

SECTION

ST

STEERING SYSTEM

A

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:000000003806305

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

Symptom			Possible cause and SUSPECTED PARTS		Reference
Steering	Noise	×	Fluid level		ST-7, "Inspection"
	Shake		Air in hydraulic system		ST-7, "Inspection"
	Vibration		Outer/inner socket ball joint swinging torque		ST-26, "Inspection"
	Shimmy		Outer/inner socket ball joint rotating torque		ST-26, "Inspection"
	Judder		Outer/inner socket ball joint end play		ST-26, "Inspection"
		×	Steering fluid leakage		ST-7, "Inspection"
		×	Steering wheel play		ST-9, "Inspection"
		×	Steering gear rack sliding force		ST-9, "Inspection"
		×	Drive belt looseness		EM-12, "Checking"
		×	Improper steering wheel		ST-9, "Inspection"
			Improper installation or looseness of tilt lock lever		—
		×	Mounting looseness		ST-18, "Exploded View"
		×	Steering column deformation or damage		ST-14, "Inspection"
		×	Improper installation or looseness of steering column		ST-13, "Exploded View"
		×	Steering linkage looseness		ST-18, "Exploded View"
		×	PROPELLER SHAFT		NVH in DLN section.
		×	DIFFERENTIAL		NVH in DLN section.
		×	AXLE and SUSPENSION		NVH in FAX, RAX, FSU, RSU section.
		×	TIRE		NVH in WT section.
		×	ROAD WHEEL		NVH in WT section.
		×	DRIVE SHAFT		NVH in FAX section.
		×	BRAKE		NVH in BR section.

×: Applicable

PRECAUTIONS

< PRECAUTION >

PRECAUTION

PRECAUTIONS

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

INFOID:000000003971958

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the "SRS AIRBAG" and "SEAT BELT" of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI 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 "SRS AIRBAG".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

Precaution Necessary for Steering Wheel Rotation after Battery Disconnect

INFOID:000000003806307

NOTE:

- Before removing and installing any control units, first turn the push-button ignition switch to the LOCK position, then disconnect both battery cables.
- After finishing work, confirm that all control unit connectors are connected properly, then re-connect both battery cables.
- Always use CONSULT-III to perform self-diagnosis as a part of each function inspection after finishing work. If a DTC is detected, perform trouble diagnosis according to self-diagnosis results.

This vehicle is equipped with a push-button ignition switch and a steering lock unit.

If the battery is disconnected or discharged, the steering wheel will lock and cannot be turned.

If turning the steering wheel is required with the battery disconnected or discharged, follow the procedure below before starting the repair operation.

OPERATION PROCEDURE

1. Connect both battery cables.

NOTE:

Supply power using jumper cables if battery is discharged.

2. Carry the Intelligent Key or insert it to the key slot and turn the push-button ignition switch to ACC position. (At this time, the steering lock will be released.)
3. Disconnect both battery cables. The steering lock will remain released with both battery cables disconnected and the steering wheel can be turned.
4. Perform the necessary repair operation.
5. When the repair work is completed, re-connect both battery cables. With the brake pedal released, turn the push-button ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the push-button ignition switch is turned to LOCK position.)
6. Perform self-diagnosis check of all control units using CONSULT-III.

Service Notice or Precautions for Steering System

INFOID:000000003806308

CAUTION:

- In case of removing steering gear assembly, make the final tightening with grounded and unloaded vehicle condition, and then check wheel alignment.
- Observe the following precautions when disassembling.
 - 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.

PRECAUTIONS

< PRECAUTION >

- For easier and proper assembly, place disassembled parts in order on a parts rack.
- Use nylon cloth or paper towels to clean the parts; common shop rags can leave lint that might interfere with their operation.
- Never reuse non-reusable parts.
- Before assembling, apply the specified grease to the directed parts.

PREPARATION

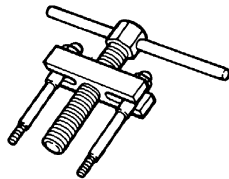
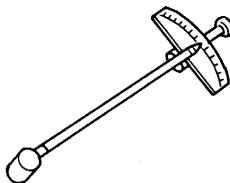
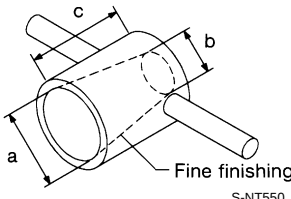
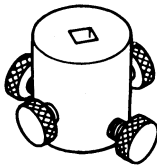
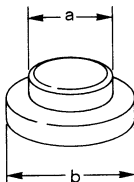
< PREPARATION >

PREPARATION

PREPARATION

Special Service Tools

INFOID:000000003806309

Tool number Tool name		Description
ST27180001 Steering wheel puller	 ZZA0819D	Removing steering wheel
ST3127S000 Preload gauge	 ZZA0806D	Inspecting sliding torque, steering torque, and rotating torque for ball joint
KV48104400 Teflon ring correcting tool a: 50 mm (1.97 in) dia. b: 36 mm (1.42 in) dia. c: 100 mm (3.94 in)	 Fine finishing S-NT550	Installing rack Teflon ring
KV48103400 Preload adapter	 ZZA0824D	Inspecting rotating torque
ST35300000 Drift a: 45.1 mm (1.776 in) dia. b: 59.0 mm (2.323 in) dia.	 ZZA0881D	Installing oil pump oil seal

PREPARATION

< PREPARATION >

Tool number Tool name	Description
KV48103500 Oil pressure gauge To oil pump outlet PF3/8" (female) To control valve PF3/8" (male) Shut-off valve S-NT547	Measuring oil pump relief pressure
KV48102500 Oil pressure gauge adapter PF3/8" PF3/8" M16 x 1.5 pitch M16 x 1.5 pitch S-NT542	Measuring oil pump relief pressure

POWER STEERING FLUID

< ON-VEHICLE MAINTENANCE >

ON-VEHICLE MAINTENANCE

POWER STEERING FLUID

Inspection

INFOID:000000003826225

FLUID LEVEL

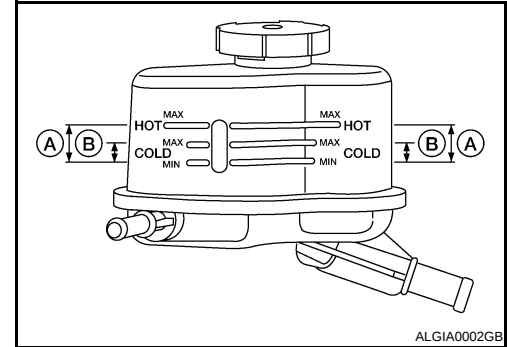
1. Check fluid level with engine stopped.
2. Ensure that fluid level is between MIN and MAX.
3. Fluid levels at HOT and COLD are different. Do not confuse them.

HOT (A) : Fluid temperature 50 – 80°C (122 – 176°F)

COLD (B) : Fluid temperature 0 – 30°C (32 – 86°F)

Recommended fluid : Refer to [MA-11, "Fluids and Lubricants"](#).

Fluid capacity : Refer to [ST-37, "General Specifications"](#).



CAUTION:

- The fluid level should not exceed the MAX line. Excessive fluid causes fluid leakage from the cap.
- Never reuse drained power steering fluid.

FLUID LEAKAGE

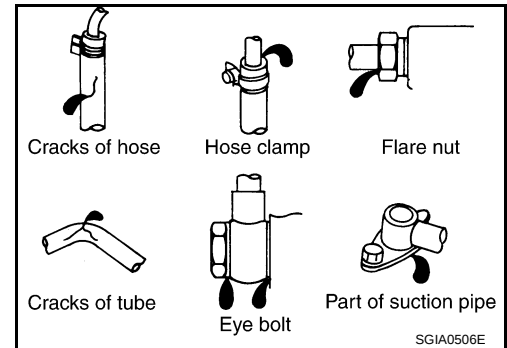
Check hydraulic connections for fluid leakage, cracks, damage, looseness, or wear.

1. Run the engine until the fluid temperature reaches 50 to 80°C (122 to 176°F) in reservoir tank, and keep engine speed idle.
2. Turn steering wheel several times from full left stop to full right stop.
3. Hold steering wheel at each lock position for five seconds and carefully check for fluid leakage.

CAUTION:

Never hold the steering wheel in a locked position for more than 10 seconds. (There is the possibility that power steering oil pump assembly may be damaged.)

4. If fluid leakage at connections is noticed, then loosen flare nut and then retighten. Do not overtighten connector as this can damage O-ring, washer and connector.
5. If fluid leakage from oil pump is noticed, check oil pump. Refer to [ST-32, "Inspection"](#).
6. Check steering gear boots for accumulation of fluid leaked from steering gear.



AIR BLEEDING HYDRAULIC SYSTEM

If air bleeding is not complete, the following symptoms can be observed.

- Bubbles are created in reservoir tank.
- Clicking noise can be heard from oil pump.
- Excessive buzzing in the oil pump.

NOTE:

Fluid noise may occur in the steering gear or oil pump. This does not affect performance or durability of the system.

1. Turn steering wheel several times from full left stop to full right stop with engine off.

CAUTION:

Fill reservoir tank with a sufficient amount of fluid so that fluid level is not below the MIN line while turning steering wheel.

2. Start the engine and hold steering wheel at each lock position for 3 second at idle to check for fluid leakage.

POWER STEERING FLUID

< ON-VEHICLE MAINTENANCE >

3. Repeat step 2 above several times at approximately 3 second intervals.

CAUTION:

Never hold the steering wheel in a locked position for more than 10 seconds. (There is the possibility that oil pump may be damaged.)

4. Check fluid for bubbles and white contamination.
5. Stop the engine if bubbles and white contamination do not drain out. Perform step 2 and 3 above after waiting until bubbles and white contamination drain out.
6. Stop the engine, and then check fluid level.

STEERING WHEEL

< ON-VEHICLE MAINTENANCE >

STEERING WHEEL

Inspection

INFOID:000000003806313

STEERING WHEEL AXIAL END PLAY

1. Check installation conditions of steering gear assembly, front suspension assembly, axle and steering column assembly.
2. Check if movement exists when steering wheel is moved up and down, to the left and right and to the axial direction.

Standard

Steering wheel axial end play : Refer to [ST-37, "Steering Wheel Axial End Play and Play"](#).

3. Check the following items when steering wheel axial end play is out of the standard.
 - Check the steering column assembly mounting condition. Refer to [ST-13, "Exploded View"](#).
 - Check steering gear assembly mounting condition for looseness. Refer to [ST-18, "Exploded View"](#).

STEERING WHEEL PLAY

1. Turn steering wheel so that front wheels come to the straight-ahead position.
2. Start the engine and lightly turn steering wheel to the left and right until front wheels start to move.
3. Measure steering wheel movement on the outer circumference.

Standard

Steering wheel play : Refer to [ST-37, "Steering Wheel Axial End Play and Play"](#).

4. Check the following items when steering wheel play is out of the standard.
 - Check backlash for each joint of steering column assembly.
 - Check installation condition of steering gear assembly.

NEUTRAL POSITION STEERING WHEEL

1. Check that steering gear assembly, steering column assembly and steering wheel are installed in the correct position.
2. Perform neutral position inspection after wheel alignment. Refer to [FSU-7, "Wheel Alignment Inspection"](#).
3. Set the vehicle to the straight-ahead position and confirm steering wheel is in the neutral position.
4. Loosen outer socket lock nut and turn inner socket to left and right equally to make fine adjustments if steering wheel is not in the neutral position.

STEERING WHEEL TURNING FORCE

1. Park the vehicle on a level and dry surface, set parking brake.
2. Tires need to be inflated normal pressure. Refer to [WT-5, "Tire Air Pressure"](#).
3. Start the engine.
4. Bring power steering fluid up to adequate operating temperature.

Fluid temperature : 50 – 80°C (122 – 176°F)

STEERING WHEEL

< ON-VEHICLE MAINTENANCE >

5. Check steering wheel turning force when steering wheel has been turned 540° from neutral position.

Standard

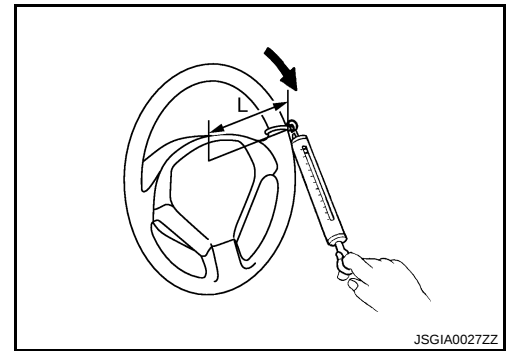
Steering wheel turning force

: Refer to [ST-37, "Steering Wheel Turning Force"](#).

NOTE:

Multiply the distance (L) from the hook of spring balance to the center of steering wheel by the measurement value with a spring balance.

6. If steering wheel turning force is out of the specification, check rack sliding force and relief hydraulic pressure of oil pump. Regarding relief hydraulic pressure of oil pump, refer to [ST-32, "Inspection"](#).



RACK SLIDING FORCE

1. Disconnect lower joint and steering knuckle from steering gear assembly. Refer to [ST-16, "Exploded View"](#).
2. Start and run the engine at idle to make sure steering fluid has reached normal operating temperature.

Fluid temperature

: 50 – 80°C (122 – 176°F)

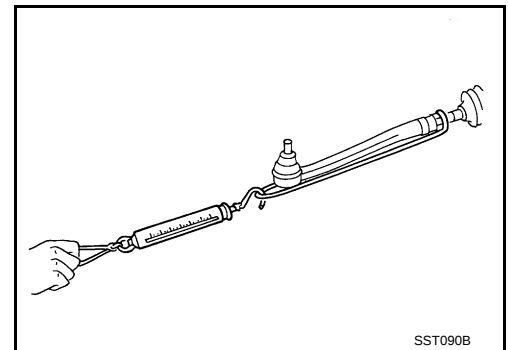
3. While pulling outer socket slowly in ± 11.5 mm (± 0.453 in) range from neutral position, make sure rack sliding force is within specification.

Standard

Rack sliding force

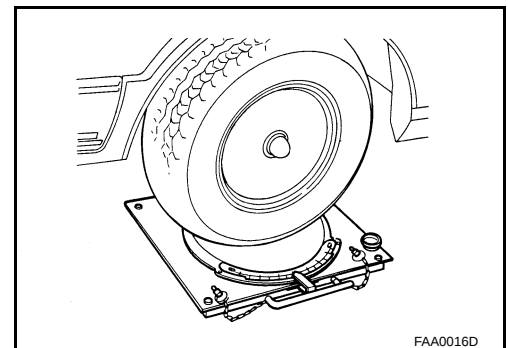
: Refer to [ST-38, "Rack Sliding Force"](#).

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



FRONT WHEEL TURNING ANGLE

1. Check front wheel turning angle after toe-in inspection. Refer to [FSU-7, "Wheel Alignment Inspection"](#).
2. Place front wheels on turning radius gauges and rear wheels on stands, so that vehicle can be level.
3. Check the maximum inner and outer wheel turning angles for LH and RH road wheels.



4. With the engine at idle, turn steering wheel from full left stop to full right stop and measure the turning angles.

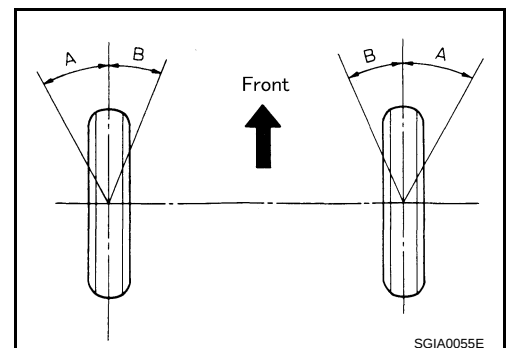
Standard

Inner wheel (Angle: A)

: Refer to [ST-37, "Steering Angle"](#).

Outer wheel (Angle: B)

: Refer to [ST-37, "Steering Angle"](#).



STEERING WHEEL

< ON-VEHICLE MAINTENANCE >

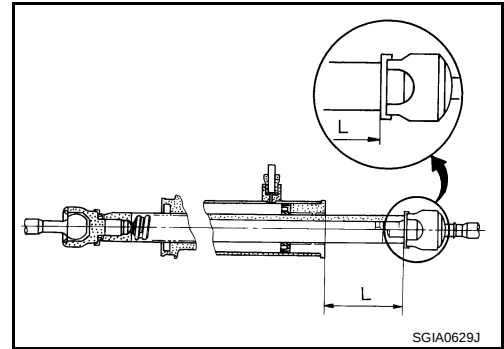
5. Check the following items when turning angle is out of the standard.
 - a. Check the neutral position of the rack stroke (L).

Standard

L

: Refer to [ST-38, "Rack Stroke"](#).

- b. Disassemble steering gear assembly to check the cause that rack stroke is outside of the standard.
 - Steering angles are not adjustable. Check steering gear assembly, steering column assembly and front suspension components for wear or damage if any of the turning angles are different from the specified value. Replace any of them, if any non-standard condition exists.



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STEERING WHEEL

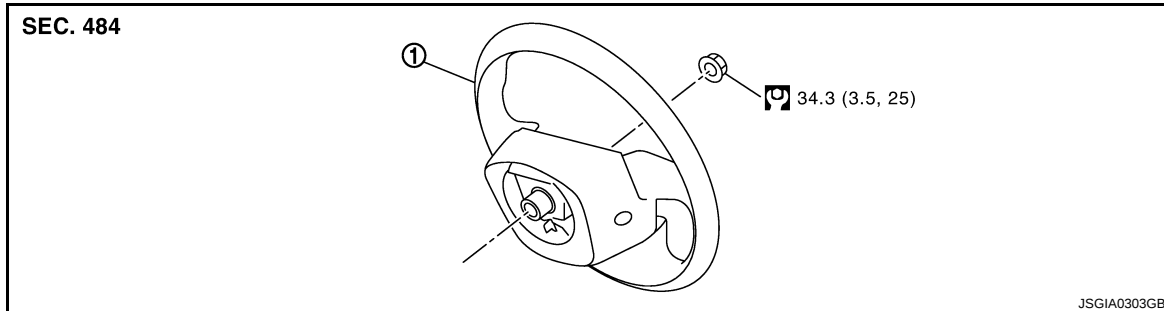
< ON-VEHICLE REPAIR >

ON-VEHICLE REPAIR

STEERING WHEEL

Exploded View

INFOID:000000003806314



1. Steering wheel

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

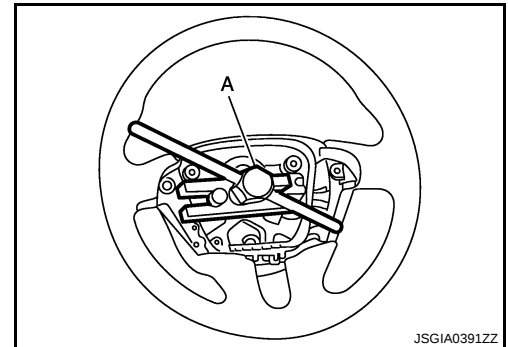
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REMOVAL

NOTE:

When reconnecting spiral cable, fix cable with a tape so that fixing case and rotating part keep aligned. This will omit neutral position alignment procedure during spiral cable installation.

1. Set the vehicle to the straight-ahead position.
2. Remove driver air bag module. Refer to [SR-6, "Exploded View"](#).
3. Remove steering wheel lock nut after steering is locked.
4. Remove steering wheel with the steering wheel puller (A) (SST: ST27180001).



INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

Never twist spiral cable freely on excessively after it becomes tight (doing so may cause the cable to tear off).

NOTE:

Check the spiral cable neutral position after replacing or rotating spiral cable. Refer to [SR-9, "Exploded View"](#).

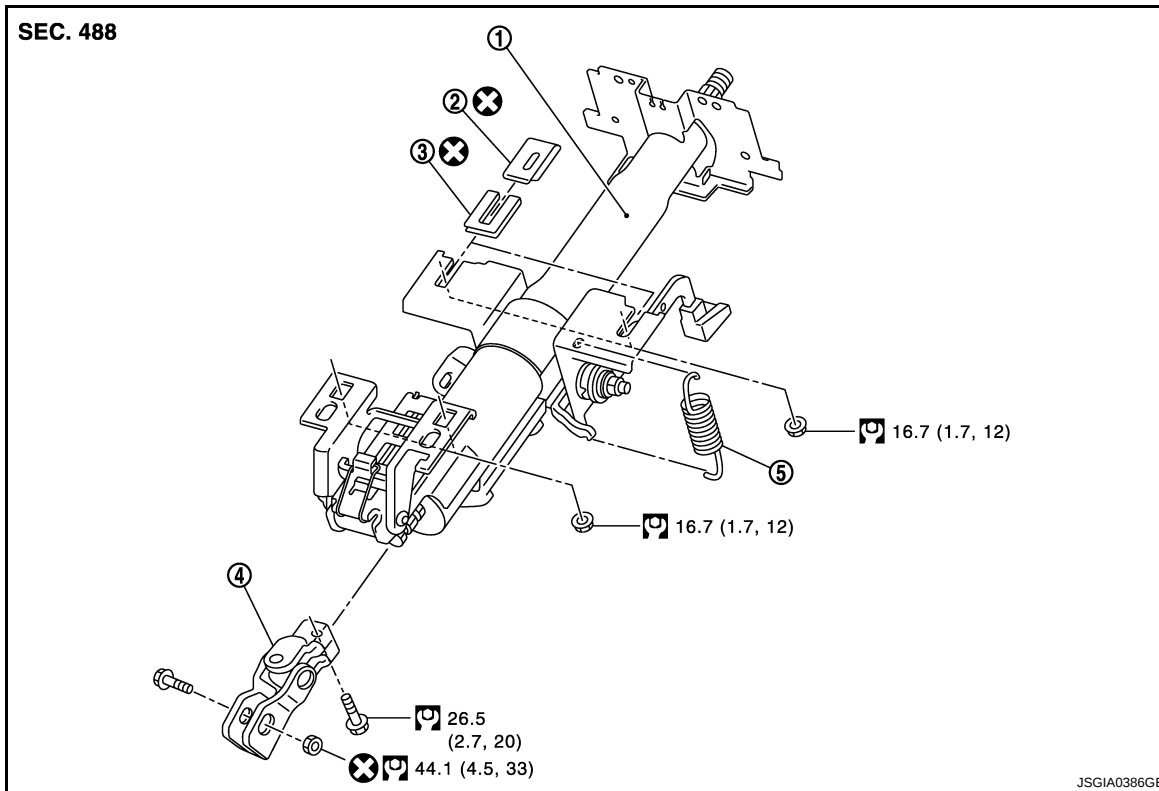
STEERING COLUMN

< ON-VEHICLE REPAIR >

STEERING COLUMN

Exploded View

INFOID:000000003806316



- | | | |
|-----------------------------|-----------|---------|
| 1. Steering column assembly | 2. Clip | 3. Clip |
| 4. Upper joint | 5. Spring | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000003806317

REMOVAL

1. Set the vehicle to the straight-ahead position.
2. Place the tilt to the highest level.
3. Remove driver air bag module. Refer to [SR-6, "Exploded View"](#).
4. Remove steering wheel. Refer to [ST-12, "Exploded View"](#).
5. Remove the instrument driver lower panel. Refer to [IP-11, "Exploded View"](#).
6. Remove the steering column cover. Refer to [IP-11, "Exploded View"](#).
7. Remove spiral cable. Refer to [SR-9, "Exploded View"](#).
8. Remove combination switch. Refer to [BCS-79, "Exploded View"](#).

STEERING COLUMN

< ON-VEHICLE REPAIR >

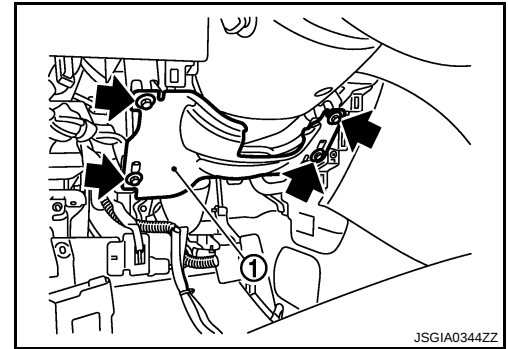
9. Remove knee protector (1).

← : Bolt

10. Disconnect each switch harness connectors installed to steering column assembly.
11. Remove the upper joint mounting bolt and nut (lower shaft side), and separate the joint from lower shaft.
12. Remove steering column assembly.

CAUTION:

- Never give axial impact to steering column assembly during removal.
- Never move steering gear assembly when removing steering column assembly.



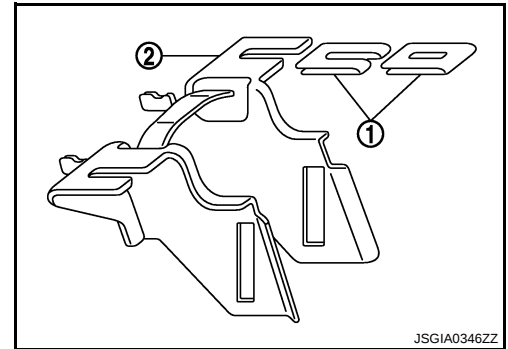
INSTALLATION

Note the following, and install in the reverse order of removal.

- Make sure there is no space between clip (1) and steering column assembly (2).

CAUTION:

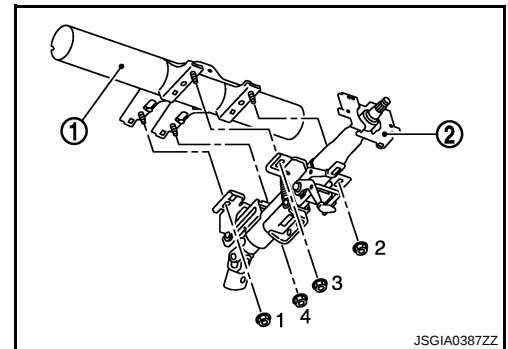
Never reuse the clip.



- Tighten the mounting nuts in the order shown in the figure steering member (1) when installing the steering column assembly (2).
- Be careful of the following points when installing the steering column assembly.

CAUTION:

- Never give axial impact to steering column assembly during installation.
- Never move steering gear assembly.
- Never reuse the joint mounting nut (lower shaft side).
- Adjust neutral position of steering angle sensor. Refer to [BRC-66, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#) (VDC models).



Inspection

INFOID:000000003806318

INSPECTION AFTER REMOVAL

- Check each part of steering column assembly for damage or other malfunctions. Replace if necessary.
- Measure steering column assembly rotating torque using a preload gauge (SST: ST3127S000). Replace steering column assembly if outside the standard.

Standard

Rotating torque

: Refer to [ST-37, "Steering Column Operating Range"](#).

STEERING COLUMN

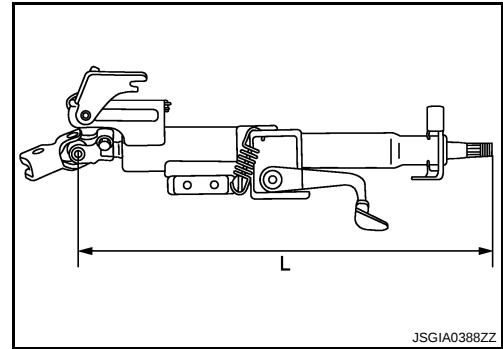
< ON-VEHICLE REPAIR >

- Measure the length (L) as shown, if vehicle has been involved in a minor collision. Replace steering column assembly if out side the standard.

Standard

L

: Refer to [ST-37, "Steering Column Length"](#).

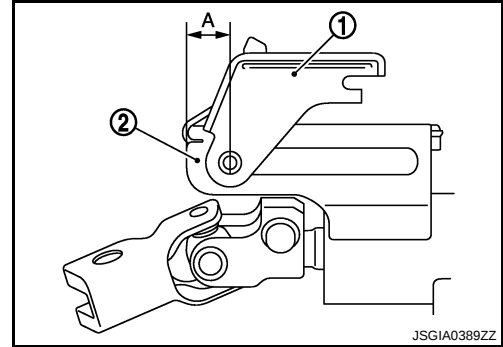


- Install the bracket (1) and steering column housing (2) so that the clearance (A) is within the specified range as described below. Replace steering column assembly if out side the standard.

Standard

A

: Refer to [ST-37, "Steering Column Mounting Dimensions"](#).



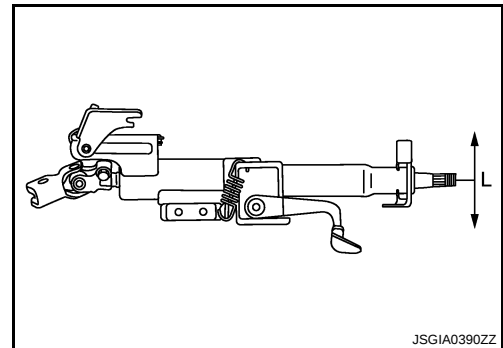
INSPECTION AFTER INSTALLATION

- Check each part of steering column assembly for damage or other malfunctions. Replace if necessary.
- Check the steering wheel play, neutral position steering wheel, steering wheel turning force, and front wheel turning angle. Refer to [ST-9, "Inspection"](#).
- Check tilt mechanism operating range (L), as shown in the figure.

Standard

L

: Refer to [ST-37, "Steering Column Operating Range"](#).



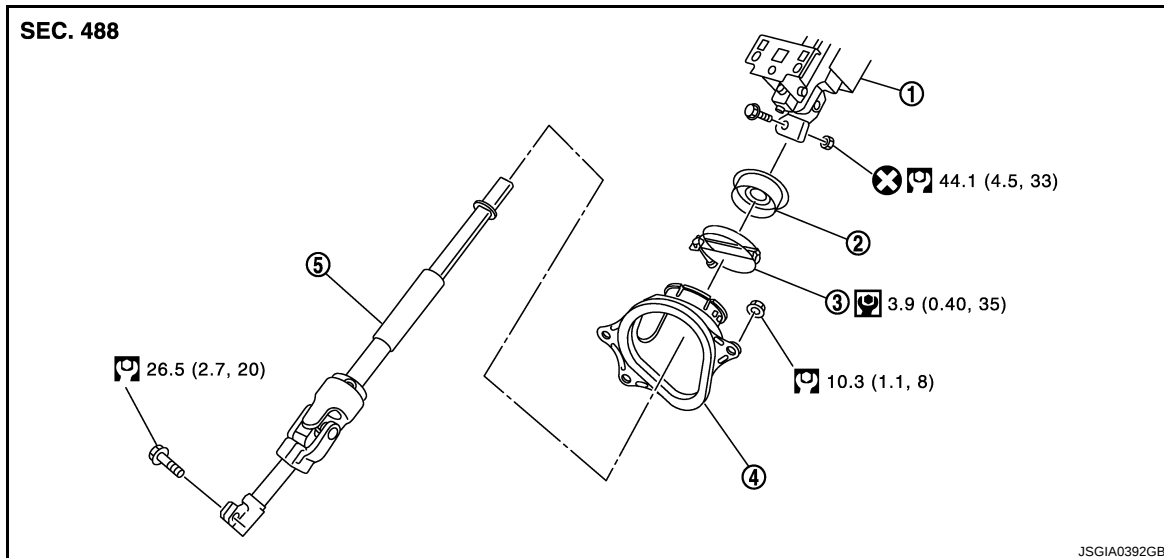
LOWER SHAFT

< ON-VEHICLE REPAIR >

LOWER SHAFT

Exploded View

INFOID:000000003806319



- | | | |
|-----------------------------|--------------------|----------|
| 1. Steering column assembly | 2. Hole cover seal | 3. Clamp |
| 4. Hole cover | 5. Lower shaft | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000003806320

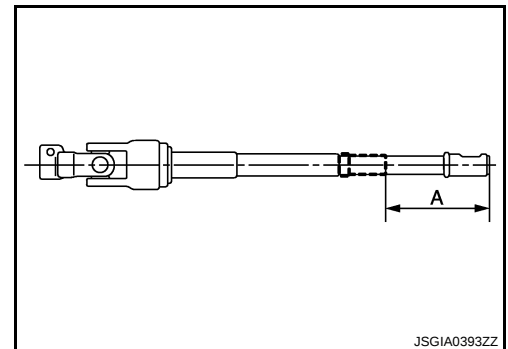
REMOVAL

1. Set the vehicle to the straight-ahead position.
2. Fix the steering wheel.
3. Remove upper joint fixing bolt and nut (lower shaft side).
4. Separate the lower shaft from the steering gear assembly by sliding the slide shaft (A: sliding range).

CAUTION:

Spiral cable may be cut if steering wheel turns while separating steering column assembly and steering column assembly. Be sure to secure steering wheel using string to avoid turning.

5. Remove the accelerator pedal assembly. Refer to [ACC-3, "Exploded View"](#).
6. Remove the side brake pedal bracket and wire clamp stay.
7. Remove the hole cover mounting nuts.
8. Remove the hole cover seal, clamp and hole cover.
9. Remove lower shaft joint fixing bolt (steering gear side).
10. Remove the lower shaft.



INSTALLATION

Note the following, and install in the reverse order of removal.

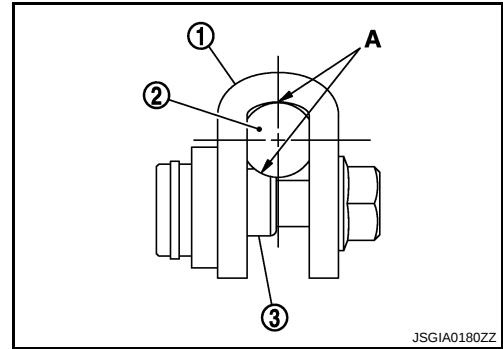
CAUTION:

Spiral cable may be cut if steering wheel turns while separating steering column assembly and steering gear assembly. Be sure to secure steering wheel using string to avoid turning.

LOWER SHAFT

< ON-VEHICLE REPAIR >

- After lower shaft (steering gear side) fitted, make sure there is not gap (A) between the yoke (1), lower shaft (2), joint fixing bolt (3).

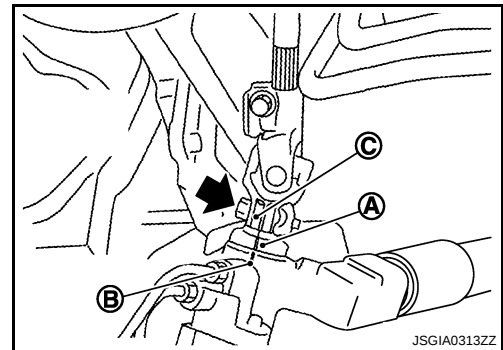


- When installing lower joint to steering gear assembly, follow the procedure listed below.
- Set rack of steering gear in the neutral position.

NOTE:

To get the neutral position of rack, turn gear-sub assembly and measure the distance of inner socket, and then measure the intermediate position of the distance.

- Align rear cover cap projection (A) with the marking position of gear housing assembly (B).



← : Bolt

- Install slit part of lower joint (C) aligning with the rear cover cap projection (A). Make sure that the slit part of lower joint (C) is aligned with rear cover cap projection (A) and the marking position of gear housing assembly (B).
- Adjust neutral position of steering angle sensor. Refer to [BRC-66, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#).
- Check the following after installation:
 - Check if steering wheel turns smoothly when it is turned several times fully to the end of the left and right.
 - Check the steering wheel play, neutral position steering wheel, steering wheel turning force, and front wheel turning angle. Refer to [ST-9, "Inspection"](#).

Inspection

INFOID:0000000003806321

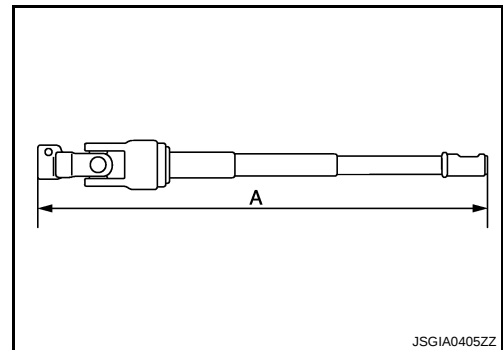
- Check the length (A) (extended position) of the lower shaft.

Standard

A

: Refer to [ST-38, "Lower Shaft Sliding Range"](#).

- Check each part of lower shaft for damage or other malfunctions. Replace if there are.



STEERING GEAR AND LINKAGE

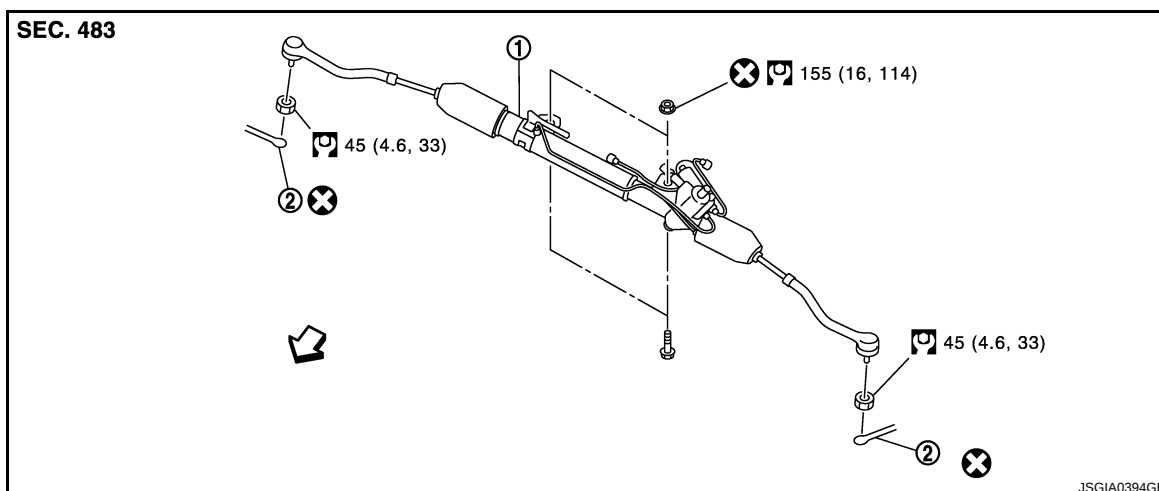
< ON-VEHICLE REPAIR >

STEERING GEAR AND LINKAGE

Exploded View

INFOID:000000003806322

REMOVAL



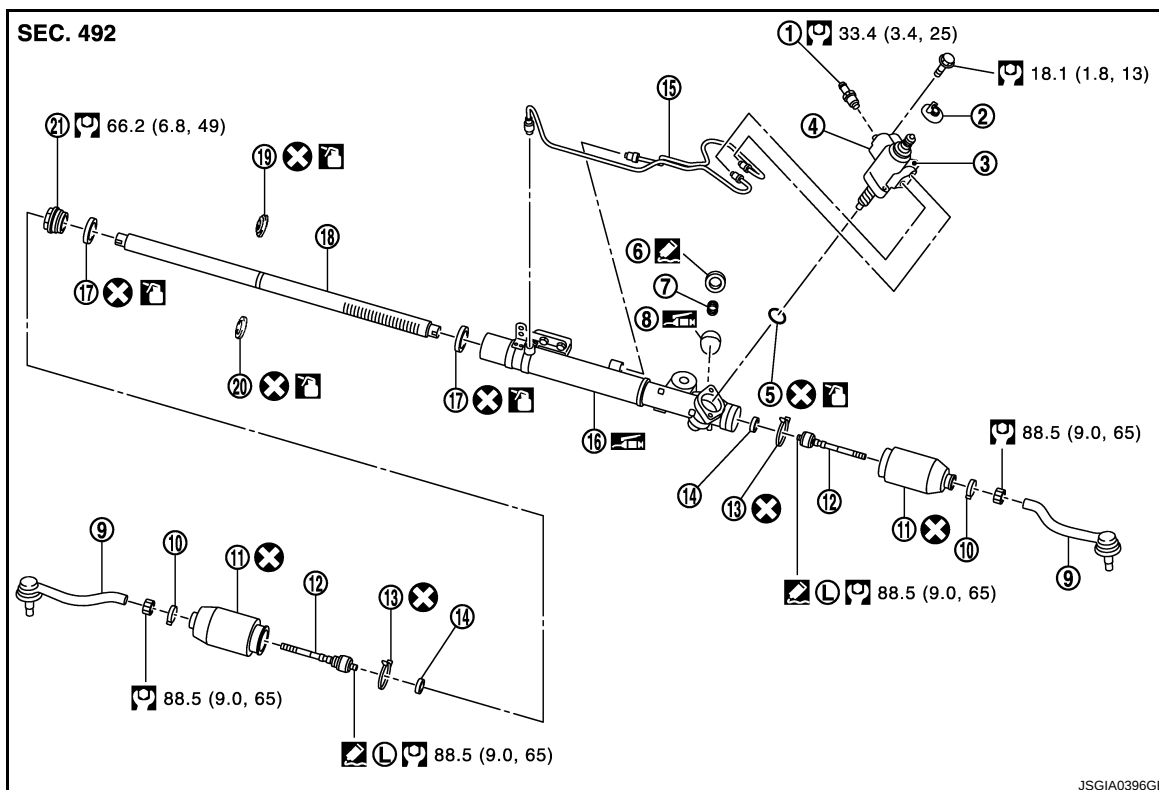
1. Steering gear assembly

2. cotter pin

←: Vehicle front

Refer to [GI-4. "Components"](#) for symbols in the figure.

DISASSEMBLY



1. Low pressure piping

2. Rear cover cap

3. Gear-sub assembly

4. Power steering solenoid valve

5. O-ring

6. Adjusting screw

7. Spring

8. Retainer

9. Outer socket

STEERING GEAR AND LINKAGE

< ON-VEHICLE REPAIR >

- | | | |
|---------------------------------|-------------------|------------------------|
| 10. Boot clamp | 11. Boot | 12. Inner socket |
| 13. Boot clamp (stainless wire) | 14. Spacer | 15. Cylinder tube |
| 16. Gear housing assembly | 17. Rack oil seal | 18. Rack assembly |
| 19. Rack Teflon ring | 20. O-ring | 21. End cover assembly |

: Apply power steering fluid.

: Apply Genuine Liquid Gasket, Three Bond 1111B or equivalent.

: Apply Genuine High Strength Thread Locking Sealant, Loctite 271 or equivalent.

: Apply multi-purpose grease.

Refer to [GI-4, "Components"](#) for symbols not described on the above.

Removal and Installation

INFOID:000000003806323

REMOVAL

1. Set the vehicle to the straight-ahead position.
2. Remove front tires.
3. Remove splash guards (RH and LH). Refer to [EXT-22, "FENDER PROTECTOR : Exploded View"](#).
4. Remove engine under cover. Refer to [EXT-28, "Exploded View"](#).

5. Remove heat insulator from front floor.
6. Remove cotter pin (1), and then loosen the nuts.
7. Remove steering outer socket (2) from steering knuckle (3) so as not to damage ball joint boot (4) using suitable ball joint remover.

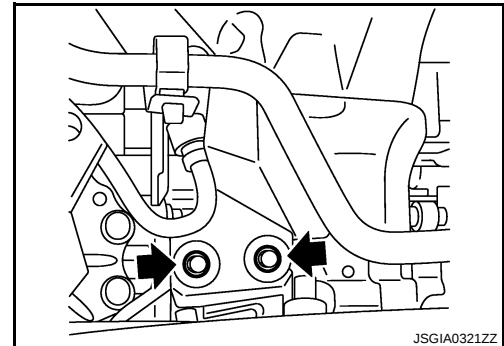
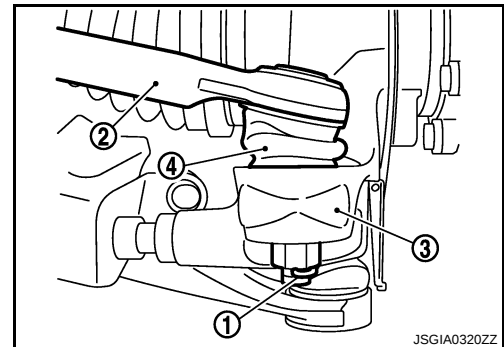
CAUTION:

Temporarily tighten the nut to prevent damage to threads and to prevent the ball joint remover from suddenly coming off.

8. Remove high pressure piping and low pressure hose of hydraulic piping, and then drain power steering fluid.

9. Remove steering hydraulic piping bracket from front steering gear assembly.

 : Bolt



10. Remove power steering solenoid valve harness connector and harness clip.
11. Separate the lower shaft from the steering gear assembly by sliding the slide shaft.
CAUTION:
Spiral cable may be cut if steering wheel turns while separating steering column assembly and steering gear assembly. Be sure to secure steering wheel using string to avoid turning.
12. Remove the front stabilizer assembly. Refer to [FSU-16, "Exploded View"](#).
13. Remove the mounting bolts and nuts of steering gear assembly.

INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

Spiral cable may be cut if steering wheel turns while separating steering column assembly and steering gear assembly. Be sure to secure steering wheel using string to avoid turning.

STEERING GEAR AND LINKAGE

< ON-VEHICLE REPAIR >

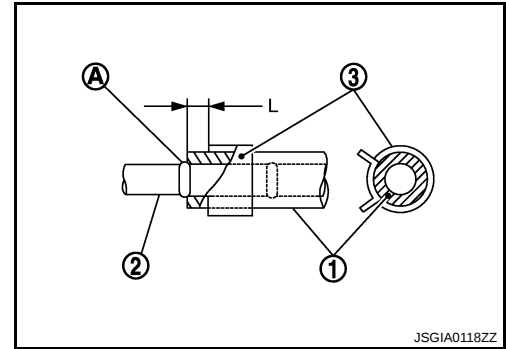
- When installing low pressure hose (1), refer to the figure.

CAUTION:

- Never apply fluid to the hose (1) and tube (2).
- Insert hose securely until it contacts spool (A) of tube.
- Leave clearance (L) when installing clamp (3).

Standard

L : 3 – 8 mm (0.12 – 0.31 in)



- When installing lower joint to steering gear assembly, follow the procedure listed below.
- Set rack of steering gear in the neutral position.

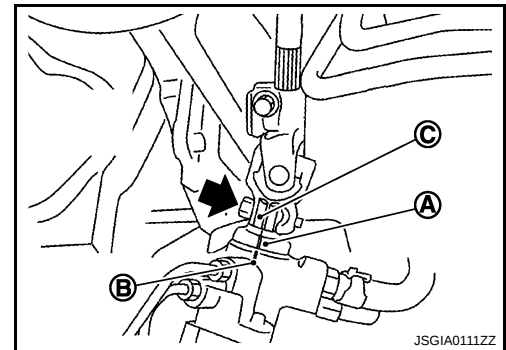
NOTE:

To get the neutral position of rack, turn gear-sub assembly and measure the distance of inner socket, and then measure the intermediate position of the distance.

- Align rear cover cap projection (A) with the marking position of gear housing assembly (B).

← : Bolt

- Install slit part of lower joint (C) aligning with the rear cover cap projection (A). Make sure that the slit part of lower joint (C) is aligned with rear cover cap projection (A) and the marking position of gear housing assembly (B).
- After installation, bleed air from the steering hydraulic system. Refer to [ST-32, "Inspection"](#).
- Perform final tightening of nuts and bolts on each part under unladen conditions with tires on level ground when removing steering gear assembly. Check wheel alignment. Refer to [FSU-7, "Wheel Alignment Inspection"](#).
- Adjust neutral position of steering angle sensor after checking wheel alignment. Refer to [BRC-66, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement"](#) (VDC models).



Disassembly and Assembly

INFOID:000000003806324

DISASSEMBLY

- Remove low pressure piping.

CAUTION:

- Disassemble and assemble steering gear assembly by fixing the mounting area with a vise using copper plates.
- Clean steering gear assembly with kerosene before disassembling. Be careful to avoid splashing or applying any kerosene over connector of discharge port or return port.

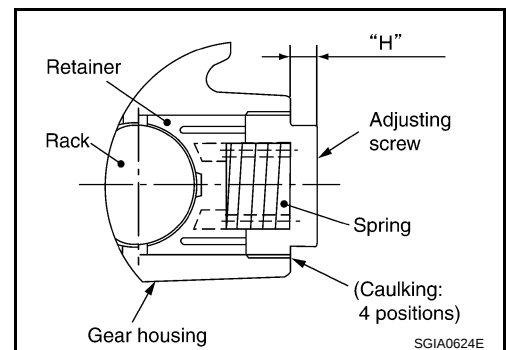
- Remove cylinder tubes from gear housing assembly.
- Remove rear cover cap from gear-sub assembly.
- Measure adjusting screw height "H", and loosen adjusting screw.

CAUTION:

- Never loosen adjusting screw 2 turns or more.
- Replace steering gear assembly if adjusting screw is loosened 2 turns or more and it is removed.

- Remove gear-sub assembly from gear housing assembly.
- Remove O-ring from gear housing assembly.
- Loosen outer socket lock nut, and remove outer socket.
- Remove boot clamps, and then remove boot from inner socket.

CAUTION:

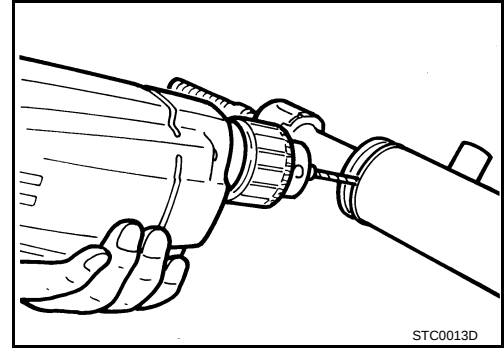


STEERING GEAR AND LINKAGE

< ON-VEHICLE REPAIR >

Never damage inner socket and gear housing assembly when removing boot. Inner socket and gear housing assembly must be replaced if inner socket and gear housing assembly are damaged because it may cause foreign material interfusion.

9. Remove inner socket and spacer from gear housing assembly.
10. Drill out the clinching part of gear housing assembly (end cover assembly side) outer rim with a 3 mm (0.12 in) drill bit. [Drill for approximately 1.5 mm (0.059 in) depth.]



11. Remove end cover assembly with a 36 mm (1.42 in) open head (suitable tool).

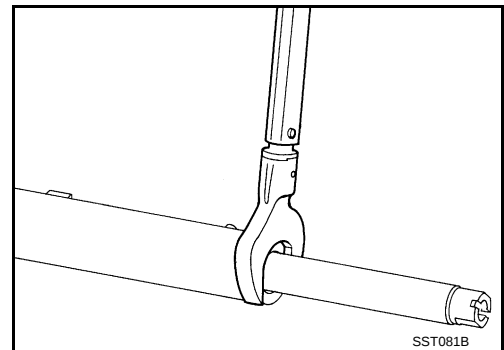
CAUTION:

Never damage rack assembly surface when removing. Rack assembly must be replaced if damaged because it may cause fluid leakage.

12. Pull rack assembly together with rack oil seal (outer side) out from gear housing assembly.

CAUTION:

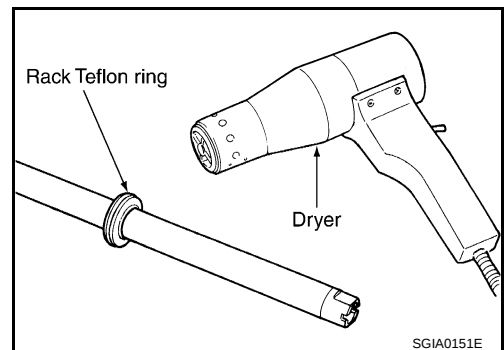
Never damage cylinder inner wall when remove rack assembly. Gear housing assembly must be replaced if damaged because it may cause fluid leakage.



13. Heat rack Teflon ring to approximately 40°C (104°F) with a dryer, and remove rack Teflon ring and O-ring from rack assembly.

CAUTION:

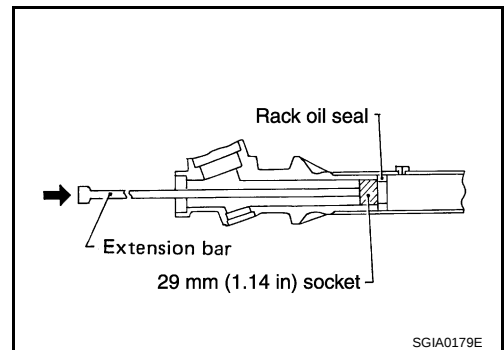
Never damage rack assembly. Rack assembly must be replaced if damaged because it cause fluid leakage.



14. Push rack oil seal inside with a 29 mm (1.14 in) socket and an extension bar to push out rack oil seal (inner side) from gear housing assembly.

CAUTION:

Never damage gear housing assembly and cylinder inner wall. Gear housing assembly must be replaced if damaged because it may cause fluid leakage.



ASSEMBLY

1. Apply recommended fluid to O-ring. Put an O-ring into a rack Teflon ring.

CAUTION:

Never reuse O-ring.

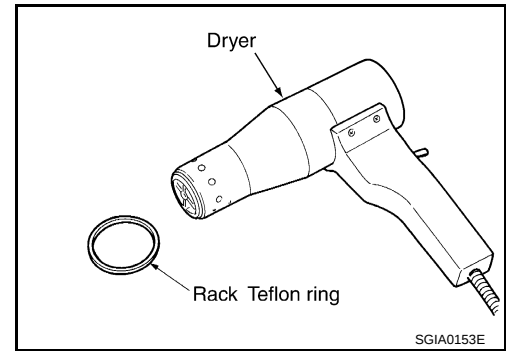
STEERING GEAR AND LINKAGE

< ON-VEHICLE REPAIR >

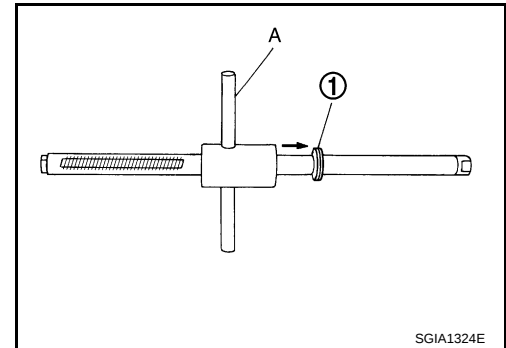
2. Heat rack Teflon ring to approximately 40°C (104°C) with a dryer. Assemble it to mounting groove of rack assembly.

CAUTION:

Never reuse rack Teflon ring.



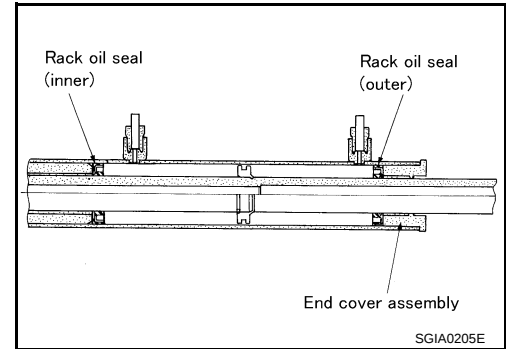
3. Install the Teflon ring correcting tool (A) (SST: KV48104400) from tooth side of rack fit rack Teflon ring (1) on rack. Compress the with tool.



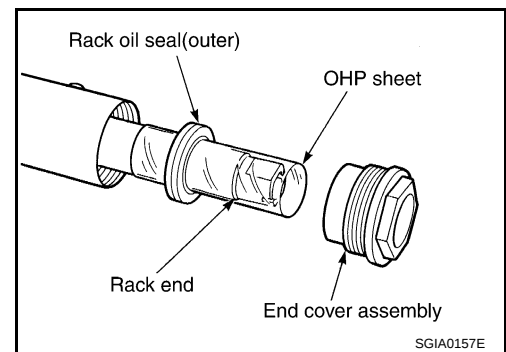
4. Apply recommended grease to rack oil seal, and then install rack oil seal in the following procedure. Then assemble rack assembly to gear housing assembly.

CAUTION:

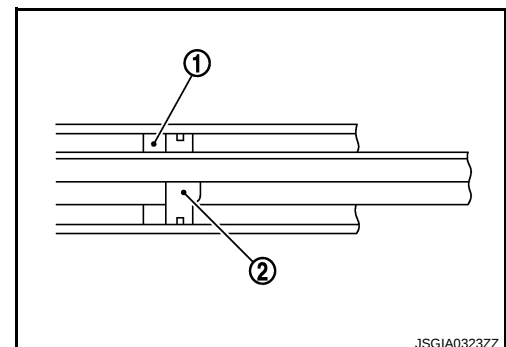
- Install rack oil seal in a direction so that the lip of inner oil seal and the lip of outer oil seal face each other.
- Never damage retainer sliding surface by rack assembly. Replace gear housing assembly if damaged.
- Never damage gear housing assembly inner wall by rack assembly. Gear housing assembly must be replaced if damaged because it may cause fluid leakage.



- a. Wrap an OHP sheet [approximately 70 mm (2.76 in) × 100 mm (3.94 in)]. Around rack assembly teeth to avoid damaging rack oil seal (inner). Install rack oil seal over sheet. Then, pull OHP sheet along with rack oil seal until they pass rack assembly teeth, and remove OHP sheet.



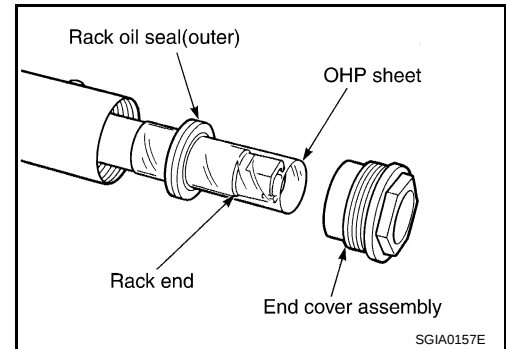
- b. Insert rack oil seal (inner) (1) into rack assembly piston (2).
- c. Push retainer to adjusting screw side by hand, and move the rack assembly inside the gear housing assembly so that the rack oil seal (inner) can be pressed against the gear housing assembly.



STEERING GEAR AND LINKAGE

< ON-VEHICLE REPAIR >

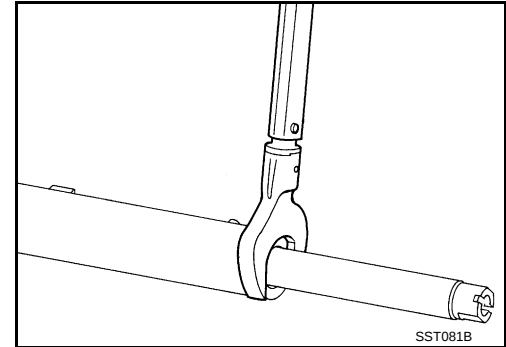
- d. Wrap an OHP sheet [approximately 70 mm (2.76 in) × 100 mm (3.94 in)]. Around the edge to avoid damaging rack oil seal (outer). Install rack oil seal over sheet. Then, pull oil seal along with OHP sheet until they pass rack edge, and remove OHP sheet.
- e. Install end cover assembly to rack edge, and move rack oil seal (outer) until it contacts with gear housing assembly.



5. Tighten end cover assembly to specified torque using a 36 mm (1.42 in) open head (suitable tool).

CAUTION:

Never damage rack assembly. Replace it if damaged because it may cause fluid leakage.

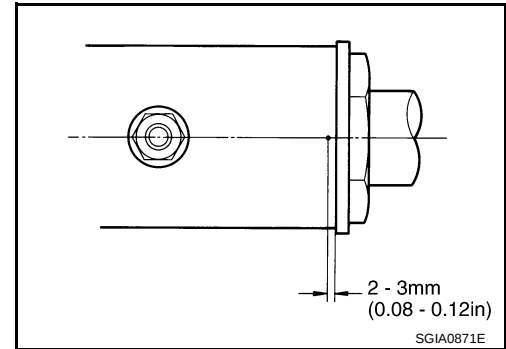


6. Crimp gear housing assembly at one point using a punch as shown in the figure so as to prevent end cover assembly from getting loose after tightening end cover assembly.
7. Apply recommended fluid to O-ring, and then install O-ring to gear housing assembly.
8. Install gear-sub assembly to gear housing assembly.

CAUTION:

In order to protect oil seal from any damage, insert gear-sub assembly straightly.

9. Install inner socket and spacer to gear housing assembly with the following procedure.



- a. Apply recommended thread locking sealant into the thread of inner socket.
Use Genuine High Strength Thread Locking Sealant, Loctite 271 or equivalent.
 - b. Screw inner socket into rack part and tighten at the specified torque.
10. Decide on the neutral position of the rack stroke (L).

Standard

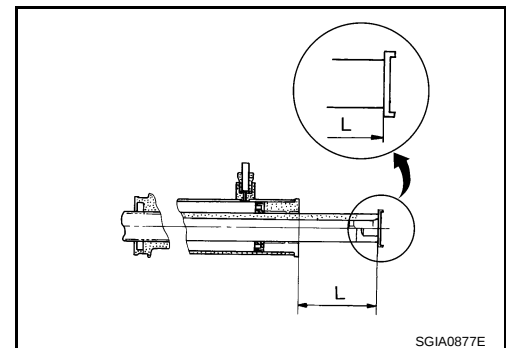
L

: Refer to [ST-38, "Rack Stroke"](#).

11. Install rear cover cap to gear sub-assembly.

CAUTION:

Make sure that the projection of rear cover cap is aligned with the marking position of gear housing assembly.



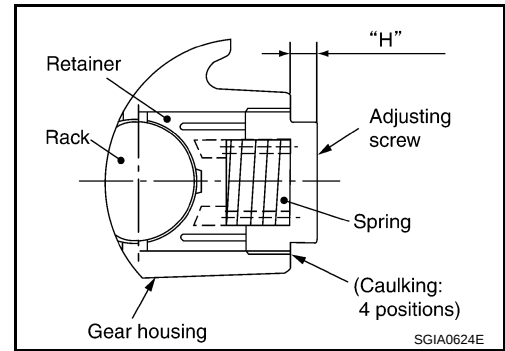
STEERING GEAR AND LINKAGE

< ON-VEHICLE REPAIR >

12. Apply recommended sealant into the thread of adjusting screw (2 turns thread), and then screw in the adjusting screw until it reaches height "H" from gear housing assembly measured before disassembling.

Use Genuine Liquid Gasket, Three Bond 1111B or equivalent.

13. Move rack assembly 10 strokes throughout the full stroke so that the parts can fit with each other.

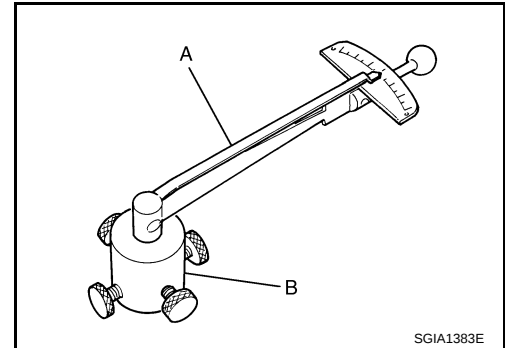


14. Adjust pinion rotating torque with the following procedure.
 - a. Measure pinion rotating torque within $\pm 180^\circ$ of neutral position of the rack assembly using Tools. Stop the gear at the point where highest torque is read.

A: Preload gauge (SST: ST3127S000)

B: Preload adapter (SST: KV48103400)

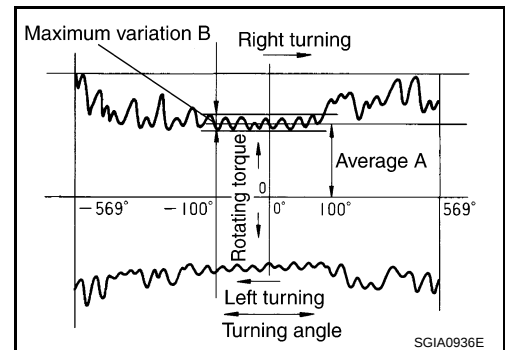
- b. Loosen adjusting screw and retighten to 5.4 N·m (0.55 kg-m, 48 in-lb), and then loosen by 20 to 40°.



- c. Measure pinion rotating torque using Tools to make sure that the measured value is within the standard. Readjust if the value is outside the standard. Replace steering gear assembly, if the value is outside the standard after readjusting, or adjusting screw rotating torque is 5 N·m (0.51 kg-m, 44 in-lb) or less.

Pinion rotating torque

Around neutral position : 2.27 – 3.05 N·m (0.24 – 0.31 kg-m, 20 – 26 in-lb)
(within $\pm 100^\circ$) average (A)
Maximum variation (B) : 0.98 N·m (0.10 kg-m, 9.0 in-lb)



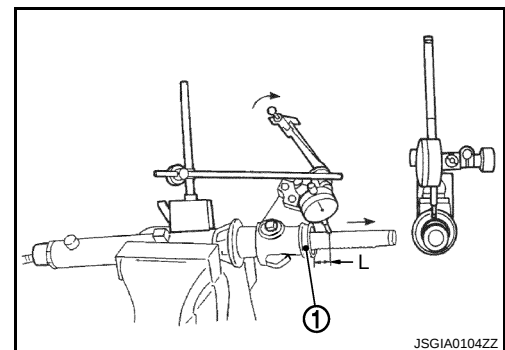
- d. Apply recommended liquid gasket to inner socket and turn pinion fully to left with inner socket installed to gear housing assembly.
 - e. Install dial indicator at 5 mm (0.20 in) (L) from the edge of gear housing assembly (1), and tooth point.
 - f. Measure vertical movement of rack assembly when pinion is turned clockwise with torque of 19.6 N·m (2.0 kg-m, 14 ft-lb). Readjust adjusting screw angle if the measured value is outside the standard.

Vertical movement : 0.265 mm (0.0104 in)

- If reading is outside of the specification, readjust screw angle with adjusting screw.

CAUTION:

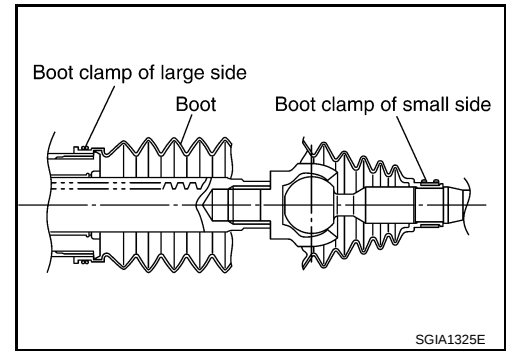
- If reading is still outside of specification, or if the rotating torque of adjusting screw is less than 5 N·m (0.51 kg-m, 44 in-lb), replace steering gear assembly.
- Never turn adjusting screw more than twice.
- Replace steering gear assembly when adjusting screw is removed or turned more than twice.



STEERING GEAR AND LINKAGE

< ON-VEHICLE REPAIR >

15. Install large end of boot to gear housing assembly.
16. Install small end of boot to inner socket boot mounting groove.
17. Install boot clamp to boot small end.



18. Install boot clamp to the large side of boot with the following procedure.

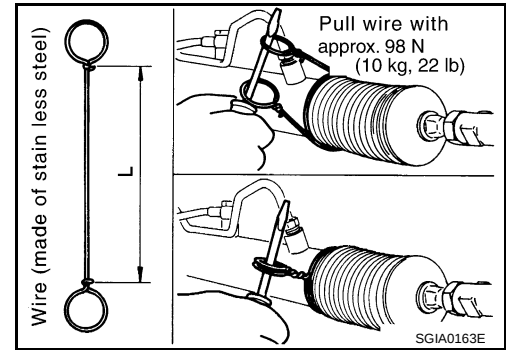
CAUTION:

Never reuse boot clamp.

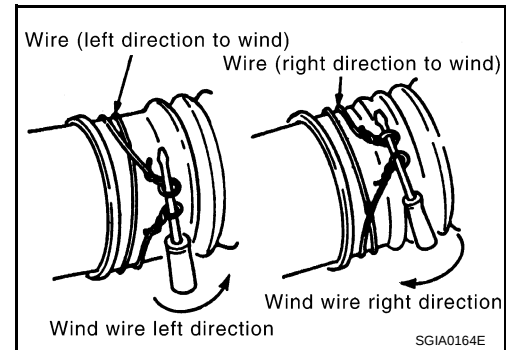
- a. Tighten large side of boot with boot clamp (stainless wire).

Wire length (L) : 370 mm (14.57 in)

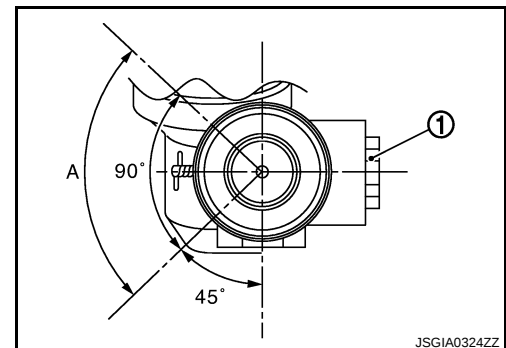
- b. Wrap clamp around boot groove for two turns. Insert a flat-bladed screwdriver in loops on both ends of wire. Twist 4 to 4.5 turns while pulling them with force of approximately 98 N (10 kg, 22 lb).



- c. Twist boot clamp as shown. Pay attention to relationship between winding and twisting directions.



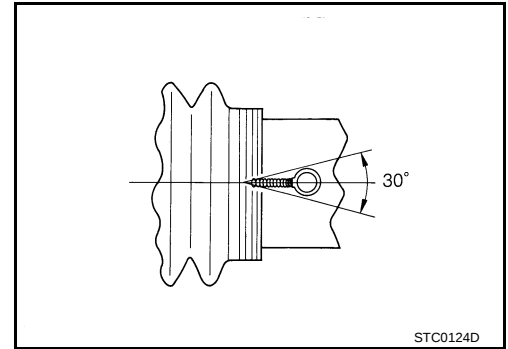
- d. Twisted area (A) of clamp is in the opposite side of adjusting screw (1) as shown in the figure (to prevent contact with other parts).



STEERING GEAR AND LINKAGE

< ON-VEHICLE REPAIR >

- e. Bent cut end of the wire toward rack axial as shown in the figure after twisting the wire 4 to 4.5 turns so that cut end does not contact with boot.



19. Install cylinder tubes to gear housing assembly.
20. Install low pressure piping.
21. Adjust inner socket to standard length (L), and then tighten lock nut to the specified torque. Check length again after tightening lock nut.

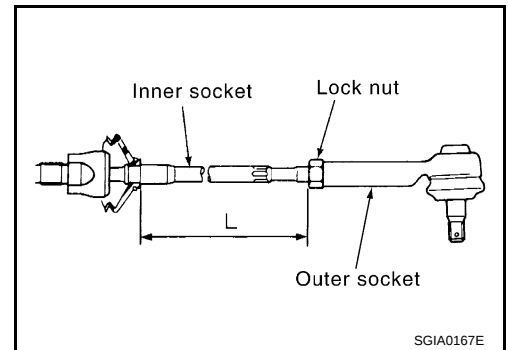
Standard

L

: Refer to [ST-38, "Inner Socket Length"](#).

CAUTION:

Adjust toe-in after this procedure. The length achieved after toe-in adjustment is not necessary the above value.



Inspection

INFOID:000000003806325

INSPECTION AFTER INSTALLATION

- Check if steering wheel turns smoothly when it is turned several times fully to the end of the left and right.
- Check the steering wheel play, neutral position steering wheel, steering wheel turning force, and front wheel turning angle. Refer to [ST-9, "Inspection"](#).
- Check the fluid level, fluid leakage, and air bleeding hydraulic system. Refer to [ST-7, "Inspection"](#).

INSPECTION AFTER DISASSEMBLY

Boot

Check boot for cracks, and replace it if a malfunction is detected.

Rack Assembly

Check rack for damage or wear, and replace it if a malfunction is detected.

Gear-Sub Assembly

- Check gear-sub assembly for damage or wear, and replace it if a malfunction is detected.
- Rotate gear-sub assembly and check for torque variation or rattle, and replace it if a malfunction is detected.

Gear Housing Assembly

Check gear housing assembly for damage and scratches (inner wall). Replace if there are.

Outer Socket and Inner Socket

Check the following items and replace the component if it does not meet the standard.

BALL JOINT SWINGING TORQUE

STEERING GEAR AND LINKAGE

< ON-VEHICLE REPAIR >

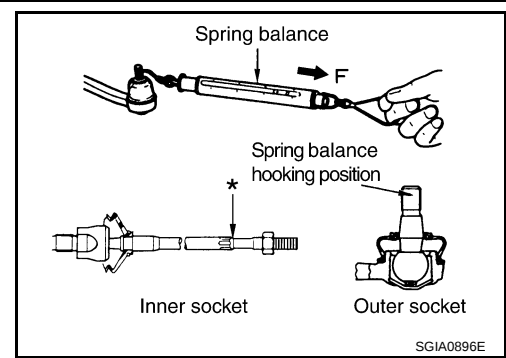
Hook a spring balance at the point shown in the figure and pull the spring balance. Make sure that the spring balance reads the specified value when ball stud and inner socket start to move. Replace outer socket and inner socket if they are outside the standard.

Standard

(Measuring point of outer socket: Stud cotter pin mounting hole)

Outer socket

: Refer to [ST-38, "Socket Swing Force and Rotating Torque"](#).



Standard

(Measuring point of inner socket: "*" mark shown in the figure)

Inner socket

: Refer to [ST-38, "Socket Swing Force and Rotating Torque"](#).

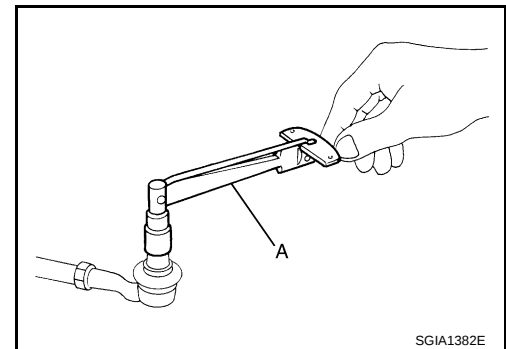
BALL JOINT ROTATING TORQUE

Make sure that the reading is within the following specified range using preload gauge (A) (SST: ST3127S000). Replace outer socket if the reading is outside the specified value.

Standard

Rotating torque

: Refer to [ST-38, "Socket Swing Force and Rotating Torque"](#).



BALL JOINT AXIAL END PLAY

Apply an axial load of 490 N (50 kg, 110 lb) to ball stud. Using a dial gauge, measure amount of stud movement, and then make sure that the value is within the following specified range. Replace outer socket (1) and inner socket (2) if the measured value is outside the standard.

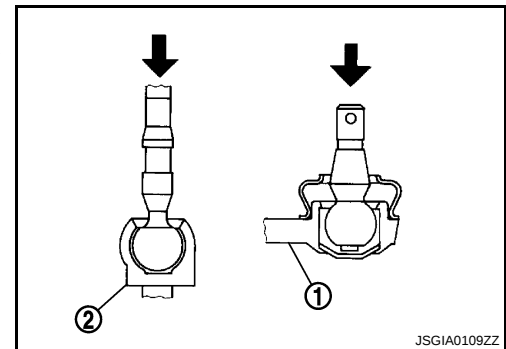
Standard

Outer socket

: Refer to [ST-38, "Socket Axial End Play"](#).

Inner socket

: Refer to [ST-38, "Socket Axial End Play"](#).



POWER STEERING OIL PUMP

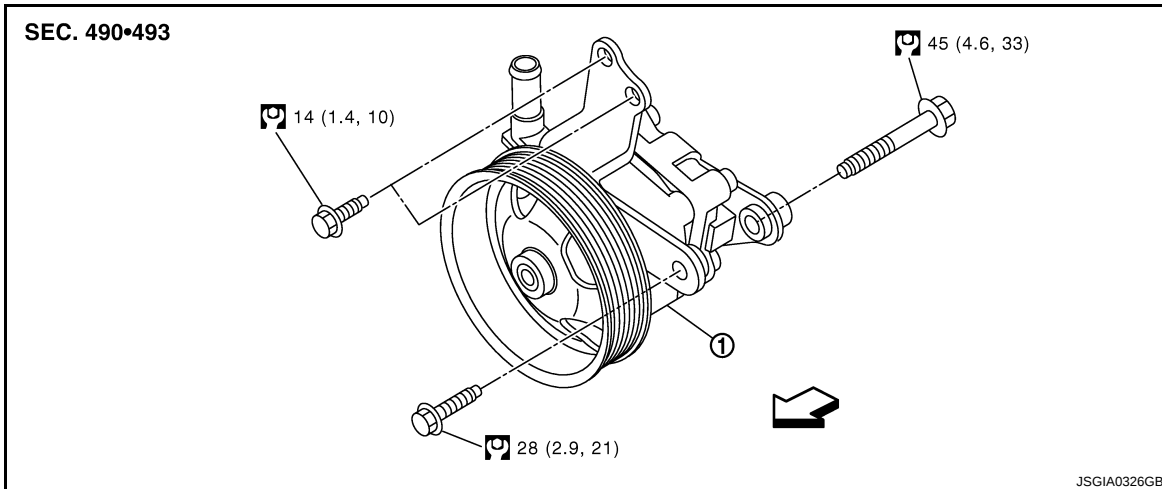
< ON-VEHICLE REPAIR >

POWER STEERING OIL PUMP

Exploded View

INFOID:000000003806326

REMOVAL

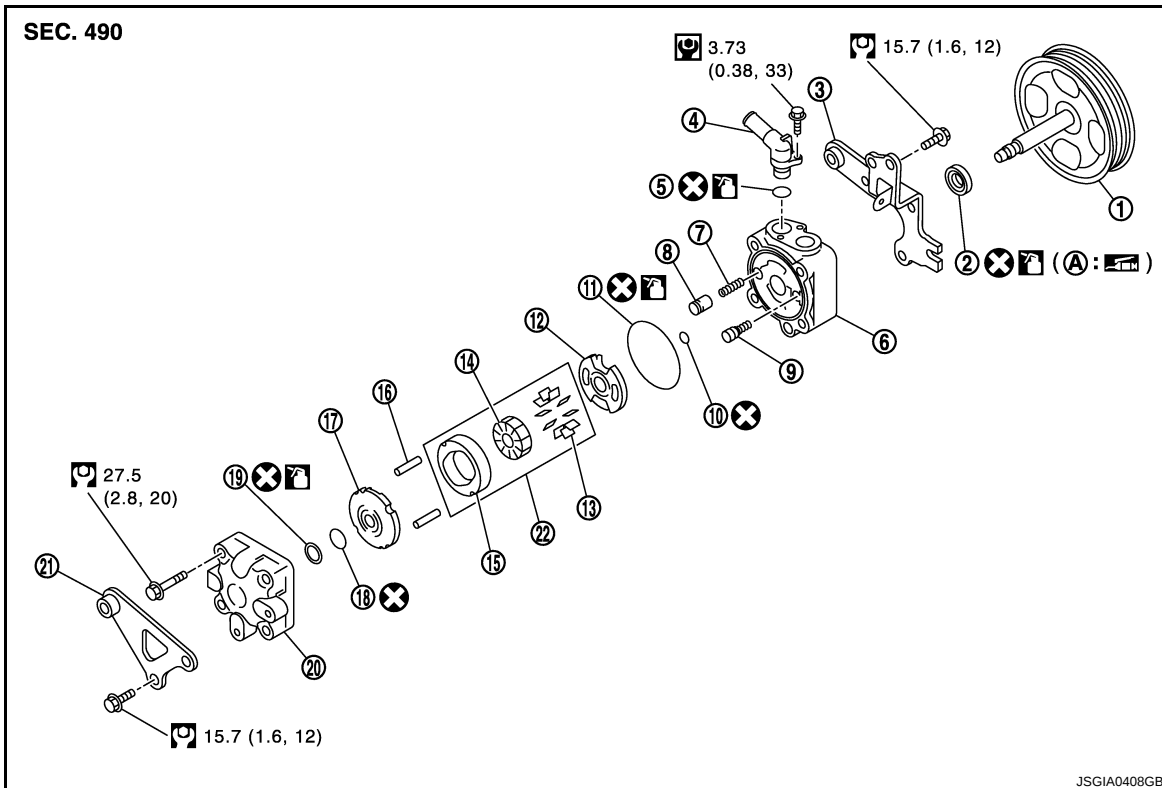


1. Power steering oil pump

⇐: Vehicle front

Refer to [GI-4. "Components"](#) for symbols in the figure.

DISASSEMBLY



- | | | |
|------------------------------|-----------------------|------------------------------------|
| 1. Pulley | 2. Oil seal | 3. Front bracket |
| 4. Suction pipe | 5. O-ring | 6. Body assembly |
| 7. Flow control valve spring | 8. Flow control valve | 9. Flow control valve sub assembly |

POWER STEERING OIL PUMP

< ON-VEHICLE REPAIR >

- | | | |
|-----------------|---------------------|----------------------|
| 10. O-ring | 11. O-ring | 12. Front side plate |
| 13. Vane | 14. Rotor | 15. Cam ring |
| 16. Dowel pin | 17. Rear side plate | 18. O-ring |
| 19. Teflon ring | 20. Rear cover | 21. Rear bracket |
| 22. Cartridge | | |
| A. Oil seal lip | | |



: Apply power steering fluid.



: Apply multi-purpose grease.

Refer to [GI-4, "Components"](#) for symbols not described on the above.

Removal and Installation

INFOID:000000003806327

REMOVAL

1. Drain power steering fluid from reservoir tank.
2. Remove front tires.
3. Remove splash guard. Refer to [EXT-22, "FENDER PROTECTOR : Exploded View"](#).
4. Loosen drive belt. Refer to [EM-12, "Removal and Installation"](#).
5. Remove drive belt from oil pump pulley.
6. Remove copper washers and eye bolt (drain fluid from their pipings).
7. Remove suction hose (drain fluid from their pipings).
8. Remove oil pump mounting bolts, and then remove oil pump.

CAUTION:

Never damage drive shaft boot.

INSTALLATION

Note the following, and install in the reverse order of removal.

- When installing suction hoses (1), refer to the figure.

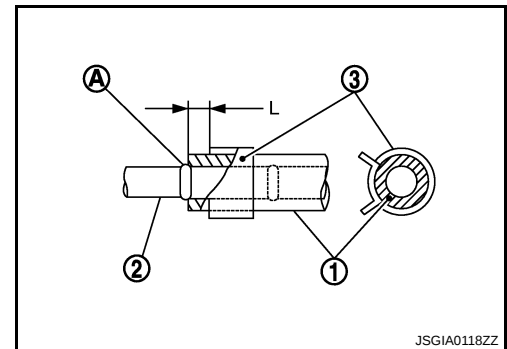
CAUTION:

- **Never apply fluid to the hose (1) and tube (2).**
- **Insert hose securely until it contacts spool (A) of tube.**
- **Leave clearance (L) when installing clamp (3).**

Standard

L

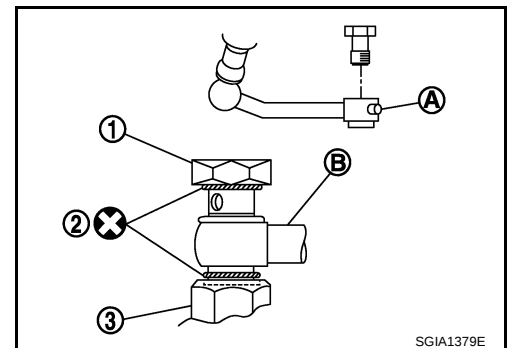
: 3 – 8 mm (0.12 – 0.31 in)



- When installing eye bolt (1) and copper washers (2) to oil pump (3), refer to the figure.

CAUTION:

- **Never reuse copper washer.**
- **Apply power steering fluid to around copper washer, then install eye bolt.**
- **Install eye bolt with eye joint (assembled to high pressure hose) (B) protrusion (A) facing with pump side cutout, and then tighten it to the specified torque after tightening by hand. Refer to [ST-34, "Exploded View"](#).**
- **Securely insert harness connector to pressure sensor.**
- Adjust belt tension. Refer to [EM-12, "Tension Adjustment"](#).
- Check fluid level, fluid leakage and air bleeding hydraulic system after the installation. Refer to [ST-7, "Inspection"](#).



Disassembly and Assembly

INFOID:000000003826228

DISASSEMBLY

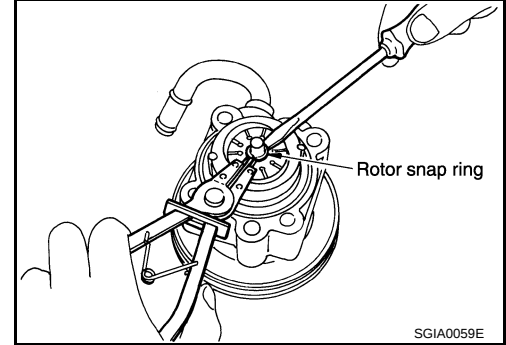
POWER STEERING OIL PUMP

< ON-VEHICLE REPAIR >

1. Remove rear cover mounting bolts, and then remove rear cover from body assembly.
CAUTION:
 - Fix oil pump with a vise if necessary.
 - Use copper plates when fixing with a vise.
2. Remove O-ring from body assembly.
3. Remove rear side plate from cartridge, and then remove Teflon ring and O-ring from rear side plate.
4. Remove rotor snap ring using a snap ring pliers, and remove pulley from body assembly.

CAUTION:

Remove pulley so as not to be damaged when removing rotor snap ring.

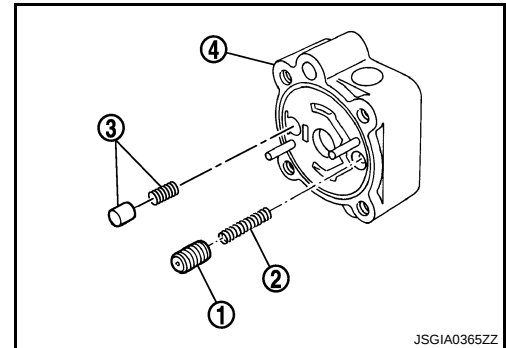


5. Remove cartridge and front side plate.
6. Remove flow control valve (1), flow control valve spring (2) and flow control valve sub assembly (3) from body assembly (4).

CAUTION:

Never drop and damage flow control valve A and flow control valve B assembly when removing.

7. Remove oil seal from body assembly.
8. Remove mounting bolt of suction pipe, and then remove suction pipe from body assembly.
9. Remove O-ring from body assembly.
10. Remove bracket mounting bolts, and then remove bracket from body assembly.



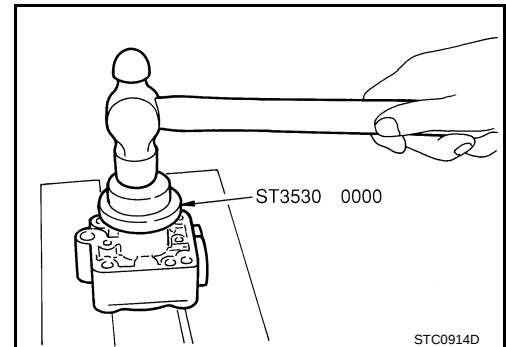
ASSEMBLY

1. Apply recommended grease to oil seal lips. Apply recommended fluid to around oil seal, and then install oil seal to body assembly using a drift (SST: ST35300000).

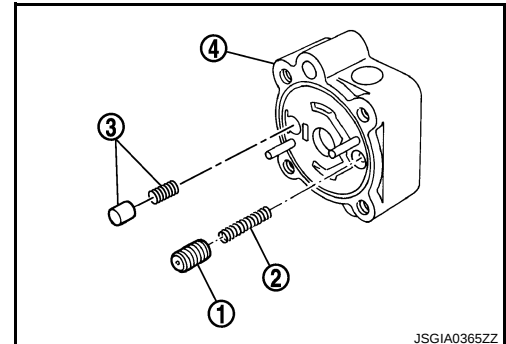
CAUTION:

- Fix oil pump with a vise if necessary.
- Use copper plates when fixing with a vise.

2. Install bracket to body assembly.
3. If dowel pin has been removed, insert it into body assembly by hand. If it cannot be inserted by hand, lightly tap with a hammer.



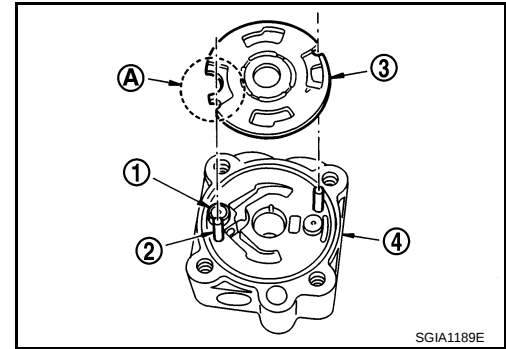
4. Install flow control valve (1), flow control valve spring (2) and flow control valve sub assembly (3) to body assembly (4).



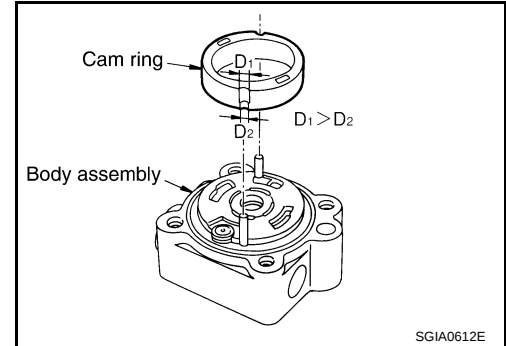
POWER STEERING OIL PUMP

< ON-VEHICLE REPAIR >

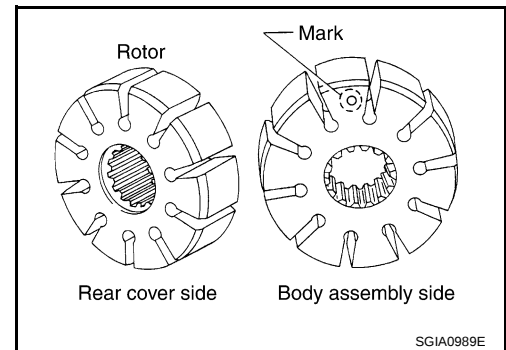
5. Install front side plate (3) with dowel pin (2) on flow control valve (1) side as shown in the figure aligning with front side plate cut-out (A) to body assembly (4).



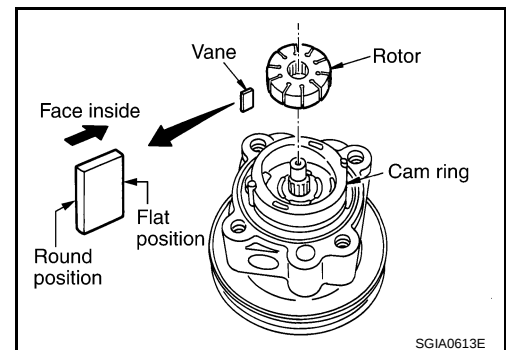
6. Install cam ring as shown in the figure.
7. Install pulley to body assembly.
CAUTION:
Never damage oil seal when installing pulley.



8. Install rotor so that mark faces body assembly, and then install it to pulley shaft.

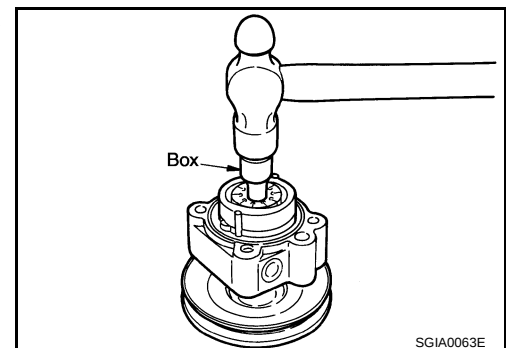


9. Install vane to rotor so that arc of vane faces cam ring side.



10. Install rotor snap ring to slit of pulley shaft using a hammer and a 10 mm (0.39 in) box.

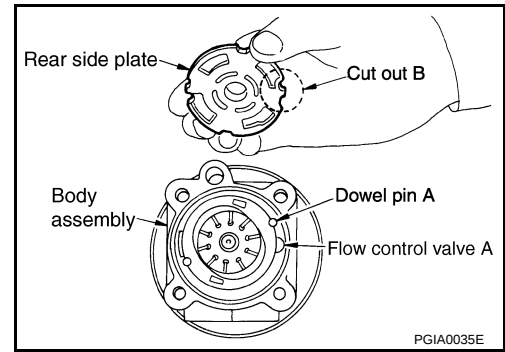
- CAUTION:**
- Never damage rotor and pulley shaft.
 - Oil pump assembly must be replaced if rotor is damaged.



POWER STEERING OIL PUMP

< ON-VEHICLE REPAIR >

11. Install rear side plate with dowel pin A on flow control valve side as shown in the figure aligning with rear side plate cutout B to cartridge.
12. Apply recommended fluid to O-ring, and then install O-ring to body assembly.
13. Apply recommended fluid to O-ring, and then install O-ring to rear side plate.
14. Apply recommended fluid to Teflon ring, and then install Teflon ring to rear side plate.
15. Install rear cover to body assembly.
16. Apply recommended fluid to O-ring, and then install O-ring to body assembly.
17. Install suction pipe to body assembly.



Inspection

INFOID:000000003806329

RELIEF OIL PRESSURE

CAUTION:

Make sure that belt tension is normal before starting the following procedure.

1. Connect the oil pressure gauge (SST: KV48103500) and the oil pressure gauge adapter (SST: KV48102500) between oil pump discharge connector and high-pressure hose. Bleed air from the hydraulic circuit while opening valve fully. Refer to [ST-7, "Inspection"](#).
2. Start the engine. Run the engine until oil temperature reaches 50 to 80°C (122 to 176°F).

CAUTION:

- Leave the valve of the oil pressure gauge fully open while starting and running the engine. If engine is started with the valve closed, the hydraulic pressure in oil pump goes up to the relief pressure along with unusual increase of oil temperature.
- Be sure to keep hose clear of belts and other parts when engine is started.

3. Fully close the oil pressure gauge valve with engine at idle and measure the relief oil pressure.

Standard

Relief oil pressure

: Refer to [ST-38, "Relief Oil Pressure"](#).

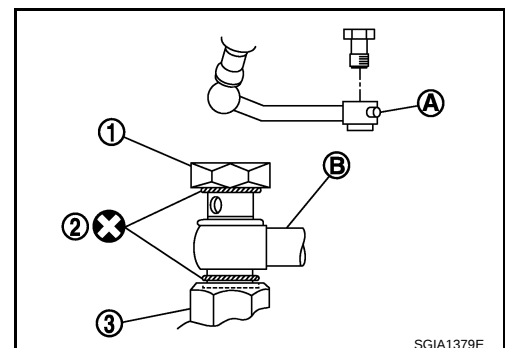
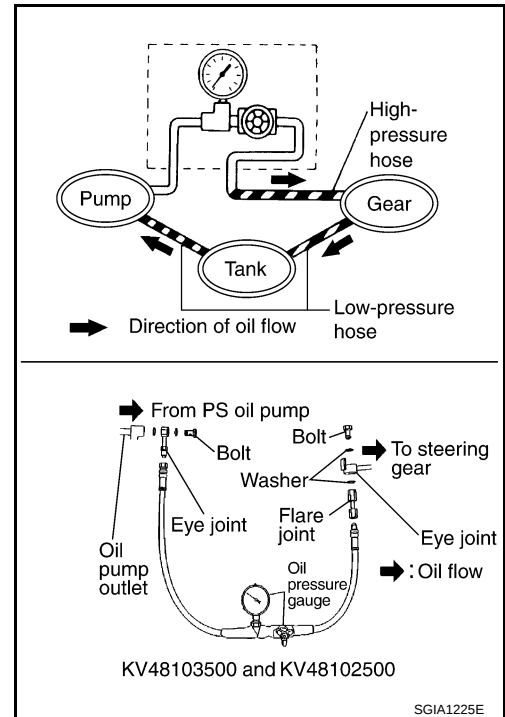
CAUTION:

Never keep valve closed for 10 seconds or longer.

4. Open the valve slowly after measuring. Repair oil pump if the relief oil pressure is outside the standard. Refer to [ST-29, "Disassembly and Assembly"](#).
5. Disconnect the oil pressure gauge from hydraulic circuit.
6. When installing eye bolt (1) and copper washers (2) to oil pump (3), refer to the figure.

CAUTION:

- Never reuse copper washer.
- Apply power steering fluid or equivalent to around copper washer, then install eye bolt.
- Install eye bolt with eye joint (assembled to high pressure hose) (B) protrusion (A) facing with pump side cutout, and then tighten it to the specified torque after tightening by hand. Refer to [ST-34, "Exploded View"](#).
- Securely insert harness connector to pressure sensor.



POWER STEERING OIL PUMP

< ON-VEHICLE REPAIR >

7. Check fluid level, fluid leakage and air bleeding hydraulic system after the installation. Refer to [ST-7, "Inspection"](#).

BEFORE DISASSEMBLY

Disassemble oil pump only when the following malfunctions occur.

- If oil leakage is found on oil pump.
- Oil pump pulley is damaged or deformed.
- Performance of oil pump is low.

AFTER DISASSEMBLY

Body Assembly and Rear Cover Inspection

- Check body assembly and rear cover for internal damage. Replace rear cover if it is damaged. Replace oil pump assembly if body assembly is damaged.

Cartridge Assembly Inspection

- Check cam ring, rotor and vane for damage. Replace cartridge assembly if necessary.

Side Plate Inspection

- Check side plate for damage. Replace side plate if necessary.

Flow Control Valve Inspection

- Check flow control valve and spring for damage. Replace if necessary.

A
B
C
D
E
F

H

I

J

K

L

M

N

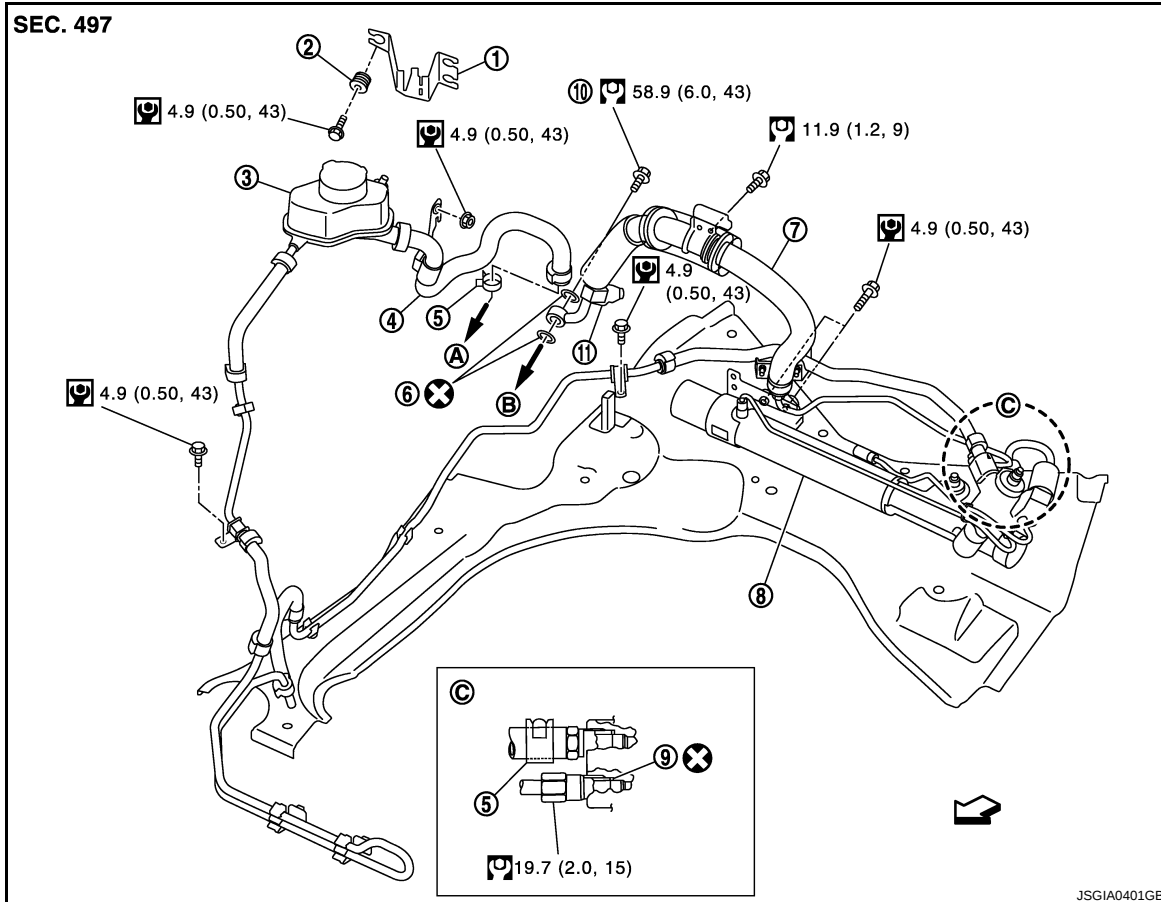
O

P

ST

INFOID:0000000003806330

VQ25DE Models

SEC. 497

- | | | |
|---|--------------------------------|-------------------|
| 1. Reservoir tank bracket | 2. Bushing | 3. Reservoir tank |
| 4. Suction hose | 5. Clamp | 6. Copper washer |
| 7. High pressure piping | 8. Steering gear assembly | 9. O-ring |
| 10. Eye bolt | 11. Pressure sensor | |
| A. To power steering oil pump suction hose. | B. To power steering oil pump. | |

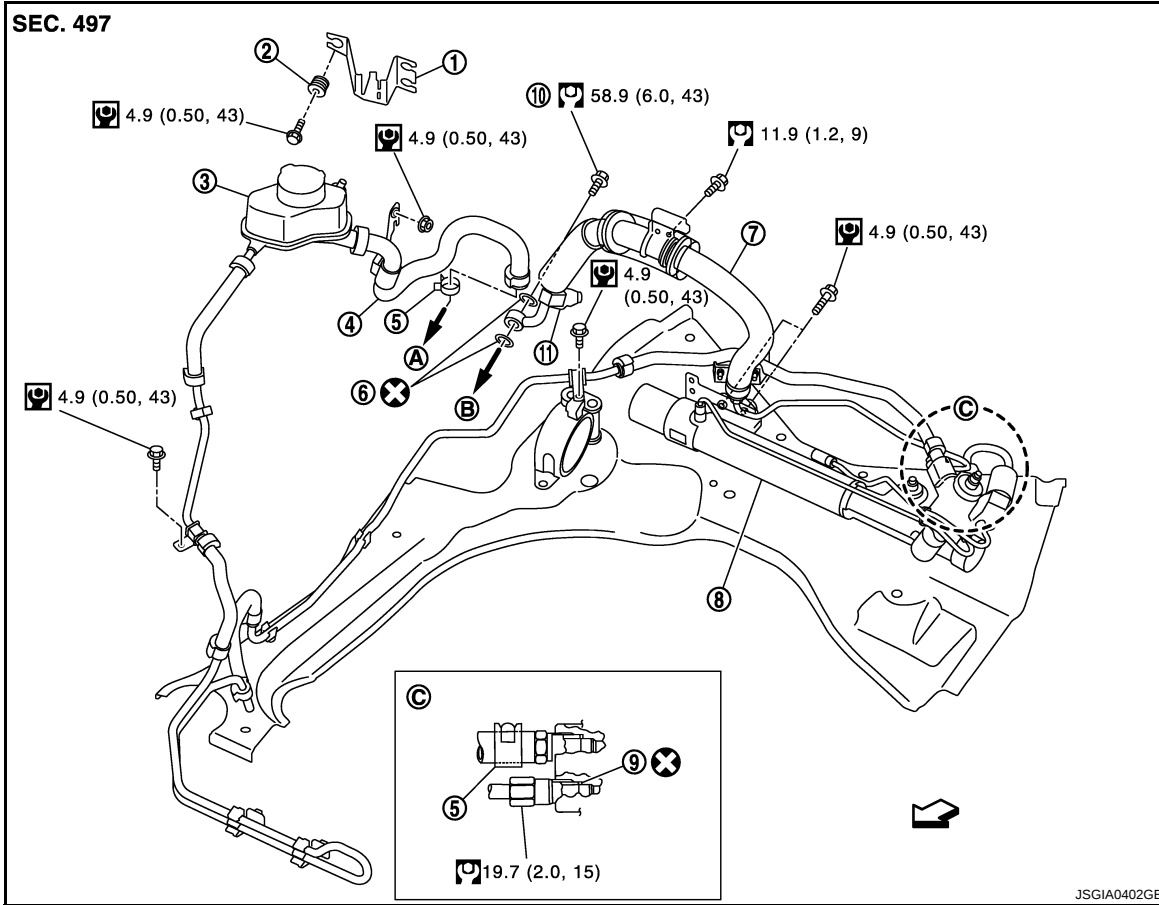
←: Vehicle front

Refer to GI-4, "Components" for symbols not described on the above.

HYDRAULIC LINE

< ON-VEHICLE REPAIR >

VQ35DE Models



- | | | |
|---|--------------------------------|-------------------|
| 1. Reservoir tank bracket | 2. Bushing | 3. Reservoir tank |
| 4. Suction hose | 5. Clamp | 6. Copper washer |
| 7. High pressure piping | 8. Steering gear assembly | 9. O-ring |
| 10. Eye bolt | 11. Pressure sensor | |
| A. To power steering oil pump suction hose. | B. To power steering oil pump. | |

Vehicle front

Refer to [GI-4, "Components"](#) for symbols not described on the above.

Removal and Installation

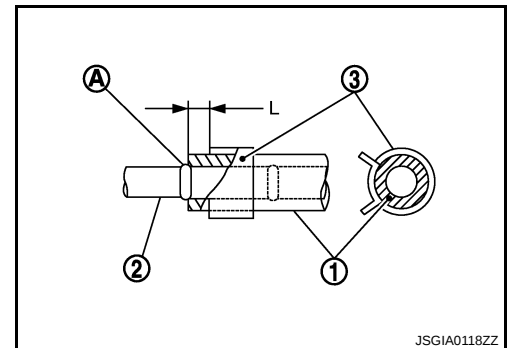
INFOID:000000003806331

CAUTION:

- Never apply fluid to the hose (1) and tube (2).
- Insert hose securely until it contacts spool (A) of tube.
- Leave clearance (L) when installing clamp (3).

Standard

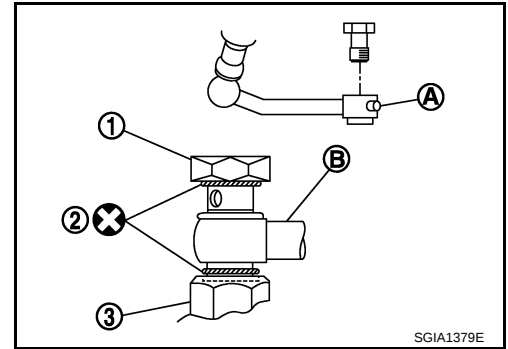
L : 3 – 8 mm (0.12 – 0.31 in)



HYDRAULIC LINE

< ON-VEHICLE REPAIR >

- Install eye bolt with eye joint (assembled to high pressure hose) (B) protrusion (A) facing with pump side cutout, and then tighten it to the specified torque after tightening by hand. Refer to [ST-34, "Exploded View"](#).
- Securely insert harness connector to pressure sensor.
- Never reuse copper washer.



SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

INFOID:0000000003806332

Steering gear model	PR26AF
Fluid capacity (Approx.) ℓ (Imp qt)	1.0 (7/8)

Steering Wheel Axial End Play and Play

INFOID:0000000003806333

Unit: mm (in)

Item	Standard
Steering wheel axial end play	0 (0)
Steering wheel play on the outer circumference	0 – 35 (0 – 1.38)

Steering Wheel Turning Force

INFOID:0000000003806334

Unit: N·m (kg-m, in-lb)

Item	Standard
Steering wheel turning force	7.45 (0.76, 66)

Steering Angle

INFOID:0000000003806335

Unit: Degree minute (Decimal degree)

Item		Standard	
		Tire size: 205/65R16	Tire size: 215/55R17
Inner wheel	Minimum	38°00' (38.0°)	34°00' (34.0°)
	Nominal	41°00' (41.0°)	37°00' (37.0°)
	Maximum	42°30' (42.5°)	38°30' (38.5°)
Outer wheel	Nominal	33°00' (31.0°)	31°00' (31.0°)

Steering Column Length

INFOID:0000000003826226

Unit: mm (in)

Item	Standard
Column length	484 – 486 (19.06 – 19.13)

Steering Column Mounting Dimensions

INFOID:0000000003826227

Unit: mm (in)

Item	Standard
Mounting dimension	19.5 (0.768) or less

Steering Column Operating Range

INFOID:0000000003806336

Item	Standard
Tilt operating range	37 mm (1.46 in)
Rotating torque	0.49 N·m (0.05 kg-m, 4 in-lb)

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

Lower Shaft Sliding Range

INFOID:0000000003806337

Unit: mm (in)

Item	Standard
Sliding range	422.2 – 423.2 (16.62 – 16.66)

Rack Sliding Force

INFOID:0000000003806338

Unit: N (kg, lb)

Item	Standard
Rack sliding force	225.6 – 284.4 (23 – 29, 50.7 – 63.9)

Rack Stroke

INFOID:0000000003806339

Unit: mm (in)

Item	Standard	
	Tire size: 205/65R16	Tire size: 215/55R17
Rack stroke	74.5 (2.933)	69.0 (2.720)

Socket Swing Force and Rotating Torque

INFOID:0000000003806340

SWING FORCE

Unit: N (kg, lb)

Item	Standard
Outer socket	4.81 – 45.7 (0.5 – 4.6, 1.1 – 10.2)
Inner socket	8.9 – 64 (0.91 – 6.5, 2.01 – 14.3)

ROTATING TORQUE

Unit: N·m (kg-m, in-lb)

Item	Standard
Outer socket	0.3 – 2.9 (0.03 – 0.29, 3 – 25)

Socket Axial End Play

INFOID:0000000003806341

Unit: mm (in)

Item	Standard
Outer socket	0.5 (0.02) or less
Inner socket	0.2 (0.008) or less

Inner Socket Length

INFOID:0000000003806342

Unit: mm (in)

Item	Standard
Rack neutral position	84.3 (3.32)

Relief Oil Pressure

INFOID:0000000003806343

Unit: kPa (bar, kg/cm², psi)

Item	Standard
Relief oil pressure	9,300 – 10,300 (93 – 103, 94.9 – 105.1, 1,349 – 1,494)