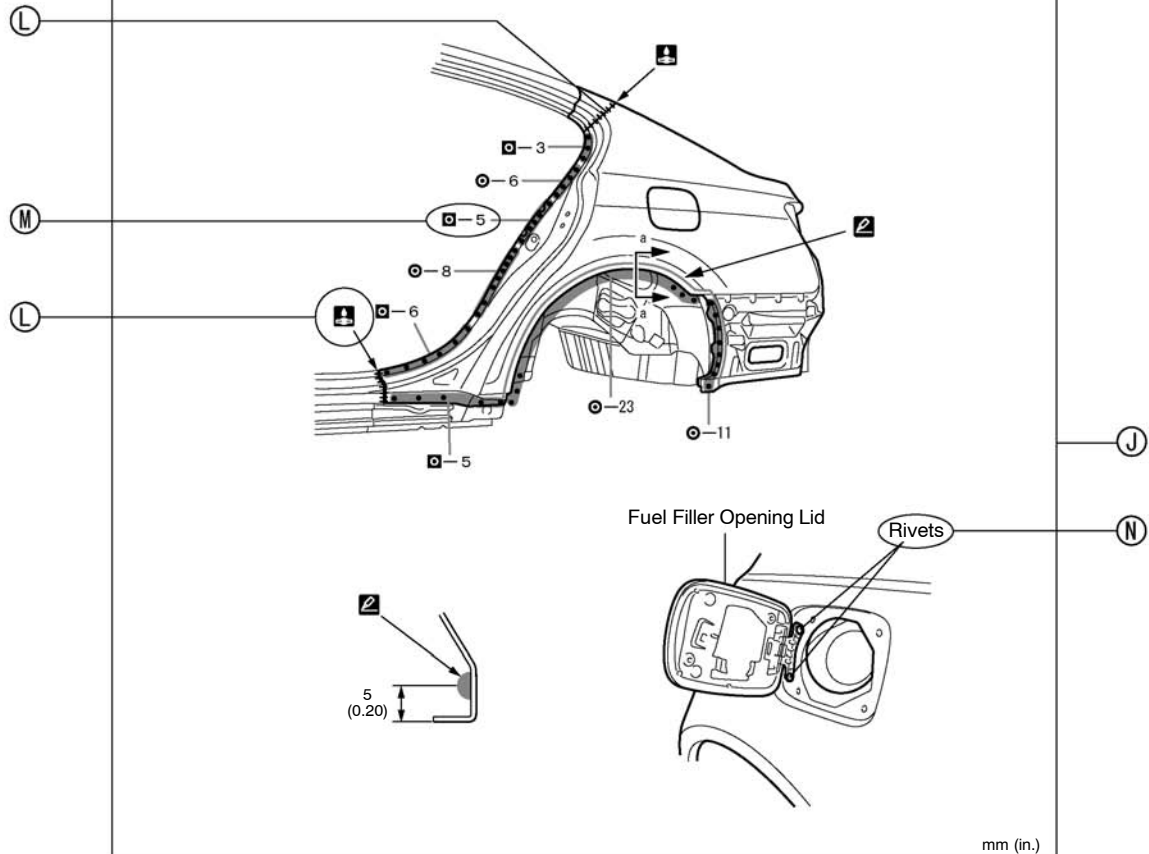
BODY PANEL REPLACEMENT

## Symbol meaning

 **M I** : Mig Plug Weld  
 : Body Sealer

 : Spot Weld  
 : Butt Weld

## INSTALLATION



## POINT

1. Before temporarily installing the new parts, apply body sealer to the wheel arch.

*HINT*

1) Apply body sealer evenly about 5 mm from the flange, avoiding any oozing.

2) Apply sealer evenly, about 3 – 4 mm in diameter.

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. After welding, apply body sealer and undercoating to the corresponding parts.

(I) SYMBOLS

(J) INSTALLATION DIAGRAM

Describes in detail the installation to the new parts involving repair by welding and/or cutting, but excluding painting.

(K) INSTALLATION GUIDE

Provides additional information to more efficiently help you perform the installation.

(L) SYMBOLS (See page [IN-40](#))


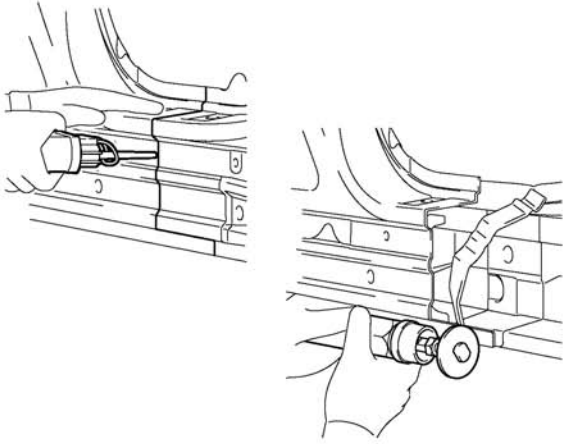




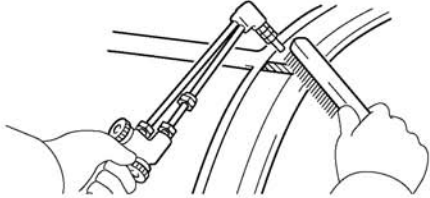

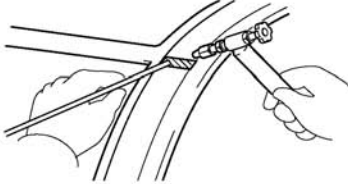
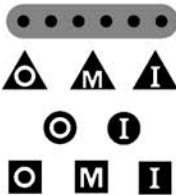
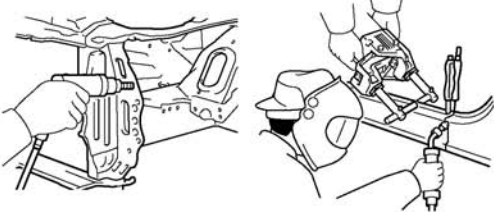


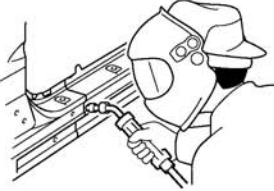


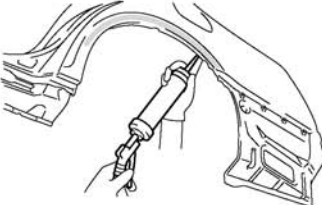
(M) INSTALLATION OF WELD POINTS (See page [IN-42](#))

Weld method and panel position symbols



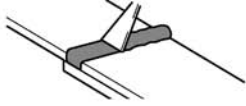


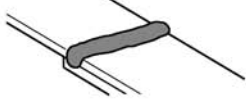

(N) PART NAME

## 2. SYMBOLS

The following symbols are used in the welding diagrams in section BP of this manual to indicate cutting areas and the types of weld required.

SYMBOLS	MEANING	SYMBOLS	MEANING	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		BRAZE (Removal)	
oooo	BRAZE		BRAZE (Installation)	
	WELD POINTS	—	SPOT WELD OR MIG PLUG WELD	
++++	WELDING	 	CONTINUOUS MIG WELD (BUTT WELD)  CONTINUOUS MIG WELD (TACK WELD)	
	SEALER		BODY SEALER	

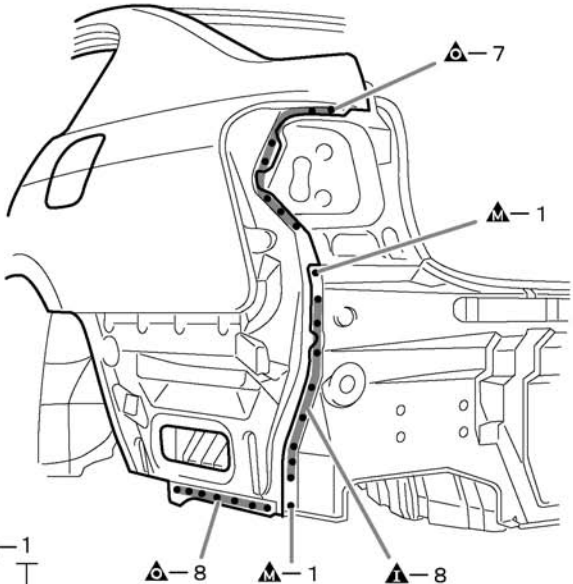
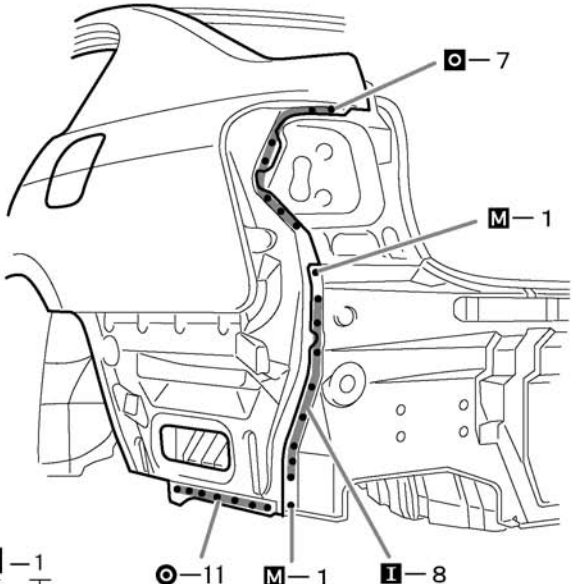
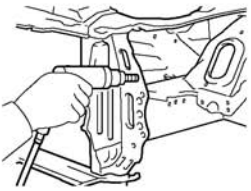
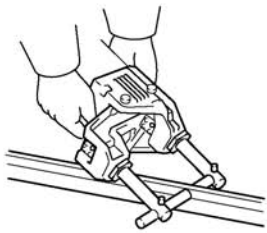
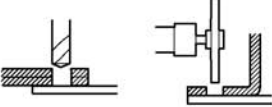

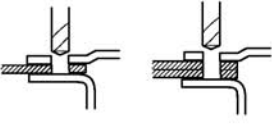
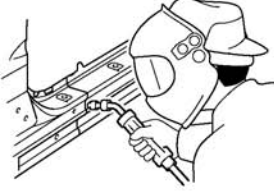



SYMBOLS	MEANING	SYMBOLS	MEANING	ILLUSTRATION
—			Assembly Mark	—
	—	—	BODY SEALER (Flat Finishing)	 
	—		BODY SEALER (Flat Finishing)	 

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### 3. ILLUSTRATION OF WELD POINT SYMBOLS

#### EXAMPLE:

REMOVAL			INSTALLATION		
 <p>Weld points</p> <p>Removal weld point and panel position</p>			 <p>Weld points</p> <p>Installation weld point and panel position</p>		
SYMBOLS	MEANING	ILLUSTRATION	SYMBOLS	MEANING	ILLUSTRATION
▲	Remove Weld Points		●	Spot Weld	
○	(Outside)		■	MIG Plug Weld	
M	(Middle)		+	Spot MIG Weld	
I	(Inside)				

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## ABBREVIATIONS USED IN THIS MANUAL

For convenience, the following abbreviations are used in this manual.

ABS	Antilock Brake System
A/C	Air Conditioner
assy	assembly
ECT	Electronic Controlled Transmission
ECU	Electronic Control Unit
e.g.	Exempli Gratia (for Example)
Ex.	Except
FWD	Front Wheel Drive
2WD	Two Wheel Drive
4WD	Four Wheel Drive
in.	inch
LH	Left-hand
LHD	Left-hand Drive
MIG	Metal Inert Gas
M/Y	Model Year
PPS	Progressive Power Steering
RH	Right-hand
RHD	Right-hand Drive
SRS	Supplemental Restraint System
SSM	Special Service Materials
VSC	Vehicle Stability Control
w/	with
w/o	without