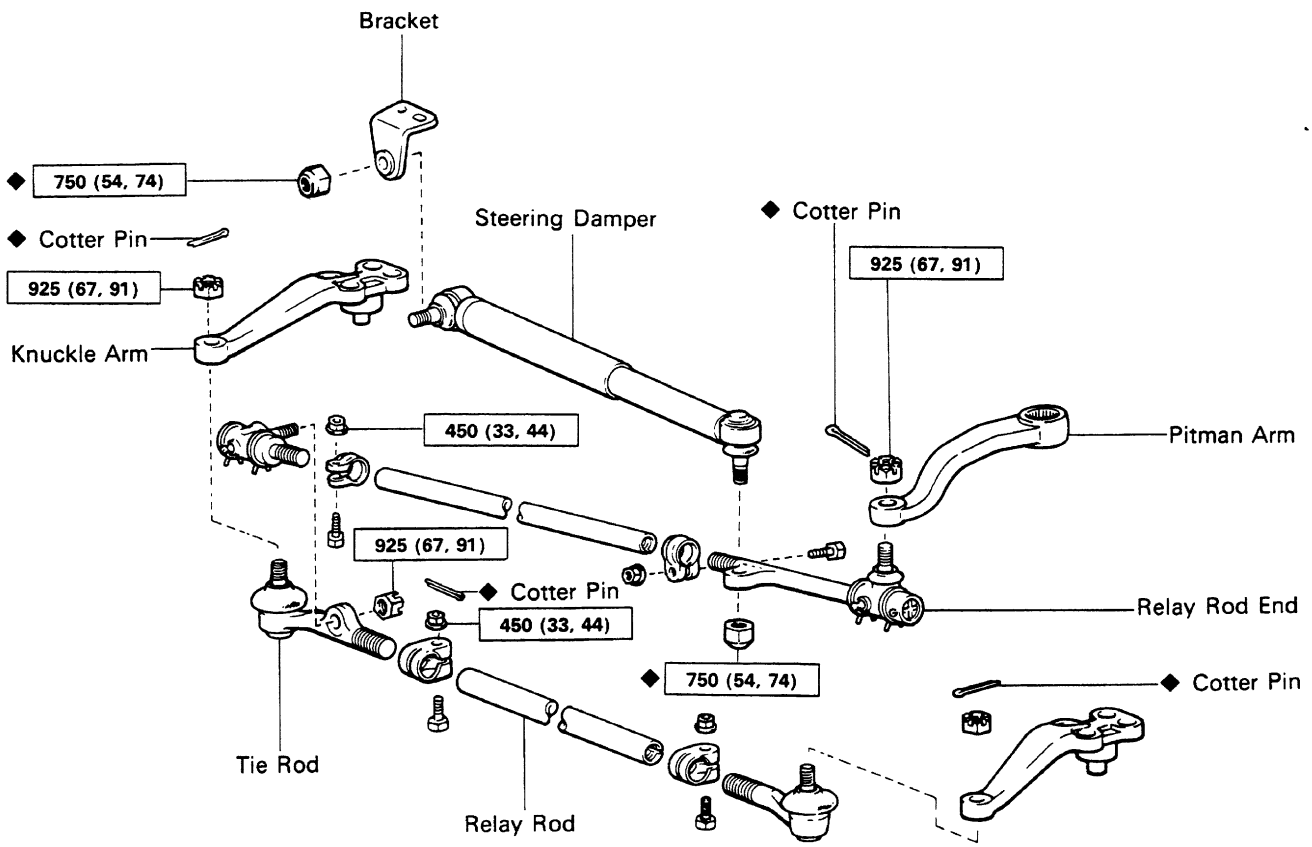
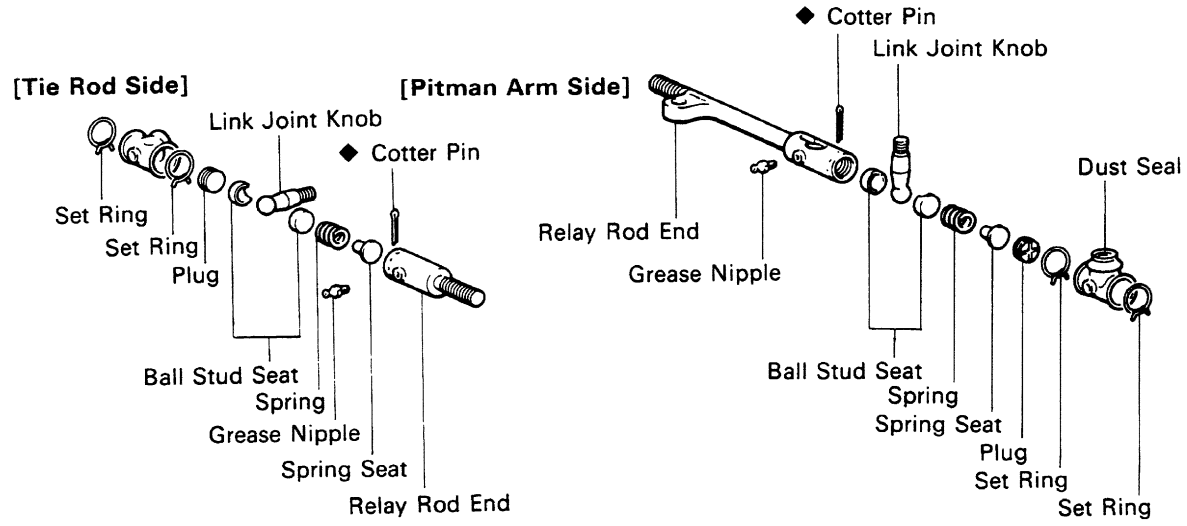
STEERING LINKAGE
COMPONENTS

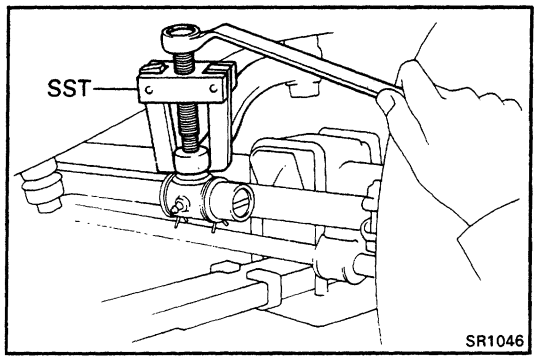




kg-cm (ft-lb, N·m) : Specified torque
◆ Non-reusable part

SR2781

REMOVAL OF STEERING LINKAGE

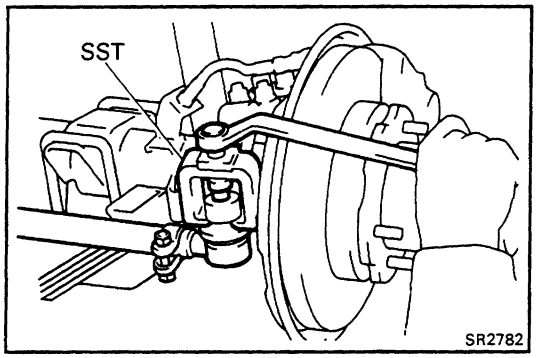


1. REMOVE WHEEL

2. DISCONNECT RELAY ROD FROM PITMAN ARM

(a) Remove the cotter pin and nut.

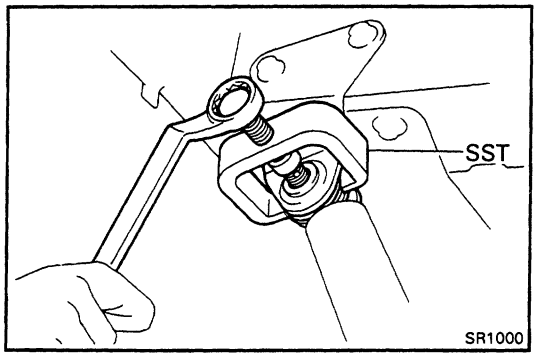
(b) Using SST, disconnect the relay rod from the pitman arm.
SST 09628–62011



3. DISCONNECT TIE ROD FROM KNUCKLE ARM

(a) Remove the cotter pin and nut.

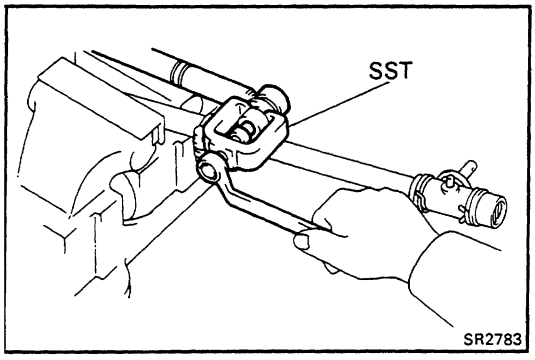
(b) Using SST, disconnect the tie rod from the knuckle arm.
SST 09611–22012



4. DISCONNECT STEERING DAMPER FROM DAMPER BRACKET

(a) Remove the nut.

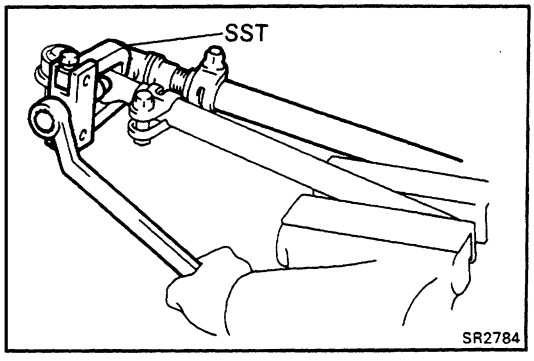
(b) Using SST, disconnect the steering damper from the damper bracket.
SST 09628–12022



5. DISCONNECT STEERING DAMPER FROM RELAY ROD

(a) Remove the nut.

(b) Using SST, disconnect the steering damper from the relay rod.
SST 09611–22012

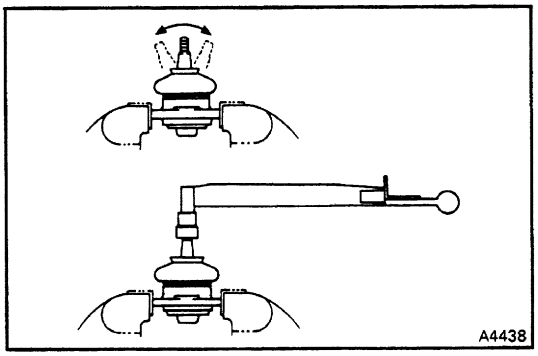


6. DISCONNECT RELAY ROD FROM TIE ROD

(a) Remove the cotter pin and nut.

(b) Using SST, disconnect the relay rod from the tie rod.
SST 09628–62011

INSPECTION OF STEERING LINKAGE



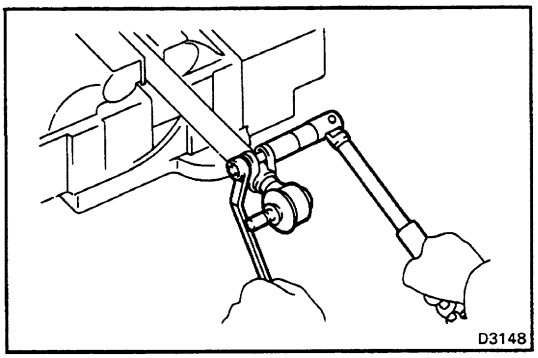
1. INSPECT BALL JOINT FOR ROTATION CONDITION

(a) Clamp the ball joint in vise.

(b) As shown in the figure, flip the ball joint stud back and forth 5 times before installing the nut.

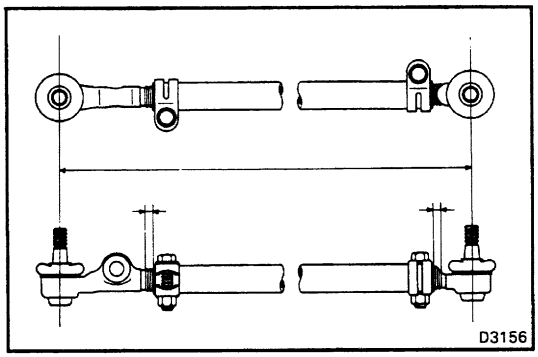
(c) Using a torque gauge, turn the nut continuously one turn each 2 – 4 seconds and take the torque reading on the fifth turn.

Torque (turning): 10 – 30 kg–cm
(8.7 – 26.0 in.–lb, 1.0 – 2.9 N–m)



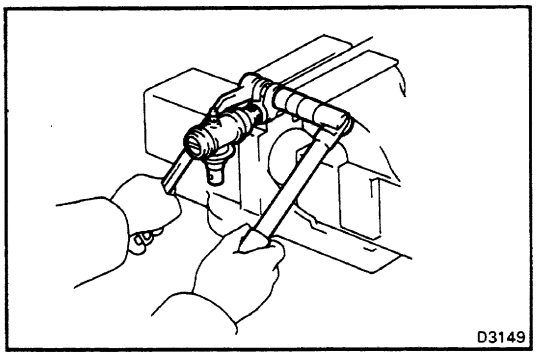
2. IF NECESSARY, REPLACE TIE ROD END

(a) Loosen the tie rod end clamp and remove the tie rod end.



(b) Turn the tie rod ends in equal amounts into the tie rod tube. Tie rods should be approx. 1,267 mm (49.88 in.).

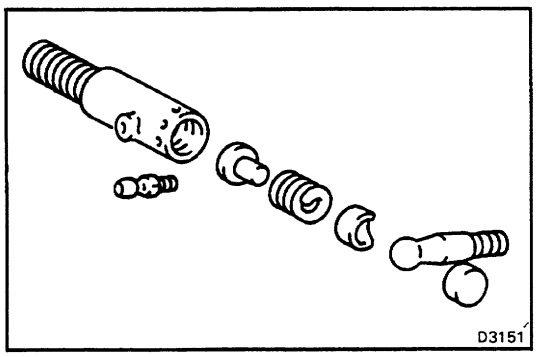
(c) Temporarily tighten the tie rod end clamp.



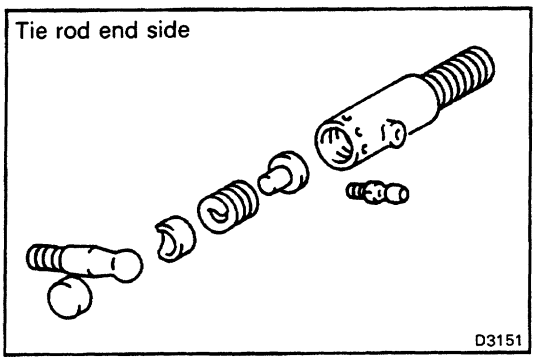
3. IF NECESSARY, REPLACE RELAY ROD END

(a) Loosen the relay rod end clamp and remove the relay rod end.

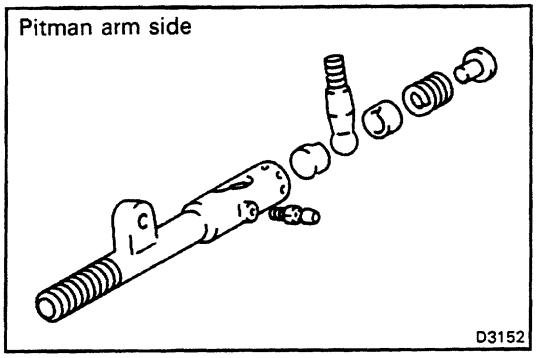
(b) Remove the cotter pin.

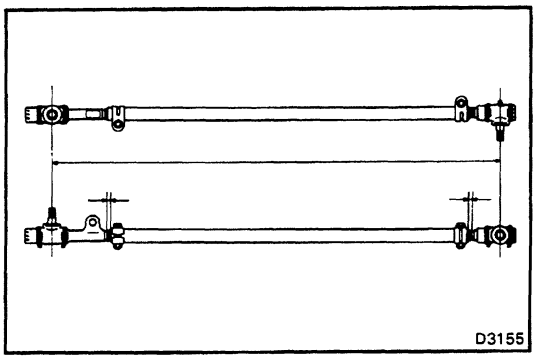


(c) Using a screwdriver, remove the plug, two ball stud seats, link joint knob, spring and spring seat.



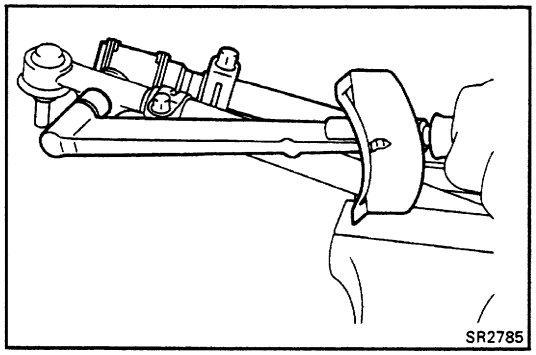
(d) Apply molybdenum disulphide lithium base grease to the joint parts.
(e) Install the spring seat, spring, link joint knob and two ball stud seats.
(f) Tighten the plug completely.
(g) Loosen the plug with 1 – 1 1/3 turns and install a new cotter pin.





(h) Turn the relay rod ends in equal amounts into the relay rod tube.
Relay rod should be approx. 1,001 mm (39.41 in.).
(i) Torque the clamp bolts.
Torque: 450 kg–cm (33 ft–lb, 44 N–m)

INSTALLATION OF STEERING LINKAGE

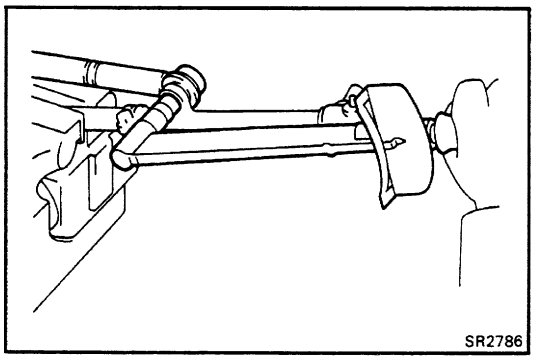


1. CONNECT RELAY ROD TO TIE ROD

(a) Torque the nut.

Torque: 925 kg–cm (67 ft–lb, 91 N–m)

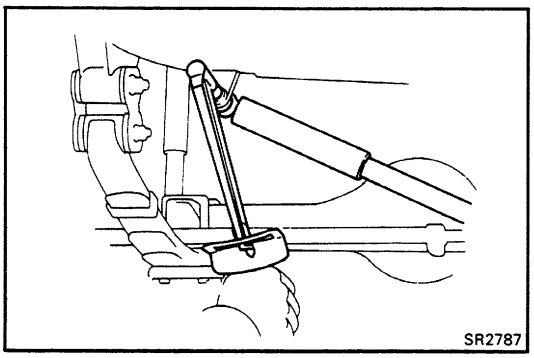
(b) Install a new cotter pin.



2. CONNECT STEERING DAMPER TO RELAY ROD

Torque a new nut.

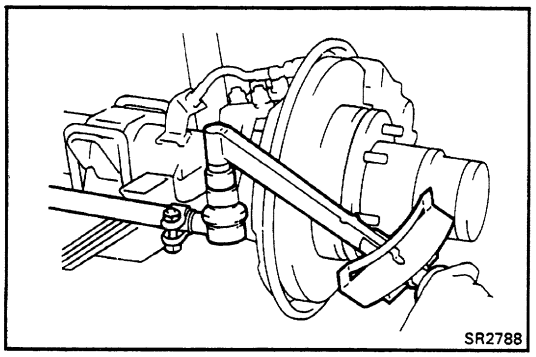
Torque: 750 kg–cm (54 ft–lb, 74 N–m)



3. CONNECT STEERING DAMPER TO DAMPER BRACKET

Torque a new nut.

Torque: 750 kg–cm (54 ft–lb, 74 N–m)

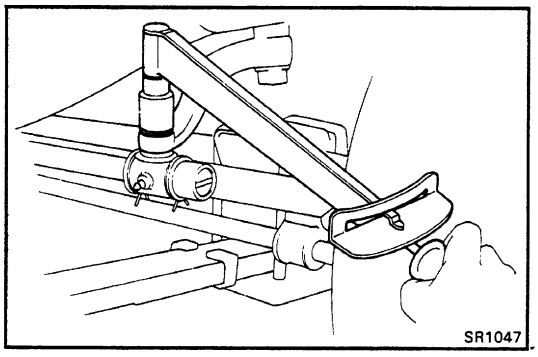


4. CONNECT TIE ROD TO KNUCKLE ARM

(a) Torque the nut.

Torque: 925 kg–cm (67 ft–lb, 91 N–m)

(b) Install a new cotter pin.



5. CONNECT RELAY ROD TO PITMAN ARM

(a) Torque the nut.

Torque: 925 kg–cm (67 ft–lb, 91 N–m)

(b) Install a new cotter pin.

6. APPLY MOLYBDENUM DISULPHIDE LITHIUM BASE GREASE TO BOTH NIPPLES

7. INSTALL WHEEL

8. ADJUST TOE–IN

(See page SA–5)