

POWER STEERING

Description

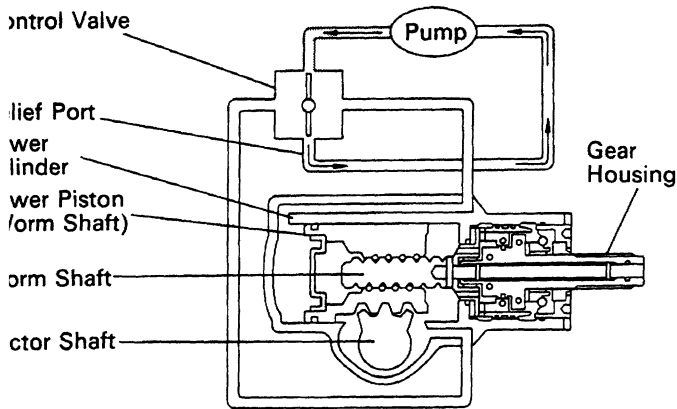
PRINCIPLES OF POWER STEERING

Power steering is one type of hydraulic device for utilizing engine power to reduce steering effort. Consequently, the engine is used to drive a pump to develop fluid pressure, and this pressure acts on a piston within the gear box so that the piston assists the ball nut effort. The amount of this assistance depends on the extent of pressure acting on the piston. Therefore, if more steering force is required, the pressure must be raised. The variation in the fluid pressure is accomplished by a control valve which is linked to the intermediate shaft and the steering main shaft.

NEUTRAL (STRAIGHT-AHEAD) POSITION

Fluid from the pump is sent to the control valve.

If the control valve is in the neutral position, all the fluid will flow through the control valve into the relief port and back to the pump. At this time, hardly any pressure is created and because the pressure on the power piston is equal on both sides, the piston will not move in either direction.

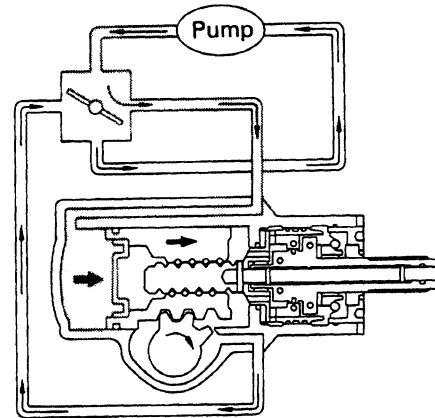


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WHEN TURNING

When the steering main shaft is turned in either direction, the control valve also moves, closing one of the fluid passages. The other passage then opens wider, causing a change in fluid flow volume and, at the same time, pressure is created.

Consequently, a pressure difference occurs between both sides of the piston and the piston moves in the direction of the lower pressure so that the fluid in the cylinder is forced back to the pump through the control valve.



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SERVICE HINT

Troubles with the power steering system are usually concerned with hard steering due to the fact that there is no assist. In such cases, before attempting to make repairs, it is necessary to determine whether the trouble lies with the pump or with the gear housing. To do this, an on-vehicle inspection can be made by using a pressure gauge.

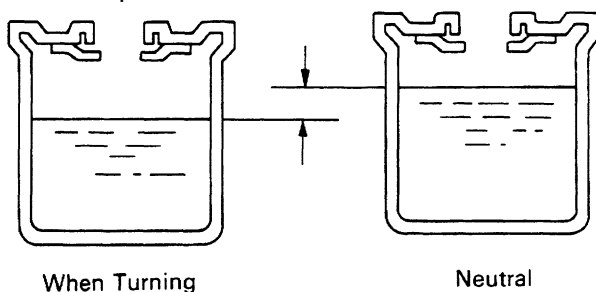
ON-VEHICLE INSPECTION

Power steering is a hydraulic device and problems are normally due to insufficient fluid pressure acting on the piston. This could be caused by either the pump not producing the specified fluid pressure or the control valve in the gear housing not functioning properly so that the proper fluid pressure can not be obtained.

If the fault lies with the pump, the same symptoms will generally occur whether the steering wheel is turned fully to the right or left. On the other hand, if the fault lies with the control valve, there will generally be a difference between the amount of assist when the steering wheel is turned to the left and right, causing harder steering. However, if the piston seal of the power cylinder is worn, there will be a loss of fluid pressure whether the steering wheel is turned to the right or left and the symptoms will be the same for both. .

Before performing an on-vehicle inspection, a check must first be made to confirm that the power steering system is completely free of any air. If there is any air in the system, the volume of this air will change when the fluid pressure is raised, causing a fluctuation in the fluid pressure so that the power steering will not function properly. To determine if there is any air in the system, check to see if there is a change of fluid level in the reservoir tank when the steering wheel is turned fully to the right or left.

For example, if there is air in the system, it will be compressed to a smaller volume when the steering wheel is turned, causing a considerable drop in the fluid level. If the system is free of air, there will be very little change in the level even when the fluid pressure is raised. This is because the fluid, being a liquid, does not change volume when compressed. The little change in the fluid level is due to expansion of the hoses between the pump and gear housing when pressure rises.



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Also, air in the system sometimes result in an abnormal noise occurring from the pump or gear housing when the steering wheel is fully turned in either direction.

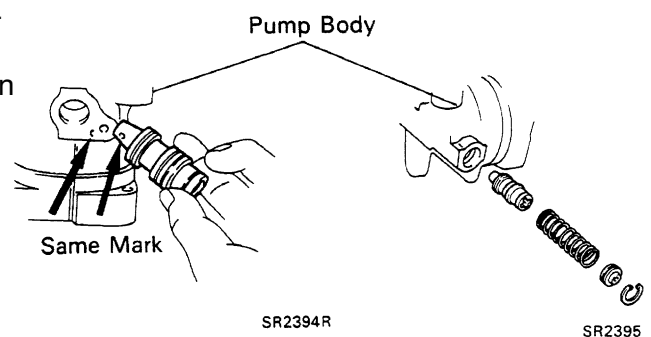
This on-vehicle inspection must be performed every time to ensure that the power steering system is working properly after overhauling or repairing the pump. or gear housing.

VANE PUMP.

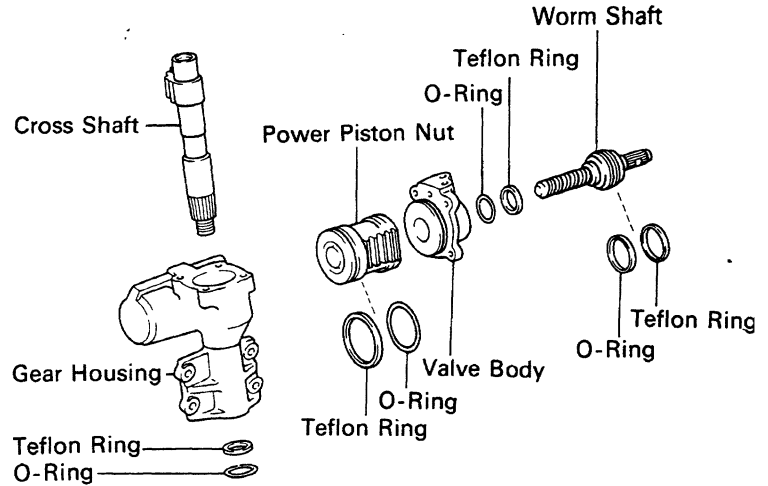
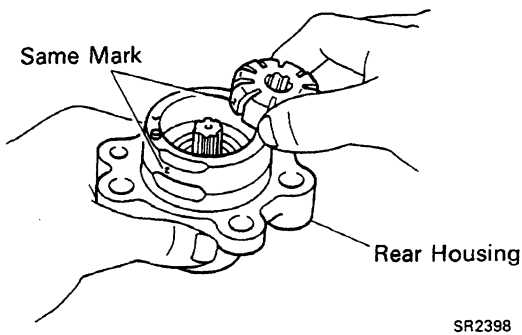
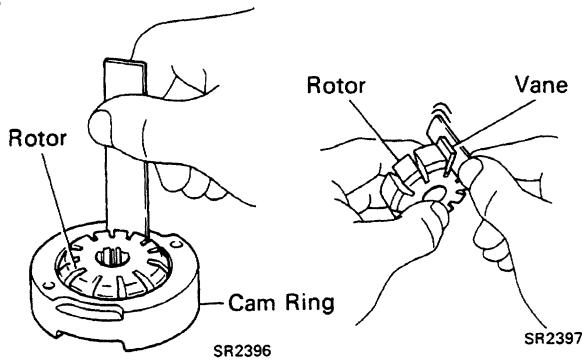
The main component parts of the vane pump, such as the cam ring, rotor, vanes and flow control valve are high precision parts and must be handled carefully. Also, because this pump produces a very high fluid pressure, O-rings are used for sealing each part. When reassembling the pump, always use new O-rings.

In the flow control valve, there is a relief valve which controls the maximum pressure of the pump. The amount of this maximum pressure is very important; if it is too low, there will be insufficient power steering assist and if too high, it will have a n adverse effect on the pressure hoses, oil seals, etc.. If the maximum pressure is either too high or too low due to a faulty relief valve, do not disassemble or adjust the relief valve, but replace the flow control valve as an assembly.

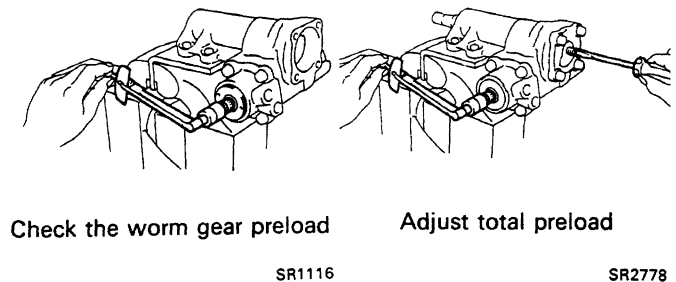
The clearance between the flow control valve and pump body installation hole is very important. After manufacture, the factory measures the size of the installation hole and outer circumference of the flow control valve, and stamped a mark accordingly. Therefore, when replacing the flow control valve, be sure to do so with one having the same mark in order to insure the proper clearance.



The functional parts of the pump which produce fluid pressure are the cam ring, rotor and vanes, and these should be checked for wear. If the clearance between each is not within standard when re-assembling, any worn parts should be replaced. In this case, the replaced cam ring and rotor should be of the same length (have the same mark), and the vanes should be replaced with those having a length corresponding to that mark, otherwise the proper thrust clearance cannot be obtained. If there is too much thrust clearance, there will be insufficient fluid pressure at low speeds. If there is too little thrust clearance, it may result in seizure of the vanes.



As with the recirculating ball type steering, preload is very important. If the preload is not correct, it could result in such trouble as steering wheel play or durability of worm gear valve body assembly, so always make or check sure that it is correct.



GEAR HOUSING

Because of the high pressure, even the slightest scratch will cause fluid leakage, resulting in an non-operative power steering system.

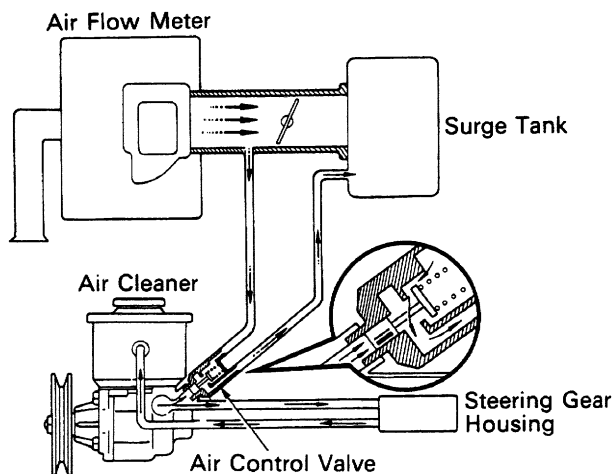
teflon rings are used for the cross shaft, piston 3rd control valve. These teflon rings are highly durable against wear, but if it is necessary to replace them, be careful not to stretch the new ones. After installing a teflon ring into its groove, snug it down into the groove before assembly of the cylinder or housing to prevent possible damage.

IDLE-UP DEVICE

The pump produces the maximum fluid pressure when the steering wheel is turned fully to the right or left and, at this time, there is a maximum load on the pump which causes a decrease in engine idle rpm. To solve this problem, vehicles are equipped with an idle-up device which acts to raise the engine idle rpm whenever there is a heavy load on the pump.

EFI ENGINES

On ER engines, when the piston of the air control valve is pushed by fluid pressure, the air valve opens and the volume of air bypassing the throttle valve is increased to regulate engine rpm.



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The idle-up device functions to raise engine idle rpm when pump fluid pressure acts on the air control valve, installed to the pump body, to control the flow of air.