

STEERING SYSTEM

SECTION **ST**

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PRECAUTIONS AND PREPARATION

Precautions

SUPPLEMENTAL RESTRAINT SYSTEM "AIR BAG"

The Supplemental Restraint System "Air Bag", used along with a seat belt, helps to reduce the risk or severity of injury to the driver and front passenger in a frontal collision. The Supplemental Restraint System consists of air bag modules (located in the center of the steering wheel and on the instrument panel on the passenger side), a diagnosis sensor unit, warning lamp, wiring harness and spiral cable. Information necessary to service the system safely is included in the **BF section** of this Service Manual.

WARNING:

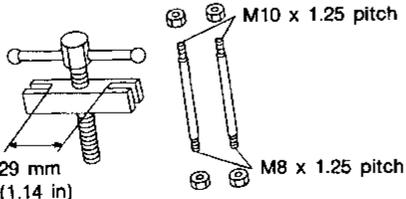
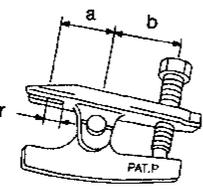
- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system.
- All SRS air bag electrical wiring harnesses and connectors are covered with yellow outer insulation. Do not use electrical test equipment on any circuit related to the "Air bag".

STEERING SYSTEM

- Before disassembly, thoroughly clean the outside of the unit.
- Disassembly should be done in a clean work area. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
- When disassembling, place parts in order on a part rack so they can be reinstalled properly.
- Use nylon cloths or paper towels to clean the parts; common shop rags can leave lint that might interfere with their operation.
- Before inspection or reassembly, carefully clean all parts with a general purpose, non-flammable solvent.
- Before assembly, apply a coat of recommended ATF* to hydraulic parts. Vaseline may be applied to O-rings and seals. Do not use any grease.
- Replace all gaskets, seals and O-rings. Avoid damaging O-rings, seals and gaskets during installation. Perform functional tests whenever designated.

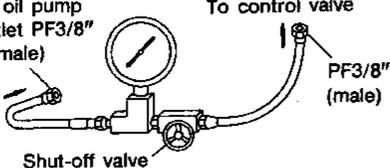
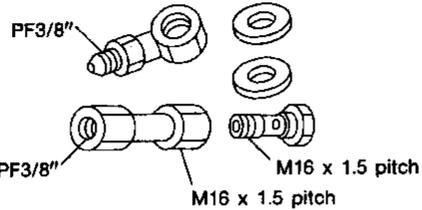
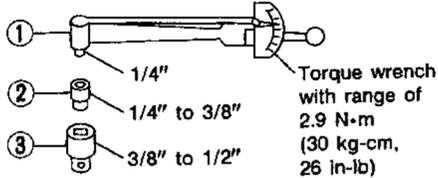
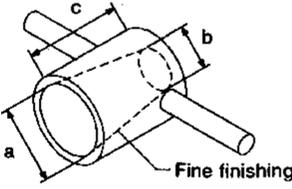
*: Automatic transmission fluid

Special Service Tools

Tool number (Kent-Moore No.) Tool name	Description
KV48100700 (J26364) Torque adapter	 Measuring pinion rotating torque NT169
ST27180001 (J25726-A) Steering wheel puller	 Removing and installing steering wheel NT544
HT72520000 (J25730-A) Ball joint remover	 Removing ball joint NT546 a: 33 mm (1.30 in) b: 50 mm (1.97 in) r: R11.5 mm (0.453 in)

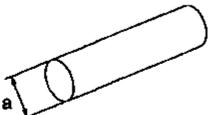
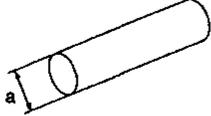
PRECAUTIONS AND PREPARATION

Special Service Tools (Cont'd)

Tool number (Kent-Moore No.) Tool name	Description		
ST27091000 (J26357) Pressure gauge	<p>To oil pump outlet PF3/8" (female)</p>  <p>To control valve</p> <p>PF3/8" (male)</p> <p>Shut-off valve</p> <p>NT547</p>	Measuring oil pressure	GI MA EM
KV48102500 (—) Pressure gauge adapter	 <p>PF3/8"</p> <p>PF3/8"</p> <p>M16 x 1.5 pitch</p> <p>M16 x 1.5 pitch</p> <p>NT542</p>	Measuring oil pressure	EM LC EC
ST3127S000 (See J25765-A) ① GG91030000 (J25765-A) Torque wrench ② HT62940000 (—) Socket adapter ③ HT62900000 (—) Socket adapter	 <p>① 1/4"</p> <p>② 1/4" to 3/8"</p> <p>③ 3/8" to 1/2"</p> <p>Torque wrench with range of 2.9 N·m (30 kg-cm, 26 in-lb)</p> <p>NT541</p>	Measuring turning torque	FE CL MT AT
KV48104400 (—) Rack seal ring reformer	 <p>Fine finishing</p> <p>NT550</p>	Reforming teflon ring	PD FA RA BR

a: 50 mm (1.97 in) dia.
b: 36 mm (1.42 in) dia.
c: 100 mm (3.94 in)

Commercial Service Tools

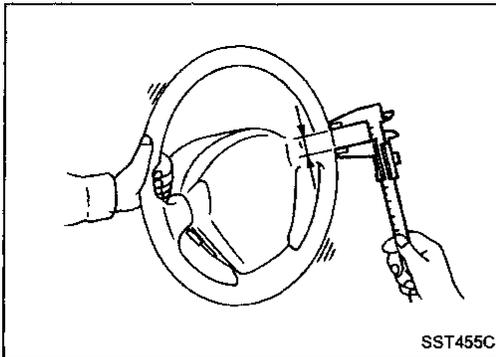
Tool name	Description		
Rear oil seal drift	 <p>NT063</p>	Installing rear oil seal	ST BF HA
Pinion oil seal drift	 <p>NT063</p>	Installing pinion oil seal	EL IDX

a: 28 mm (1.10 in) dia.
a: 40 mm (1.57 in) dia.

PRECAUTIONS AND PREPARATION

Commercial Service Tools (Cont'd)

Tool name	Description
Oil pump attachment	<div style="display: flex; justify-content: space-between;"> <div data-bbox="406 199 893 430"> <p>Technical drawing of an oil pump attachment tool. The drawing shows a rectangular base with a raised section on one end. Dimensions are provided in millimeters and inches in parentheses. The dimensions are: R21 (0.83) for the radius of a curved edge; 11 (0.43) dia. for the diameter of a hole; 42 (1.65) for the width of the base; 95 (3.74) for the total length; 62 (2.44) for the length of the raised section; 15 (0.59) for the thickness of the base; 90 (3.54) for the length of the raised section; 12 (0.47) for the height of the raised section; 40 (1.57) for the height of the raised section; and 12 (0.47) for the width of the raised section. A 'Welding' label points to the raised section.</p> </div> <div data-bbox="958 199 1412 241"> <p>Disassembling and assembling oil pump</p> </div> </div> <p data-bbox="406 483 454 504">NT179</p> <p data-bbox="763 483 893 504">Unit: mm (in)</p>



Checking Steering Wheel Play

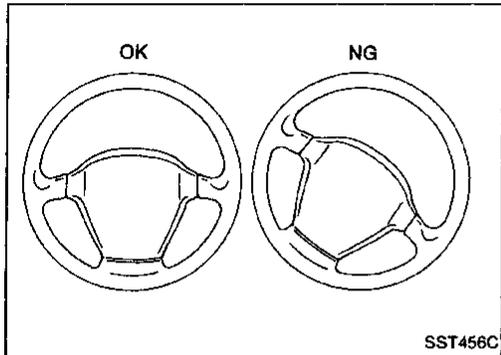
1. With wheels in a straight-ahead position, check steering wheel play.

Steering wheel play:

35 mm (1.38 in) or less

2. If not within specification, check steering gear assembly. Front suspension and axle, steering gear assembly and steering column should be mounted correctly when checking.

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Checking Neutral Position on Steering Wheel

Pre-checking

- Make sure that wheel alignment is correct.

Wheel alignment:

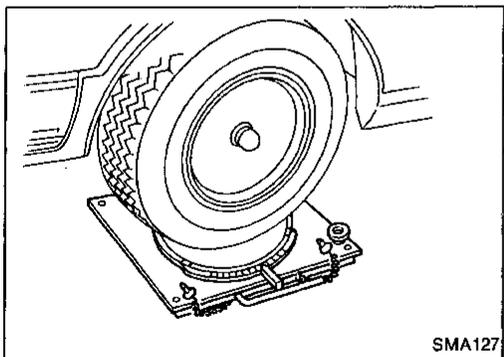
Refer to SDS in FA section.

- Verify that the steering gear is centered before removing the steering wheel.

Checking

- Check that the steering wheel is in the neutral position when driving straight ahead.
- If it is not in the neutral position, remove the steering wheel and reinstall it correctly.
- If the neutral position is between two teeth of steering column shaft, correct position as follows. Loosen tie-rod lock nuts and adjust tie-rods. Turn the tie-rods by the same amount on both left and right sides.

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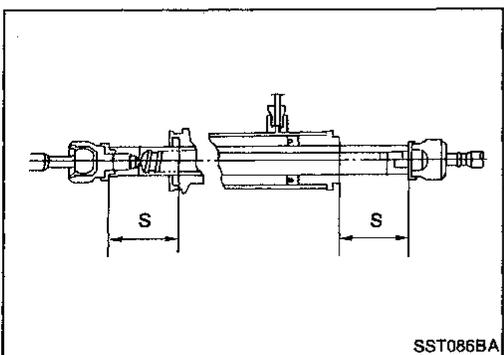
Front Wheel Turning Angle

- Rotate steering wheel all the way right and left; measure turning angle.

Turning angle of full turns:

Refer to SDS in FA section.

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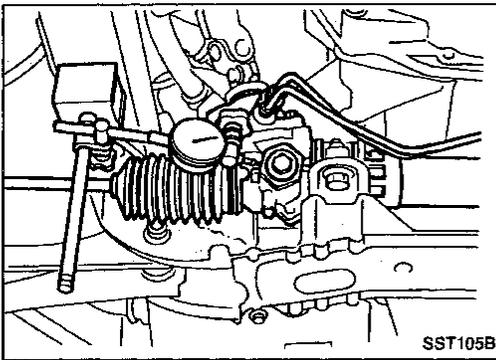


- If it is not within specification, check rack stroke.

Measured length "S":

Refer to SDS (ST-26).

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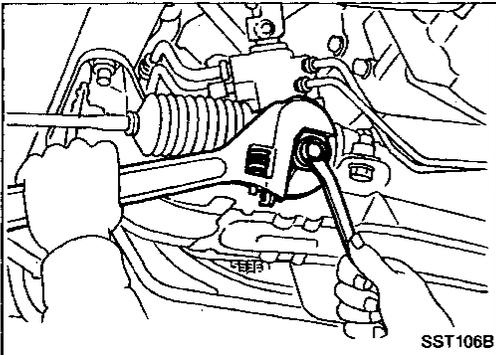
Checking Gear Housing Movement

1. Check the movement of steering gear housing during stationary steering on a dry paved surface.
 - Apply a force of 49 N (5 kg, 11 lb) to steering wheel to check the gear housing movement.
- Turn off ignition key while checking.

Movement of gear housing:

± 2 mm (± 0.08 in) or less

2. If movement exceeds the limit, replace mount insulator after confirming proper installation of gear housing clamps.

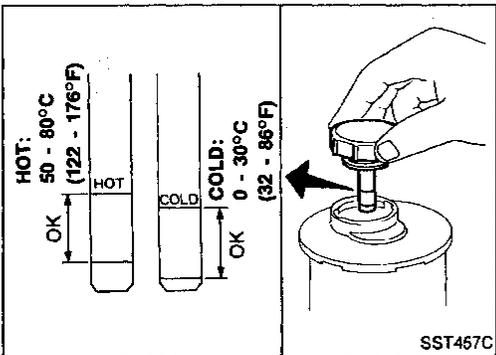


Adjusting Rack Retainer

- Perform this driving test on a flat road.
1. Check whether vehicle moves in a straight line when steering wheel is released.
 2. Check whether steering wheel returns to neutral position when steering wheel is released from a slightly turned (approx. 20°) position.
- If any abnormality is found, correct it by resetting adjusting screw.

Checking and Adjusting Drive Belts (For power steering)

Refer to Drive Belt Inspection in MA section.



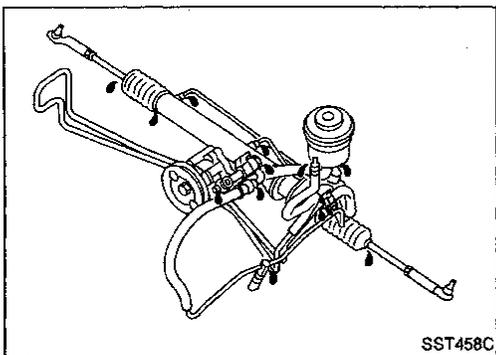
Checking Fluid Level

Check fluid level.

Use the correct range of the dipstick depending on the fluid temperature. Use the "HOT" range at 50 to 80°C (122 to 176°F), or the "COLD" range at 0 to 30°C (32 to 86°F).

CAUTION:

- Do not overfill.
- Recommended fluid is Automatic Transmission Fluid "DEXRON™ II" type or equivalent.



Checking Fluid Leakage

Check the lines for improper attachment and for leaks, cracks, damage, loose connections, chafing or deterioration.

1. Run engine at idle speed or 1,000 rpm.

Make sure temperature of fluid in oil tank rises to 60 to 80°C (140 to 176°F).

2. Turn steering wheel right-to-left several times.
3. Hold steering wheel at each "lock" position for five seconds and carefully check for fluid leakage.

Checking Fluid Leakage (Cont'd)

CAUTION:

Do not hold the steering wheel in a locked position for more than 15 seconds.

4. If fluid leakage at connectors is noticed, loosen flare nut and then retighten.

Do not overtighten connector as this can damage O-ring, washer and connector.

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Bleeding Hydraulic System

1. Raise front end of vehicle until wheels clear ground.
2. Add fluid into oil tank to specified level. Then, quickly turn steering wheel fully to right and left and lightly touch steering stoppers.

Repeat steering wheel operation until fluid level no longer decreases.

3. Start engine.

Repeat step 2 above.

- Incomplete air bleeding will cause the following to occur. When this happens, bleed air again.

- a. Air bubbles in reservoir tank
- b. Clicking noise in oil pump
- c. Excessive buzzing in oil pump

Fluid noise may occur in the valve or oil pump in the following situations: While the vehicle is stationary or while turning steering wheel slowly. This noise is inherent in this steering system. It will not affect performance or durability of the system.

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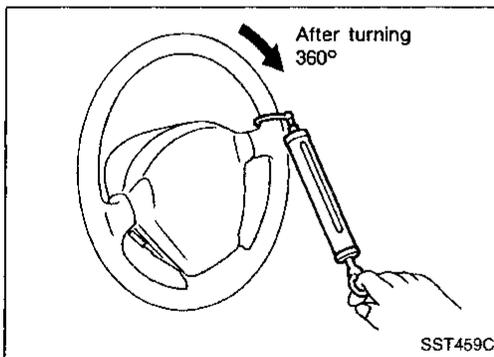
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Checking Steering Wheel Turning Force (For power steering)

1. Park vehicle on a level, dry surface and set parking brake.
2. Start engine.
3. Bring power steering fluid up to adequate operating temperature. [Make sure temperature of fluid is approximately 60 to 80°C (140 to 176°F).]

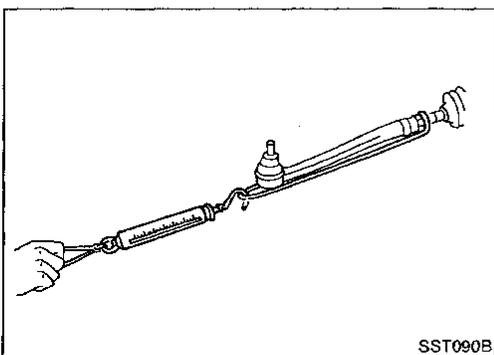
Tires need to be inflated to normal pressure.

4. Check steering wheel turning force when steering wheel has been turned 360° from the neutral position.

Steering wheel turning force:

39 N (4 kg, 9 lb) or less

5. If out of specifications, check rack sliding force to detect condition of steering gear assembly.
 - a. Disconnect steering column lower joint and knuckle arms from the gear.
 - b. Start and run engine at idle to make sure steering fluid has reached normal operating temperature.
 - c. Pull tie-rod slowly to move it from neutral position to ± 11.5 mm (± 0.453 in) at speed of 3.5 mm (0.138 in)/s. Check that rack sliding force is within specification.



ON-VEHICLE SERVICE

Checking Steering Wheel Turning Force (For power steering) (Cont'd)

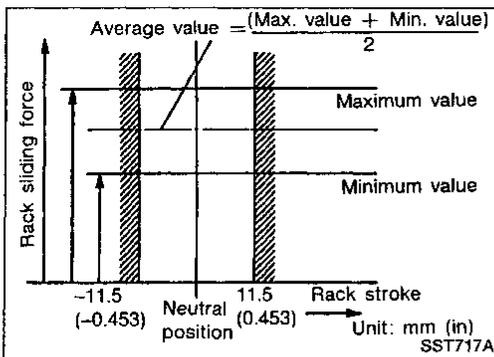
Average rack sliding force:

186 - 245 N (19 - 25 kg, 42 - 55 lb)

Maximum force deviation:

98 N (10 kg, 22 lb)

6. If rack sliding force is not within specification, overhaul steering gear assembly.



Checking Hydraulic System

Before starting, check belt tension, driving pulley and tire pressure.

1. Set Tool. Open shut-off valve. Then bleed air. (See "Bleeding Hydraulic System", ST-7.)
2. Run engine.

Make sure temperature of fluid in tank rises to 60 to 80°C (140 to 176°F).

WARNING:

Warm up engine with shut-off valve fully opened. If engine is started with shut-off valve closed, oil pressure in oil pump will increase. This will raise oil temperature abnormally.

3. Check pressure with steering wheel fully turned to left and right positions with engine idling at 1,000 rpm.

CAUTION:

Do not hold the steering wheel in a locked position for more than 15 seconds.

Oil pump maximum pressure:

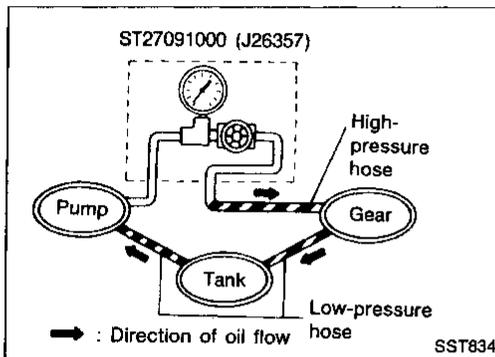
8,630 - 9,219 kPa (88 - 94 kg/cm², 1,251 - 1,337 psi)

4. If oil pressure is below the standard pressure, slowly close shut-off valve and check pressure.
 - When pressure reaches standard pressure, gear is damaged.
 - When pressure remains below standard pressure, pump is damaged.

CAUTION:

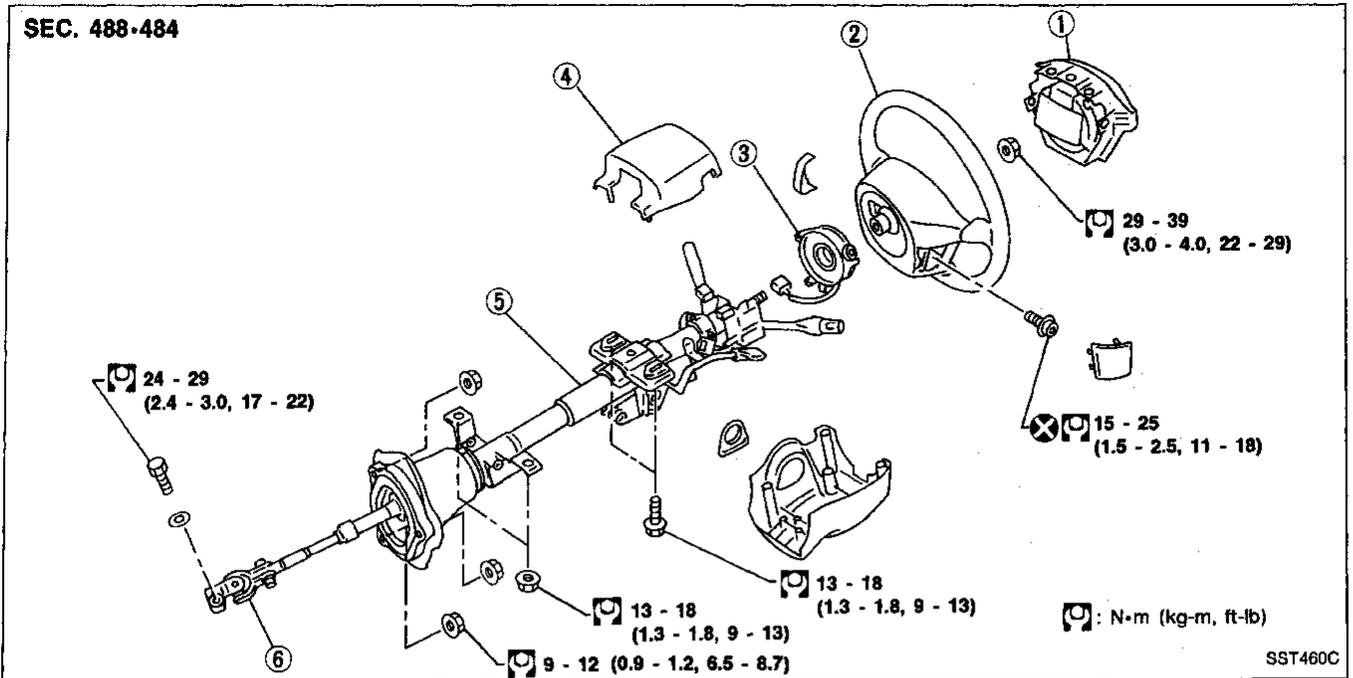
Do not close shut-off valve for more than 15 seconds.

5. If oil pressure is higher than standard pressure, check oil pump flow control valve.
6. After checking hydraulic system, remove Tool and add fluid as necessary. Then completely bleed air out of system.



STEERING WHEEL AND STEERING COLUMN

Removal and Installation



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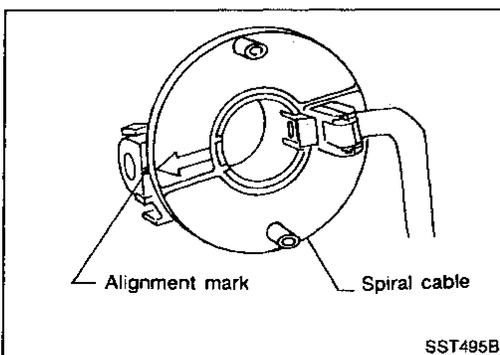
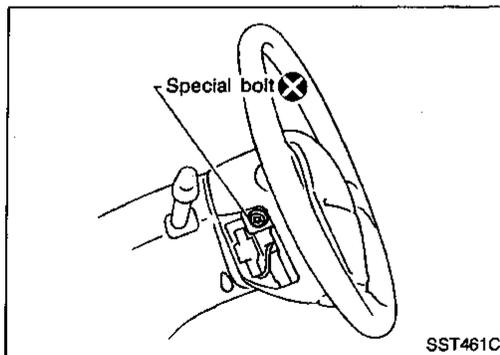
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CAUTION:

- The rotation of the spiral cable (SRS "Air bag" component part) is limited. If the steering gear must be removed, set the front wheels in the straight-ahead direction. Do not rotate the steering column while the steering gear is removed.
- Remove the steering wheel before removing the steering lower joint to avoid damaging the SRS spiral cable.

STEERING WHEEL

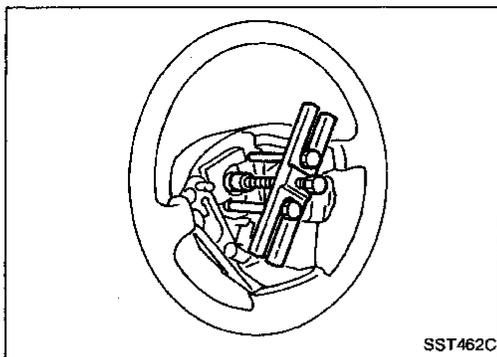
- Remove air bag module and spiral cable. Refer to "Removal — Air Bag Module and Spiral Cable", "SUPPLEMENTAL RESTRAINT SYSTEM" in BF section.



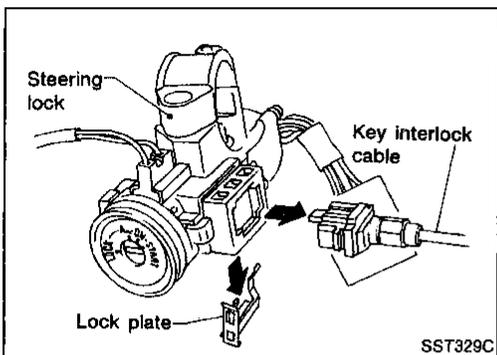
- Align spiral cable correctly when installing steering wheel.

STEERING WHEEL AND STEERING COLUMN

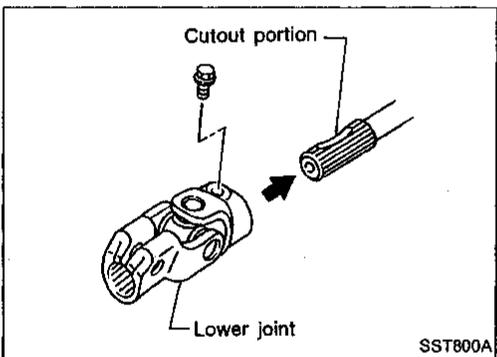
Removal and Installation (Cont'd)



- Remove steering wheel with Tool.

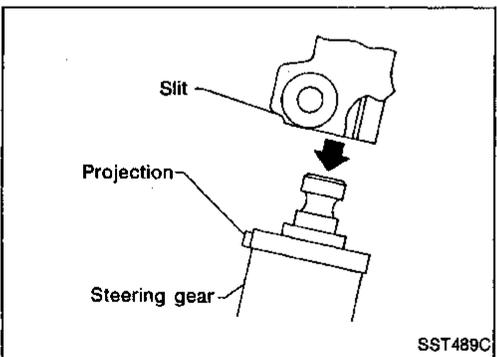


- Remove key interlock cable (A/T models).



STEERING COLUMN

- When installing steering column, fingertighten all lower bracket and clamp retaining bolts; then tighten them securely. Do not apply undue stress to steering column.
- When attaching coupling joint, be sure tightening bolt faces cutout portion.



- Align slit of lower joint with projection on dust cover. Insert joint until it stops.

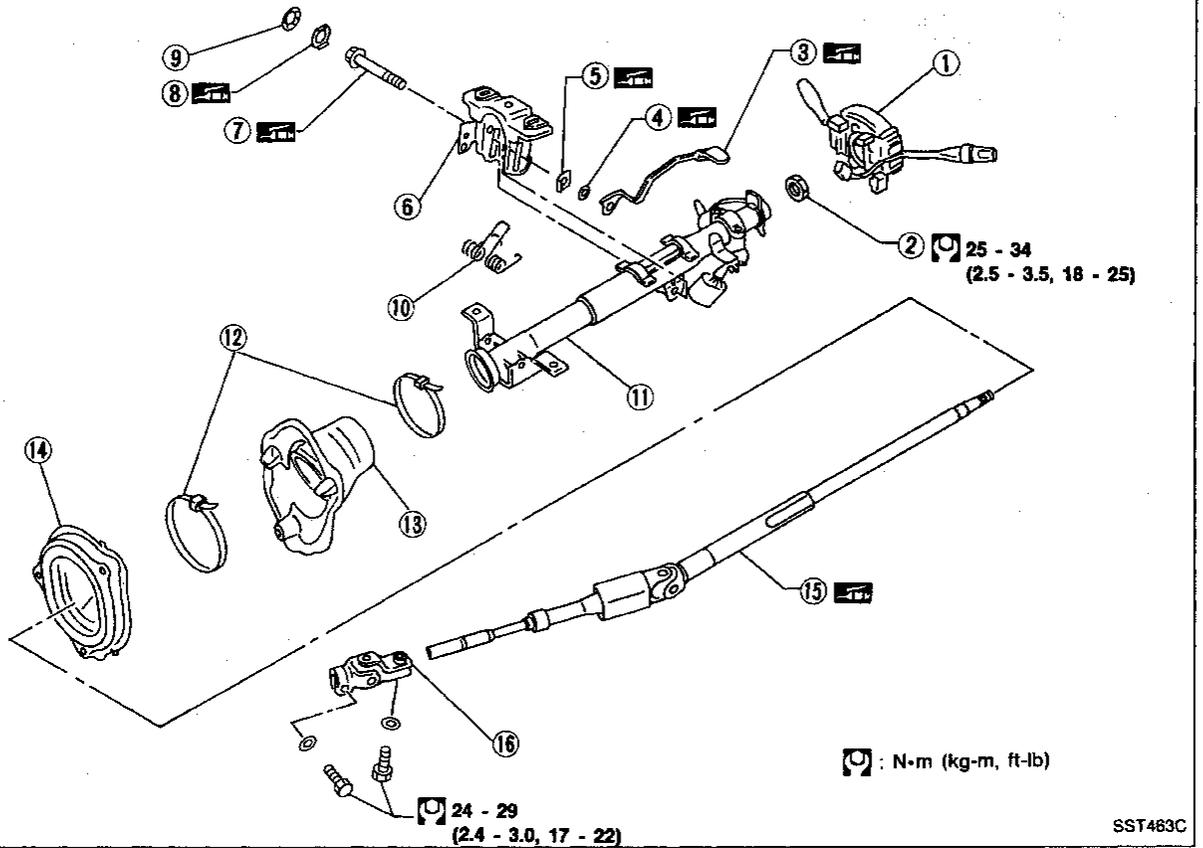
CAUTION:

After installation, turn steering wheel to make sure it moves smoothly. Ensure the number of turns from the straight forward position to left and right locks are the same. Be sure that the steering wheel is in a neutral position when driving straight ahead.

STEERING WHEEL AND STEERING COLUMN

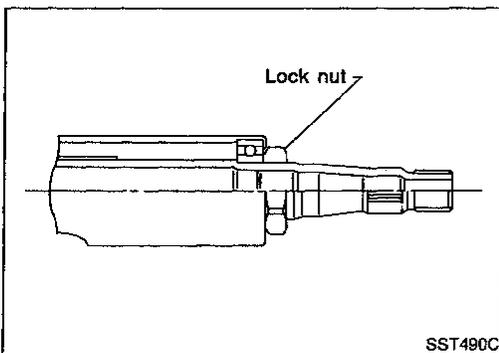
Disassembly and Assembly

SEC. 488



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- | | | |
|----------------------|------------------------------------|---------------------------------|
| ① Combination switch | ⑥ Steering column mounting bracket | ⑪ Jacket tube assembly |
| ② Lock nut | ⑦ Adjust bolt | ⑫ Band |
| ③ Tilt lever | ⑧ Adjust bolt stopper | ⑬ Jacket tube bracket insulator |
| ④ Washer | ⑨ Push nut | ⑭ Hole cover |
| ⑤ Tilt lever stopper | ⑩ Tilt spring | ⑮ Steering column shaft |
| | | ⑯ Lower joint |



SST490C

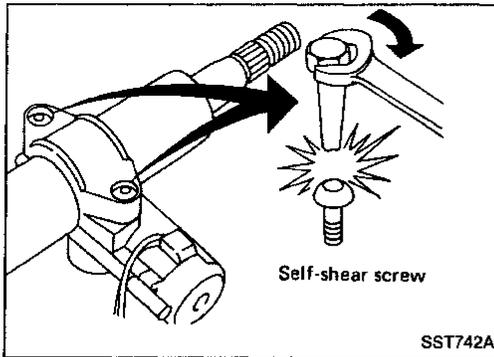
- When disassembling and assembling, unlock steering lock with key.
- Install lock nut on steering column shaft and tighten the nut to specification.

☐: 25 - 34 N·m (2.5 - 3.5 kg·m, 18 - 25 ft·lb)

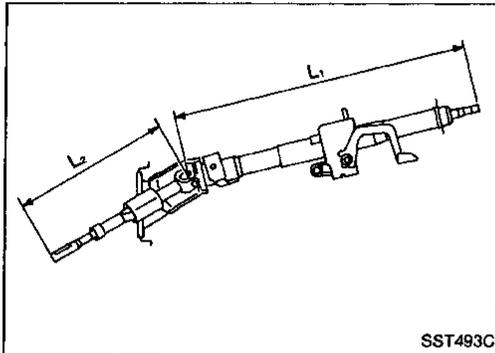
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STEERING WHEEL AND STEERING COLUMN

Disassembly and Assembly (Cont'd)



- Steering lock
- a) Break self-shear type screws with a drill or other appropriate tool.
- b) Install new self-shear type screws and then cut off self-shear type screw heads.



Inspection

- When steering wheel does not turn smoothly, check the steering column as follows and replace damaged parts.
 - a. Check column bearings for damage or unevenness. Lubricate with recommended multi-purpose grease or replace steering column as an assembly, if necessary.
 - b. Check steering column lower shaft for deformation or breakage. Replace if necessary.
- When the vehicle comes into a light collision, check length "L₁" and "L₂".

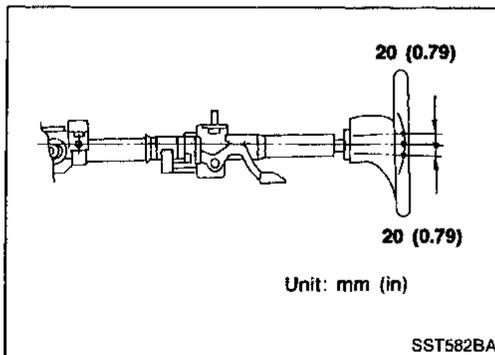
Steering column length "L₁":

630.7 mm (24.83 in)

Steering column lower shaft length "L₂":

323.7 mm (12.74 in)

If out of the specifications, replace steering column as an assembly.

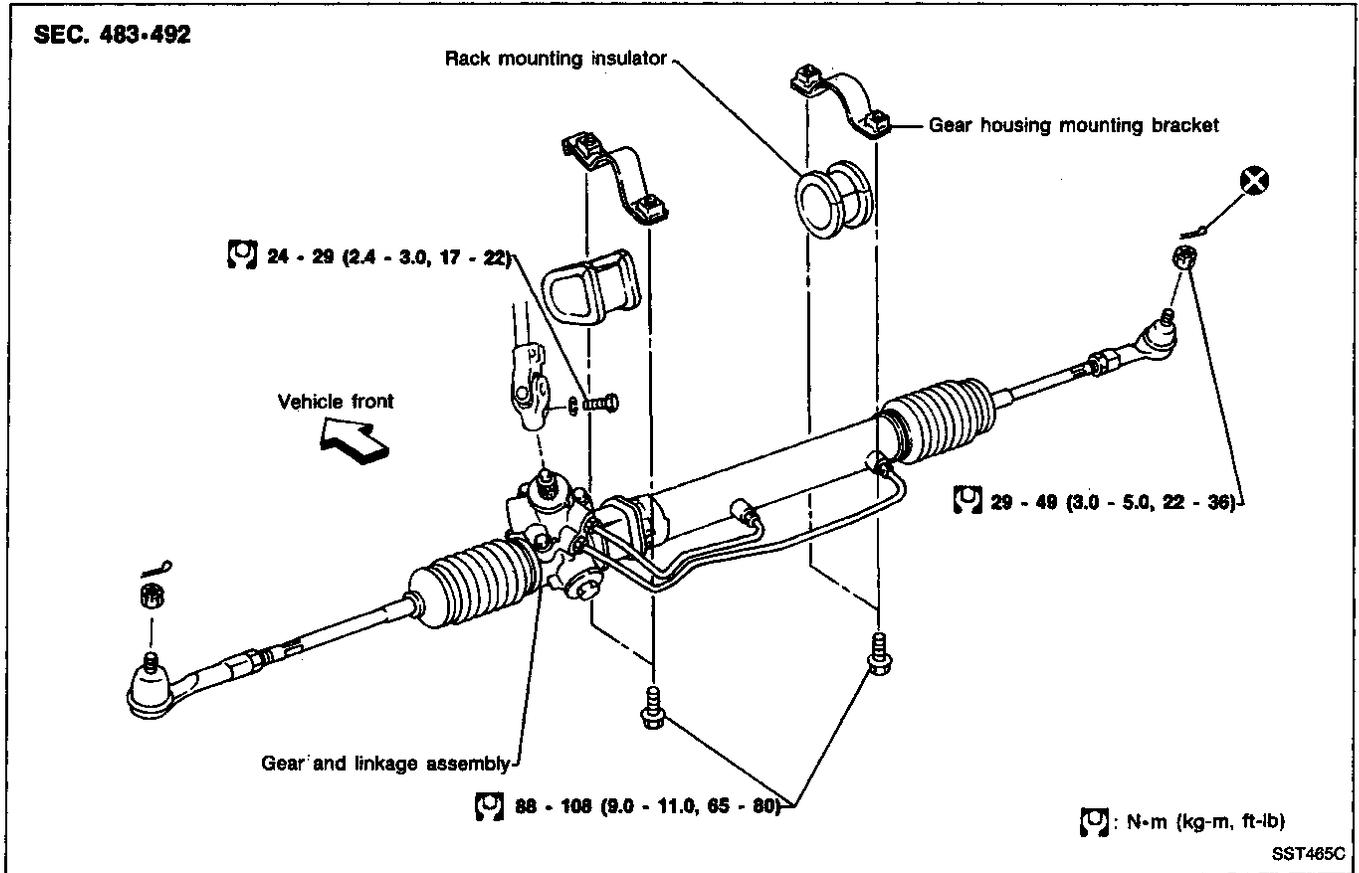


● Tilt mechanism

After installing steering column, check tilt mechanism operation.

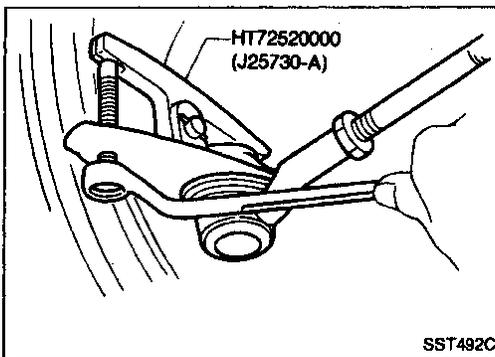
POWER STEERING GEAR AND LINKAGE (Model PR24AC)

Removal and Installation



CAUTION:

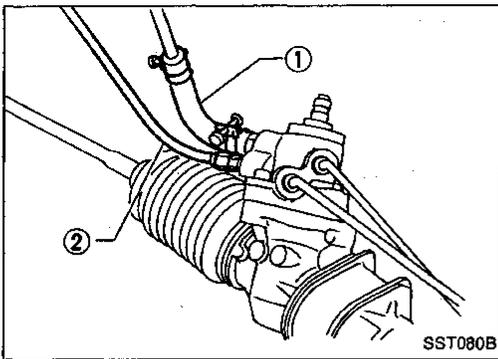
- The rotation of the spiral cable (SRS "Air bag" component part) is limited. If the steering gear must be removed, set the front wheels in the straight-ahead direction. Do not rotate the steering column while the steering gear is removed.
- Remove the steering wheel before removing the steering lower joint to avoid damaging the SRS spiral cable.
- Detach tie-rod outer sockets from knuckle arms with Tool.



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POWER STEERING GEAR AND LINKAGE (Model PR24AC)

Removal and Installation (Cont'd)



- Install pipe connector.
- Observe specified tightening torque when tightening high-pressure and low-pressure pipe connectors. Excessive tightening can damage threads or damaged connector O-ring.

Connector tightening torque:

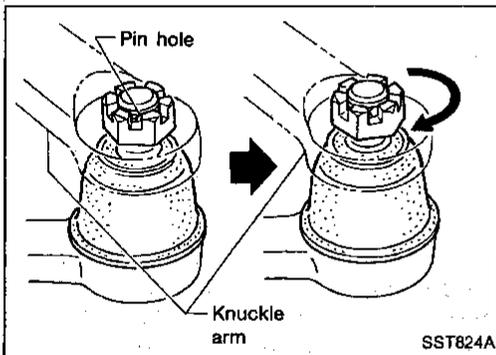
Low-pressure side "1"

27 - 39 N·m (2.8 - 4.0 kg·m, 20 - 29 ft·lb)

High-pressure side "2"

15 - 25 N·m (1.5 - 2.5 kg·m, 11 - 18 ft·lb)

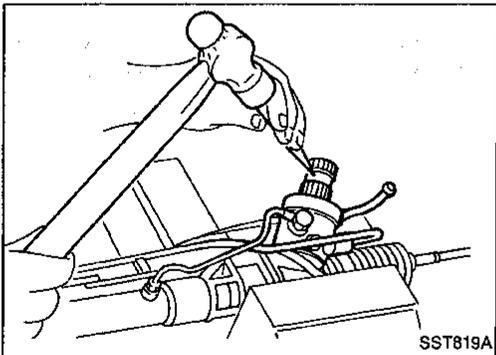
- The O-ring in low-pressure pipe connector is larger than that in high-pressure connector. Take care to install the proper O-ring.



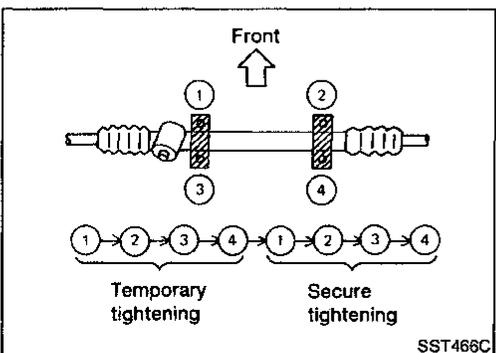
- Initially, tighten nut on tie-rod outer socket and knuckle arm to 29 to 39 N·m (3 to 4 kg·m, 22 to 29 ft·lb). Then tighten further to align nut groove with first pin hole so that cotter pin can be installed.

CAUTION:

Tightening torque must not exceed 49 N·m (5 kg·m, 36 ft·lb).



- Before removing lower joint from gear, set gear in neutral (wheels in straight-ahead position). After removing lower joint, put matching mark on pinion shaft and pinion housing to record neutral position.
- To install, set left and right dust boots to equal deflection. Attach lower joint by aligning matching marks of pinion shaft and pinion housing.



- Tighten gear housing mounting bracket bolts in the order shown.

Temporary tightening torque:

78 N·m (8.0 kg·m, 58 ft·lb)

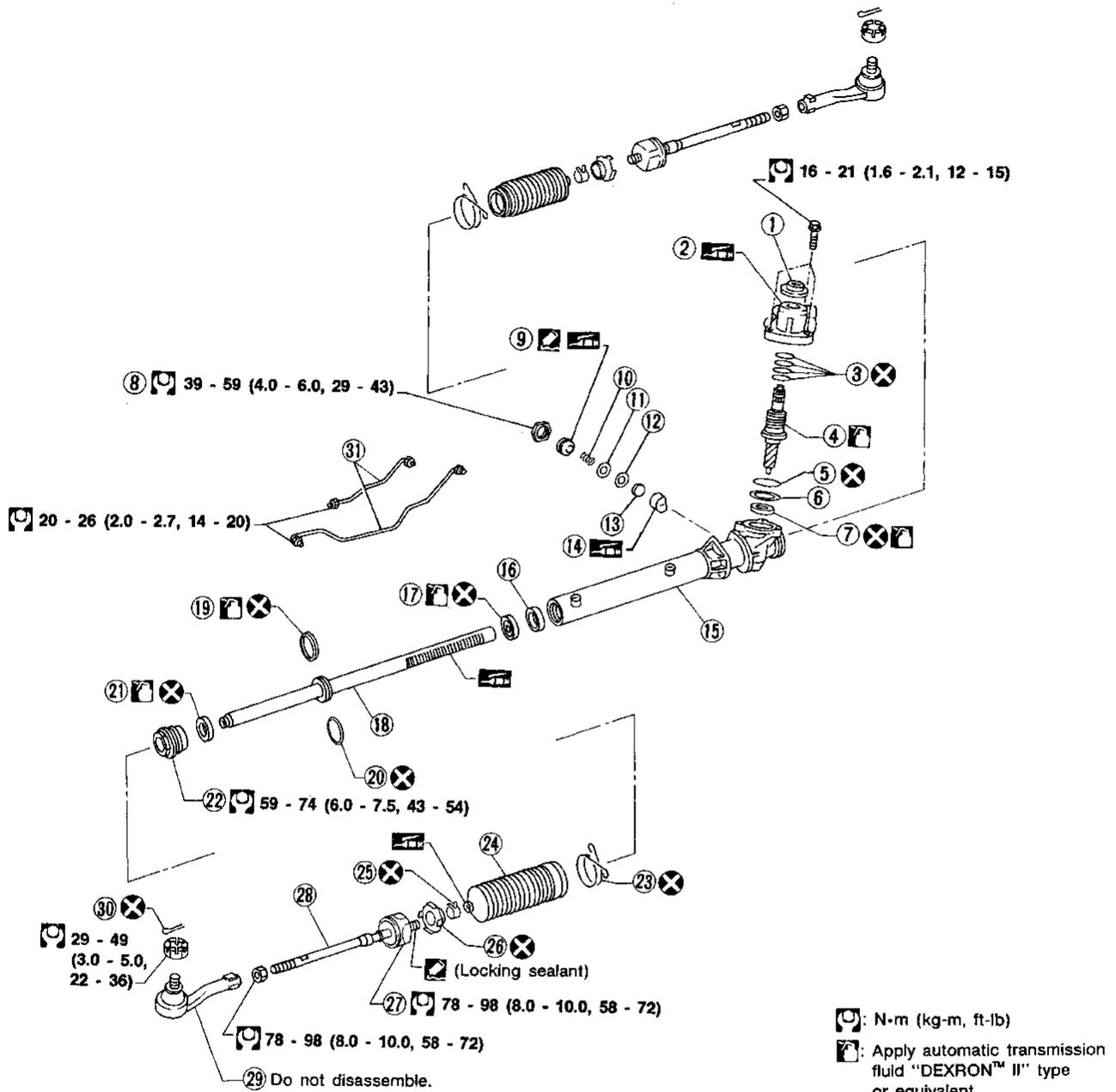
Secure tightening torque:

88 - 108 N·m (9.0 - 11.0 kg·m, 65 - 80 ft·lb)

POWER STEERING GEAR AND LINKAGE (Model PR24AC)

Disassembly and Assembly

SEC. 483-492

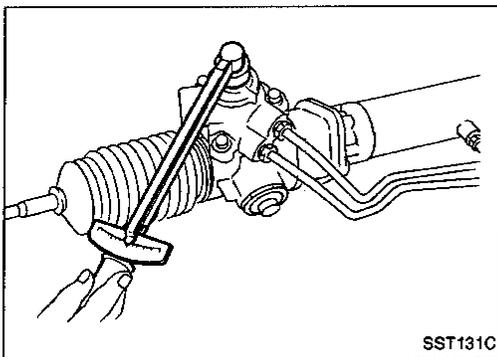


☐: N-m (kg-m, ft-lb)
 ☒: Apply automatic transmission fluid "DEXRON™ II" type or equivalent.

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- | | | |
|-------------------------|-------------------------|------------------------|
| ① Rear housing cover | ⑫ Washer | ⑳ End cover assembly |
| ② Rear housing assembly | ⑬ Spring seat | ㉑ Boot clamp |
| ③ Pinion seal ring | ⑭ Retainer | ㉒ Dust boot |
| ④ Pinion assembly | ⑮ Gear housing assembly | ㉓ Boot band |
| ⑤ O-ring | ⑯ Center bushing | ㉔ Lock plate |
| ⑥ Shim | ⑰ Rack oil seal | ㉕ Tie-rod inner socket |
| ⑦ Pinion oil seal | ⑱ Rack assembly | ㉖ Tie-rod |
| ⑧ Lock nut | ㉒ O-ring | ㉗ Tie-rod outer socket |
| ⑨ Adjusting screw | ㉓ Rack oil seal | ㉘ Cotter pin |
| ⑩ Spring | ㉔ Do not disassemble. | ㉙ Gear housing tube |
| ⑪ Spring disc | | |

POWER STEERING GEAR AND LINKAGE (Model PR24AC)



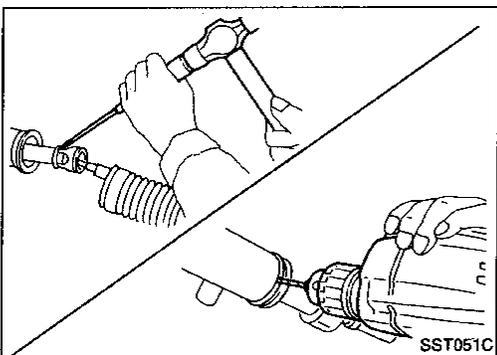
Disassembly

1. Prior to disassembling, measure pinion rotating torque. Record the pinion rotating torque as a reference.

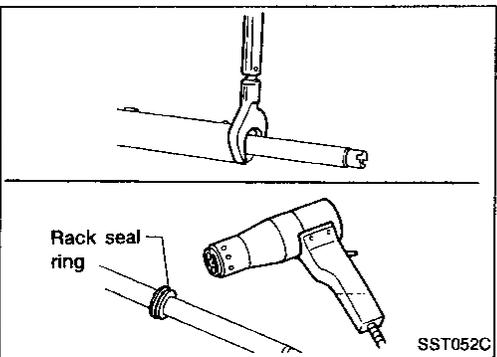
- Before measuring, disconnect cylinder tube and drain fluid.
- Use soft jaws when holding steering gear housing. Handle gear housing carefully, as it is made of aluminum. Do not grip cylinder in a vise.

2. Remove pinion gear.

Be careful not to damage pinion gear when removing pinion seal ring.

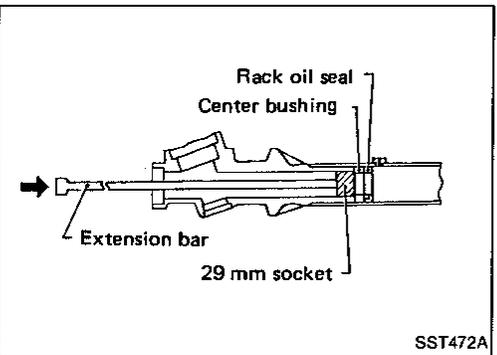


3. Remove tie-rod outer sockets and boots.
4. Loosen tie-rod inner socket by prying up staked portion, and remove socket.
5. Remove retainer.
6. Remove pinion assembly.
7. Drill staked portion of gear housing end with drill of 2 to 2.5 mm (0.079 to 0.098 in) diameter.



8. Remove gear housing end cover assembly with Tool.
 9. Draw out rack assembly.
 10. Remove rack seal ring.
- Using a heat gun, heat rack seal to approximately 40°C (104°F).
 - Remove rack seal ring.

Be careful not to damage rack.



11. Remove center bushing and rack oil seal using tape wrapped socket and extension bar.

Do not scratch inner surfaces of pinion housing.

Inspection

Thoroughly clean all parts in cleaning solvent or automatic transmission fluid type DEXRON™ II or equivalent. Blow dry with compressed air, if available.

BOOT

Check condition of boot. If cracked excessively, replace it.

RACK

Thoroughly examine rack gear. If damaged, cracked or worn, replace it.

POWER STEERING GEAR AND LINKAGE (Model PR24AC)

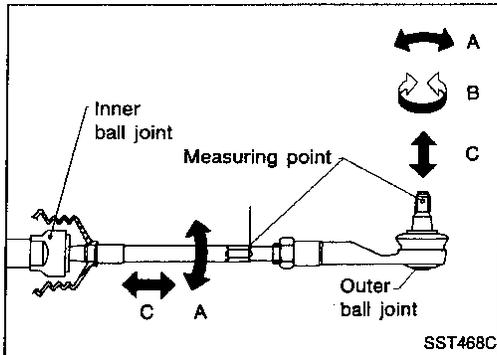
Inspection (Cont'd)

PINION ASSEMBLY

- Thoroughly examine pinion gear. If pinion gear is damaged, cracked or worn, replace it.
- Check that all bearings roll freely. Ensure that balls, rollers and races in the bearing assemblies are not cracked, pitted or worn. Replace if necessary.

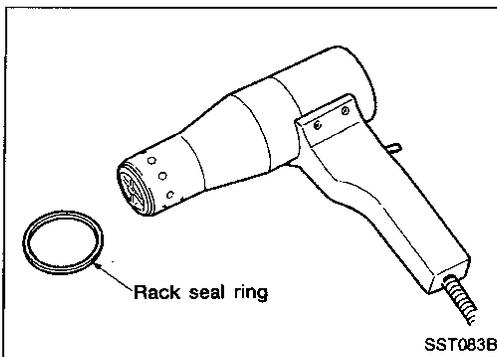
GEAR HOUSING CYLINDER

Check gear housing cylinder bore for scratches or other damage. Replace if necessary.



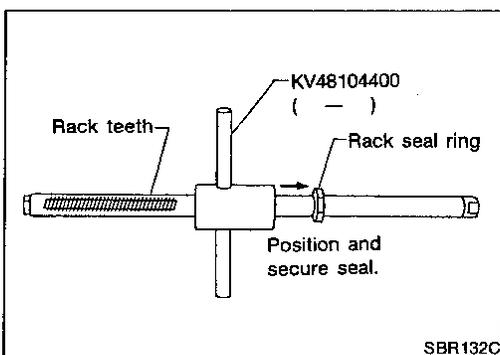
TIE-ROD OUTER AND INNER SOCKETS

- Check ball joints for swinging force.
 - Tie-rod outer and inner ball joints swinging force "A":**
Refer to SDS (ST-26).
- Check ball joint for rotating torque.
 - Tie-rod outer ball joint rotating torque "B":**
Refer to SDS (ST-26).
- Check ball joints for axial end play.
 - Tie-rod outer and inner ball joints axial end play "C":**
Refer to SDS (ST-26).
- Check condition of dust cover. If cracked excessively, replace outer tie-rod.



Assembly

1. Using a heat gun, heat new rack seal ring (made of Teflon) to approximately 40°C (104°F). Then install it onto rack with your hand.

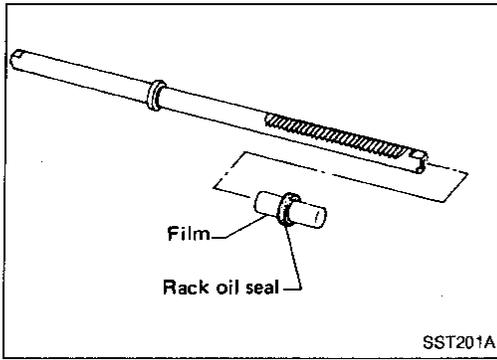


2. Using Tool, compress periphery of rack seal ring (made of Teflon) to position and secure it on rack.

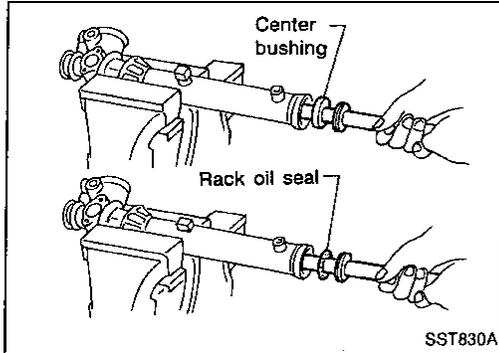
Always insert the tool from the rack gear side.

POWER STEERING GEAR AND LINKAGE (Model PR24AC)

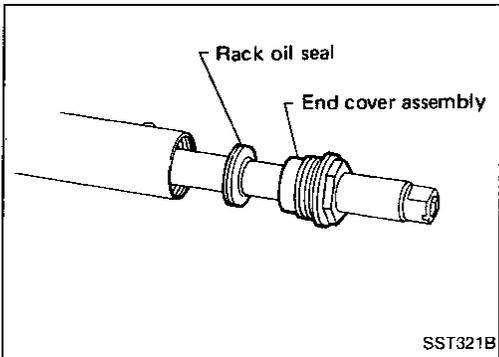
Assembly (Cont'd)



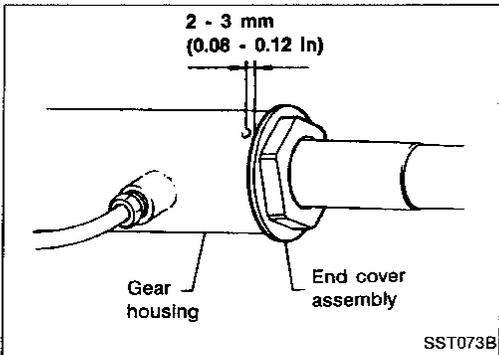
3. Insert rack oil seal.
 - Place plastic film into rack oil seal to prevent damage by rack teeth.
 - Always remove plastic film after rack oil seal is positioned properly.
 - Make sure lips of rack oil seal face each other.



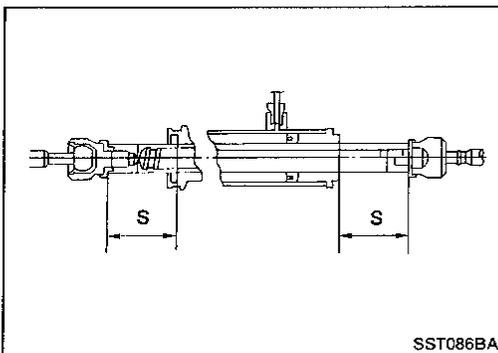
4. Install center bushing and rack oil seal with rack assembly.



5. Insert rack oil seal and end cover assembly to rack. Then tighten end cover assembly.



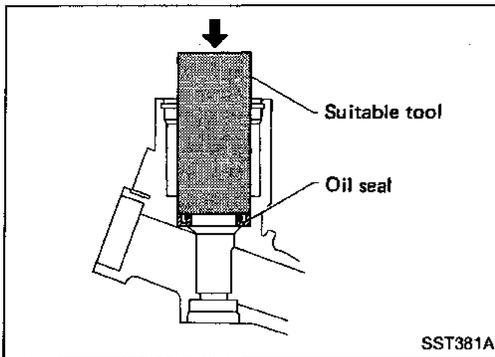
6. Fasten cylinder end cover assembly to gear housing by staking.



7. Set rack gear in the neutral position.
Measured length "S":
Refer to SDS (ST-26).

POWER STEERING GEAR AND LINKAGE (Model PR24AC)

Assembly (Cont'd)



8. Coat seal lip of new pinion oil seal with multi-purpose grease. Then install it to pinion housing of gear housing with a suitable tool.

Make sure lip of oil seal faces up when installed.

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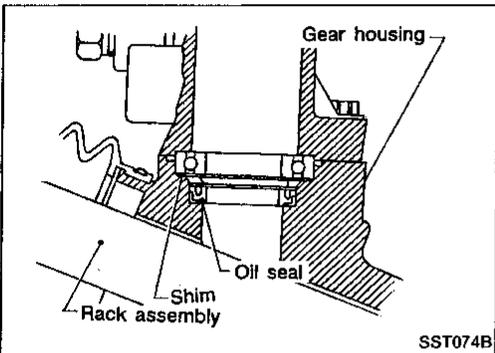
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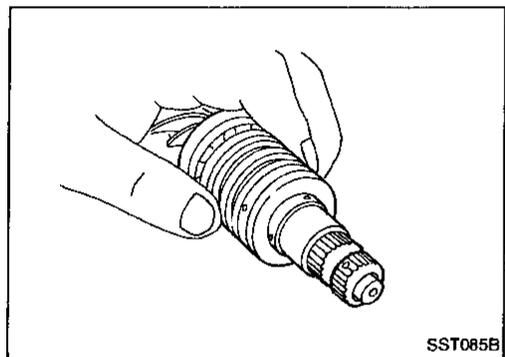
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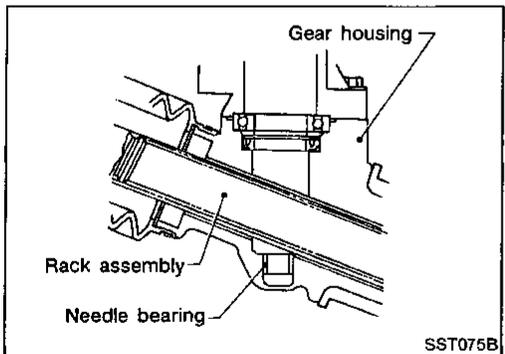
9. Install pinion bearing adjusting shim(s).

Whenever pinion assembly, gear housing and rear housing are disassembled, replace shim(s) with new ones. Always use the same number of shim(s) when replacing.

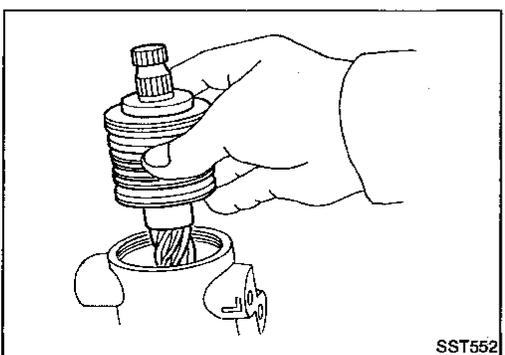


10. Install new pinion seal ring (made of Teflon) on pinion gear assembly.

- Using a heat gun, heat pinion seal ring to approximately 40°C (104°F) before installing it onto pinion gear assembly.
- Make sure pinion seal ring is properly settled in valve groove.



11. Apply a coat of multi-purpose grease to needle bearing roller and oil seal lip.

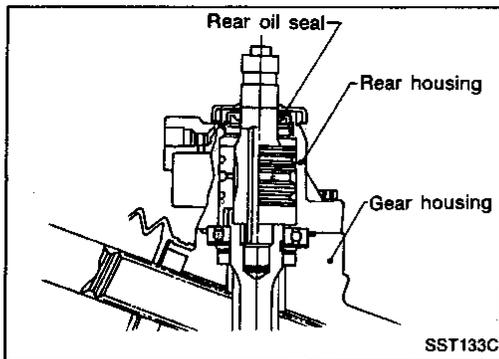


12. Install pinion assembly to rear housing.

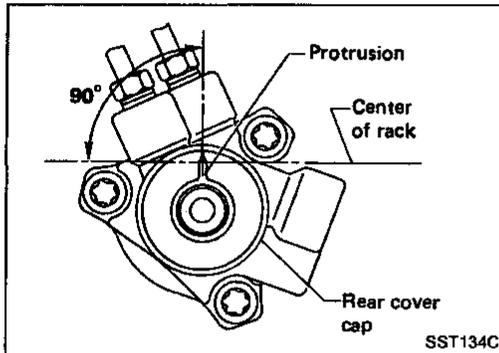
Be careful not to damage pinion oil seal.

POWER STEERING GEAR AND LINKAGE (Model PR24AC)

Assembly (Cont'd)

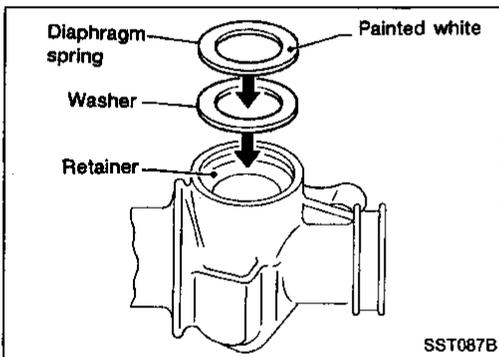


13. Apply a coat of multi-purpose grease to rear oil seal lip before installing rear housing.



14. Ensure that the rack is centralized. Install rear cover cap so that protrusion of rear housing cover is positioned as shown in figure.

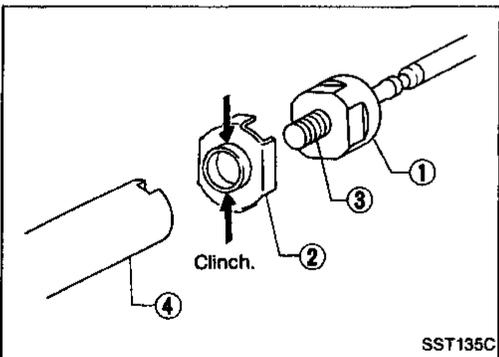
Be careful not to damage worm ring and oil seal.



15. Install diaphragm spring at retainer.

- Always install retainer, spring washer and diaphragm spring in that order.
- Make sure convex end (painted white) of diaphragm spring faces outward when installing.

16. Install retainer spring and adjusting screw temporarily.

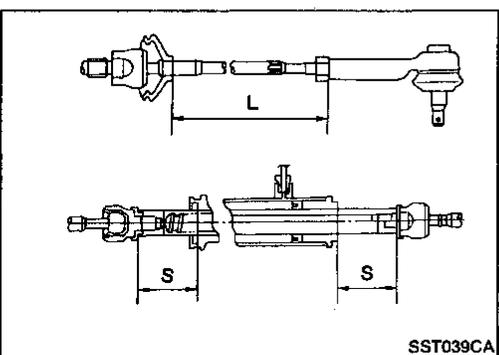


17. Install new lock plate.

- Attach lock plate ② to side rod inner socket ①.
- Apply locking sealant to inner socket threads ③.
- Screw inner socket into rack ④ and tighten to specified torque.
- Clinch two places of lock plate at rack's groove.

CAUTION:

To prevent scratching the boot, remove burrs from lock plate.



18. Tighten outer socket lock nut.

Tie-rod length "L":

Refer to SDS (ST-26).

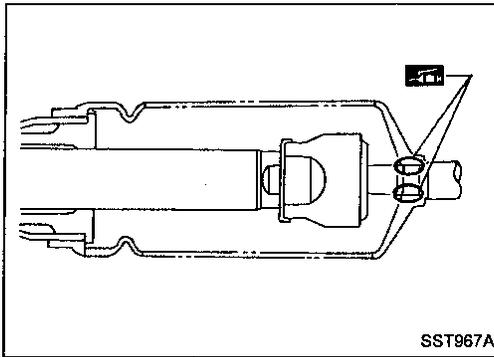
19. Measure rack stroke.

Rack stroke "S":

Refer to SDS (ST-26).

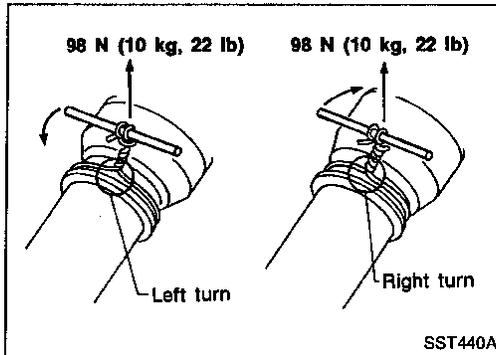
POWER STEERING GEAR AND LINKAGE (Model PR24AC)

Assembly (Cont'd)



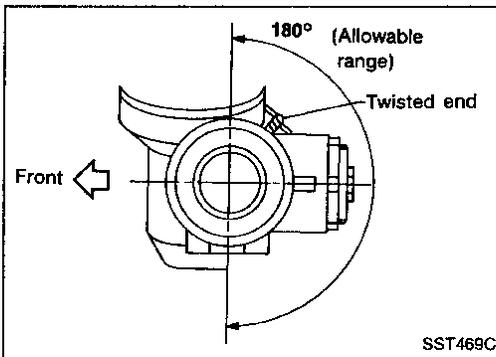
20. Before installing boot, coat the contact surfaces between boot and tie-rod with grease.

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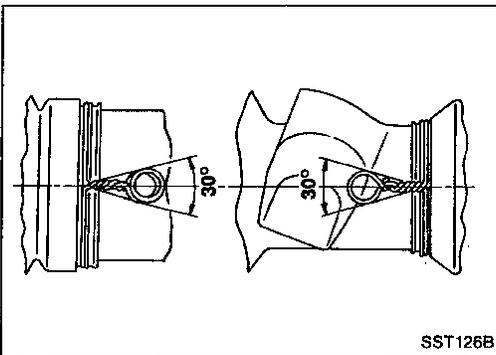
21. Install boot clamps.
- To install, wrap boot clamp around boot groove twice. Use a screwdriver to tighten clamps. Twist rings at both ends 4 to 4-1/2 turns while pulling them with a force of approx. 98 N (10 kg, 22 lb).
 - Twist boot clamp in the direction shown in figure at left.

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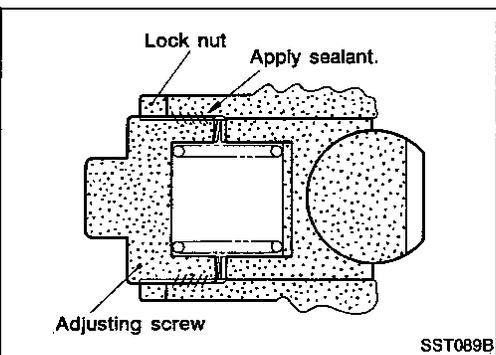
- Place twisted ends of boot clamp in the range shown. (This will prevent interference with other parts.)

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- After twisting boot clamp, bend twisted end diagonally so it does not contact boot.

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Adjustment

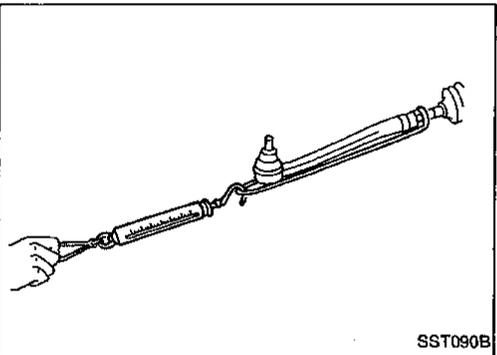
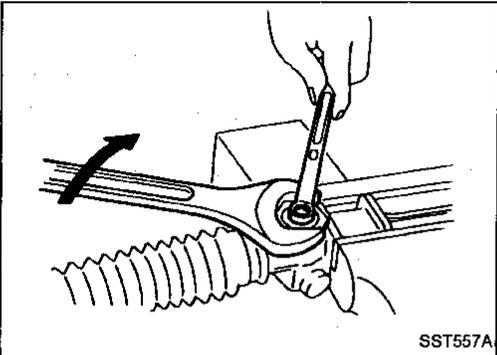
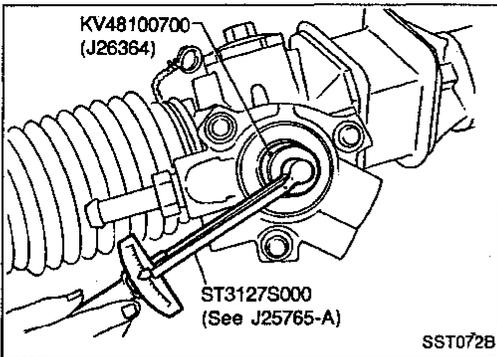
Adjust pinion rotating torque as follows:

1. Set gears to Neutral without fluid in the gear.
2. Coat the adjusting screw with locking sealant and screw it in.
3. Lightly tighten lock nut.
4. Tighten adjusting screw to a torque of 4.9 to 5.9 N·m (50 to 60 kg-cm, 43 to 52 in-lb).
5. Loosen adjusting screw, then retighten it to 0.2 N·m (2 kg-cm, 1.7 in-lb).
6. Move rack over its entire stroke several times.

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POWER STEERING GEAR AND LINKAGE (Model PR24AC)

Adjustment (Cont'd)



7. Measure pinion rotating torque within the range of 180° from neutral position.
Stop the gear at the point of maximum torque.
8. Loosen adjusting screw, then retighten it to 4.9 N·m (50 kg-cm, 43 in-lb).
9. Loosen adjusting screw by 70° to 110°.

10. Prevent adjusting screw from turning, and tighten lock nut to specified torque.

11. Check rack sliding force on vehicle as follows:
 - a. Install steering gear onto vehicle, but do not connect tie-rod to knuckle arm.
 - b. Connect all piping and fill with steering fluid.
 - c. Start engine and bleed air completely.
 - d. Disconnect steering column lower joint from the gear.
 - e. Keep engine at idle and make sure steering fluid has reached normal operating temperature.
 - f. Pull tie-rod slowly to move it from neutral position to ± 11.5 mm (± 0.453 in) at speed of 3.5 mm (0.138 in)/s. Check that rack sliding force is within specification.

Average rack sliding force:

186 - 245 N (19 - 25 kg, 42 - 55 lb)

Maximum force deviation:

98 N (10 kg, 22 lb)

- g. Check sliding force outside above range at rack speed of 40 mm (1.57 in)/s.

Maximum rack sliding force:

294 N (30 kg, 66 lb)

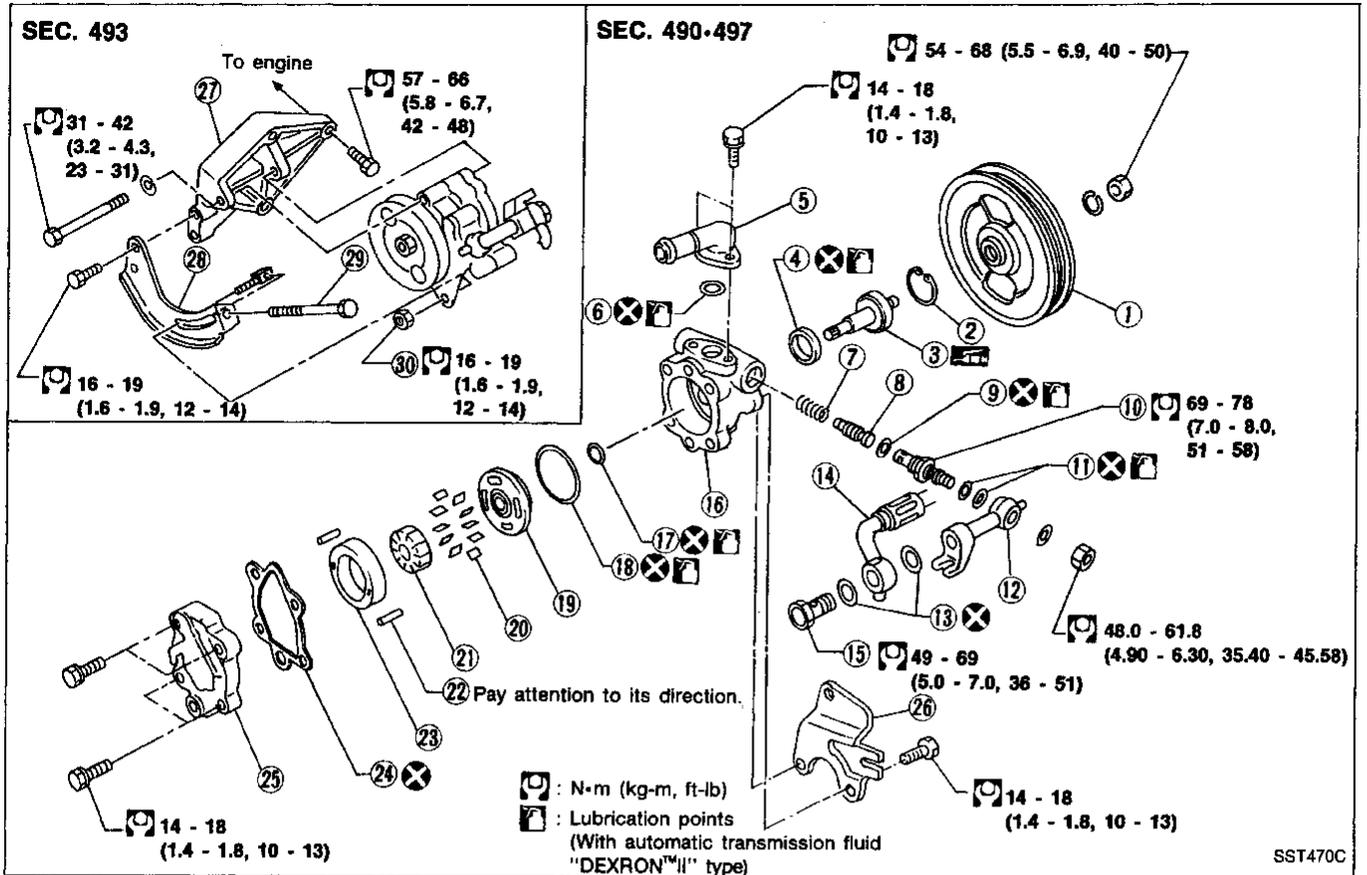
Maximum force deviation:

147 N (15 kg, 33 lb)

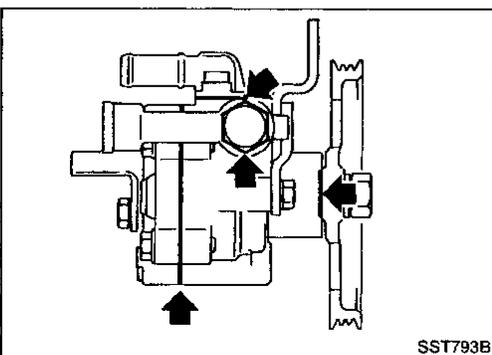
- If rack sliding force is not within specification, readjust by repeating adjustment procedure from the beginning.
- If rack sliding force is still out of specification after readjustment, gear assembly needs to be replaced.

POWER STEERING OIL PUMP

Disassembly and Assembly



- | | | |
|------------------------|--------------------|-------------------------------|
| ① Pulley | ⑪ O-ring | ⑳ Rotor |
| ② Snap ring | ⑫ Joint | ㉑ Pin |
| ③ Drive shaft assembly | ⑬ Washer | ㉒ Cam ring |
| ④ Oil seal | ⑭ Hose | ㉓ Gasket |
| ⑤ Suction pipe | ⑮ Eye bolt | ㉔ Rear cover |
| ⑥ O-ring | ⑯ Casing | ㉕ Front bracket |
| ⑦ Spring | ⑰ O-ring | ㉖ Power steering pump bracket |
| ⑧ Flow control valve | ⑱ Front side plate | ㉗ Adjusting bar |
| ⑨ O-ring | ㉒ Vane | ㉘ Adjusting bolt |
| ⑩ Connector bolt | | ㉙ Adjusting bolt lock nut |



Pre-disassembly Inspection

Disassemble the power steering oil pump only if the following items are found.

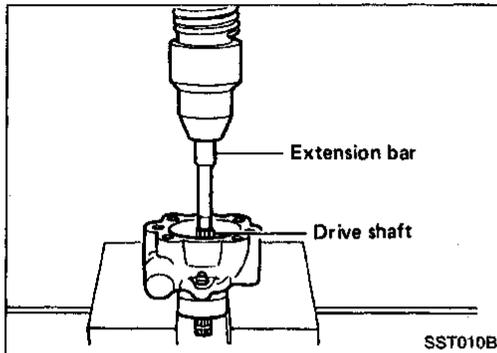
- Oil leak from any point shown in the figure.
- Deformed or damaged pulley.
- Poor performance.

POWER STEERING OIL PUMP

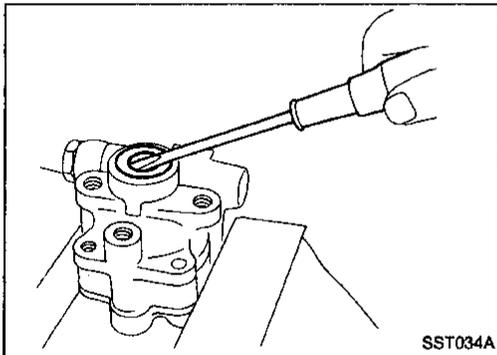
Disassembly

CAUTION:

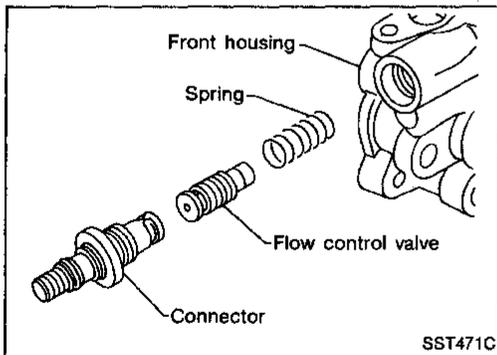
- Parts which can be disassembled are strictly limited. Never disassemble parts other than those specified.
- Disassemble in as clean a place as possible.
- Clean your hands before disassembly.
- Do not use rags; use nylon cloths or paper towels.
- Follow the procedures and cautions in the Service Manual.
- When disassembling and reassembling, do not let foreign matter enter or contact the parts.



- Remove snap ring, then draw pulley shaft out.
Be careful not to drop pulley shaft.



- Remove oil seal.
Be careful not to damage front housing.

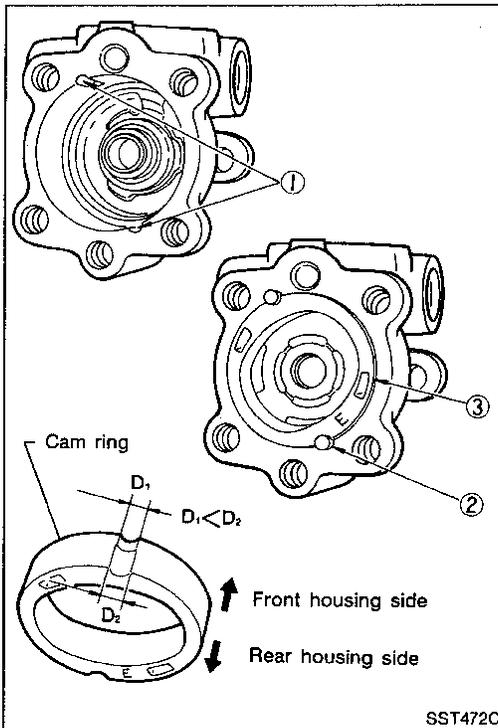
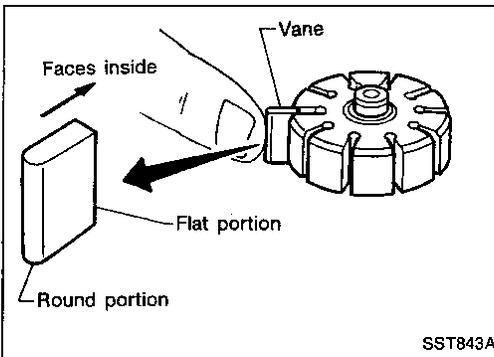
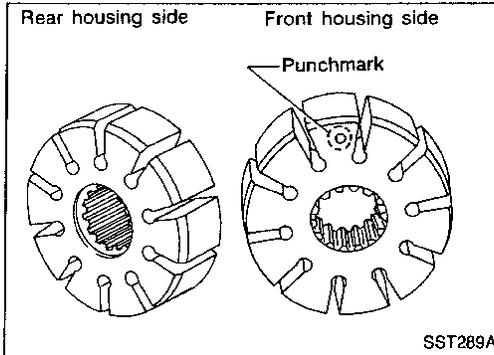
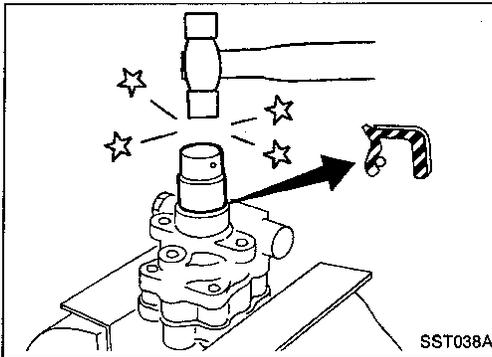


- Remove connector.
Be careful not to drop flow control valve.

Inspection

Inspect each component part for wear, deformation, scratches, and cracks. If damage is found, replace the part.

POWER STEERING OIL PUMP



Assembly

Assemble oil pump, noting the following instructions.

- Make sure O-rings and oil seal are properly installed.
- Always install new O-rings and oil seal.
- Be careful of oil seal direction.
- Cam ring, rotor and vanes must be replaced as a set if necessary.
- Coat each part with ATF when assembling.

- Pay attention to the direction of rotor.

- When assembling vanes to rotor, rounded surfaces of vanes must face cam ring side.

- Insert pin ② into pin groove ① of front housing and front side plate. Then install cam ring ③ as shown at left.

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SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

Applied model	All
Steering model	Power steering
Steering gear type	PR24AC
Steering overall gear ratio	17.2
Turns of steering wheel (Lock to lock)	3.1
Steering column type	Collapsible, tilt

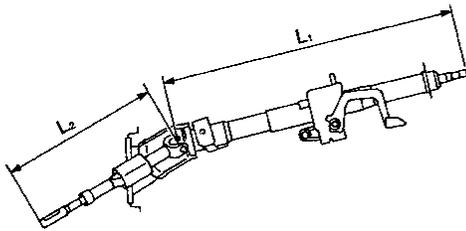
Inspection and Adjustment

GENERAL

Steering wheel axial play mm (in)	0 (0)
Steering wheel play limit mm (in)	35 (1.38)
Allowable movement of gear housing mm (in)	±2 (±0.08)

STEERING COLUMN

Steering column length "L ₁ " mm (in)	630.7 (24.83)
Steering column lower shaft length "L ₂ " mm (in)	323.7 (12.74)

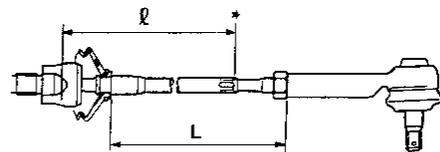


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STEERING GEAR AND LINKAGE

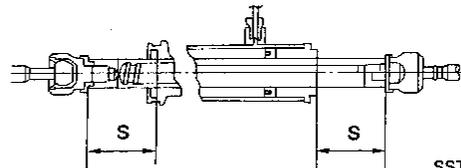
Steering gear type	PR24AC
Tie-rod outer ball joint	
Swinging force at cotter pin hole: "A" N (kg, lb)	6.9 - 65.7 (0.7 - 6.7, 1.5 - 14.8)
Rotating torque: "B" N-m (kg-cm, in-lb)	0.29 - 2.94 (3.0 - 30.0, 2.6 - 26.0)
Axial end play: "C" mm (in)	0 (0)
Tie-rod inner ball joint	
Swinging force*: "A" N (kg, lb)	6.9 - 56.9 (0.7 - 5.8, 1.5 - 12.8)
Axial end play: "C" mm (in)	0 (0)
Tie-rod standard length "L" mm (in)	169 (6.65)

*: Measuring point [ℓ: 137 mm (5.39 in)]



SST488C

Rack stroke "S" mm (in)	68.5 (2.697)
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SERVICE DATA AND SPECIFICATIONS (SDS)

Inspection and Adjustment (Cont'd)

POWER STEERING

Steering gear type	PR24AC
Rack sliding force N (kg, lb)	
Under normal operating oil pressure	
Range within ± 11.5 mm (± 0.453 in) from the neutral position at rack speed of 3.5 mm (0.138 in)/s	
Average force	186 - 245 (19 - 25, 42 - 55)
Maximum force deviation	98 (10, 22)
Except for the above range	
Maximum sliding force	294 (30, 66)
Maximum force deviation	147 (15, 33)
Retainer adjustment	
Adjusting screw	
Initial tightening torque N·m (kg-cm, in-lb)	4.9 - 5.9 (50 - 60, 43 - 52)
Retightening torque after loosening	0.2 (2, 1.7)
Tightening torque after gear has settled	4.9 (50, 43)
Returning angle degree	70° - 110°
Steering wheel turning force (Measured at one full turn from the neutral position) N (kg, lb)	39 (4, 9) or less
Fluid capacity (Approximate) ℓ (US qt, Imp qt)	0.9 (1, 3/4)
Oil pump maximum pressure kPa (kg/cm ² , psi)	8,630 - 9,219 (88 - 94, 1,251 - 1,337)

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