STEERING

CONTENTS

37209000125

WARNINGS REGARDING SERVICING OF SUPPLEMENTAL RESTRAINT SYSTEM (SRS) EQUIPPED VEHICLES

WARNING!

(1) Improper service or maintenance of any component of the SRS, or any SRS-related component, can lead to personal injury or death to service personnel (from inadvertent firing of the air bag) or to the driver and passenger (from rendering the SRS inoperative).

(2) Service or maintenance of any SRS component or SRS-related component must be performed only at an authorized MITSUBISHI dealer.

(3) MITSUBISHI dealer personnel must thoroughly review this manual, and especially its GROUP 52B – Supplemental Restraint System (SRS) before beginning any service or maintenance of any component of the SRS or any SRS-related component.

NOTE

The SRS includes the following components: SRS-ECU, SRS warning lamp, air bag module, clock spring and interconnecting wiring. Other SRS-related components (that may have to be removed/installed in connection with SRS service or maintenance) are indicated in the table of contents by an asterisk (*).

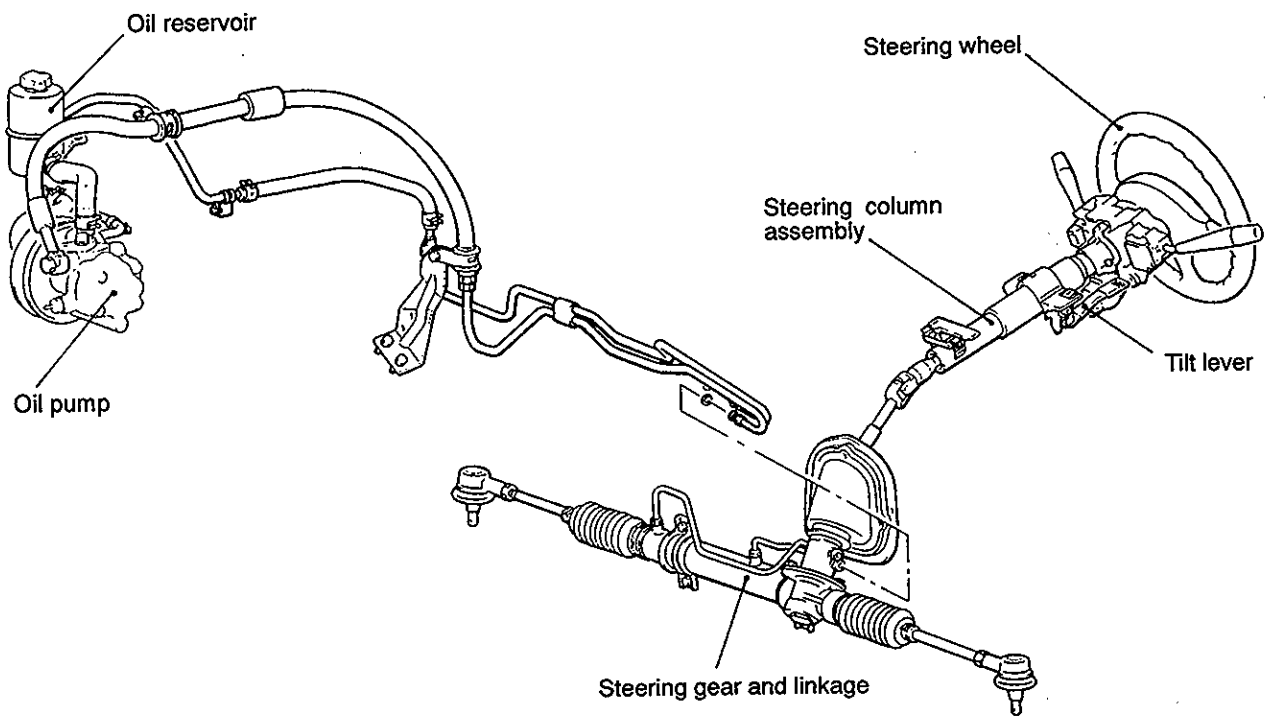
GENERAL INFORMATION

37200010103

The steering wheel is a 2-spoke type or 3-spoke type. In addition, the steering wheel including the air bag is a 3-spoke type. The steering column is equipped with both shock absorbing and tilt steering mechanisms.
The power steering is an integral rack and pinion type that combines the steering gear and linkage into one light-weight and compact assembly.
The steering system uses a vane oil pump with a fluid flow control system, so that steering effort varies with engine speed.

Items		L.H. drive vehicles	R.H. drive vehicles
Steering gear and linkage	Type	Integral type	Integral type
	Gear type	Rack and pinion	Rack and pinion
Oil pump	Type	Vane type	Vane type
	Displacement mℓ/rev.	5.9	7.2
	Relief set pressure MPa	9.8	8.8

CONSTRUCTION DIAGRAM



A13M0023

SERVICE SPECIFICATIONS

37200030093

Items			Standard value	Limit
Steering wheel free play mm	with engine stopped		10 or less	–
	when hydraulic operation		–	30
Steering angle	Inner wheel		38°00' ± 1°30'	–
	Outer wheel		31°00'	–
Tie rod end ball joint starting torque Nm			0.2–0.48	–
Stationary steering effort N (Fluctuation allowance)			29 or less (5.9 or less)	–
Oil pump pressure MPa	Oil pump relief pressure		<L.H. drive vehicles> 9.8 <R.H. drive vehicles> 8.8	–
	Pressure under no-load conditions		0.2–0.5	–
	Steering gear retention hydraulic pressure		<L.H. drive vehicles> 9.8 <R.H. drive vehicles> 8.8	–
Oil pressure switch operating pressure MPa		OFF→ON	1.5 – 2.0	–
		ON→OFF	0.7–2.0	–
Total pinion torque Nm (Change in torque: 0.4 Nm)			0.6 – 1.4	–
Tie-rod joint swing resistance N (Tie-rod joint swing torque Nm)			7–24 (1.5–4.9)	–

LUBRICANTS

37200040096

Items	Specified lubricant	Quantity
Power steering fluid	Automatic transmission fluid DEXRON or DEXRON II	As required
Bellows	Silicone grease	As required
Oil seal, pinion and valve assembly, ball bearing, needle roller bearing, special tool (MB991212)	Automatic transmission fluid DEXRON or DEXRON II	As required
Flow control valve, friction surface of rotor, vanes, cam ring, pump cover, O-ring		

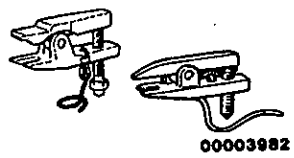
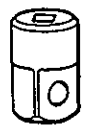
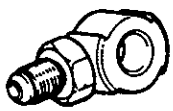
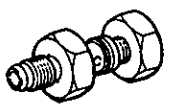
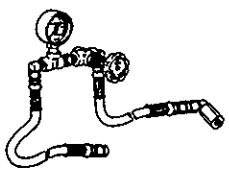
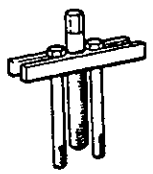
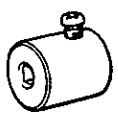
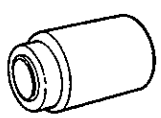
SEALANT

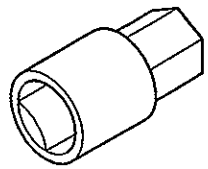
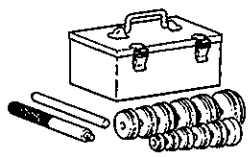
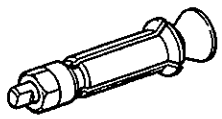
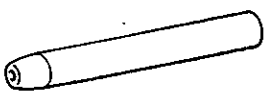
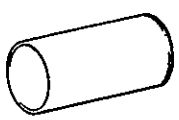
37200050082

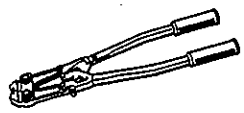
Items	Specified sealant	Remarks
Power steering rack support cover screw	3M ATD Part No. 8661 or equivalent	Semi-drying sealant
Dust cover lip for tie rod end ball joint		

SPECIAL TOOLS

37200060115

Tool	Number	Name	Use
 00003982	MB991113 or MB990635	Steering linkage puller	Disconnection of tie-rod end
	MB990685	Torque wrench	• Measurement of the ball joint starting torque • Measurement of the pinion shaft preload
	MB990326	Preload socket	Measurement of the ball joint starting torque
	MB990993 or MB991217	Power steering oil pressure gauge adapter (pump side)	Measurement of oil pressure
	MB990994	Power steering oil pressure gauge adapter (hose side)	
	MB990662	Oil pressure gauge assembly	
	MB990803	Steering wheel puller	Disconnection of the steering wheel
	MB991006	Preload socket	Measurement of the pinion shaft preload
	MB990776	Front axle base	Installation of dust cover for tie rod end ball joint

Tool	Number	Name	Use
	MB990607	Torque wrench socket	• Adjustment of rack support • Removal of rack support cover
	MB990925	Bearing and oil seal installer set	Installation of the oil seal and bearing
	MB991120	Needle bearing puller	Removal of rack housing needle bearing
	MB991197	Bar (long type)	To press in the oil seal for the rack
	MB991452	Oil seal installer	
	MB991202	Oil seal and bearing installer	Press fitting of rack housing bearing
	MB991212	Rack installer	Rack installation
	MB991203	Oil seal and bearing installer	To press in the valve housing oil seal and bearing
	MB991317	Seal ring installer	Compression of the seal rings after replacement of the pinion seal rings

Tool	Number	Name	Use
	MB991561	Boot band crimping tool	Installation of bellows band

ON-VEHICLE SERVICE

37200100084

STEERING WHEEL FREE PLAY CHECK

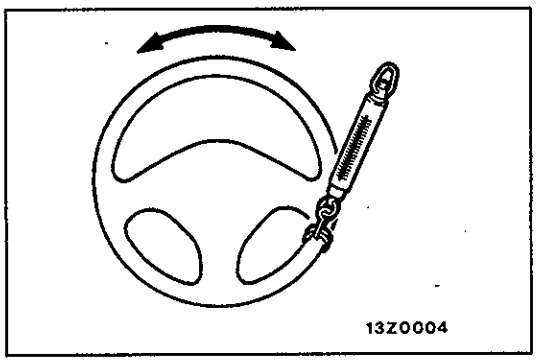
1. With engine running (hydraulic operation), set front wheels straight ahead.
2. Measure the play on steering wheel circumference before wheels start to move when slightly moving steering wheel in both directions.

   Limit: 30 mm

3. When play exceeds the limit, check for play on steering shaft connection and steering linkage. Correct or replace.
4. If the free play still exceeds the limit value, set steering wheel straight ahead with engine stopped. Load 5 N towards steering wheel circumference and check play.

   Standard value (steering wheel play with engine stopped): 10 mm or less

   If the play exceeds the standard value, remove steering gear box and check total pinion torque.



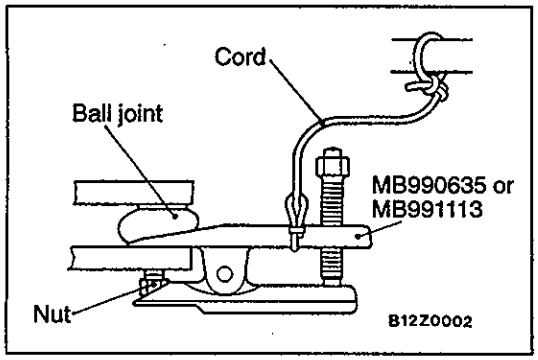
STEERING ANGLE CHECK

37200110100

1. Locate front wheels on turning radius gauge and measure steering angle.

   Standard value:
   Inner wheel 38°00'±1°30'
   Outer wheel 31°00'

2. When the angle is not within the standard value, the toe is probably incorrect. Adjust toe (Refer to GROUP 33A – On-vehicle Service) and recheck steering angle.

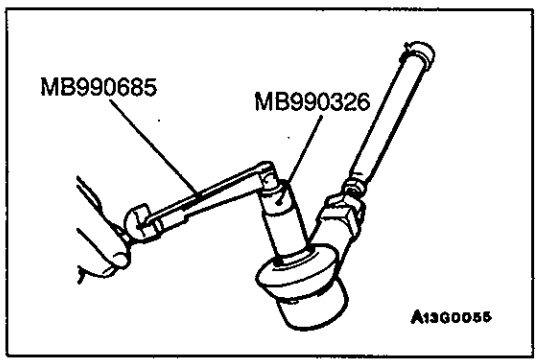


TIE ROD END BALL JOINT STARTING TORQUE CHECK

37200150058

1. Disconnect tie rod and knuckle with special tool.

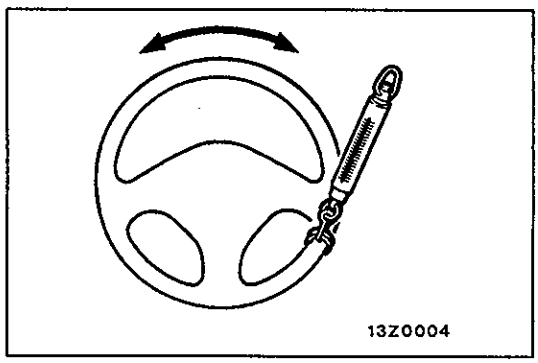
   Caution
   1. Using the special tool, loosen the tie rod end mounting nut. Only loosen the nut; do not remove it from the ball joint.
   2. Support the special tool with a cord, etc. to prevent it from coming off.



2. Move ball joint stud several times and install nut on stud. Measure ball joint starting torque with special tools.

   Standard value: 0.2–0.48 Nm

3. When the starting torque exceeds the standard value, replace tie rod end.
4. When the starting torque is under the standard value, check ball joint for end play or ratcheting. If none of these, the joint is still serviceable.



STATIONARY STEERING EFFORT CHECK

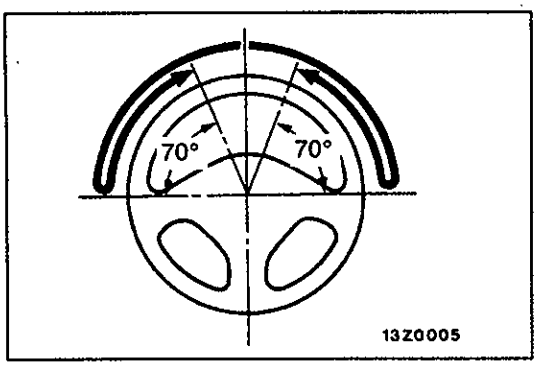
37200170092

1. With the vehicle stopped on a flat, paved surface, turn the steering wheel to the straight ahead position.
2. Start the engine and set it to 1,000±100 r/min.

   Caution
   After checking the engine r/min must return to the standard idling r/min.

3. Attach a spring balance to the outer circumference of the steering wheel and measure the steering force required to turn the steering wheel from the straight ahead position to the left and right (within a range of 1.5 turns). Also check to be sure that there is no significant fluctuation of the required steering force.

   Standard value:
   Steering effort: 29N or less
   Fluctuation allowance: 5.9N or less



CHECKING STEERING WHEEL RETURN TO CENTRE

37200180095

To make this test, conduct a road test and check as follows.

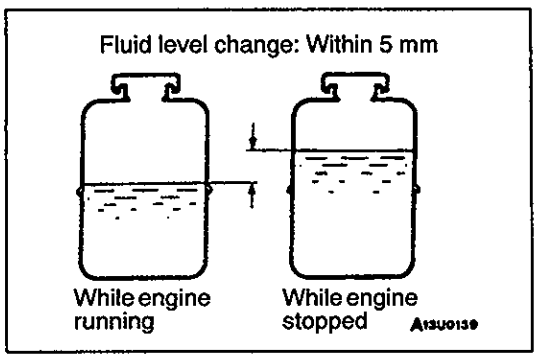
1. Make both gradual and sudden turns and check the steering "feeling" to be sure that there is not difference in the steering force required and the wheel return between left and right turns.
2. At a speed of 35 km/h, turn the steering wheel 90° and release the steering wheel after 1 or 2 seconds. If the steering wheel then returns 70° or more, the return can be judged to be satisfactory.

   NOTE
   There will be a momentary feeling or "heaviness" when the wheel is turned quickly, but this is not abnormal. (This is because the oil pump discharge amount is especially apt to be insufficient during idling.)

DRIVE BELT TENSION CHECK

37200190050

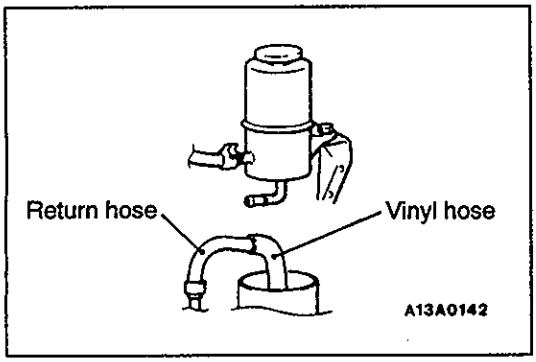
Refer to GROUP 11 – On-vehicle Service.



FLUID LEVEL CHECK

37200200043

1. Park the vehicle on a flat, level surface, start the engine, and then turn the steering wheel several times to raise the temperature of the fluid to approximately 50–60°C.
2. With the engine running, turn the wheel all the way to the left and right several times.
3. Check the fluid in the oil reservoir for foaming or milkiness. Check the difference of the fluid level when the engine is stopped, and while it is running. If the change of the fluid level is 5 mm or more, air bleeding should be done.



FLUID REPLACEMENT

37200210046

1. Raise the front wheels on a jack, and then support them with rigid racks.
2. Disconnect the return hose connection.
3. Connect a vinyl hose to the return hose, and drain the oil into a container.
4. Disconnect the high tension cable.

Caution
Be careful not to position the high-tension cable near the delivery pipe.

5. While operating the starting motor intermittently, turn the steering wheel all the way to the left and right several times to drain all of the fluid.
6. Connect the return hoses securely, and then secure it with the clip.
7. Fill the oil reservoir with the specified fluid up to the lower position of the filter, and then bleed the air.

Specified fluid:
Automatic transmission fluid
DEXRON or DEXRON II

BLEEDING

37200220087

1. Jack up the front wheels and support them by using a rigid rack.
2. Manually turn the oil pump pulley a few times.
3. Turn the steering wheel all the way to the left and to the right five or six times.
4. Disconnect the high-tension cable.

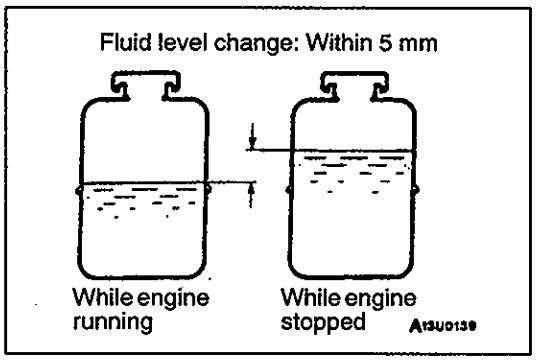
Caution
Be careful not to position the high-tension cable near the delivery pipe.

5. While operating the starting motor intermittently, turn the steering wheel all the way to the left and right five or six times (for 15 to 20 seconds).

Caution

1. **During air bleeding, replenish the fluid supply so that the level never falls below the lower position of the filter.**
2. **If air bleeding is done while engine is running, the air will be broken up and absorbed into the fluid; be sure to do the bleeding only while cranking.**

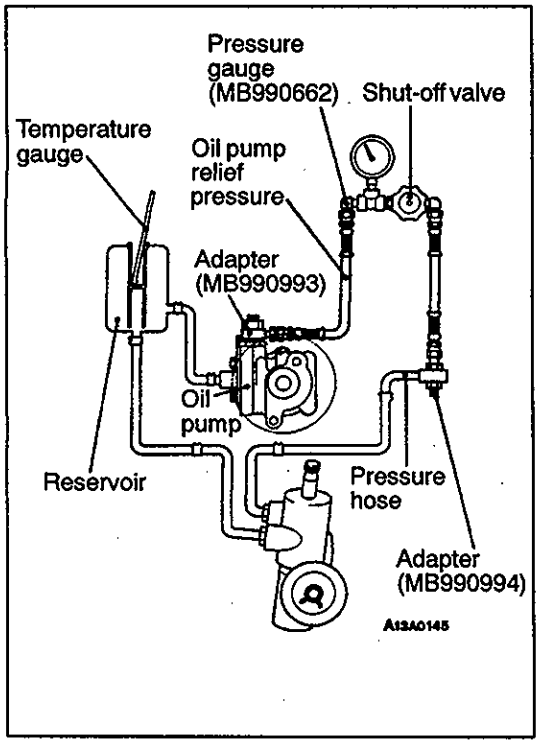
6. Connect the high-tension cable.
7. Turn the steering wheel to the left and right until there are no air bubbles in the oil reservoir.
8. Confirm that the fluid is not milky, and that the level is up to the specified position on the level gauge.
9. Confirm that there is very little change in the fluid level when the steering wheel is turned left and right.



10. Check whether or not the change in the fluid level is within 5 mm when the engine is stopped and when it is running.
11. If the change of the fluid level is 5 mm or more, the air has not been completely bled from the system, and thus must be bled completely.

Caution

1. **If the fluid level rises suddenly after the engine is stopped, the air has not been completely bled.**
2. **If air bleeding is not complete, there will be abnormal noises from the pump and the flow-control valve, and this condition could cause a lessening of the life of the pump, etc.**



OIL PUMP PRESSURE TEST

37200230103

1. Disconnect the pressure hose from the oil pump, and then connect the special tools.
2. Bleed the air, and then turn the steering wheel several times while the vehicle is not moving so that the temperature of the fluid rises to approximately 50–60°C.
3. Start the engine and idle it at 1,000±100 r/min.
4. Fully close the shut-off valve of the pressure gauge and measure the oil pump relief pressure to confirm that it is within the standard value range.

   Standard value:
   <L.H. drive vehicles> 9.8 MPa
   <R.H. drive vehicles> 8.8 MPa

   Caution
   Pressure gauge shut off valve must not remain closed for more than 10 seconds.

5. If it is not within the standard value, replace the oil pump.
6. Check whether or not the hydraulic pressure is the standard value when no-load conditions are created by fully opening the shut-off valve of the pressure gauge.

   Standard value: 0.2–0.5 MPa

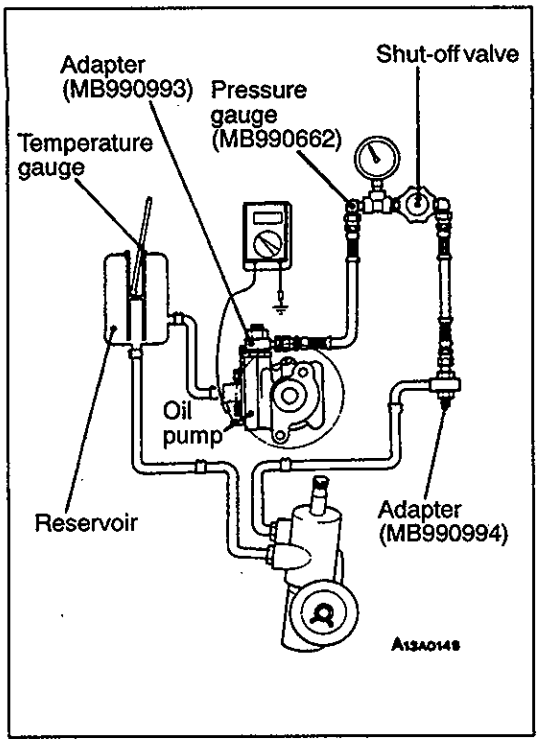
7. If it is not within the standard value, the probable cause is a malfunction of the oil line or steering gear box, so check these parts and repair as necessary.
8. Fully open the shut-off valve of the pressure gauge.
9. Turn the steering wheel all the way to the left or right; then check whether or not the retention hydraulic pressure is the standard value.

   Standard value:
   <L.H. drive vehicles> 9.8 MPa
   <R.H. drive vehicles> 8.8 MPa

10. When not within the standard value, replace the power steering gear box.
    Remeasure fluid pressure.
11. Remove the special tools, and then tighten the pressure hose to the specified torque.

    Tightening torque: 17 Nm

12. Bleed the system.



POWER STEERING OIL PRESSURE SWITCH CHECK

37200720082

1. Disconnect the pressure hose from the oil pump, and then connect the special tools.
2. Bleed the air, and then turn the steering wheel several times while the vehicle is not moving so that the temperature of the fluid rises to approximately 50–60°C.
3. The engine should be idling.
4. Disconnect the connection of the connector for the oil pressure switch, and place an ohmmeter in position.
5. Gradually close the shut-off valve of the pressure gauge and increase the hydraulic pressure, then check whether or not the hydraulic pressure that activates the switch is the standard value.

   Standard value: 1.5–2.0 MPa
6. Gradually open the shut-off valve and reduce the hydraulic pressure; then check whether or not the hydraulic pressure that deactivates the switch is the standard value.

   Standard value: 0.7–2.0 MPa
7. Remove the special tools, and then tighten the pressure hose to the specified torque.

   Tightening torque: 17 Nm
8. Bleed the system.

STEERING WHEEL AND SHAFT

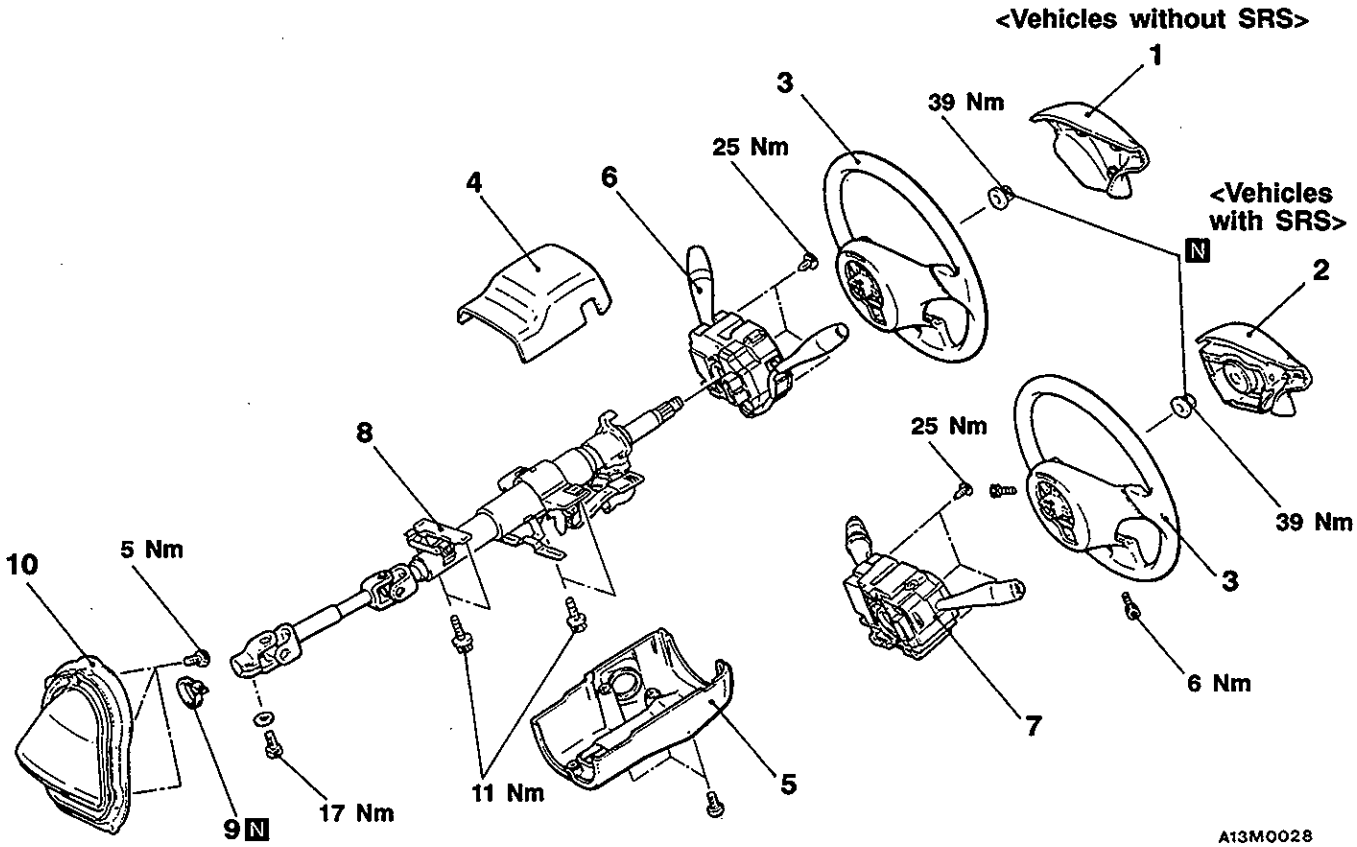
37200260126

REMOVAL AND INSTALLATION

CAUTION: SRS
For vehicles with SRS, before removal of air bag module, refer to GROUP 52B – Service Precautions and Air Bag Module and Clock Spring.

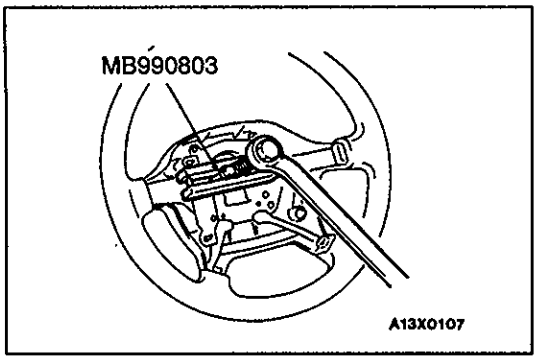
Pre-removal Operation
- Instrument Under Cover Removal (Refer to GROUP 52A – Instrument Panel.)

Post-installation Operation
(1) Instrument Under Cover Installation (Refer to GROUP 52A – Instrument Panel.)
(2) Checking Steering Wheel Position with Wheels Straight Ahead



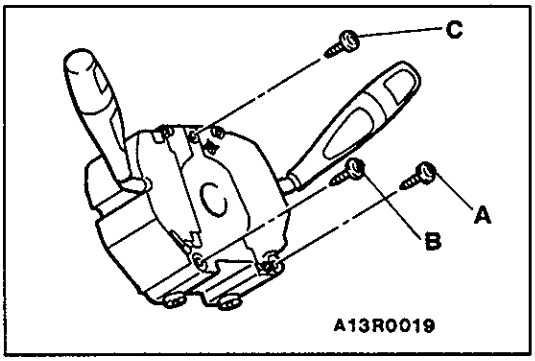
Removal steps

1. Horn pad <Vehicles without SRS>
2. Air bag module (Refer to GROUP 52B – Air Bag Module and Clock Spring.)
◀A▶ 3. Steering wheel
4. Upper column cover
5. Lower column cover
▶A◀ 6. Column switch <Vehicles without SRS>
▶A◀ 7. Clock spring and column switch (Refer to GROUP 52B – Air Bag Module and Clock Spring.)
8. Steering shaft assembly
9. Band
10. Steering cover assembly



REMOVAL SERVICE POINT

◀A▶ STEERING WHEEL REMOVAL



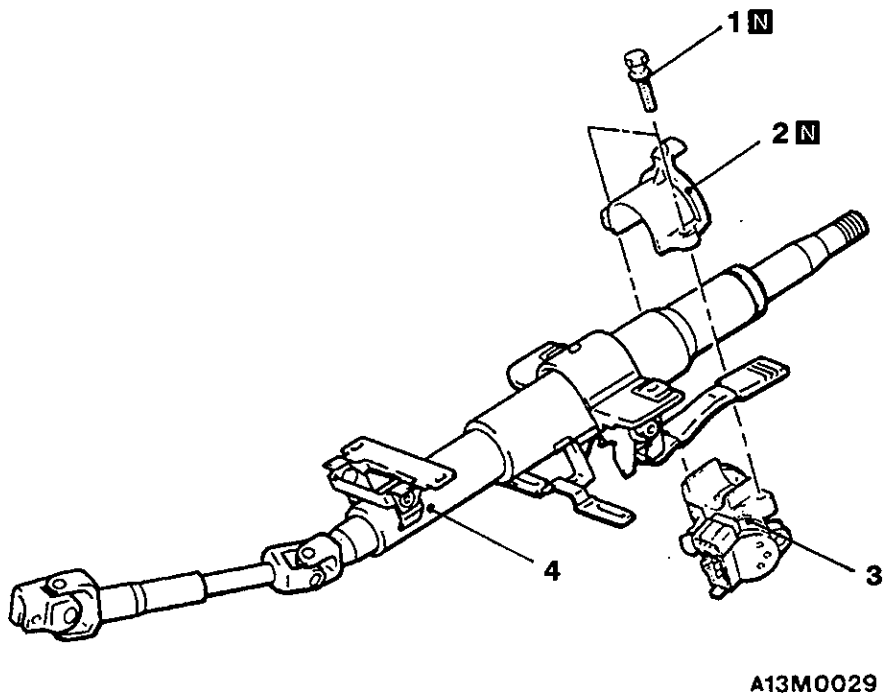
INSTALLATION SERVICE POINT

▶A◀ CLOCK SPRING AND COLUMN SWITCH/COLUMN SWITCH INSTALLATION

Tighten the screws in an alphabetical order.

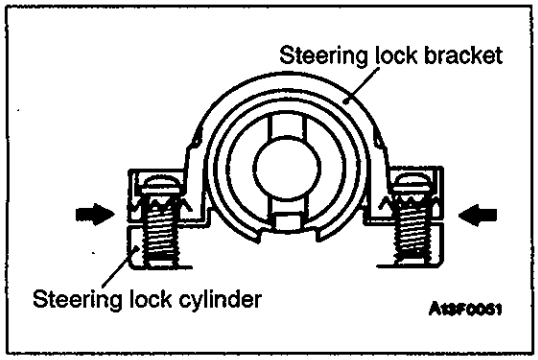
DISASSEMBLY AND REASSEMBLY

37200280108



Disassembly steps

◀A▶ ▶A◀ 1. Special bolt
▶A◀ 2. Steering lock bracket
▶A◀ 3. Steering lock cylinder
4. Steering shaft



DISASSEMBLY SERVICE POINT

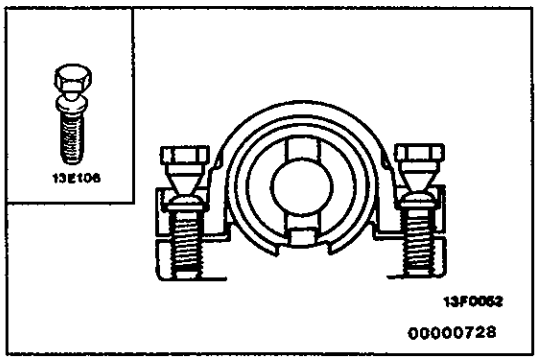
◀A▶ STEERING LOCK BRACKET/STEERING LOCK CYLINDER REMOVAL

If it is necessary to remove the steering lock cylinder, use a hacksaw to cut the special bolts at the steering lock bracket side.

REASSEMBLY SERVICE POINT

▶A◀ STEERING LOCK CYLINDER/STEERING LOCK BRACKET/SPECIAL BOLT INSTALLATION

(1) When installing the steering lock cylinder and steering lock bracket to the column tube, temporarily install the steering lock in alignment with the column boss.



(2) After checking that the lock works properly, tighten the special bolts until the head twists off.

Caution
The steering lock bracket and bolts must be replaced with new ones when the steering lock is installed.

POWER STEERING GEAR BOX

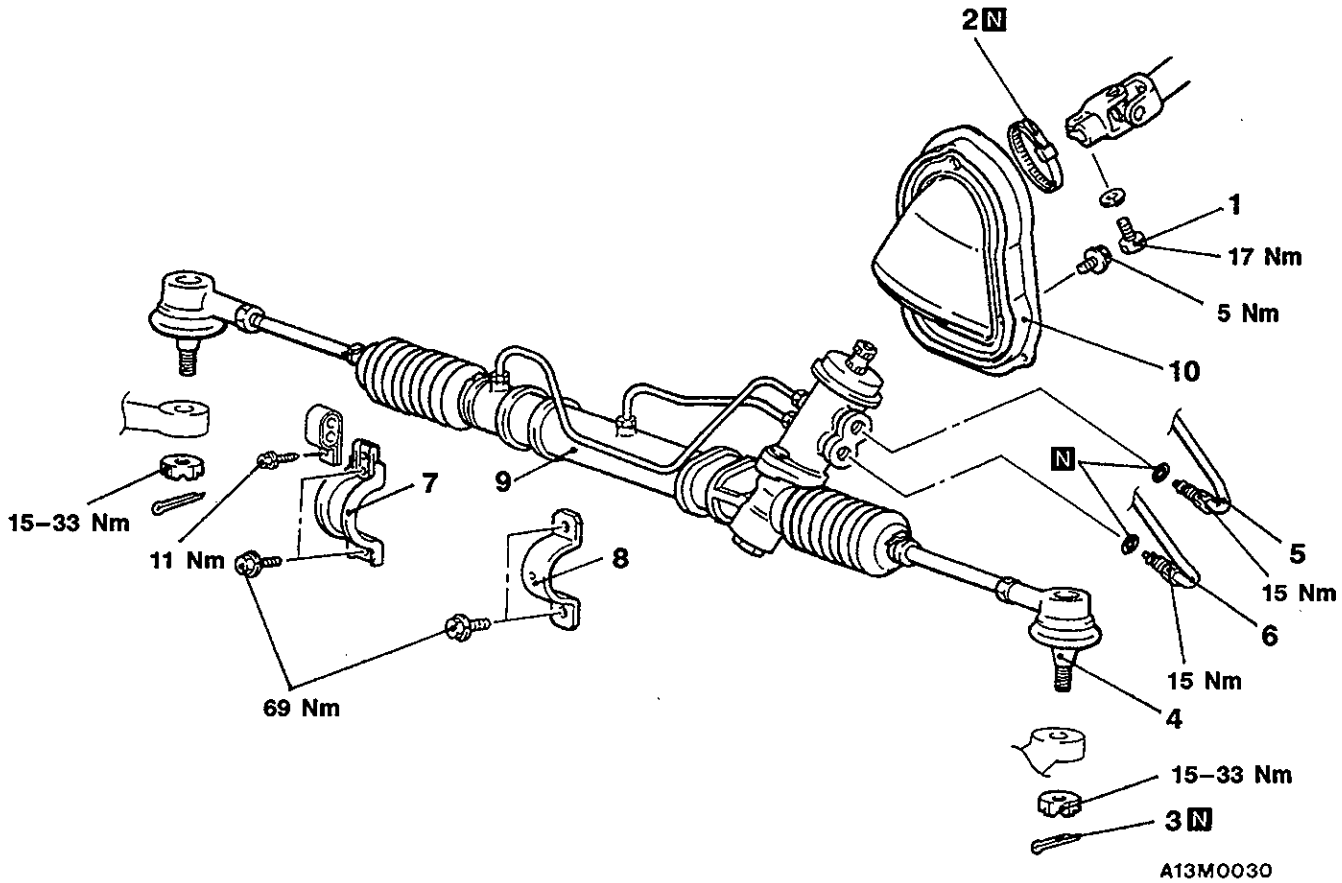
37200390108

REMOVAL AND INSTALLATION

CAUTION: SRS
For vehicles with SRS, before removal of steering gear box, refer to GROUP 52B, centre front wheels and remove ignition key. Failure to do so may damage SRS clock spring and render SRS system inoperative, risking serious driver injury.

Pre-removal Operation
(1) Power Steering Fluid Draining (Refer to P.37A-9.)
(2) Center Member Removal (Refer to GROUP 32.)
(3) Front Exhaust Pipe Removal (Refer to GROUP 15.)

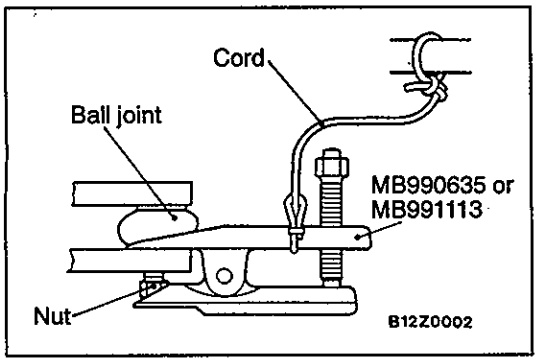
Post-installation Operation
(1) Front Exhaust Pipe Installation (Refer to GROUP 15.)
(2) Center Member Installation (Refer to GROUP 32.)
(3) Power Steering Fluid Supplying (Refer to P.37A-9.)
(4) Power Steering Fluid Line Bleeding (Refer to P.37A-9.)
(5) Checking Steering Wheel Position with Wheels Straight Ahead
(6) Front Wheel Alignment Adjustment (Refer to GROUP 33A.)



Removal steps

1. Steering shaft assembly and gear box connecting bolt
2. Band
3. Split pin
4. Tie-rod end and knuckle connection
5. Return tube connection
6. Pressure tube connection
7. Cylinder clamp
8. Gear housing clamp
9. Gear box assembly
10. Steering cover assembly

◀A▶ ◀B▶



REMOVAL SERVICE POINTS

◀A▶ TIE-ROD END DISCONNECTION

Caution

1. **Using the special tool, loosen the tie rod end mounting nut. Only loosen the nut; do not remove it from the ball joint.**
2. **Support the special tool with a cord, etc. to prevent it from coming off.**

◀B▶ GEAR BOX ASSEMBLY REMOVAL

Caution

Be careful not to damage the bellows and the tie-rod end dust cover when removing the gear box assembly.

INSPECTION

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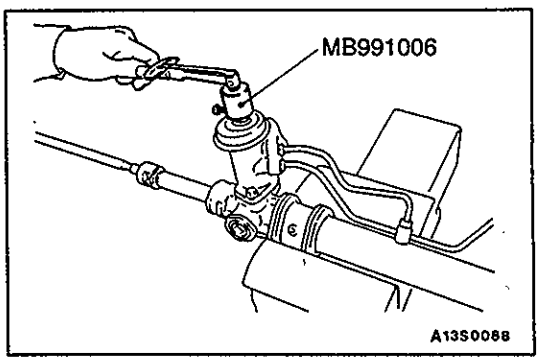
- Check the rubber parts for cracks and breakage.



GEAR BOX TOTAL PINION TORQUE

Using the special tools, rotate the pinion gear at the rate of one rotation in approximately 4 to 6 seconds to check the total pinion torque.

Standard value: 0.6 – 1.4 Nm
[Change in torque: 0.4 Nm]

Caution

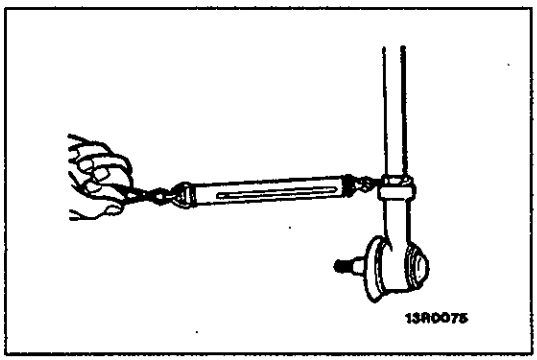
When holding the steering gear box assembly in a vice, secure its mounting positions. If it is secured in any other places, the gear housing may become deformed or damaged.

NOTE

When measuring, remove the bellows from the rack housing. Measure the pinion torque through the whole stroke of the rack.

If the measured value is not within the standard range, first adjust the rack support cover, and then check the total pinion starting torque again.

If the total pinion starting torque cannot be adjusted to within the standard range by adjusting the rack support cover, check the rack support cover, rack support spring, rack support and replace any parts if necessary.



CHECK THE TIE ROD FOR SWING RESISTANCE

(1) Give 10 hard swings to the tie rod.
(2) Measure the tie rod swing resistance with a spring balance.

Standard value: 7–24 N [1.5–4.9 Nm]

(3) If the measured value exceeds the standard value, replace tie rod.
(4) Even if the measured value is below the standard value, the tie rod which swings smoothly without excessive play may be used.

DISASSEMBLY AND REASSEMBLY

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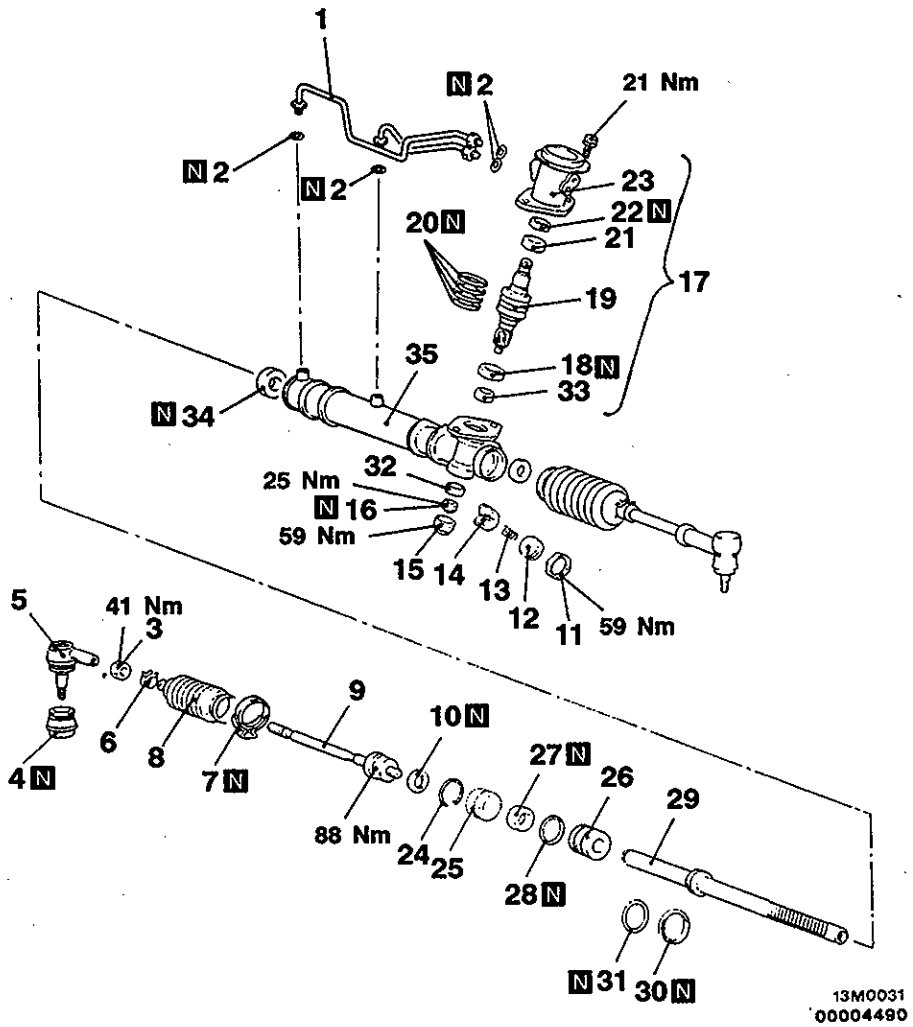
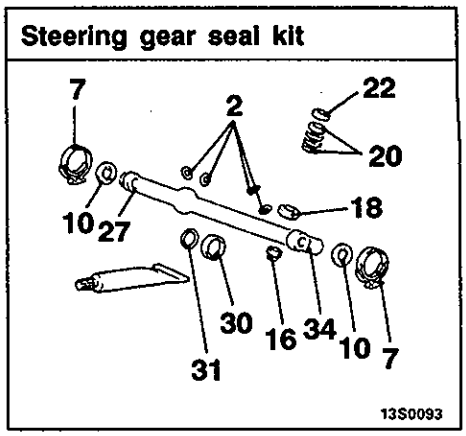
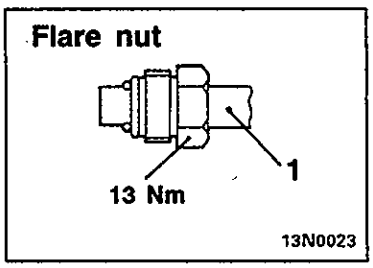


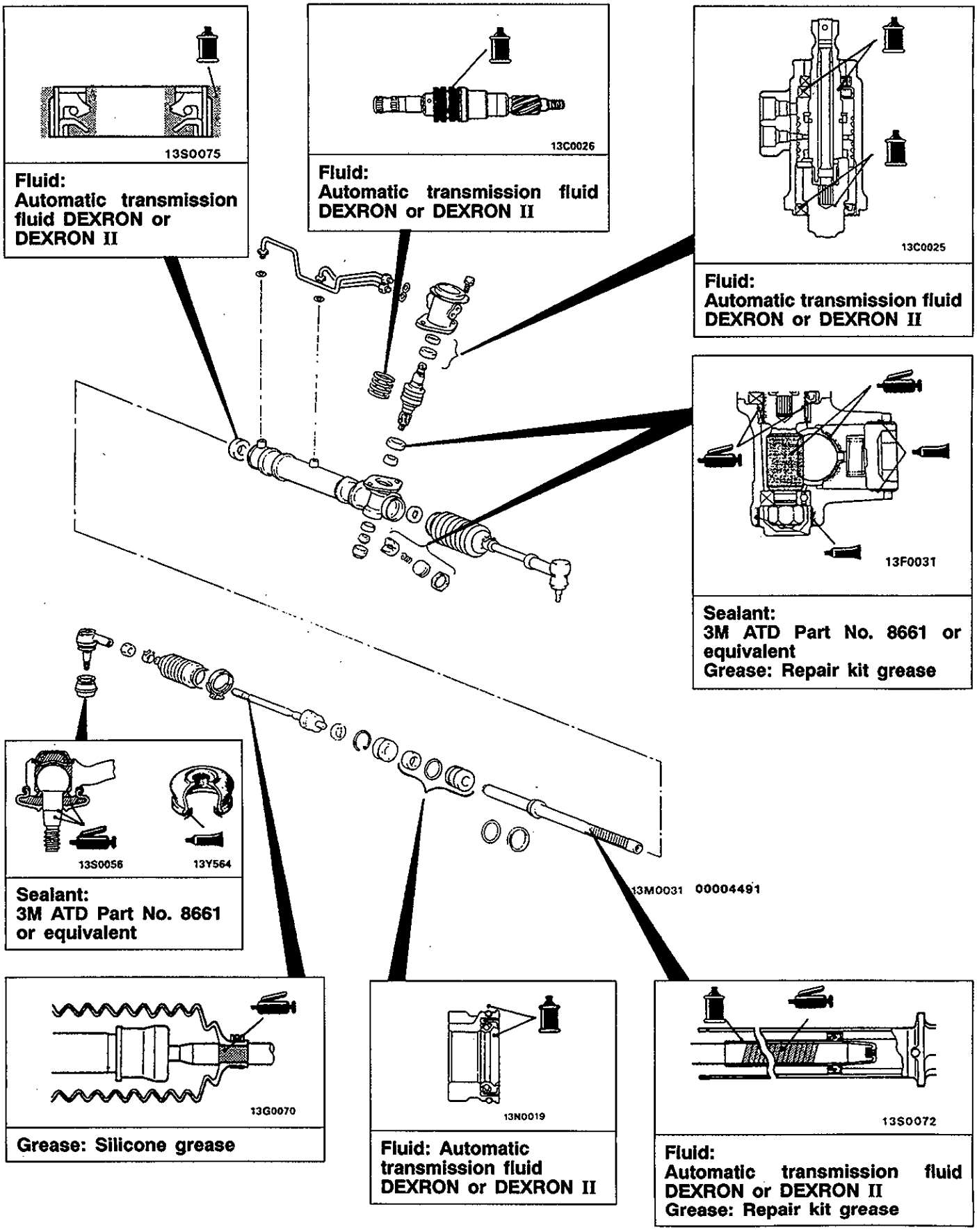


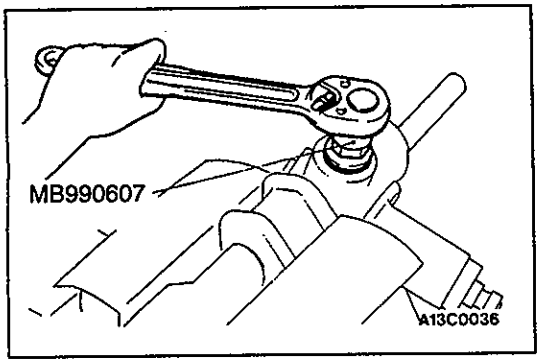


Disassembly steps

1. Feed pipe
2. O-ring
3. ▶N◀ Tie-rod end locking nut
4. ▶N◀ Tie-rod end
5. ▶M◀ Dust cover
6. Bellows clip
7. ▶L◀ Bellows band
8. Bellows
9. ▶K◀ Tie-rod
10. ▶K◀ Tab washer
- ▶J◀ • Total pinion torque adjustment
11. Locking nut
12. ◀A▶ Rack support cover
13. Rack support spring
14. Rack support
15. ▶I◀ End plug
16. Self-locking nut
17. Valve housing assembly
18. ◀B▶ ▶H◀ Oil seal
19. ◀B▶ Pinion and valve assembly
20. ◀C▶ ▶G◀ Seal ring
21. ◀D▶ ▶F◀ Ball bearing
22. ◀D▶ ▶F◀ Oil seal
23. Valve housing
24. ◀E▶ ▶E◀ Circlip
25. ◀F▶ Rack stopper
26. ◀F▶ ▶D◀ Rack bushing
27. ◀G▶ ▶D◀ Oil seal
28. O-ring
29. ◀F▶ ▶C◀ Rack
30. ◀C▶ Seal ring
31. O-ring
32. ◀H▶ ▶B◀ Ball bearing
33. ◀I▶ ▶B◀ Needle roller bearing
34. ◀J▶ ▶A◀ Oil seal
35. Rack housing

Lubrication and Sealing Points

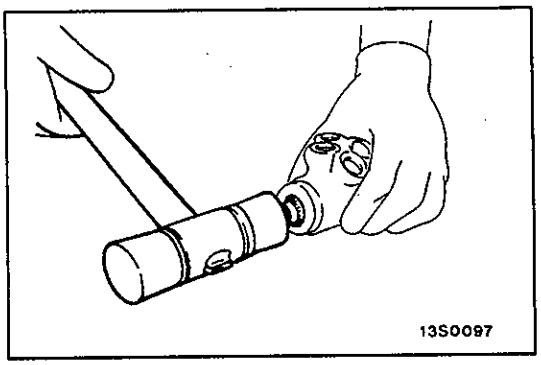




DISASSEMBLY SERVICE POINTS

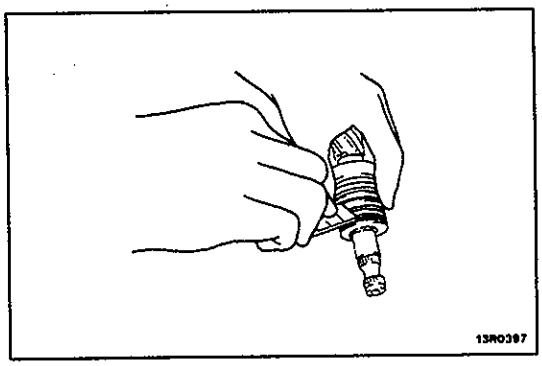
◀A▶ RACK SUPPORT COVER REMOVAL

Use the special tool to remove the rack support cover from the gear box.



◀B▶ OIL SEAL/PINION AND VALVE ASSEMBLY REMOVAL

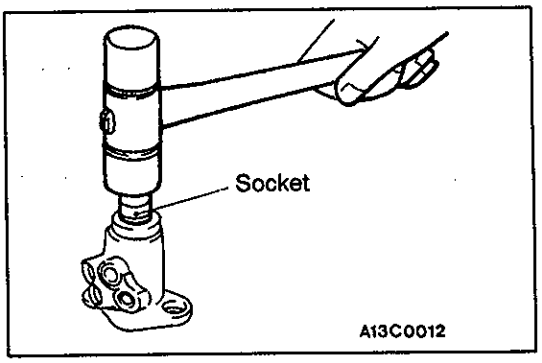
Using a plastic hammer, gently tap the pinion to remove it.



◀C▶ SEAL RING REMOVAL

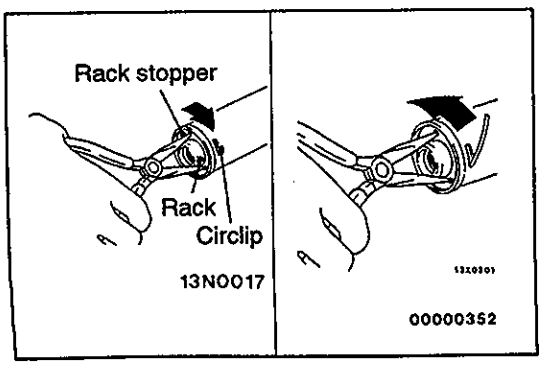
Cut the seal ring and remove it from the pinion and valve assembly and the rack.

Caution
When cutting the seal ring, be careful not to damage the pinion and valve assembly or the rack.



◀D▶ BALL BEARING/OIL SEAL REMOVAL

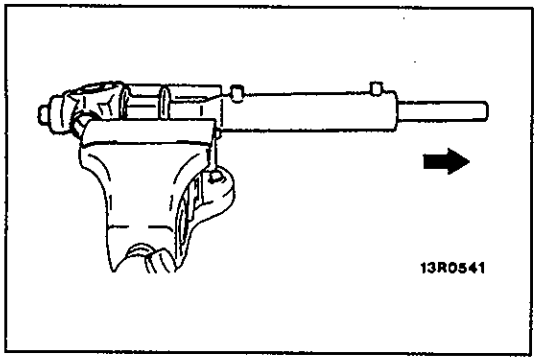
Use a socket, remove the oil seal and the ball bearing from the valve housing assembly simultaneously.



◀E▶ CIRCLIP REMOVAL

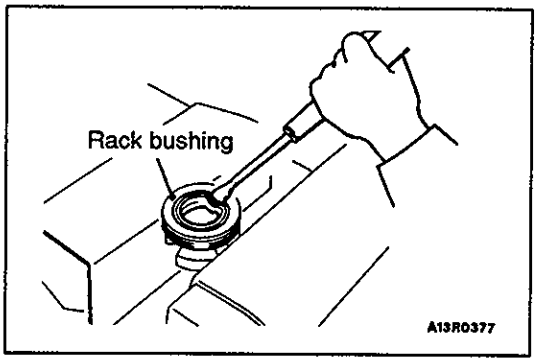
(1) Turn the rack stopper clockwise until the end of the circlip comes out of the slot in the rack housing.
(2) Turn the rack stopper anticlockwise to remove the circlip.

Caution
Note that if the rack stopper is first turned anticlockwise, the circlip will get caught in the slot in the housing and the rack stopper will not turn.



◀F▶ RACK STOPPER/RACK BUSHING/RACK REMOVAL

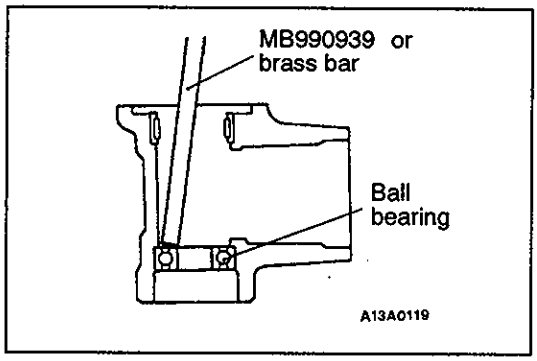
Pull out the rack assembly gently, and remove the rack stopper and rack bushing together.



◀G▶ OIL SEAL REMOVAL

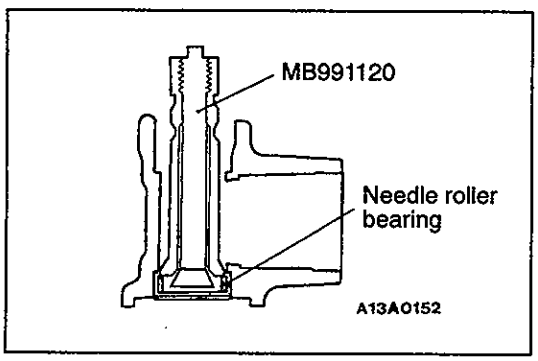
Partially bend the oil seal to remove from the rack bushing.

Caution
Do not damage the oil seal press fitting surface of the rack bushing.



◀H▶ BALL BEARING REMOVAL

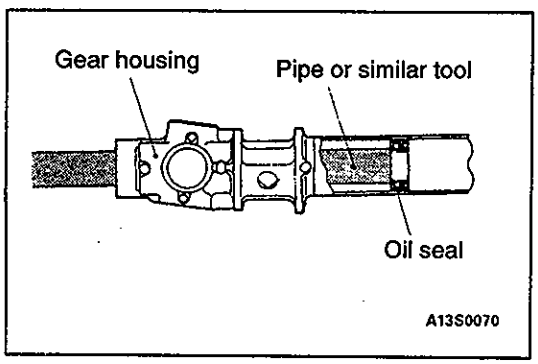
Use a brass bar or the special tool to remove the ball bearing from the gear housing.



◀I▶ NEEDLE ROLLER BEARING REMOVAL

Use the special tool to remove the needle roller bearing from the rack housing.

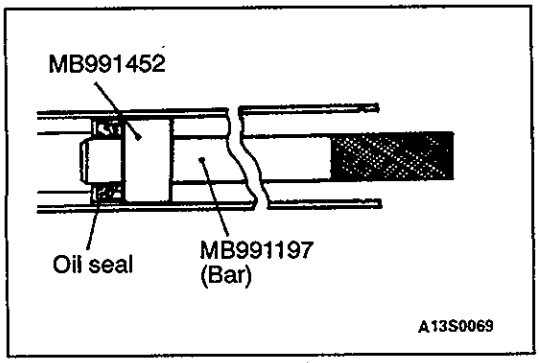
Caution
Do not open the special tool excessively to prevent damaging housing interior.



◀J▶ OIL SEAL REMOVAL

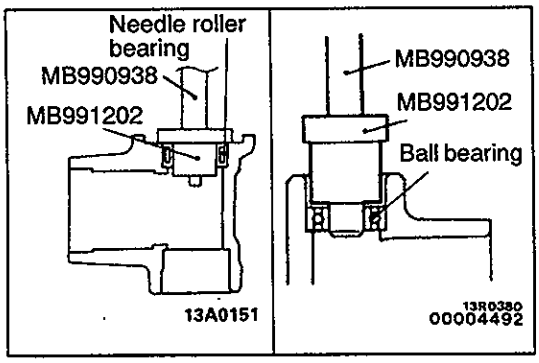
Use a piece of pipe or similar tool to remove the oil seal from the gear housing.

Caution
Be careful not to damage the inner surface of the rack cylinder of the gear housing.

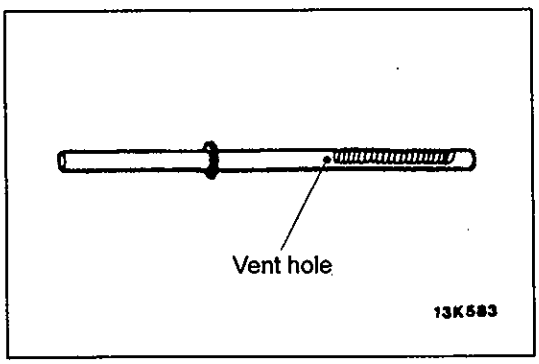


REASSEMBLY SERVICE POINTS

▶A◀ OIL SEAL INSTALLATION



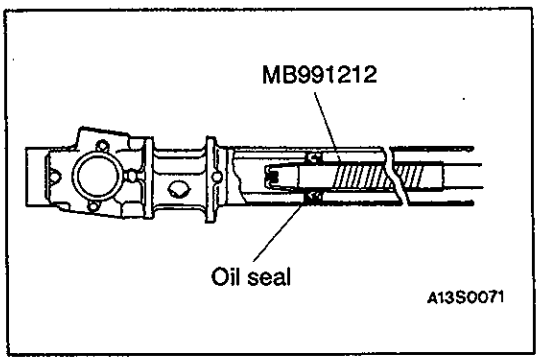
▶B◀ NEEDLE ROLLER BEARING/BALL BEARING INSTALLATION



▶C◀ RACK INSTALLATION

(1) Apply a coating of repair kit grease to the rack tooth face.

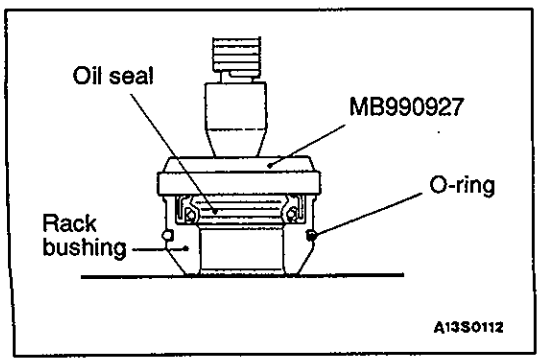
Caution
Do not close the vent hole in the rack with grease.



(2) Cover rack serrations with special tool.
(3) Apply the specified fluid on the special tool.

Specified fluid:
Automatic transmission fluid
DEXRON or DEXRON II

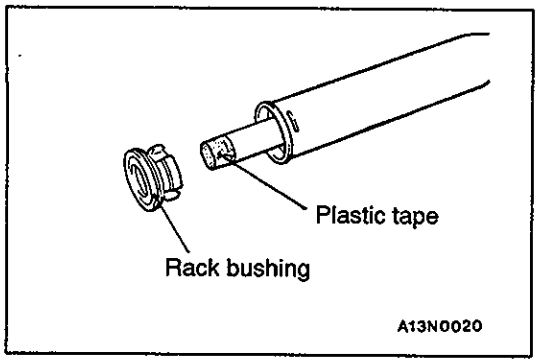
(4) Match the oil seal centre with rack to prevent retainer spring from slipping and slowly insert rack from power cylinder side.



▶D◀ OIL SEAL/RACK BUSHING INSTALLATION

(1) Apply the specified fluid to the outer surface of the oil seal. Press-fit the oil seal using the special tool until it is flush with the bushing end face.

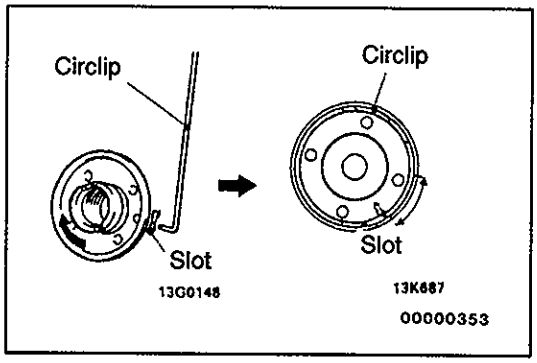
Specified fluid:
Automatic transmission fluid
DEXRON or DEXRON II



(2) Apply the specified fluid to the oil seal inner surface and the O-ring.

Specified fluid:
Automatic transmission fluid
DEXRON or DEXRON II

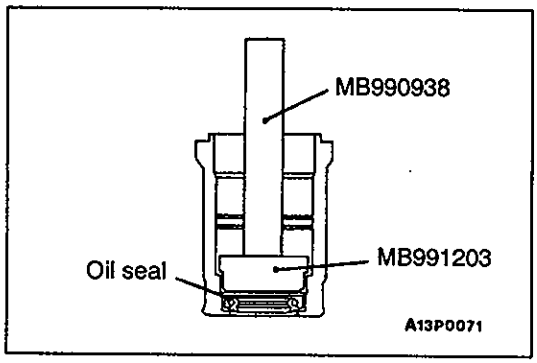
(3) Wrap the rack end with plastic tape, and push the rack bushing onto the rack.



▶E◀ CIRCLIP INSTALLATION

Insert the circlip to the rack stopper hole through the cylinder hole. Turn the rack stopper clockwise and insert the circlip firmly.

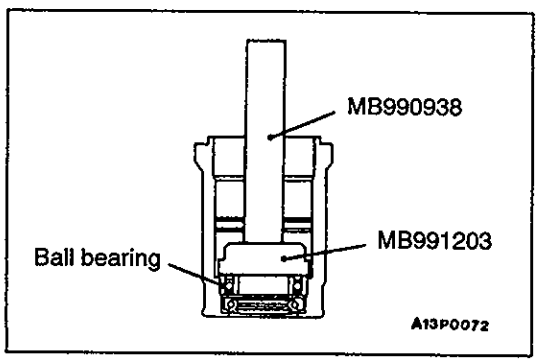
Caution
Insert the circlip to the rack stopper hole while turning the rack stopper clockwise.



▶F◀ OIL SEAL/BALL BEARING INSTALLATION

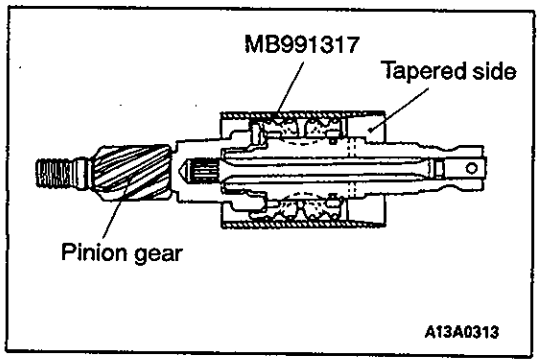
(1) Apply a coating of the specified fluid to the outside of the oil seal. Using the special tools, press the oil seal into the valve housing.

Specified fluid:
Automatic transmission fluid
DEXRON or DEXRON II



(2) Apply a coating of the specified fluid to the outside of the ball bearing. Using the special tools, press the ball bearing into the valve housing.

Specified fluid:
Automatic transmission fluid
DEXRON or DEXRON II

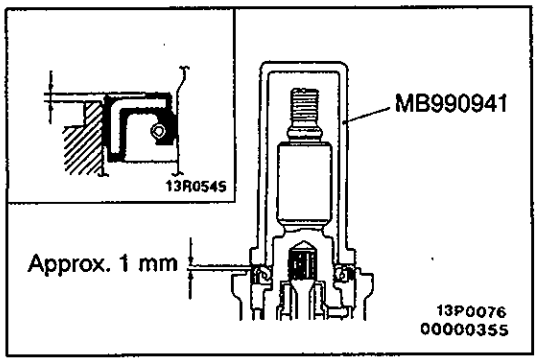


▶G◀ SEAL RING INSTALLATION

(1) Kneed the seal ring to soften it.
(2) Apply the specified fluid to the seal ring, and install to the rack groove.

Specified fluid:
Automatic transmission fluid
DEXRON or DEXRON II

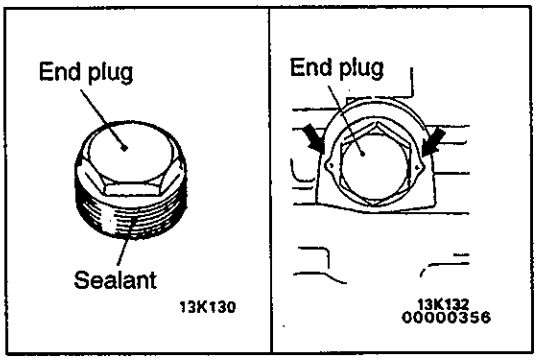
(3) Insert the tapered side of the special tool from the pinion gear side, and compress the seal ring.



▶H◀ OIL SEAL INSTALLATION

Use the special tool to press the oil seal into the valve housing. The upper surface of the oil seal should project outwards approx. 1 mm from the housing edge surface.

Caution
If the oil seal is flush with or lower than the housing edge, it will cause oil leaks and require reassembly.

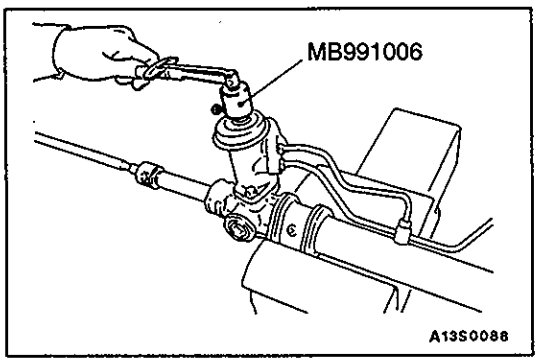


▶I◀ END PLUG INSTALLATION

(1) Apply the specified sealant to the threaded part of the end plug.

Specified sealant:
3M ATD Part No.8661 or equivalent

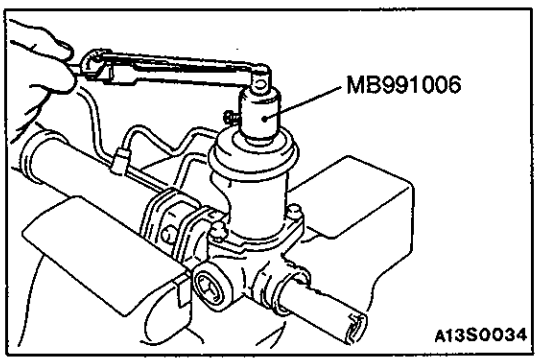
(2) Secure the threaded portion of the end plug at two places by using a punch.



▶J◀ TOTAL PINION TORQUE ADJUSTMENT

(1) Position the rack at its centre. Tighten the rack support cover to 15 Nm.

(2) In neutral position, rotate the pinion shaft clockwise one turn/4 – 6 seconds with the special tool. Return the rack support cover 30° – 60° and adjust torque to the standard value.



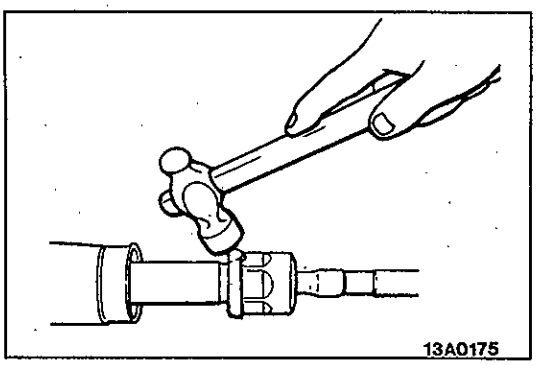
(3) Using the special tools, rotate the pinion gear at the rate of one rotation in approximately 4 to 6 seconds to check the total pinion torque.

Standard value: 0.6 – 1.4 Nm
[Change in torque: 0.4 Nm]

Caution
1. **When adjusting, set the standard value at its highest value.**
2. **Assure no ratcheting or catching when operating the rack towards the shaft direction.**

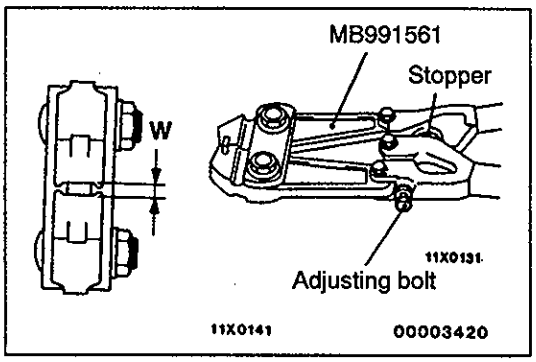
NOTE
When it cannot be adjusted within the specified return angle, check or replace the rack support cover components.

(4) After adjusting, lock the rack support cover with lock nut.



▶K◀ TAB WASHER/TIE-ROD INSTALLATION

After installing the tie-rod to the rack, fold the tab washer end (2 locations) to the tie-rod notch.

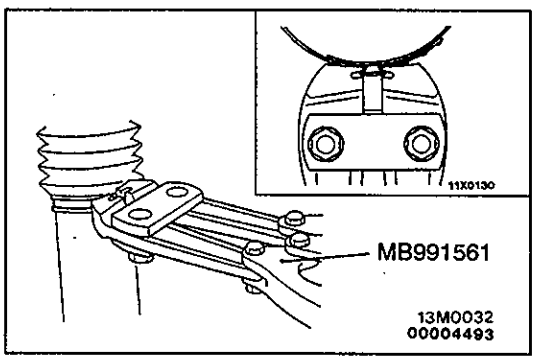


▶L◀ BELLOWS BAND INSTALLATION

(1) Turn the adjusting bolt of the special tool to adjust the opening dimension (W) to the standard value.

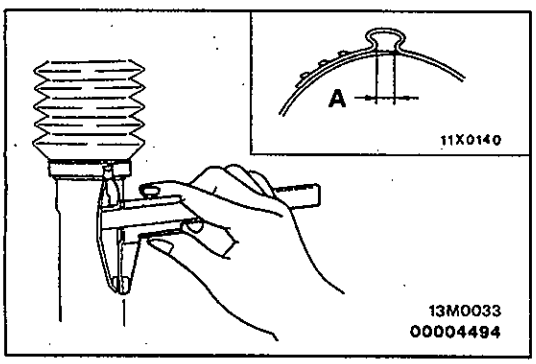
Standard value (W): 2.9 mm
<When more than 2.9 mm>
Screw in the adjusting bolt.
<When less than 2.9 mm>
Loosen the adjusting bolt.

NOTE
(1) The dimension (W) is adjusted by approx. 0.7 mm per one turn.
(2) Do not turn the adjusting bolt more than one turn.



(2) Use the special tool to crimp the bellows band.

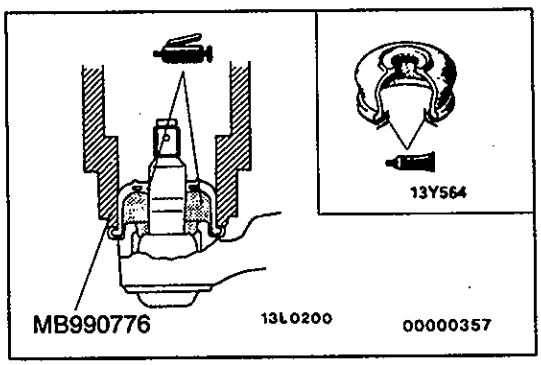
Caution
(1) Hold the rack housing, and use the special tool to crimp the bellows band securely.
(2) Crimp the bellows band until the special tool touches the stopper.



(3) Check that the crimped width (A) is within the standard value.

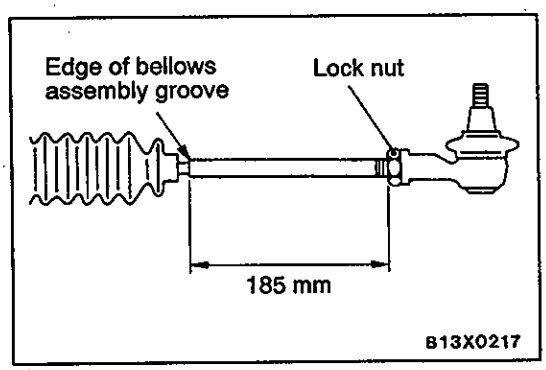
Standard value (A): 2.4 – 2.8 mm
<When more than 2.8 mm>
Readjust the dimension (W) of step (1) to the value calculated by the following equation, and repeat step (2).
W = 5.5 mm – A [Example: If (A) is 2.9 mm, (W) is 2.6 mm.]

<When less than 2.4 mm>
Remove the bellows band, readjust the dimension (W) of step (1) to the value calculated by the following equation, and use a new bellows band to repeat steps (2) to (3).
W = 5.5 mm – A [Example: If (A) is 2.3 mm, (W) is 3.2 mm.]



▶M◀DUST COVER INSTALLATION

(1) Pack the dust cover interior with multipurpose grease.
(2) Apply the specified sealant to the dust cover lip.
Specified sealant: 3M ATD Part No.8661 or equivalent
(3) Using the special tool, install the dust cover to the tie-rod end ball joint.



▶N◀TIE-ROD END/TIE-ROD END LOCKING NUT INSTALLATION

Screw in the tie-rod end to have its right and left length as illustrated. Lock with lock nut.

INSPECTION

37200440070

RACK CHECK

- Check the rack tooth surfaces for damage or wear.
- Check the oil seal contact surfaces for uneven wear.
- Check the rack for bends.

PINION AND VALVE ASSEMBLY CHECK

- Check the pinion gear tooth surfaces for damage or wear.
- Check for worn or defective seal ring.

BEARING CHECK

- Check for roughness or abnormal noise during bearing operation.
- Check the bearing for play.
- Check the needle roller bearing for roller slip-off.

OTHER CHECK

- Check the cylinder inner surface of the rack housing for damage.
- Check the boots for damage, cracking or deterioration.
- Check the rack support for uneven wear or dents.
- Check the rack bushing for uneven wear or damage.

POWER STEERING OIL PUMP

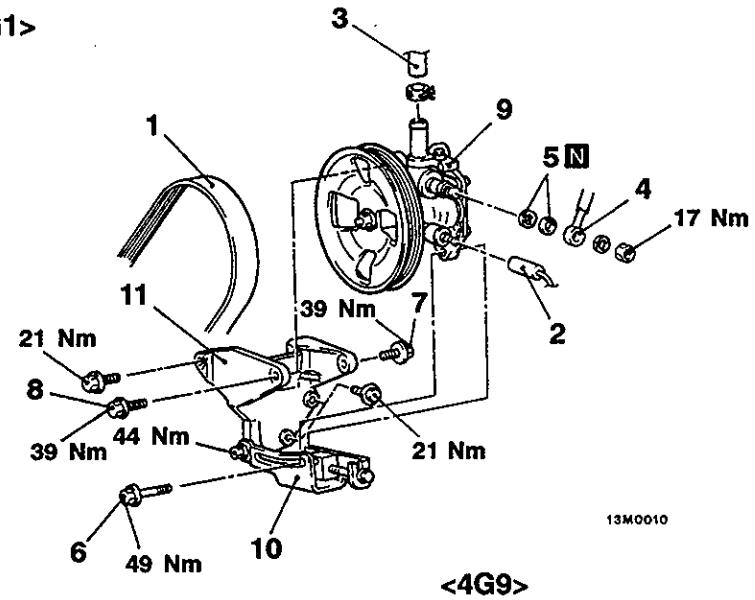
37200520132

REMOVAL AND INSTALLATION

Pre-removal Operation
- Power Steering Fluid Draining (Refer to P.37A-9.)

Post-installation Operation
- Power Steering Fluid Supplying (Refer to P.37A-9.)
- Drive Belt Tension Adjusting (Refer to GROUP 11 – On-vehicle Service.)
- Power Steering Fluid Line Bleeding (Refer to P.37A-9.)
- Oil Pump Pressure Check (Refer to P.37A-11.)

<4G1>



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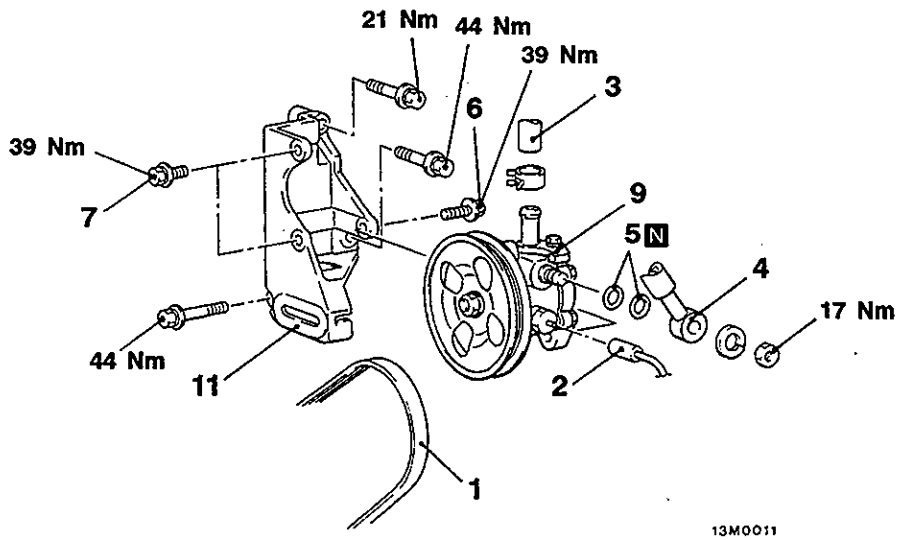
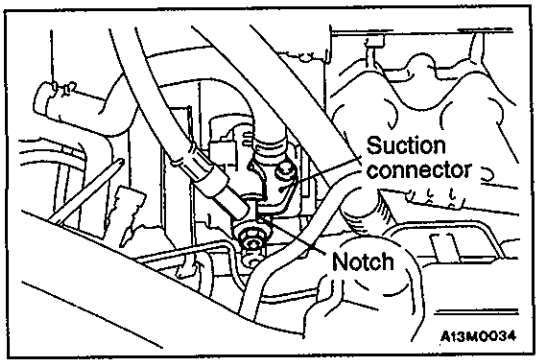


Removal steps

1. Drive belt
2. Pressure switch connector
3. Suction hose
▶A◀ 4. Pressure hose
5. O-ring
6. Bolt
7. Bolt
8. Bolt
9. Oil pump
10. Oil pump brace
11. Oil pump bracket



INSTALLATION SERVICE POINT

▶A◀ PRESSURE HOSE INSTALLATION

Connect the pressure hose so that its notch part contacts the suction connector.

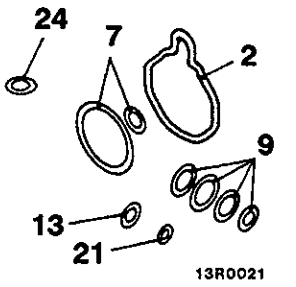
INSPECTION

37200530036

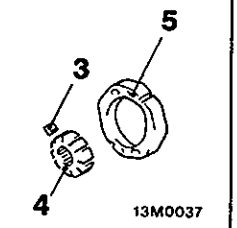
- Check the drive belt for cracks.
- Check the pulley assembly for uneven rotation.

DISASSEMBLY AND REASSEMBLY

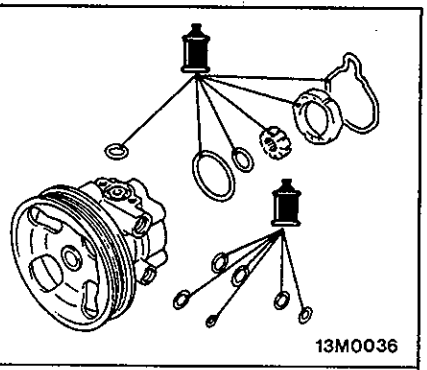
37200540107



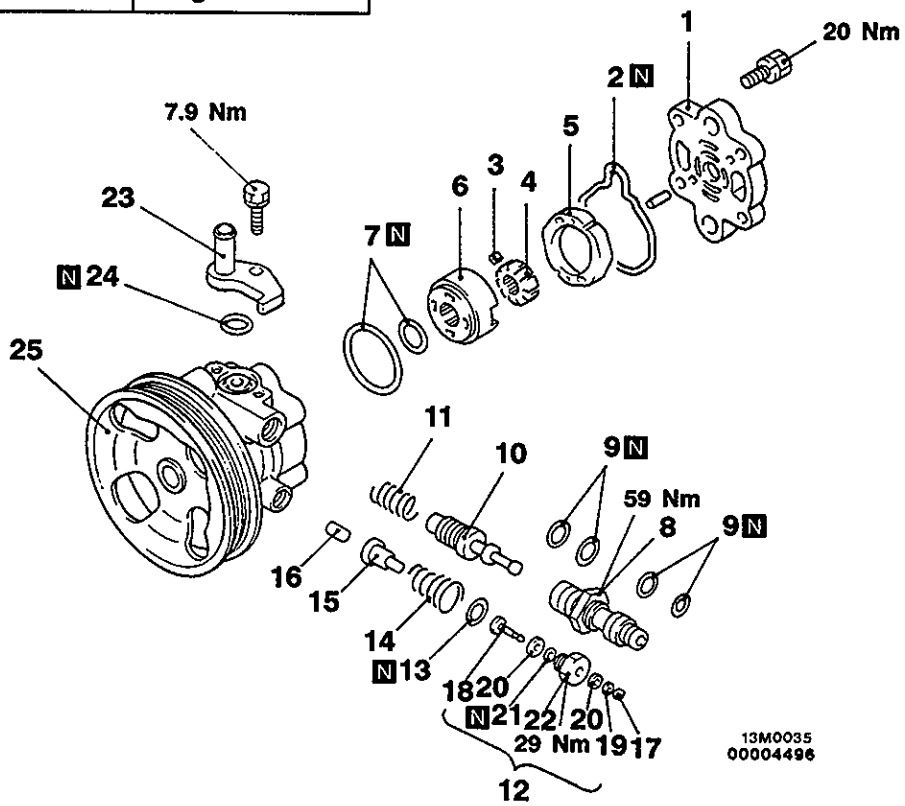
Oil pump seal kit



Oil pump cartridge kit



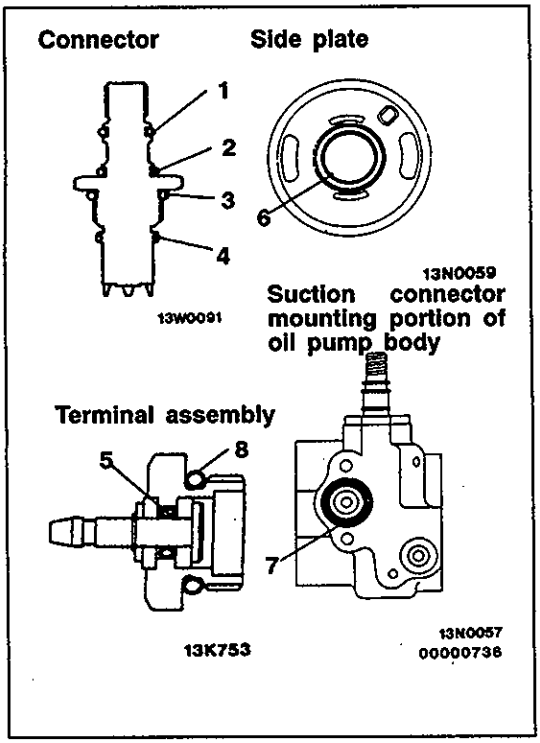
Fluid: Automatic transmission fluid DEXRON or DEXRON II



Disassembly steps

1. Pump cover
2. O-ring
3. ▶E◀ Vanes
4. Rotor
5. ▶D◀ Cam ring
6. ▶C◀ Side plate
7. ▶A◀ O-ring
8. Connector
9. ▶A◀ O-ring
10. Flow control valve
11. Flow control spring
12. Terminal assembly
13. ▶A◀ O-ring
14. ▶B◀ Spring
15. Plunger
16. Piston rod
17. Snap ring
18. Terminal
19. Washer
20. Insulator
21. ▶A◀ O-ring
22. Plug
23. Suction connector
24. ▶A◀ O-ring
25. Oil pump body and pulley assembly

Caution
Do not disassemble the flow control valve.

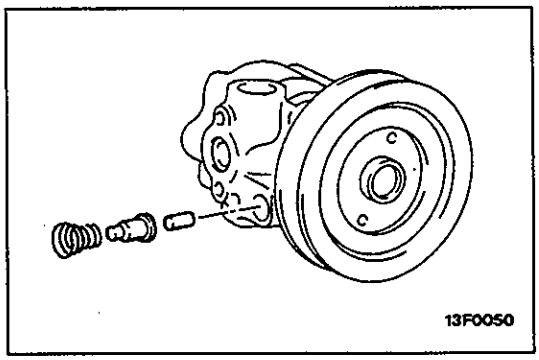


REASSEMBLY SERVICE POINTS

▶A◀ O-RINGS INSTALLATION

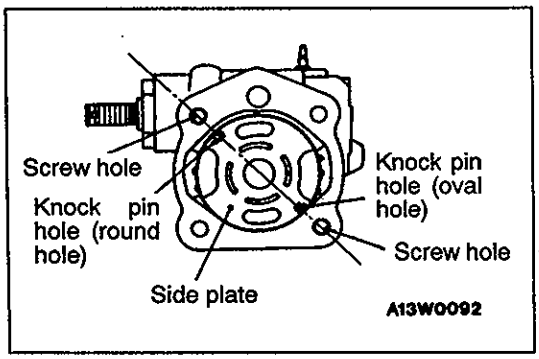
Apply the specified fluid on O-rings to install.

No.	I.D. × Width mm
1	11 × 1.9
2	13 × 1.9
3	17.8 × 2.4
4	13.5 × 1.5
5	3.8 × 1.9
6	16.8 × 2.4
7	17.8 × 2.4
8	13.0 × 1.9



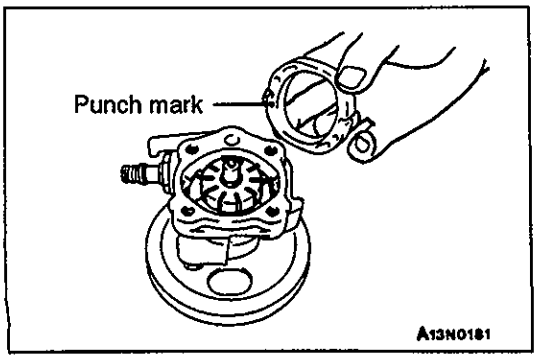
▶B◀ SPRING INSTALLATION

Fit the spring to the oil pump body with the larger diameter end at the terminal assembly side.



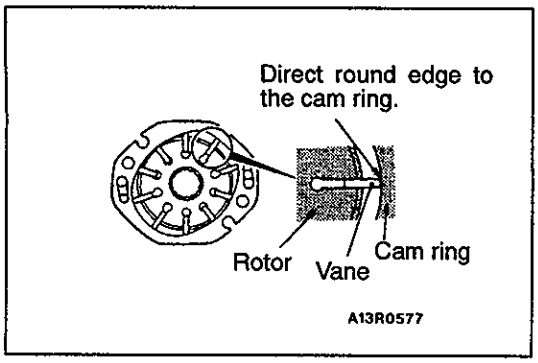
▶C◀ SIDE PLATE INSTALLATION

Install the side plate so that the screw hole in the oil pump body and the knock pin holes in the side plate are all in a straight line.



▶D◀ CAM RING INSTALLATION

Install the cam ring with the punch mark facing the side plate.



▶E◀ VANE INSTALLATION

Install the vanes on the rotor, paying close attention to the installation direction.

INSPECTION

37200550087

- Check the flow control valve for clogging.
- Check the pulley assembly for wear or damage.
- Check the groove of rotor and vanes for "stepped" wear.
- Check the contact surface of cam ring and vanes for "stepped" wear.
- Check the vanes for damage.

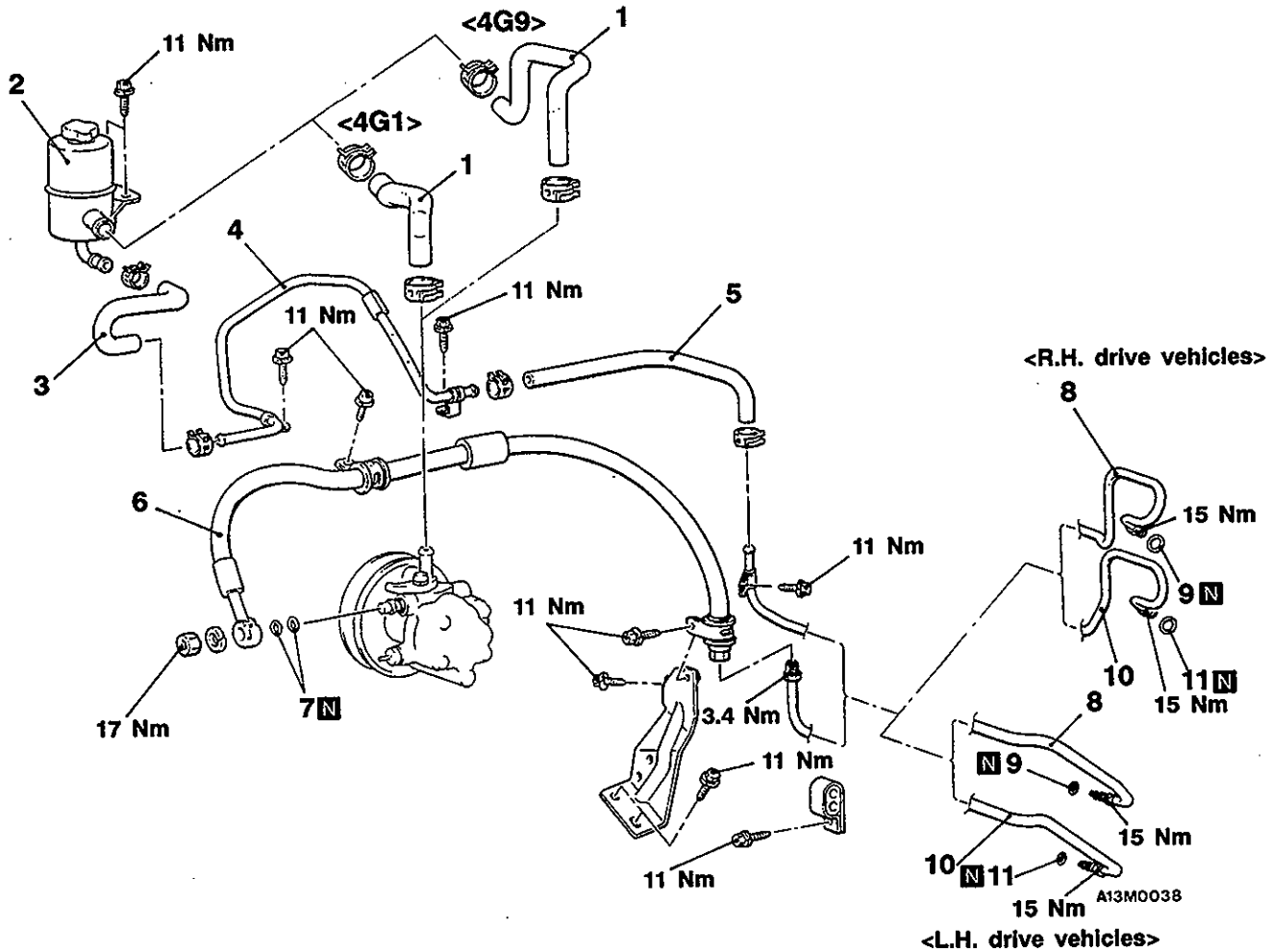
POWER STEERING HOSES

37200570137

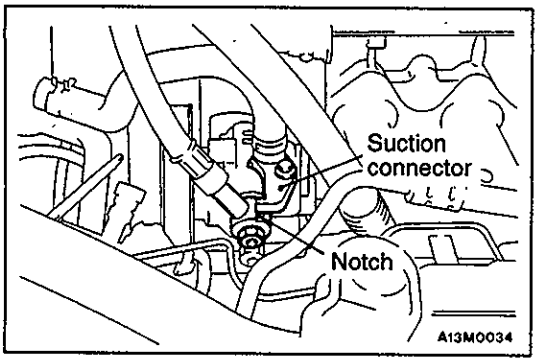
REMOVAL AND INSTALLATION

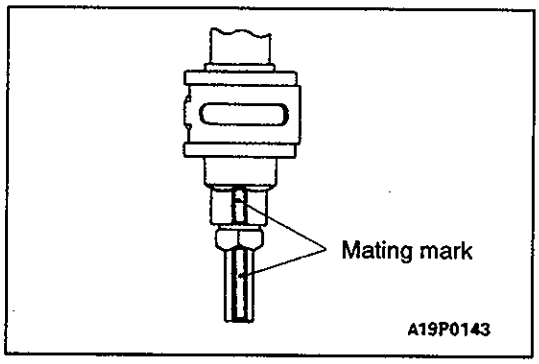
Pre-removal Operation
- Power Steering Fluid Draining (Refer to P.37A-9.)

Post-installation Operation
- Power Steering Fluid Supplying (Refer to P.37A-9.)
- Power Steering Fluid Line Bleeding (Refer to P.37A-9.)



1. Suction hose
2. Oil reservoir
3. Return hose
4. Return tube
5. Return hose
▶A◀ 6. Pressure hose
7. O-ring
8. Return tube
9. O-ring
▶A◀ 10. Pressure tube
11. O-ring





INSTALLATION SERVICE POINT

▶A◀ PRESSURE HOSE/PRESSURE TUBE INSTALLATION

(1) Connect the pressure hose so that its notch part contacts the suction connector.

(2) Align the marks on the pressure hose and pressure tube, and install the pressure hose.