

# STEERING SYSTEM

## SECTION **ST**

### CONTENTS

<b>PRECAUTIONS</b> .....	2	Inspection.....	14
Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" .....	2	TILT MECHANISM .....	14
Precautions for Steering System.....	2	<b>POWER STEERING GEAR AND LINKAGE</b> .....	15
<b>PREPARATION</b> .....	3	Components.....	15
Special Service Tools .....	3	Removal and Installation .....	16
Commercial Service Tool.....	3	Inspection.....	17
<b>NOISE, VIBRATION AND HARSHNESS (NVH)</b>		STEERING GEAR.....	18
<b>TROUBLESHOOTING</b> .....	5	BOOT .....	18
NVH Troubleshooting Chart.....	5	TIE-ROD OUTER AND INNER SOCKETS.....	18
<b>ON-VEHICLE SERVICE</b> .....	6	Assembly .....	18
Checking Steering Wheel Play.....	6	Adjustment .....	20
Checking Neutral Position on Steering Wheel.....	6	<b>POWER STEERING OIL PUMP (QG ENGINE)</b> .....	21
PRE-CHECKING.....	6	Components.....	21
CHECKING .....	6	Inspection.....	21
Front Wheel Turning Angle.....	6	<b>POWER STEERING OIL PUMP (SR ENGINE)</b> .....	22
Checking Gear Housing Movement .....	6	Components.....	22
Checking and Adjusting Drive Belts .....	7	Inspection.....	22
Checking Steering Gear and Linkage .....	7	<b>POWER STEERING OIL PUMP (YD ENGINE)</b> .....	23
STEERING GEAR.....	7	Components.....	23
STEERING LINKAGE .....	7	Pre-disassembly Inspection.....	23
Checking Fluid Level .....	7	Removal and Installation .....	24
Checking Fluid Leakage .....	7	Disassembly.....	24
Bleeding Hydraulic System.....	8	Inspection.....	25
Checking Steering Wheel Turning Force .....	8	Assembly .....	26
Checking Hydraulic System.....	9	<b>SERVICE DATA AND SPECIFICATIONS (SDS)</b> .....	27
<b>STEERING WHEEL AND STEERING COLUMN</b> .....	10	General Specifications.....	27
Components.....	10	Steering Wheel .....	27
Removal and Installation .....	10	Steering Column.....	27
STEERING WHEEL .....	10	Steering Gear and Linkage .....	28
STEERING COLUMN.....	11	Power Steering .....	28
Disassembly and Assembly.....	13		

## PRECAUTIONS

Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

### Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

NLST0001

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER" used along with a seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. The SRS system composition which is available to NISSAN MODEL V10 is as follows (The composition varies according to the destination and optional equipment.):

- For a frontal collision  
The Supplemental Restraint System consists of driver air bag module (located in the center of the steering wheel), front passenger air bag module (located on the instrument panel on passenger side), front seat belt pre-tensioners, a diagnosis sensor unit, warning lamp, wiring harness and spiral cable.
- For a side collision  
The Supplemental Restraint System consists of front side air bag module (located in the outer side of front seat), side air bag (satellite) sensor, diagnosis sensor unit (one of components of air bags for a frontal collision), wiring harness, warning lamp (one of components of air bags for a frontal collision).

Information necessary to service the system safely is included in the **RS 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 should 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. For removal of Spiral Cable and Air Bag Module, see the RS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. Spiral cable and wiring harnesses covered with yellow insulation tape either just before the harness connectors or for the complete harness are related to the SRS.

### Precautions for Steering System

NLST0003

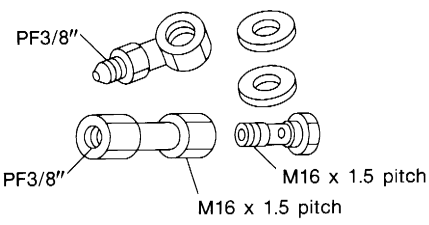
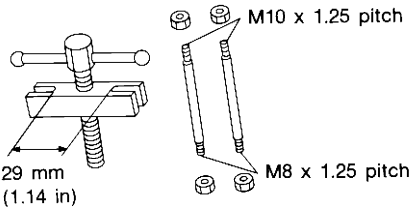
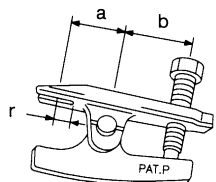
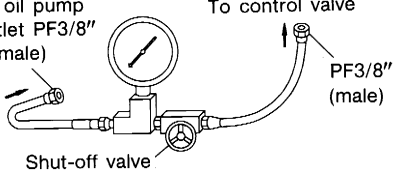
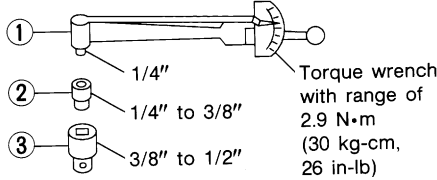
- Before disassembly, thoroughly clean the outside of the unit.
  - Disassembly should be done in a clean work area. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
  - Place disassembled parts in order, on a parts rack, for easier and proper assembly.
  - 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 power steering fluid\* 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.
- \*: DEXRON™III or equivalent. Refer to MA-20, "Fluids and Lubricants".

# PREPARATION

Special Service Tools

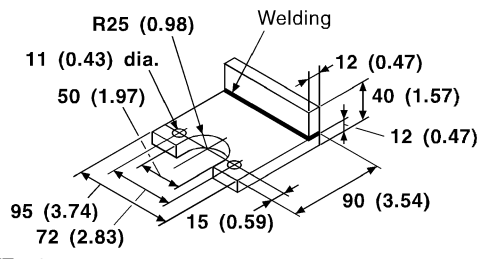
## Special Service Tools

NLST0004

Tool number Tool name	Description	
KV48102500 Pressure gauge adapter	 <p>PF3/8" M16 x 1.5 pitch M16 x 1.5 pitch</p>	Measuring oil pressure
NT542		
ST27180001 Steering wheel puller	 <p>29 mm (1.14 in) M10 x 1.25 pitch M8 x 1.25 pitch</p>	Removing steering wheel
NT544		
HT72520000 Ball joint remover	 <p>a b r PAT.P</p>	Removing ball joint <b>a: 33 mm (1.30 in)</b> <b>b: 50 mm (1.97 in)</b> <b>r: R11.5 mm (0.453 in)</b>
NT546		
KV48103500 Pressure gauge	 <p>To oil pump outlet PF3/8" (female) To control valve PF3/8" (male) Shut-off valve</p>	Measuring oil pressure
NT547		
ST3127S000 1 GG91030000 Torque wrench 2 HT62940000 Socket adapter 3 HT62900000 Socket adapter	 <p>① 1/4" ② 1/4" to 3/8" ③ 3/8" to 1/2" Torque wrench with range of 2.9 N·m (30 kg·cm, 26 in·lb)</p>	Measuring turning torque
NT541		

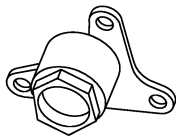
## Commercial Service Tool

NLST0005

Tool number	Description	
Oil pump attachment	 <p>R25 (0.98) Welding 11 (0.43) dia. 50 (1.97) 12 (0.47) 40 (1.57) 12 (0.47) 95 (3.74) 72 (2.83) 15 (0.59) 90 (3.54)</p>	Disassembling and assembling oil pump Unit: mm (in)
NT774		

## PREPARATION

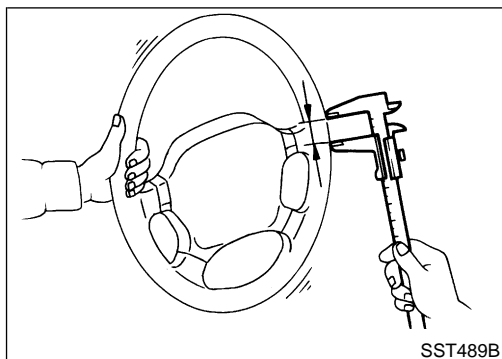
Commercial Service Tool (Cont'd)

Tool number	Description
KV48105210 Sprocket holder	Removing and Installing power steering oil pump
	
	NT809



## ON-VEHICLE SERVICE

### Checking Steering Wheel Play



### Checking Steering Wheel Play

NLST0007

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

#### Steering wheel play:

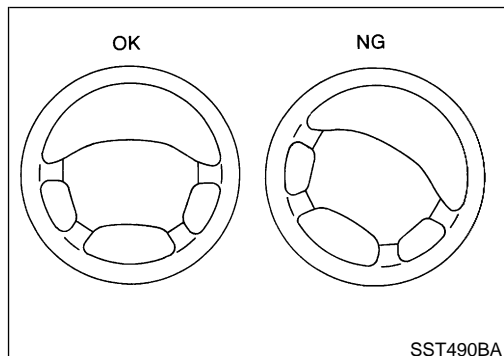
**35 mm (1.38 in) or less**

- If it is not within specification, check the following for loose or worn components.

#### Steering gear assembly

#### Steering column

#### Front suspension and axle



### Checking Neutral Position on Steering Wheel

NLST0008

#### PRE-CHECKING

NLST0008S01

- Make sure that wheel alignment is correct.

#### Wheel alignment:

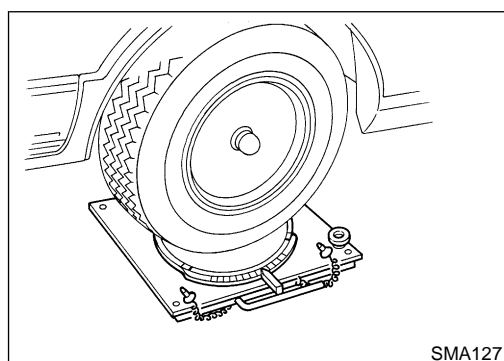
**Refer to SU-15, SDS.**

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

#### CHECKING

NLST0008S02

1. Check that the steering wheel is in the neutral position when driving straight ahead.
2. If it is not in the neutral position, remove the steering wheel and reinstall it correctly.
3. If the neutral position is between two teeth, loosen tie-rod lock nuts. Turn the tie-rods by the same amount in opposite directions on both left and right sides.



### Front Wheel Turning Angle

NLST0009

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

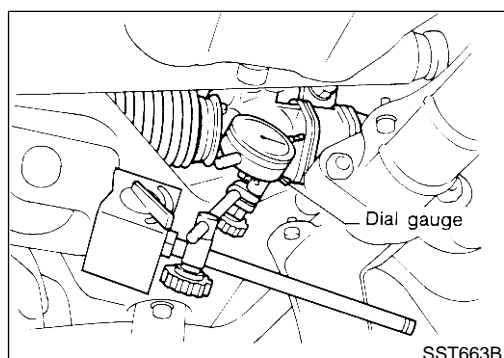
#### Turning angle of full turns:

**Refer to SU-15, SDS.**

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

#### Rack stroke "S":

**Refer to SDS, ST-28.**



### Checking Gear Housing Movement

NLST0010

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:

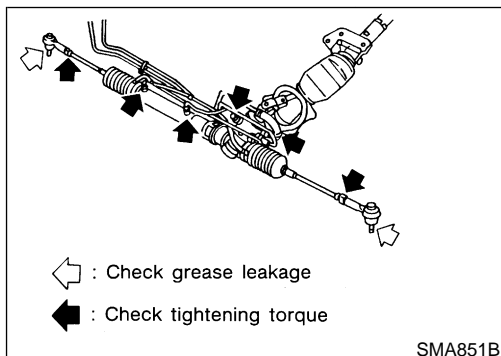
**±2 mm (±0.08 in) or less**

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

## Checking and Adjusting Drive Belts

NLST0011

Refer to EM-17, "Checking Drive Belts".



## Checking Steering Gear and Linkage

NLST0037

### STEERING GEAR

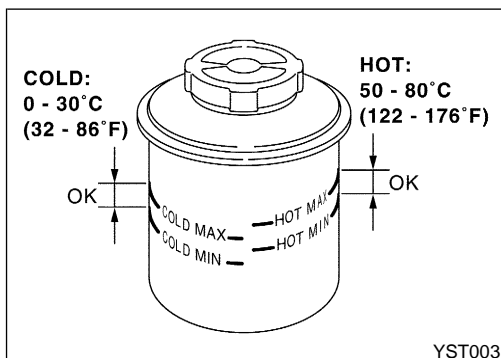
NLST0037S01

- Check gear housing and boots for looseness, damage or grease leakage.
- Check connection with steering column for looseness.

### STEERING LINKAGE

NLST0037S02

- Check ball joint, dust cover and other component parts for looseness, wear, damage or grease leakage.



## Checking Fluid Level

NLST0012

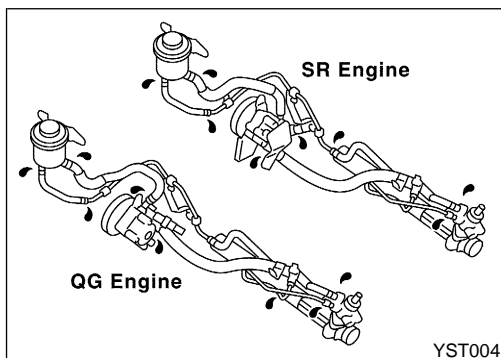
Check fluid level, referring to the scale on reservoir tank.

Use "HOT" range for fluid temperatures of 50 to 80°C (122 to 176°F).

Use "COLD" range for fluid temperatures of 0 to 30°C (32 to 86°F).

### CAUTION:

- Do not overfill.
- Recommended fluid is DEXRON™III or equivalent. Refer to MA-20, "Fluids and Lubricants".



## Checking Fluid Leakage

NLST0013

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

1. Run engine between idle speed and 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.

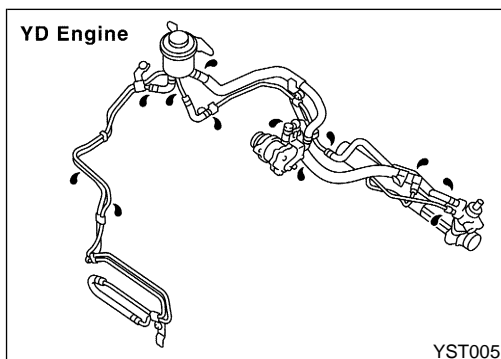
### CAUTION:

**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.**

5. If fluid leakage from power steering pump is noticed, check power steering pump. Refer to ST-21.
6. Check rack boots for accumulation of power steering fluid.



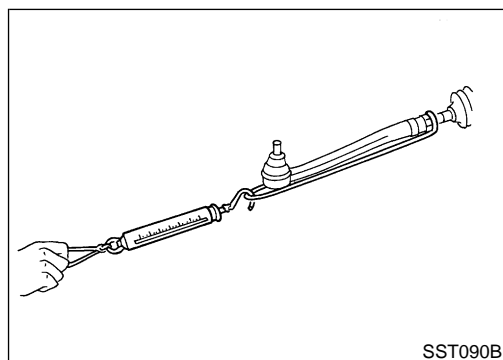
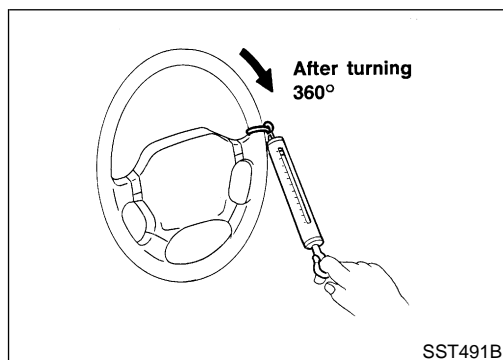
## ON-VEHICLE SERVICE

### Bleeding Hydraulic System

NLST0014

1. Raise front end of vehicle until wheels are clear of the 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. This is common when the vehicle is stationary or while turning the steering wheel slowly. This does not affect the performance or durability of the system.



### Checking Steering Wheel Turning Force

NLST0015

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:

**26 - 32 N (2.7 - 3.3 kg, 5.8 - 7.2 lb)**

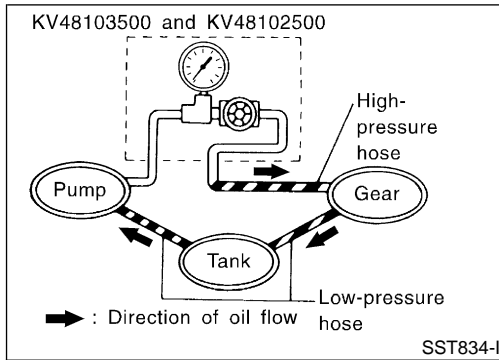
5. If steering wheel turning force is out of specification, check rack sliding force.
  - a. Disconnect steering column lower joint and knuckle arms from the gear.
  - b. Start and run engine at idle to make sure steering fluid has reached normal operating temperature.
  - c. Pull tie-rod slowly to move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

#### Average rack sliding force:

**197 - 255 N (20.1 - 26.0 kg, 44.3 - 57.3 lb)**

6. If rack sliding force is not within specification, replace steering gear assembly.
7. If rack sliding force is OK, inspect steering column. Refer to ST-13.





## Checking Hydraulic System

NLST0016

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

1. Set Tool. Open shut-off valve. Then bleed air. Refer to "Bleeding Hydraulic System", ST-8.
2. Run engine at idle speed or 1,000 rpm.

**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, fluid pressure in oil pump increases to maximum. 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 standard pressure:**

#### SR engine

8,600 - 9,200 kPa (86.0 - 92.0 bar, 87.7 - 93.8 kg/cm<sup>2</sup>, 1,247 - 1,334 psi)

#### QG engine

8,600 - 9,200 kPa (86.0 - 92.0 bar, 87.7 - 93.8 kg/cm<sup>2</sup>, 1,247 - 1,334 psi)

#### YD engine

8,800 - 9,400 kPa (88.0 - 94.0 bar, 88.7 - 95.8 kg/cm<sup>2</sup>, 1,261 - 1,362 psi)

- If pressure reaches maximum operating pressure, system is OK.
  - If pressure increases above maximum operating pressure, check power steering pump flow control valve. Refer to ST-21.
4. If power steering pressure is below the maximum operating pressure, slowly close shut-off valve and check pressure again.

### CAUTION:

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

- If pressure increases to maximum operating pressure, gear is damaged. Refer to "Removal and Installation", ST-16.
  - If pressure remains below maximum operating pressure, pump is damaged. Refer to "Disassembly", ST-24.
5. After checking hydraulic system, remove Tool and add fluid as necessary. Then completely bleed air out of system. Refer to ST-8.

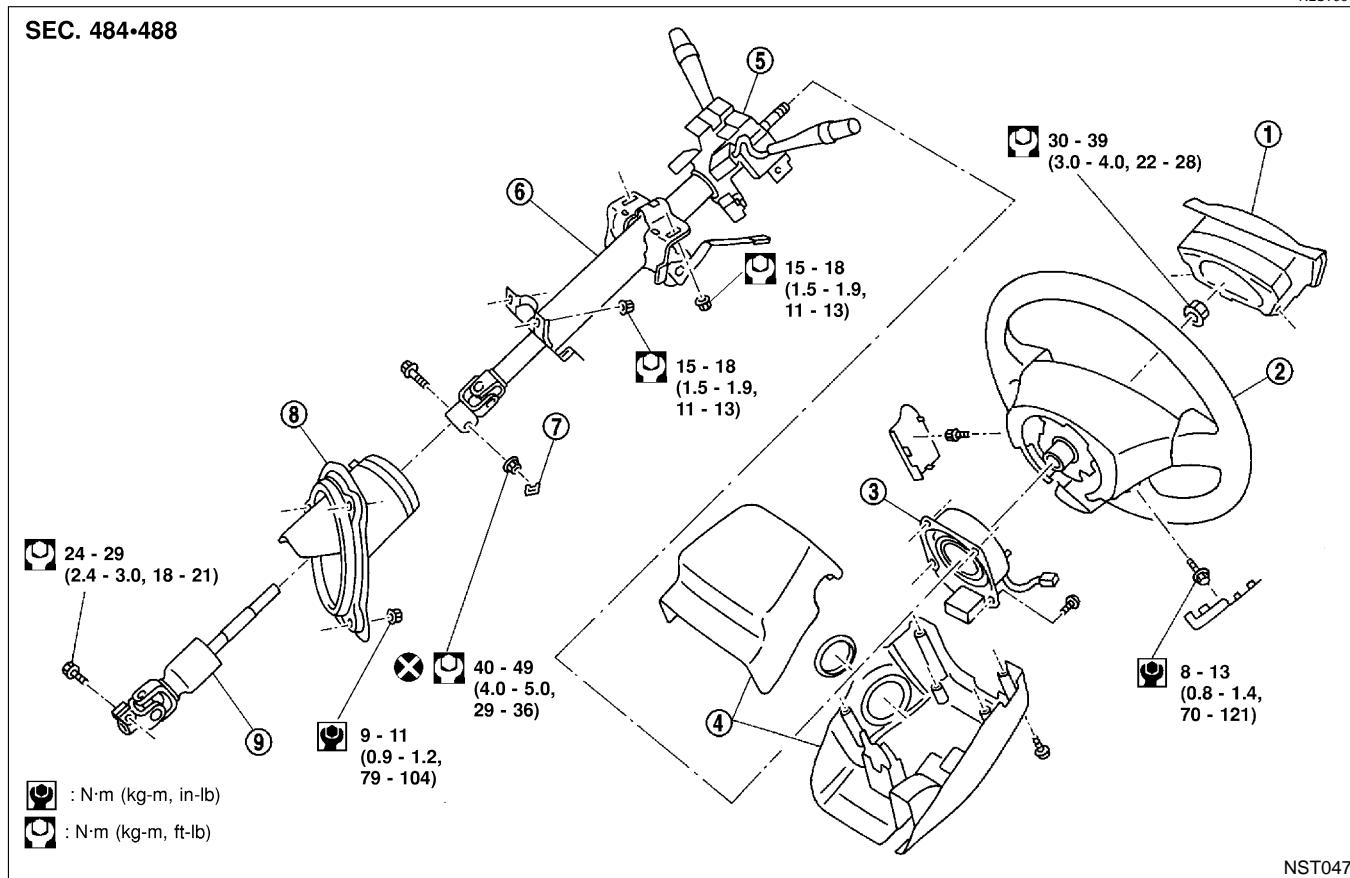
# STEERING WHEEL AND STEERING COLUMN

Components

## Components

NLST0017

SEC. 484-488



NST047

- |                   |                             |                |
|-------------------|-----------------------------|----------------|
| 1. Air bag module | 4. Column cover             | 7. Clip        |
| 2. Steering wheel | 5. Combination switch       | 8. Hole cover  |
| 3. Spiral cable   | 6. Steering column assembly | 9. Lower joint |

### 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.

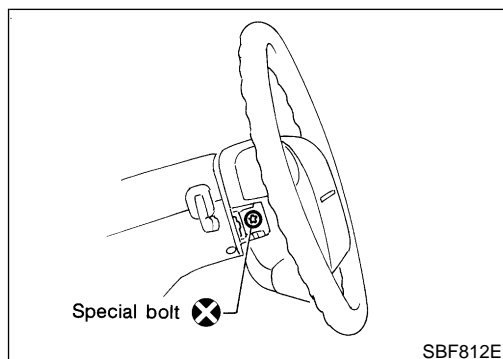
## Removal and Installation

### STEERING WHEEL

NLST0018

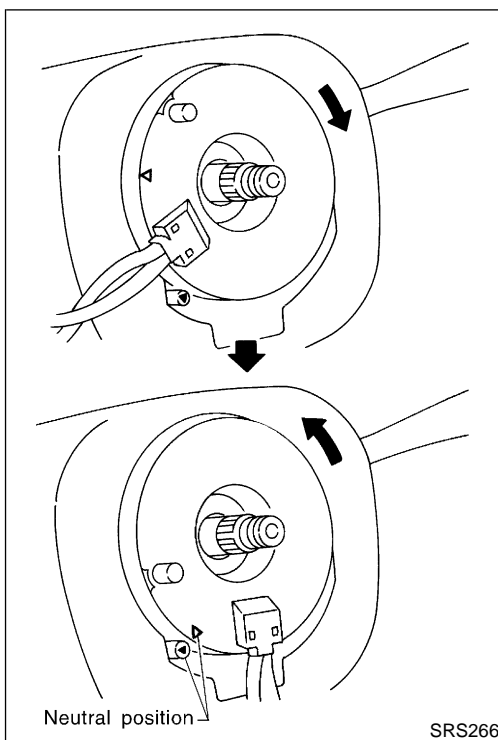
NLST0018S01

- Remove remote audio control (if applied)
- Remove air bag module and spiral cable. Refer to RS-24, "Removal — Air Bag Module and Spiral Cable".



# STEERING WHEEL AND STEERING COLUMN

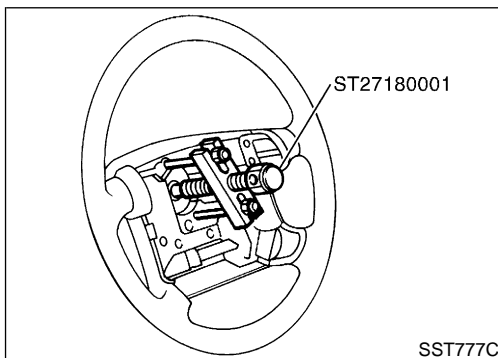
Removal and Installation (Cont'd)



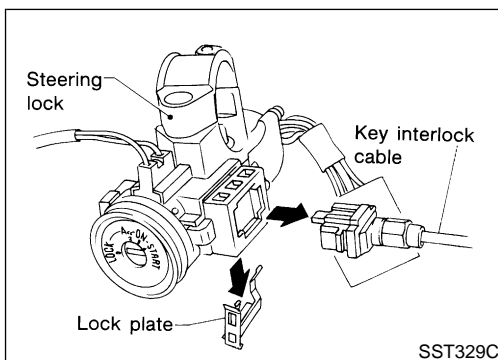
- Align spiral cable correctly when installing steering wheel.
- a) Set the front wheels in the straight-ahead position.
- b) Make sure that the spiral cable is in the neutral position. The neutral position is detected by turning left 2.5 revolutions from the right end position. Align the two marks (X).

## CAUTION:

The spiral cable may snap due to steering operation if the cable is installed in an improper position. Also, with the steering linkage disconnected, the cable may snap by turning the steering wheel beyond the limited number of turns. (The spiral cable can be turned up to 2.5 turns from the neutral position to both the right and left.)



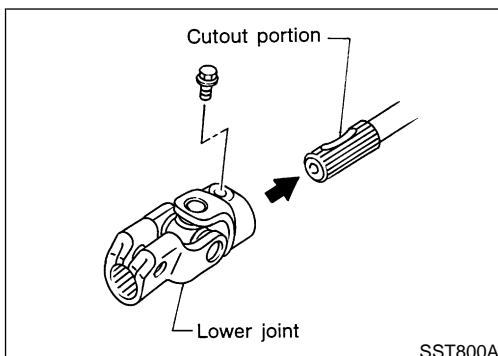
- Remove steering wheel with Tool.



## STEERING COLUMN

NLST0018S02

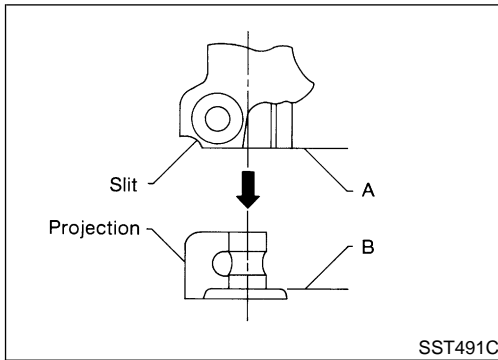
- Remove key interlock cable (CVT models).



- 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.

## STEERING WHEEL AND STEERING COLUMN

Removal and Installation (Cont'd)



- Align slit of lower joint with projection on dust cover. Insert joint until surface A contacts surface B.

**CAUTION:**

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

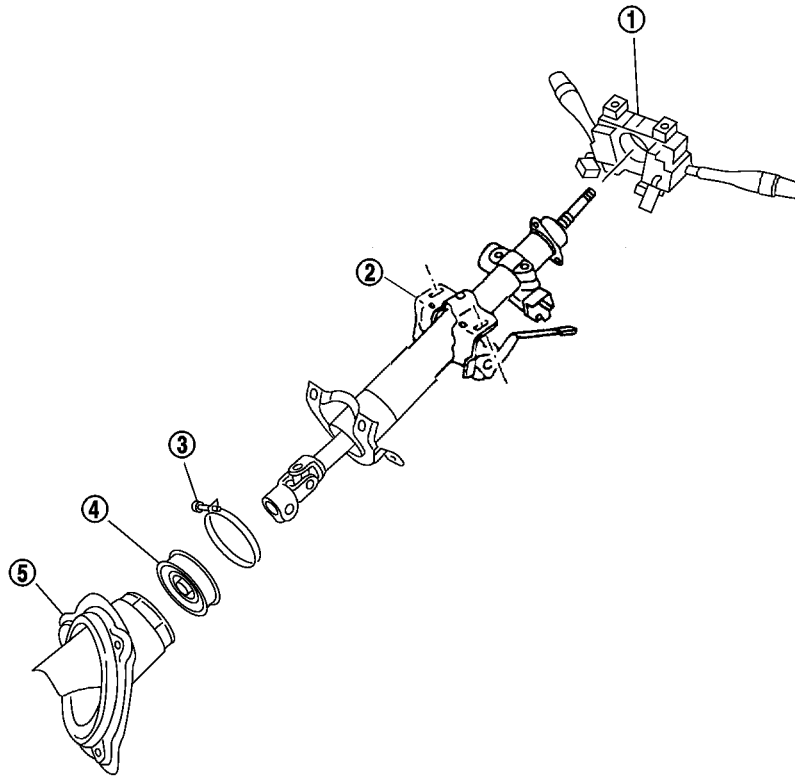
# STEERING WHEEL AND STEERING COLUMN

Disassembly and Assembly

## Disassembly and Assembly

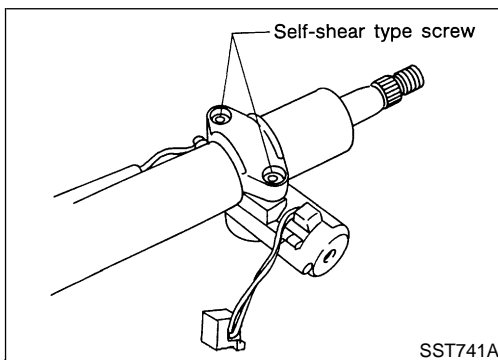
=NLST0019

SEC. 488

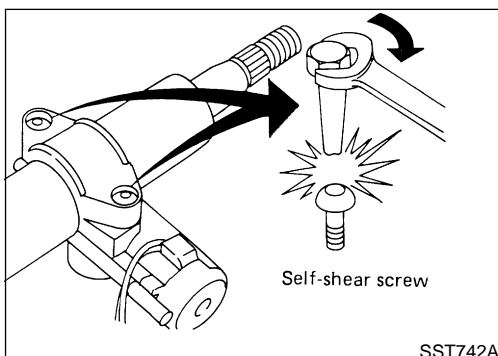


NST048

- |                          |                     |               |
|--------------------------|---------------------|---------------|
| 1. Combination switch    | 3. Clip             | 5. Hole cover |
| 2. Column shaft assembly | 4. Lower seal cover |               |



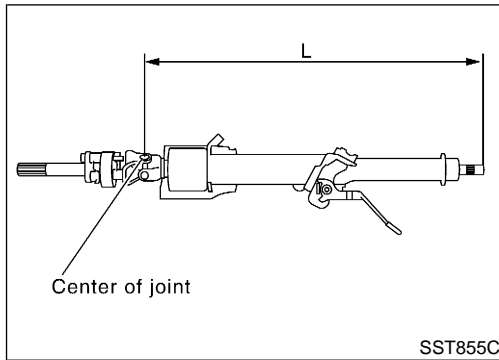
- Steering lock
- a) Break self-shear type screws with a drill or other appropriate tool.



- b) Install new self-shear type screws and then cut off self-shear type screw heads.

# STEERING WHEEL AND STEERING COLUMN

## Inspection



## Inspection

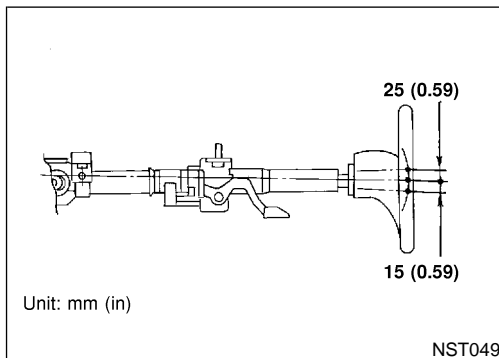
NLST0020

- 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 jacket tube for deformation or breakage. Replace if necessary.
- When the vehicle comes into a light collision, check length "L".

**Steering column length "L":**

**Refer to SDS, ST-27.**

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



## TILT MECHANISM

NLST0020S01

- After installing steering column, check tilt mechanism operation.

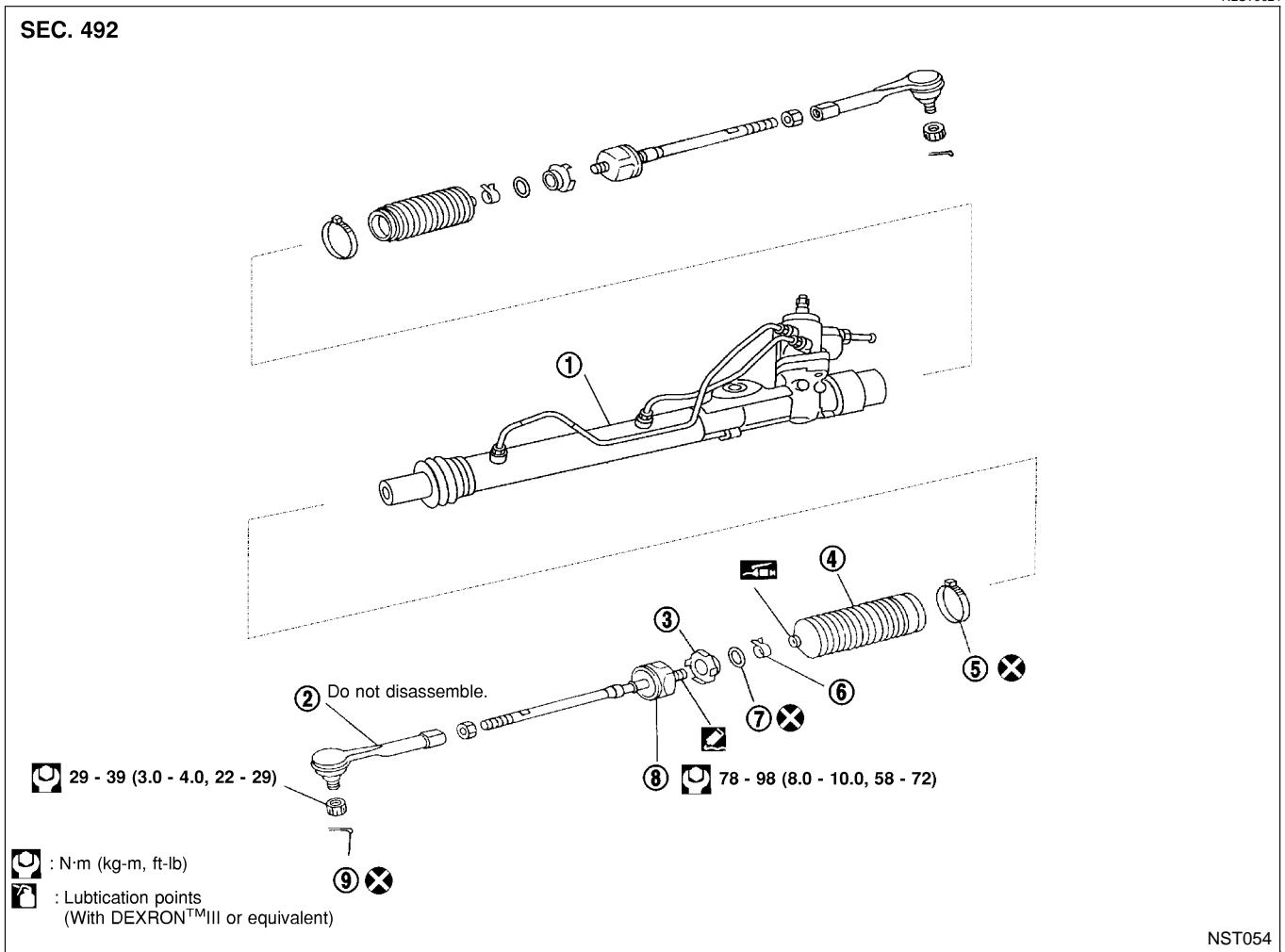
# POWER STEERING GEAR AND LINKAGE

Components

## Components

NLST0021

SEC. 492



NST054

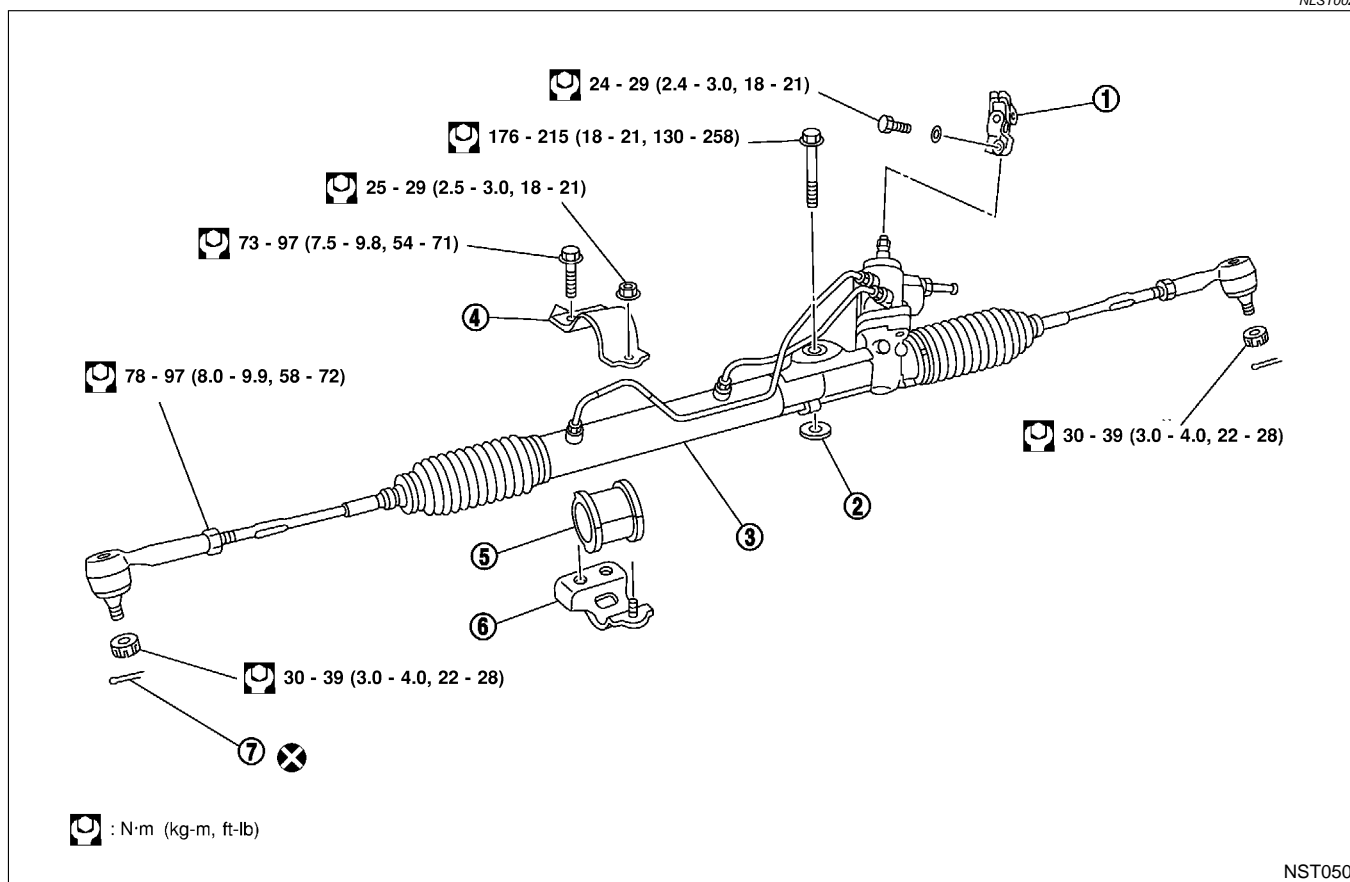
- |                         |              |                         |
|-------------------------|--------------|-------------------------|
| 1. Gear assembly        | 4. Dust boot | 7. Spacer ring          |
| 2. Tie-rod outer socket | 5. Boot band | 8. Tie-rod inner socket |
| 3. Lock plate           | 6. Boot band | 9. Cotter pin           |

# POWER STEERING GEAR AND LINKAGE

Removal and Installation

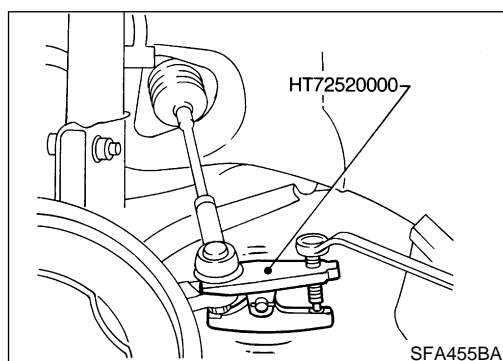
## Removal and Installation

NLST0022



NST050

- |                              |  |  |
|------------------------------|--|--|
| 1. Lower joint               | 4. Upper gear housing mounting bracket | 6. Lower gear housing mounting bracket |
| 2. Washer                    | 5. Rack mounting insulator             | 7. Cotter pin                          |
| 3. Gear and linkage assembly |  |  |



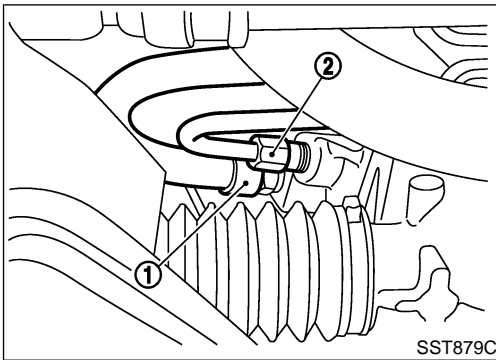
### CAUTION:

- 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.
  1. Remove stabilizer fixing bolts. Refer to SU-12, "Removal and Installation".
  2. Disconnect lower joint.
  3. Remove gear housing mounting bracket fixing bolts.
  4. Remove steering gear assembly.



## POWER STEERING GEAR AND LINKAGE

Removal and Installation (Cont'd)



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

### Connector tightening torque:

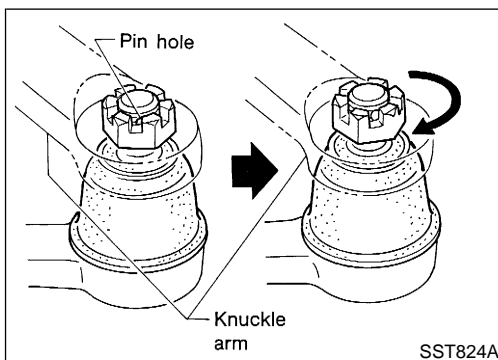
#### 1 Low-pressure side

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

#### 2 High-pressure side

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.



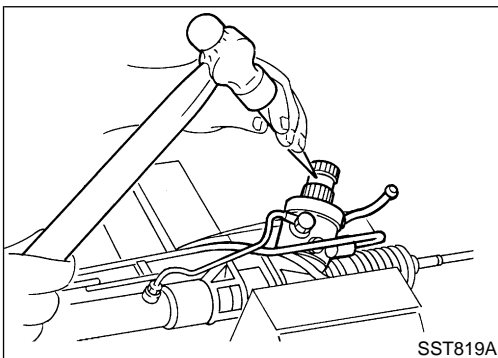
- Initially, tighten nut on tie-rod outer socket and knuckle arm to 29 to 39 N·m (3 to 4 kg-m, 22 to 29 ft-lb). Then tighten further to align nut groove with first pin hole so that cotter pin can be installed.

### CAUTION:

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

### NOTE:

Only the dust boot, tie-rod inner socket and tie-rod outer socket can be disassembled on models for Europe.



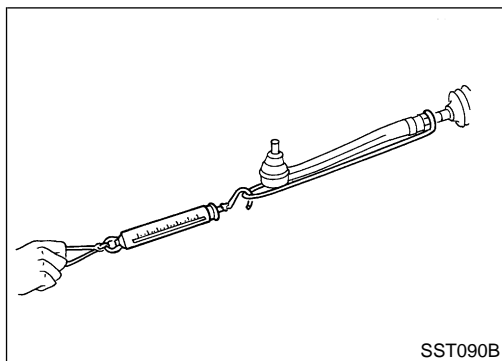
- Before removing lower joint from gear, set gear in neutral (wheels in straight-ahead position). After removing lower joint, put matching mark on pinion shaft and pinion housing to record neutral position.
- To install, set left and right dust boots to equal deflection. Attach lower joint by aligning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

## Inspection

Thoroughly clean all parts in cleaning solvent or DEXRON<sup>TM</sup> III or equivalent. Blow dry with compressed air, if available.

## POWER STEERING GEAR AND LINKAGE

Inspection (Cont'd)



### STEERING GEAR

NLST0024S06

1. 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  $\pm 11.5$  mm ( $\pm 0.453$  in) at speed of 3.5 mm (0.138 in)/s. Check that rack sliding force is within specification.

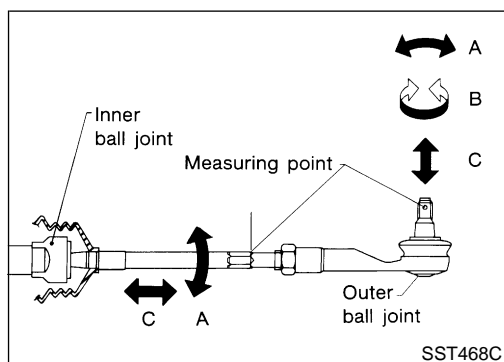
**Average rack sliding force:**

**197 - 255 N (20.1 - 26.0 kg, 44.3 - 57.3 lb)**

### BOOT

NLST0024S01

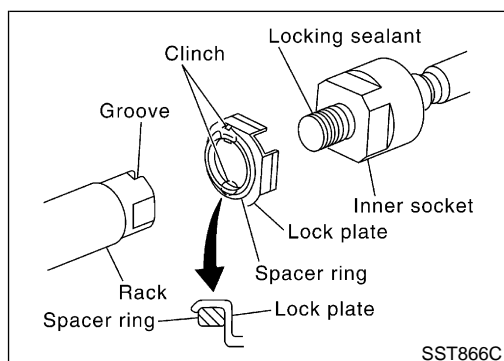
- Check condition of boot. If cracked excessively, replace it.
- Check boots for accumulation of power steering fluid.



### TIE-ROD OUTER AND INNER SOCKETS

NLST0024S05

- Check ball joints for swinging force.
  - Tie-rod outer and inner ball joints swinging force "A":**  
Refer to SDS, ST-28.
- Check ball joint for rotating torque.
  - Tie-rod outer ball joint rotating torque "B":**  
Refer to SDS, ST-28.
- Check ball joints for axial end play.
  - Tie-rod outer and inner ball joints axial end play "C":**  
Refer to SDS, ST-28.
- Check condition of dust cover. If cracked excessively, replace outer tie-rod.



### Assembly

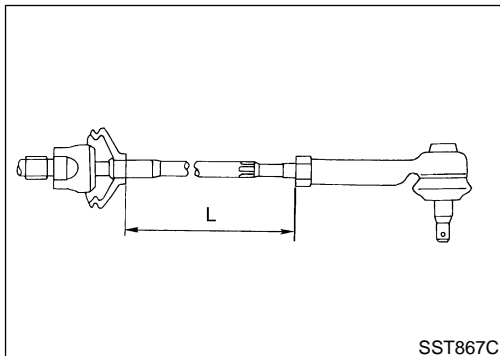
NLST0025

1. Install lock plate to rack.
  - a. Temporarily install spacer ring to rack.  
**Discard old spacer ring; replace with a new one.**
  - b. Install lock plate to inner socket.  
**Discard old lock plate; replace with a new one.**
  - c. Apply a coat of locking sealant to inner socket threads. Screw inner socket into rack and tighten to specified torque.
  - d. Clinch lock plate at rack groove location (at two points).
  - e. Install spacer ring to lock plate as shown in the Figure at left.

# POWER STEERING GEAR AND LINKAGE

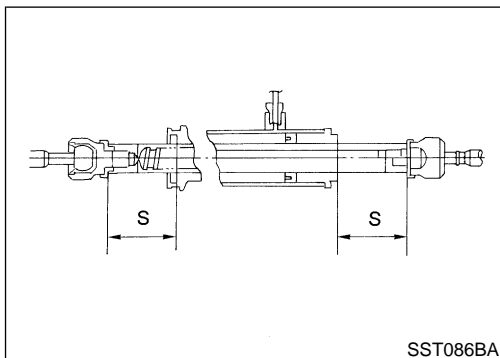
Assembly (Cont'd)

Be careful not to damage spacer ring during installation



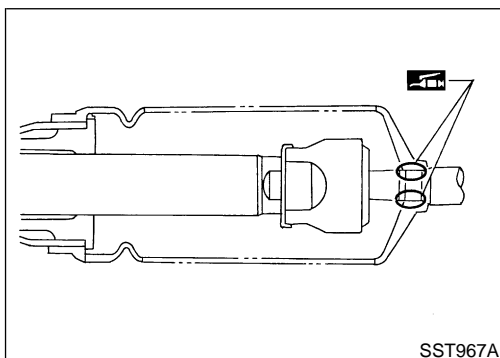
2. Tighten outer socket lock nut.

**Tie-rod length "L":**  
Refer to SDS, ST-28.

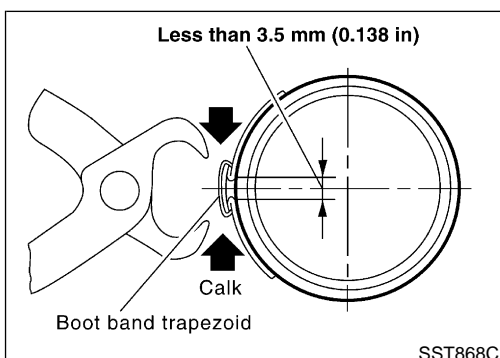


3. Measure rack stroke.

**Rack stroke "S":**  
Refer to SDS, ST-28.



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

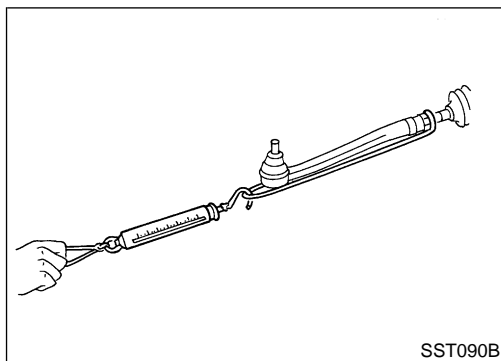


5. Install boot bands.

- Securely install boot band to boot groove and clinch the root section of the trapezoidal area.
- Make sure that there is a clearance of 3.5 mm (0.138 in) or less at the clinched section of the boot band. Refer to the Figure at left.

## POWER STEERING GEAR AND LINKAGE

### Adjustment



### Adjustment

NLST0026

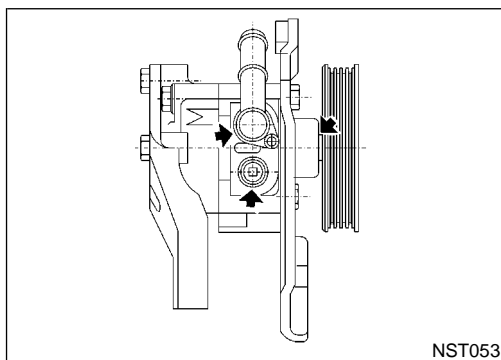
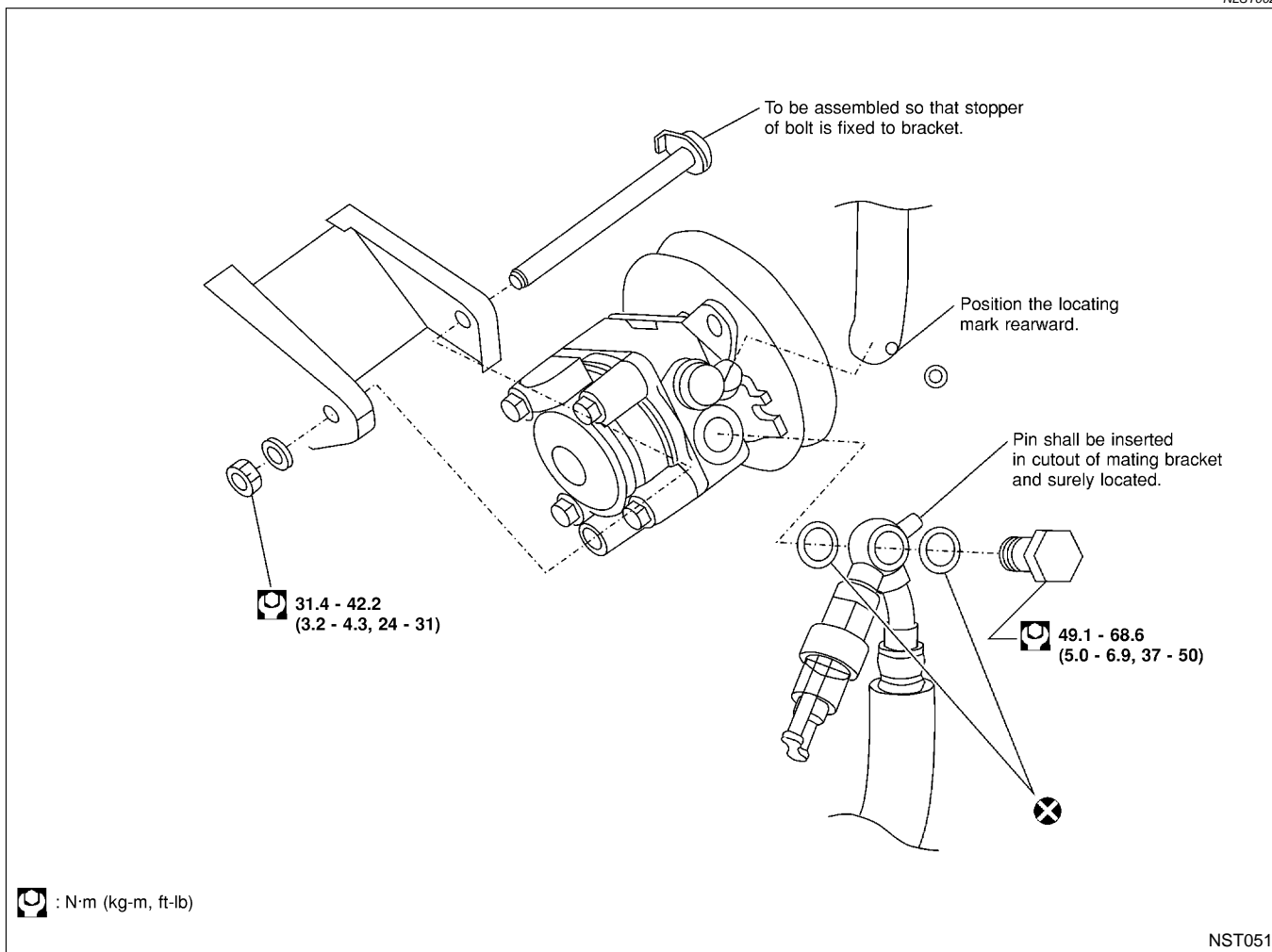
1. Check rack sliding force on vehicle as follows:
  - a. Install steering gear onto vehicle, but do not connect tie-rod to knuckle arm.
  - b. Connect all piping and fill with steering fluid.
  - c. Start engine and bleed air completely.
  - d. Disconnect steering column lower joint from the gear.
  - 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  $\pm 11.5$  mm ( $\pm 0.453$  in) at speed of 3.5 mm (0.138 in)/s. Check that rack sliding force is within specification.

#### Average rack sliding force:

**197 - 255 N (20.1 - 26.0 kg, 44.3 - 57.3 lb)**

## Components

NLST0027



## Inspection

NLST0028

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

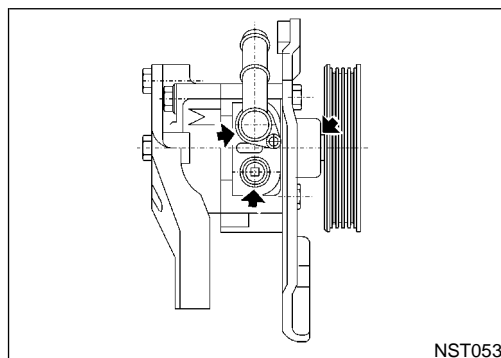
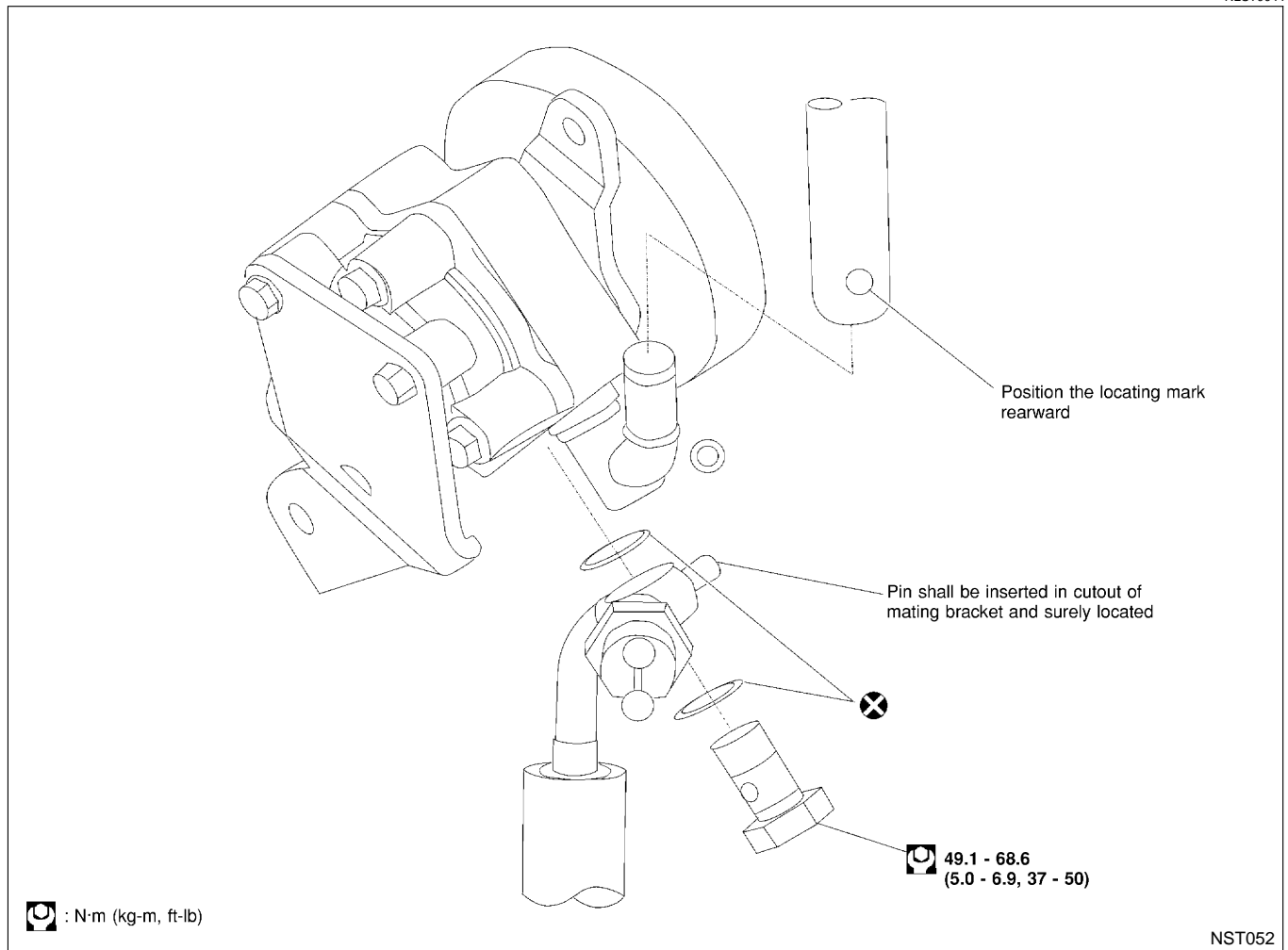
- Oil leak from any point shown in the figure
- Deformed or damaged pulley
- Poor performance

# POWER STEERING OIL PUMP (SR ENGINE)

Components

## Components

NLST0044



## Inspection

NLST0045

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

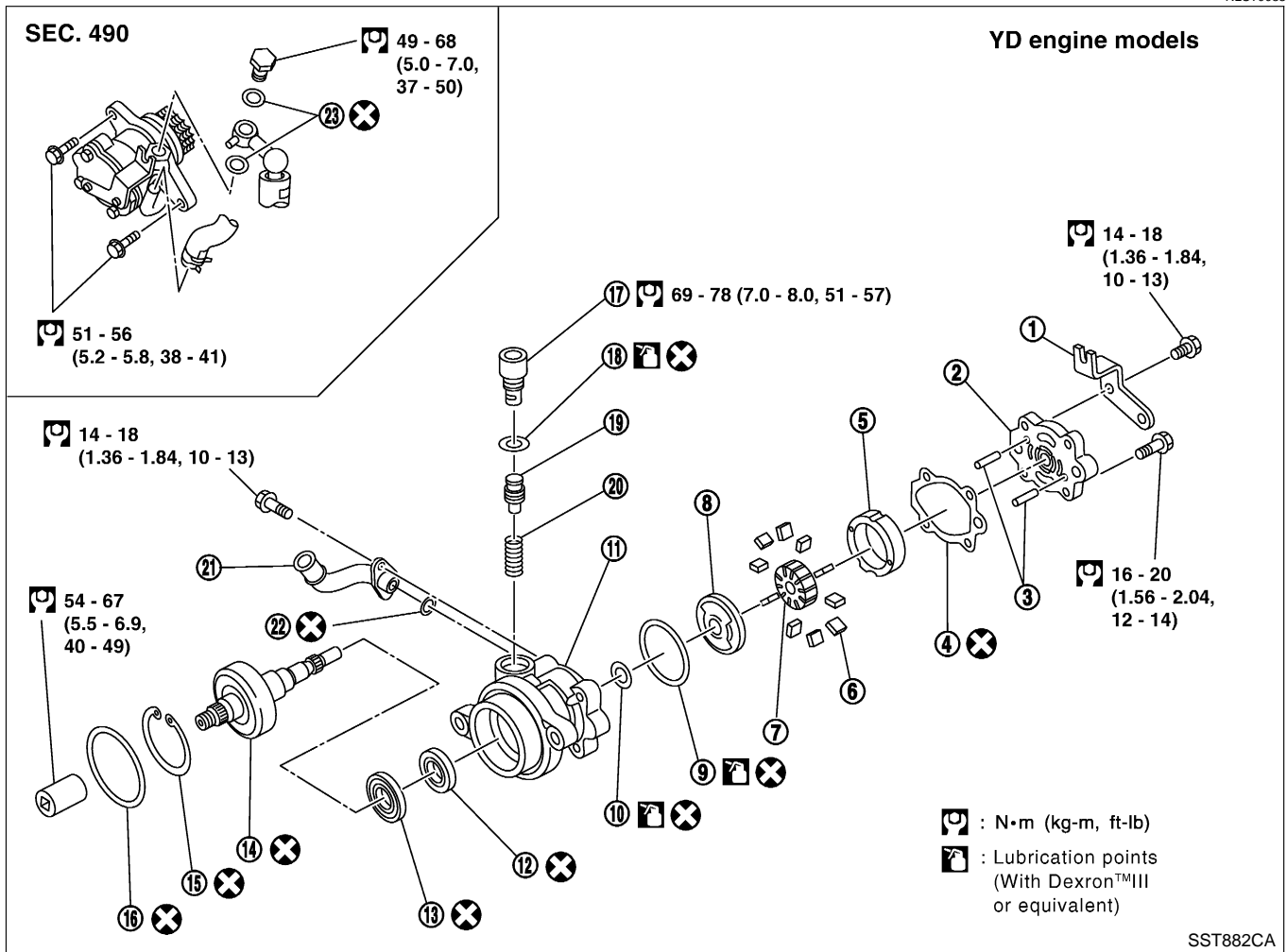
- Oil leak from any point shown in the figure
- Deformed or damaged pulley
- Poor performance

# POWER STEERING OIL PUMP (YD ENGINE)

Components

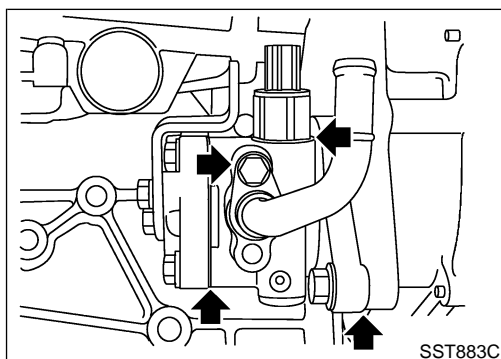
## Components

NLST0038



SST882CA

- |                    |                                |                               |
|--------------------|--------------------------------|-------------------------------|
| 1. Rear bracket    | 9. O-ring (Outer)              | 17. Outlet connector          |
| 2. Rear body       | 10. O-ring (Inner)             | 18. Connector seal            |
| 3. Dowel pin       | 11. Front body                 | 19. Flow control valve        |
| 4. Side plate seal | 12. Drive shaft rear oil seal  | 20. Flow control valve spring |
| 5. Cam ring        | 13. Drive shaft front oil seal | 21. Inlet connector           |
| 6. Vane            | 14. Drive shaft                | 22. O-ring                    |
| 7. Rotor           | 15. Snap ring                  | 23. Washer                    |
| 8. Side plate      | 16. O-ring                     |                               |



SST883C

## Pre-disassembly Inspection

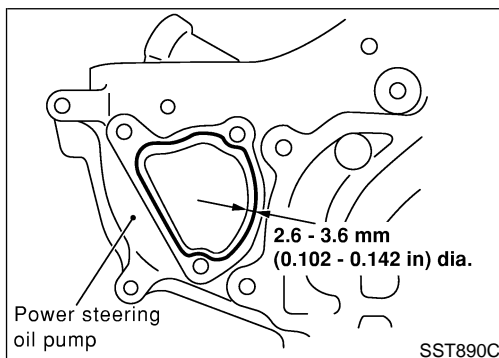
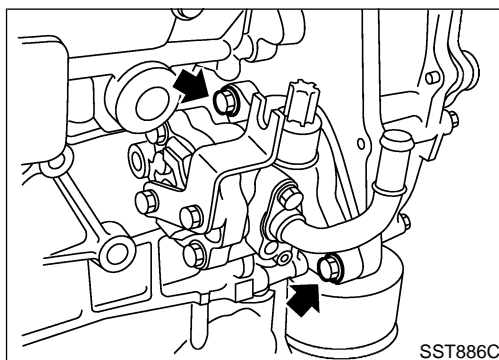
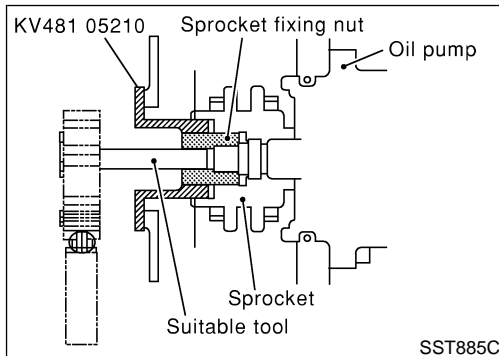
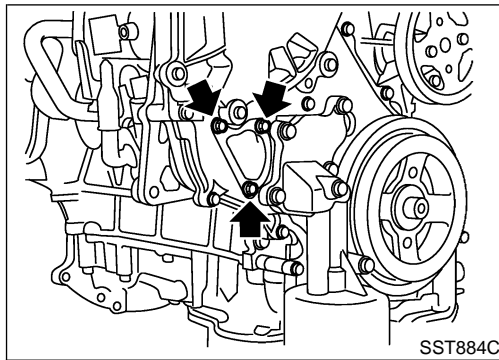
NLST0039

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

- Oil leak from any point shown in the figure
- Poor performance

# POWER STEERING OIL PUMP (YD ENGINE)

## Removal and Installation



## Removal and Installation

NLST0040

1. Remove chain case cover.
2. Revolving crank pulley, set tool.
3. Fix tool with chain cover fixing bolts.
4. Using suitable tool, remove sprocket fixing nut and washer.  
**Do not remove Tool while power steering oil pump is removed.**
5. Remove power steering pump fixing bolts, then remove it.

- Apply Gasket to the installation surface of the engine chain case cover as shown in the figure before installing the chain case cover to the engine.
- Bleed air after installation.  
Refer to ST-8.

## Disassembly

NLST0041

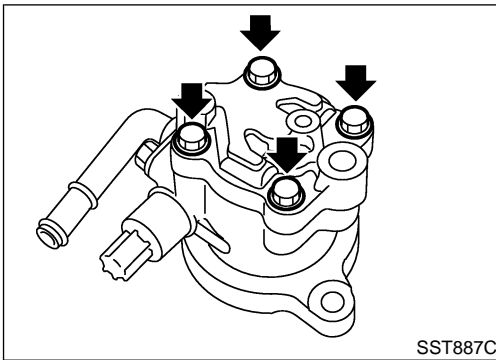
### CAUTION:

- 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 procedure and cautions in the Service Manual.
- When disassembling and reassembling, do not let foreign matter enter or contact the parts.

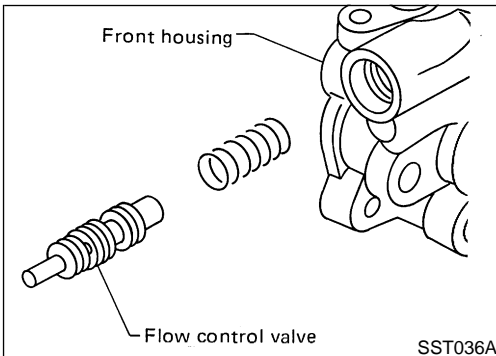


## POWER STEERING OIL PUMP (YD ENGINE)

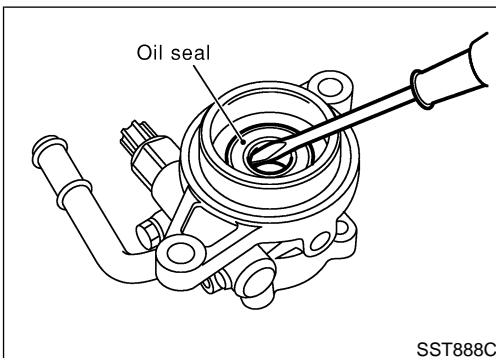
Disassembly (Cont'd)



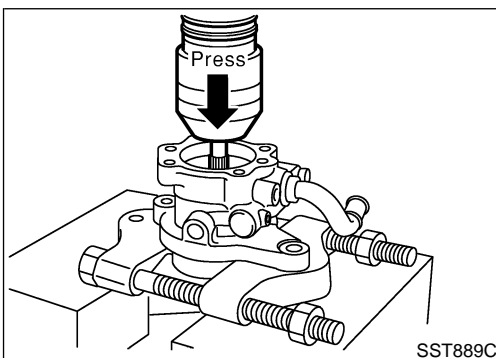
- Remove rear bracket and rear body.
- Remove side plate seal, cam ring vane, rotor side and plate.



- Remove inlet connector and outlet connector with spring.  
**Be careful not to drop the flow control valve.**  
**Do not disassemble the flow control valve.**



- Remove oil seal



- Remove snap ring, then draw drive shaft.  
**Be careful not to drop drive shaft.**

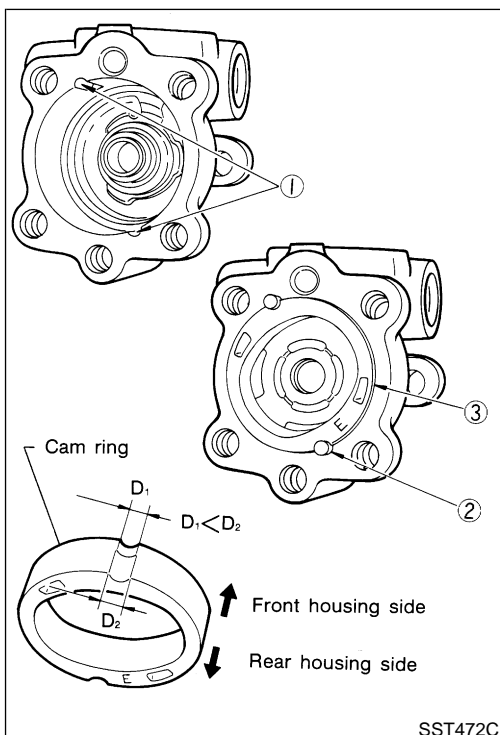
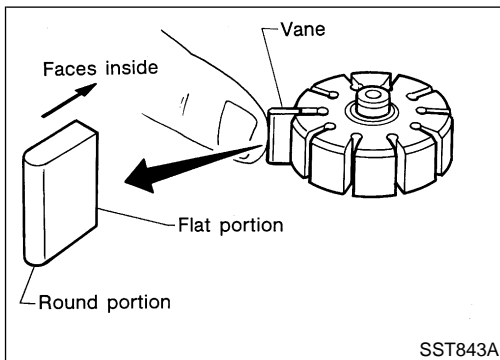
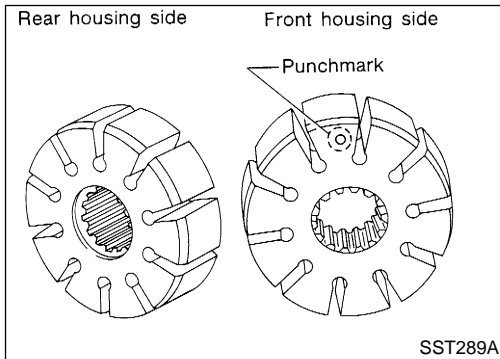
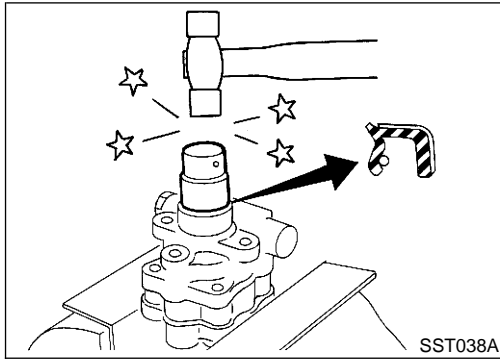
### Inspection

- If pulley is cracked or deformed, replace it.
- If an oil leak is found around pulley shaft oil seal, replace the seal.
- If serration on pulley or pulley shaft is deformed or worn, replace it.

NLST0042

# POWER STEERING OIL PUMP (YD ENGINE)

Assembly



## Assembly

NLST0043

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 DEXRON™III or equivalent 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.

**Cam ring:**

**$D_1$  is less than  $D_2$ .**

# SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

## General Specifications

NLST0032

Applied model	
Steering model	Power steering
Steering gear type	PR25T
Steering overall gear ratio	18.07
Turns of steering wheel (Lock to lock)	3.26
Steering column type	Collapsible, tilt

## Steering Wheel

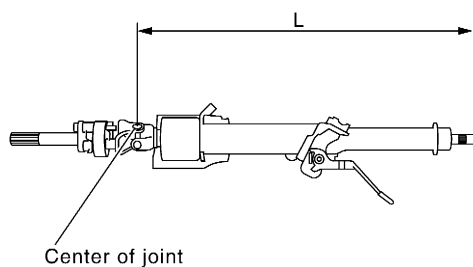
NLST0033

Steering wheel axial play mm (in)	0 (0)
Steering wheel play mm (in)	35 (1.38) or less
Movement of gear housing mm (in)	$\pm 2$ ( $\pm 0.08$ ) or less

## Steering Column

NLST0034

Steering column length "L" mm (in)	535 - 537 (21.06 - 21.14)
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SST855C

## SERVICE DATA AND SPECIFICATIONS (SDS)

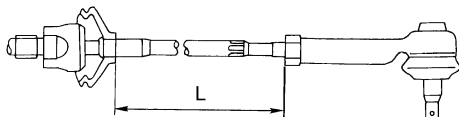
### Steering Gear and Linkage

## Steering Gear and Linkage

NLST0035

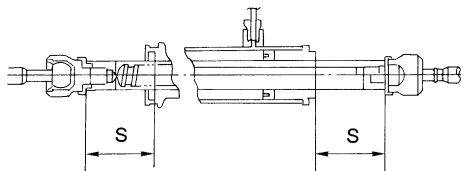
Steering gear type		PR25T
Tie-rod outer ball joint	Swinging force at cotter pin hole: "A" N (kg, lb)	6.9 - 65.7 (0.66 - 6.59, 1.5 - 14.8)
	Rotating torque: "B" N·m (kg·cm, in·lb)	0.29 - 2.94 (3.0 - 30.0, 2.6 - 26.0)
	Axial end play: "C" mm (in)	0.4 (0.016) or less
Tie-rod inner ball joint	Swinging force*: "A" N (kg, lb)	5.9 - 46.1 (0.58 - 4.65, 1.3 - 10.4)
	Axial end play: "C" mm (in)	0.2 (0.004) or less
Tie-rod standard length "L" mm (in)		185 (7.28)

\*: Measuring point [ $\ell$ : 172 mm (6.77 in)]



SST867C

Rack stroke "S" mm (in)	70 (2.76)
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SST086BA

## Power Steering

NLST0036

Steering gear type		PR25T
Rack sliding force N (kg, lb) Under normal operating oil pressure	Range within $\pm 11.5$ mm ( $\pm 0.453$ in) from the neutral position at rack speed of 3.5 mm (0.138 in)/s	Average force 197 - 255 (20.1 - 26.0, 44.3 - 57.3)
Steering wheel turning force (Measured at one full turn from the neutral position) N (kg, lb)		26 - 32 (2.7 - 3.2, 5.8 - 7.2)
Fluid capacity (Approximate) $\ell$ (Imp qt)		1.0 (7/8)
Oil pump maximum pressure kPa (bar, kg/cm <sup>2</sup> , psi)	QG	8,600 - 9,200 (86.0 - 92.0, 87.7 - 93.8, 1,247 - 1,334)
	SR	8,600 - 9,200 (86.0 - 92.0, 87.7 - 93.8, 1,247 - 1,334)
	YD	8,800 - 9,400 (88.0 - 94.0, 88.7 - 95.8, 1,261 - 1,362)