

STEERING GEARBOX

POWER ASSISTED SYSTEM (POWER STEERING)

5. Steering Gearbox

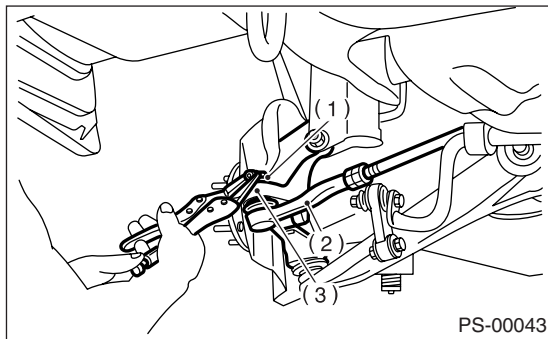
A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from battery.
- 3) Loosen the front wheel nut.
- 4) Lift-up the vehicle, and then remove the front wheels.
- 5) Remove the under cover.
- 6) Remove the sub frame. <Ref. to FS-24, REMOVAL, Sub Frame.>
- 7) Remove the front exhaust pipe assembly. (Non-turbo model)
<Ref. to EX(H4SO)-4, REMOVAL, Front Exhaust Pipe.>

WARNING:

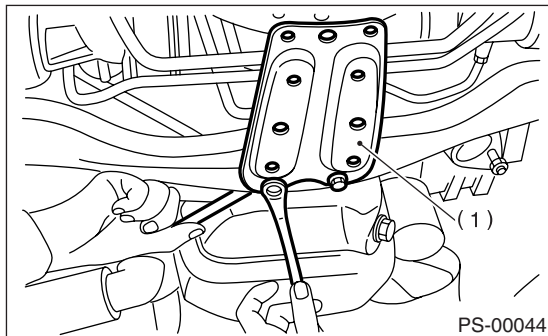
Be careful, the exhaust pipe is hot.

- 8) Using a puller, remove the tie-rod end from knuckle arm after pulling off cotter pin and removing castle nut.



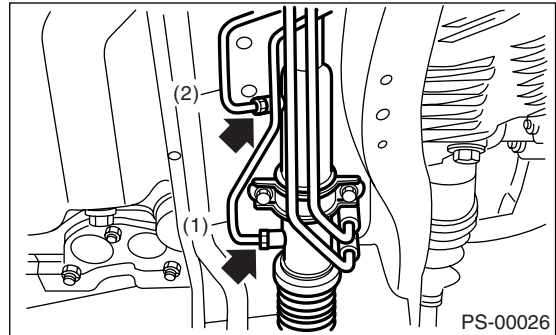
- (1) Castle nut
- (2) Tie-rod end
- (3) Knuckle arm

- 9) Remove the jack-up plate and front stabilizer.



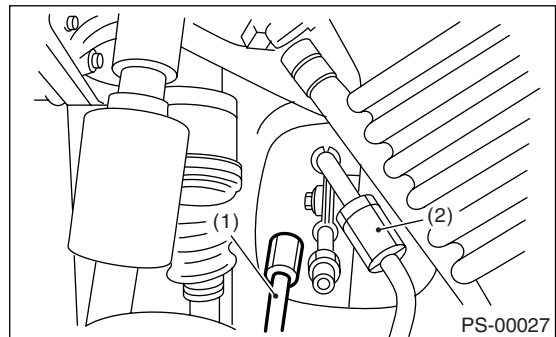
- (1) Jack-up plate

- 10) Remove the one pipe joint at center of gearbox assembly, and connect vinyl hose to pipe and joint. Discharge fluid by turning the steering wheel fully clockwise and counterclockwise. Discharge fluid similarly from the other pipe.



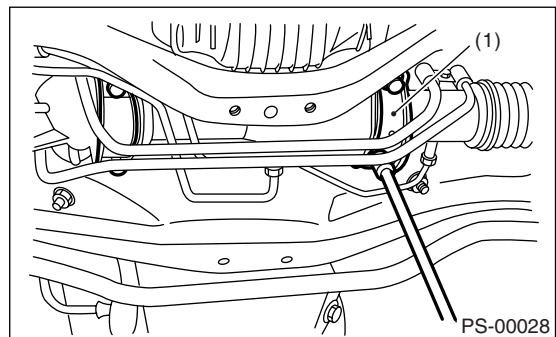
- (1) Pipe A
- (2) Pipe B

- 11) Remove the universal joint. <Ref. to PS-16, REMOVAL, Universal Joint.>
- 12) Disconnect the lower pipe C from gearbox assembly first, and upper pipe D second.



- (1) Pipe C
- (2) Pipe D

- 13) Remove the clamp bolts securing gearbox assembly to crossmember, and then remove the gearbox.



- (1) Clamp

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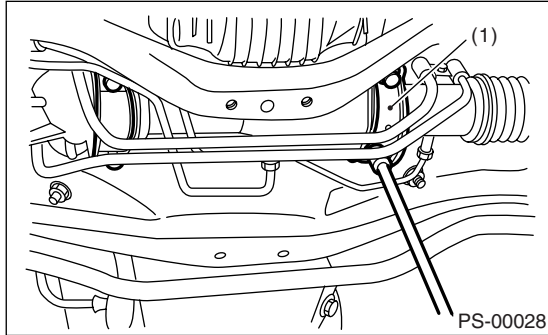
B: INSTALLATION

1) Insert the gearbox assembly into crossmember, being careful not to damage the gearbox assembly boot.

2) Tighten the gearbox assembly to crossmember bracket via clamp with bolt to specified torque.

Tightening torque:

59 N·m (6.0 kgf·m, 43.4 ft·lb)

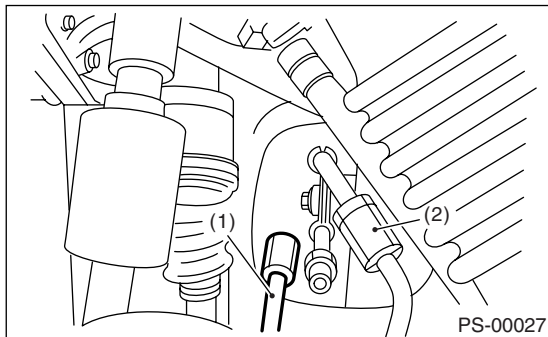


(1) Clamp

3) Connect the pipe D first to gearbox, and pipe C second.

Tightening torque:

15 N·m (1.5 kgf·m, 10.8 ft·lb)



(1) Pipe C
(2) Pipe D

4) Install the universal joint. <Ref. to PS-16, INSTALLATION, Universal Joint.>

5) Connect the tie-rod end and knuckle arm, and tighten with castle nut.

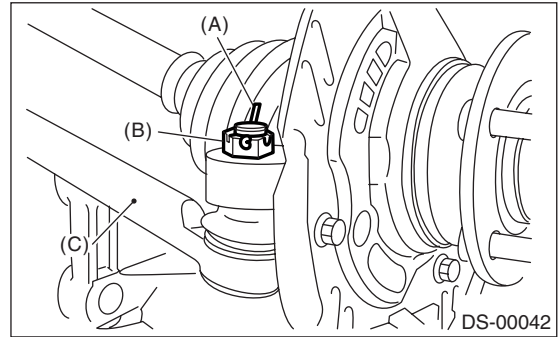
Tightening torque:

27 N·m (2.75 kgf·m, 19.9 ft·lb)

CAUTION:

When connecting, do not hit the cap at bottom of tie-rod end with hammer.

6) After tightening the castle nut to specified torque, tighten it further within 60° until cotter pin hole is aligned with the slot in nut, and then bend the cotter pin to lock.



(1) Cotter pin
(2) Castle nut
(3) Tie-rod end

7) Install the front stabilizer to vehicle. <Ref. to FS-22, INSTALLATION, Front Stabilizer.>

8) Install the front exhaust pipe assembly. (Non-turbo model) <Ref. to EX(H4SO)-5, INSTALLATION, Front Exhaust Pipe.>

9) Install the sub frame. <Ref. to FS-24, INSTALLATION, Sub Frame.>

10) Install the under cover. <Ref. to EI-18, INSTALLATION, Front Under Cover.>

11) Align the center of roll connector. <Ref. to AB-18, ADJUSTMENT, Roll Connector.>

12) Install the steering wheel. <Ref. to PS-15, INSTALLATION, Steering Wheel.>

13) Install the front wheel.

14) Tighten the wheel nuts to specified torque.

Tightening torque:

90 N·m (9.1 kgf·m, 65.8 ft·lb)

15) Connect the battery ground cable to battery.

16) Pour fluid into the oil tank, and bleed air.

<Ref. to PS-52, Power Steering Fluid.>

17) Check for fluid leaks.

18) Install the jack-up plate.

19) Lower the vehicle.

20) Check the fluid level in reservoir tank.

21) After adjusting the toe-in and steering angle, tighten the lock nut on tie-rod end.

Tightening torque:

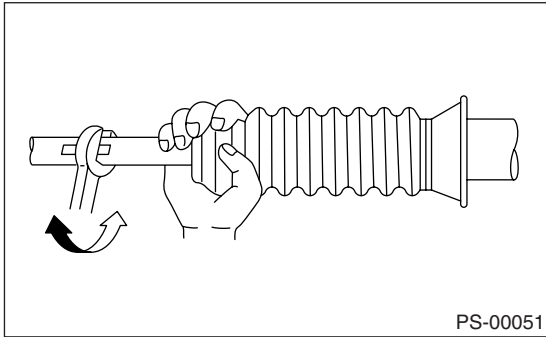
83 N·m (8.5 kgf·m, 61.5 ft·lb)

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NOTE:

When adjusting the toe-in, hold boot as shown to prevent it from being rotated or twisted. If twisted, straighten it.



C: DISASSEMBLY

1. RACK HOUSING ASSEMBLY

1) Disconnect the four pipes from gearbox.

NOTE:

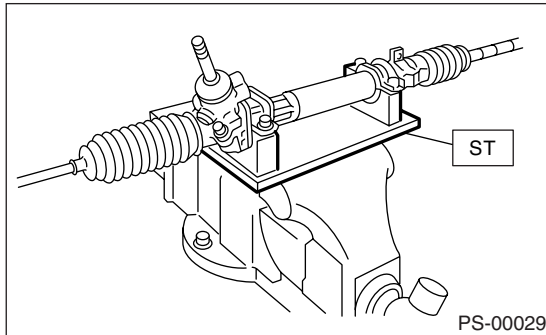
Remove the pipes E and F as a single unit being fixed at clamp plate.

2) Secure the gearbox assembly removed from vehicle in vice using ST.

ST 92620000 STAND

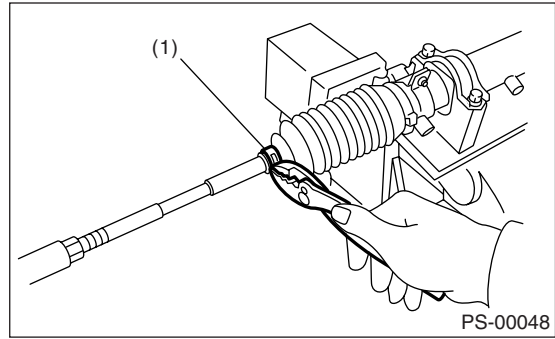
CAUTION:

Secure the gearbox assembly in a vise using ST as shown. Do not attempt to secure it without this ST.



3) Remove the tie-rod end and lock nut from gearbox assembly.

4) Move the small clip on boot using pliers, and then move the boot to tie-rod end side.

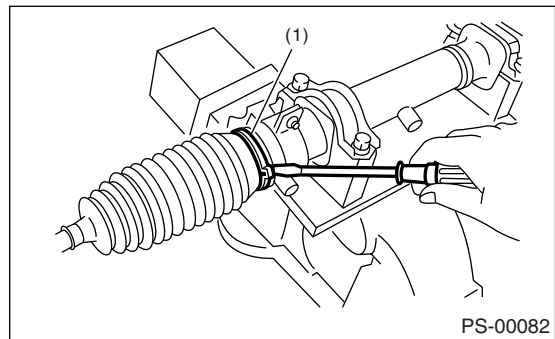


(1) Clip

5) Using a flat tip screwdriver, remove the band from boot.

NOTE:

If crack, damage or deterioration is found on boot, replace it with a new one.

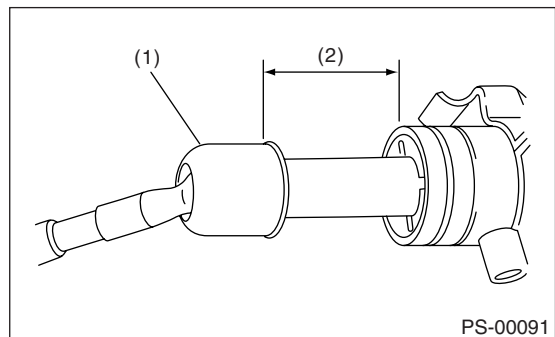


(1) Band

6) Extend the rack approx. 40 mm (1.57 in) out. Unlock the lock washer on both side of tie-rod end using a flat tip screwdriver.

CAUTION:

Be careful not to scratch the rack surface as oil leaks may result.



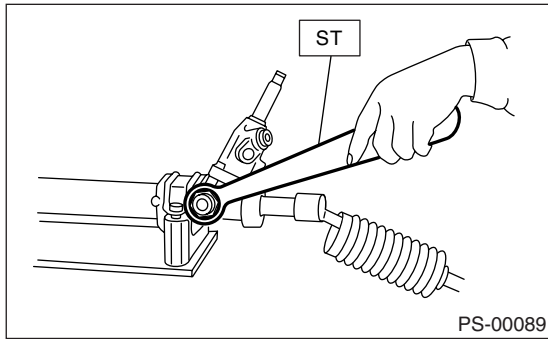
(1) Lock washer

(2) Approx. 40 mm (1.57 in)

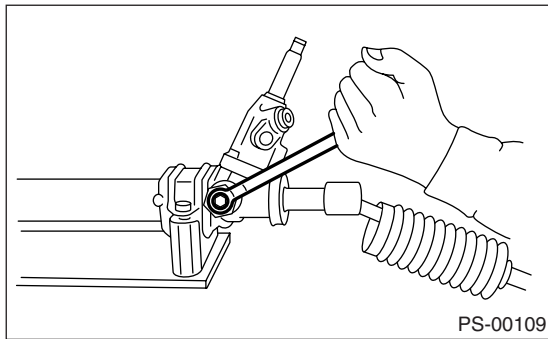
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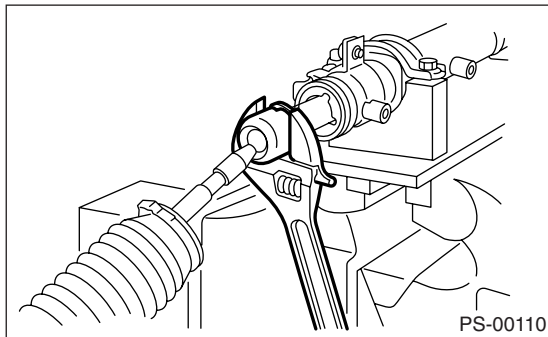
- 7) Using the ST, loosen the lock nut.
ST 926230000 SPANNER



- 8) Tighten the adjusting screw until it no longer tightens.

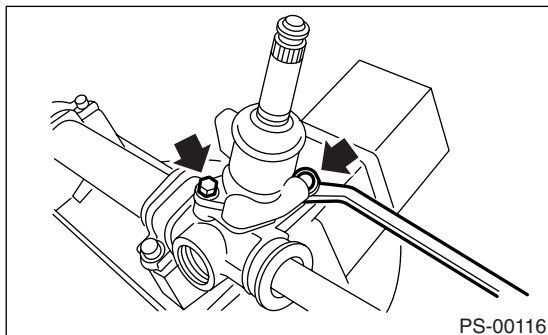


- 9) Using a wrench [32 mm (1.26 in) width across flats] or adjustable wrench, remove the tie-rod.



- 10) Loosen the adjusting screw, and then remove the spring and sleeve.

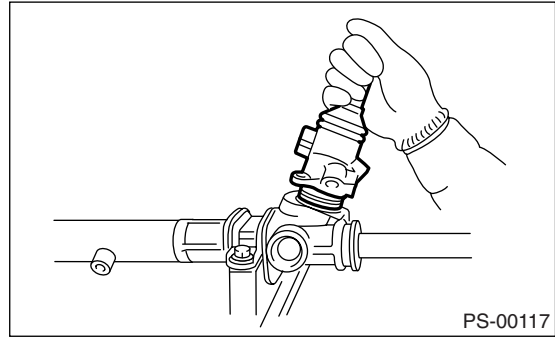
- 11) Remove the two bolts securing valve assembly.



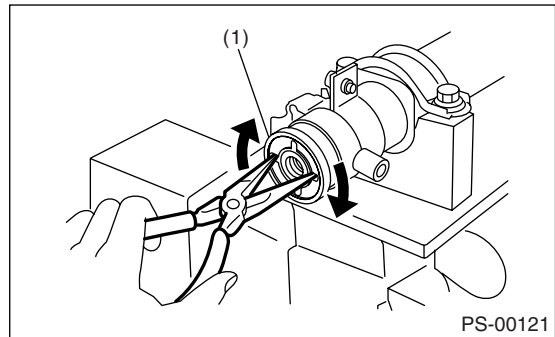
- 12) Carefully draw out the input shaft, and then remove the valve assembly.

CAUTION:

Do not allow foreign matter to enter gearbox interior.



- 13) Using a sharp pointed pliers, rotate the rack stopper in direction of the arrow until end of the circlip comes out of stopper. Rotate the circlip in opposite direction and pull it out.

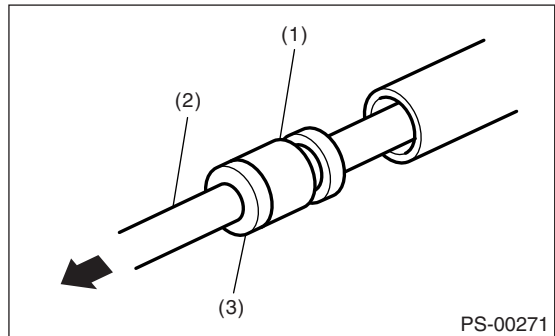


(1) Rack stopper

- 14) Pull the rack assembly from cylinder side, and draw out the rack bushing and rack stopper together with the rack assembly.

CAUTION:

Be careful not to contact the rack to inner wall of cylinder when drawing out. Any scratch on the cylinder inner wall will cause oil leakage.



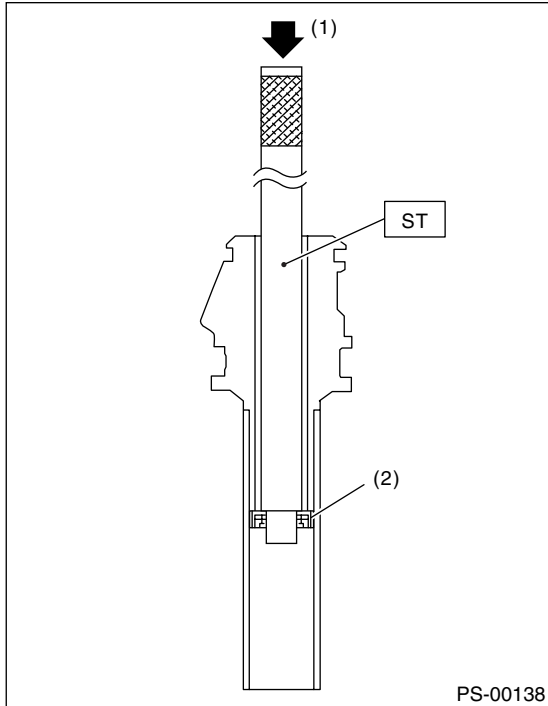
(1) Rack bushing
(2) Rack assembly
(3) Rack stopper

- 15) Remove the rack bushing and rack stopper from rack assembly.

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- 16) Remove the oil seal from rack assembly.
 - 17) Insert the ST from pinion housing side, and then remove the oil seal using a press.
- ST 34099FA110 INSTALLER



- (1) Press
- (2) Oil seal

2. CONTROL VALVE

- 1) Disconnect the four pipes from gearbox assembly.

NOTE:

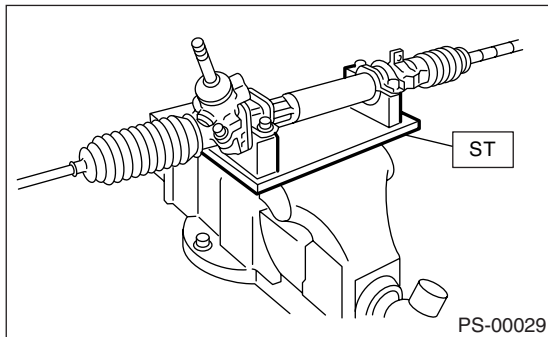
Remove the pipes E and F as a single unit being fixed at clamp plate.

- 2) Secure the gearbox assembly removed from the vehicle in vise using ST.

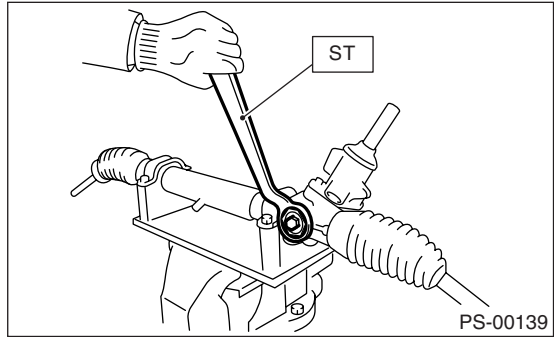
ST 926200000 STAND

CAUTION:

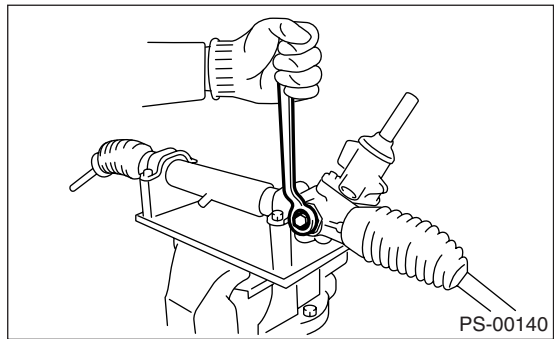
Secure the gearbox assembly in a vise using ST as shown. Do not attempt to secure it without this ST.



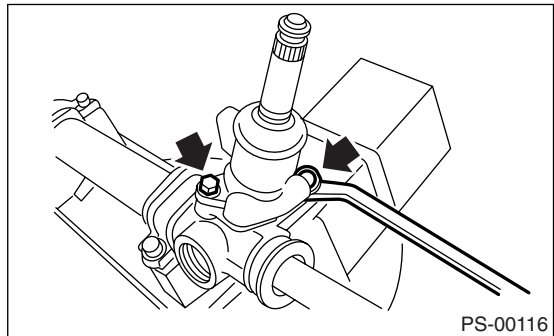
- 3) Using the ST, loosen the lock nut.
- ST 926230000 SPANNER



- 4) Tighten the adjusting screw until it no longer tightens.



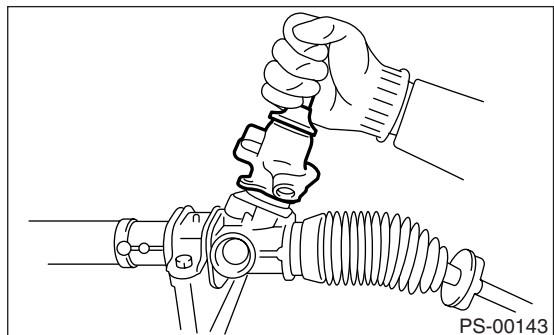
- 5) Loosen the adjusting screw, and then remove the spring and sleeve.
- 6) Remove the two bolts securing valve housing.



- 7) Carefully draw out the input shaft, and then remove the valve assembly.

CAUTION:

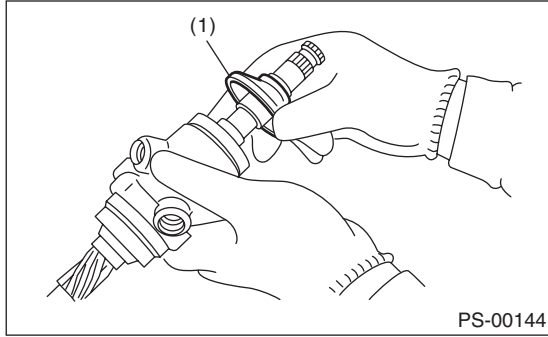
Do not allow foreign matter to enter gearbox interior.



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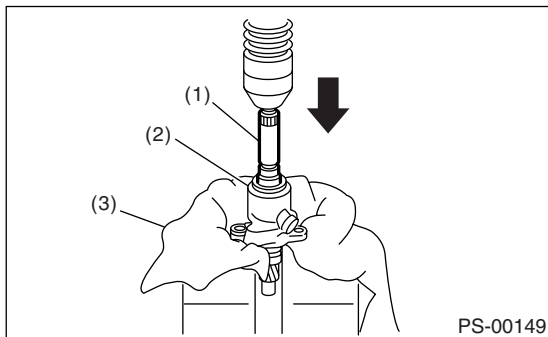
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8) Slide the dust cover out.



(1) Dust cover

9) Using a press remove the pinion and valve assembly from valve housing.

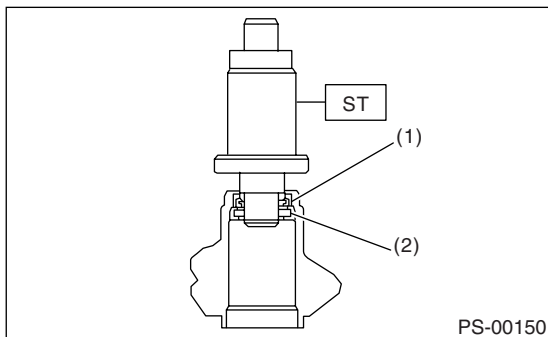


(1) Pinion & valve assembly
(2) Valve housing
(3) Cloth

10) Using the ST and press, remove the seal ring, oil seal and special bearing from valve housing.
ST 34099FA120 INSTALLER & REMOVER SEAL

CAUTION:

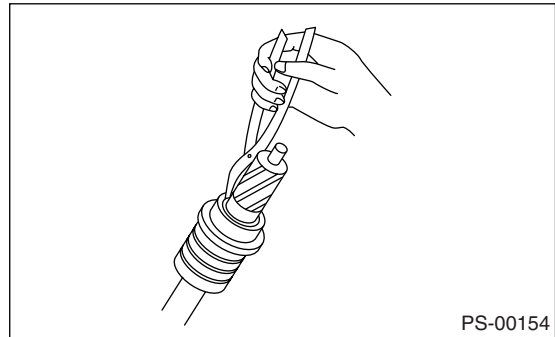
- Do not apply force to the end surface of valve housing.
- Do not reuse the oil seal after removal.



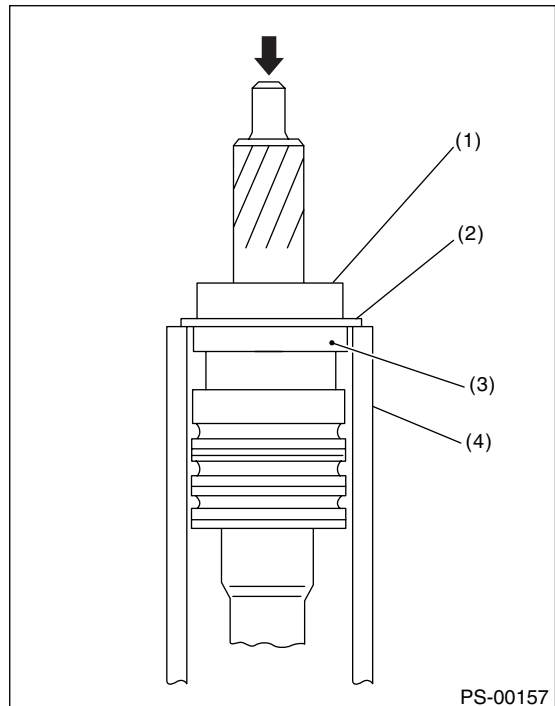
(1) Oil seal
(2) Special bearing

11) Remove the snap ring using snap ring pliers.

CAUTION:
Be careful not to scratch the pinion and valve assembly.



12) Press out the ball bearing together with the back up washer using pipe of I.D. 38.5 to 39.5 mm (1.516 to 1.555 in) and press.



(1) Ball bearing
(2) Back-up washer
(3) Oil seal
(4) Pipe

13) Remove the oil seal.

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D: ASSEMBLY

1. RACK HOUSING ASSEMBLY

CAUTION:

Use only SUBARU genuine grease for the gearbox.

Specified grease for gearbox:

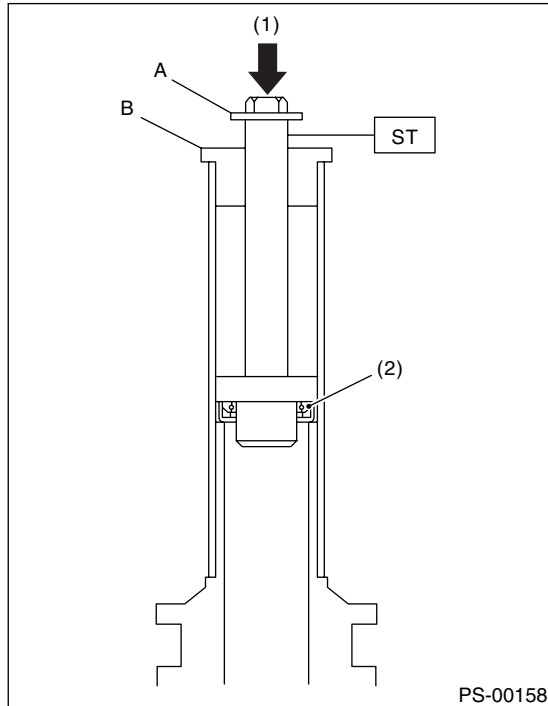
VALIANT GREASE M2 (Part No. 003608001)

- 1) Apply power steering fluid to a new oil seal.
- 2) Install the oil seal in correct position as shown in the figure. Push the oil seal using a press until portion A of ST contacts face of B.

ST 34099FA110 INSTALLER

CAUTION:

Be careful not to damage or scratch the cylinder inner wall.



- (1) Press
(2) Oil seal

- 3) Fix the rack housing in vise using ST.

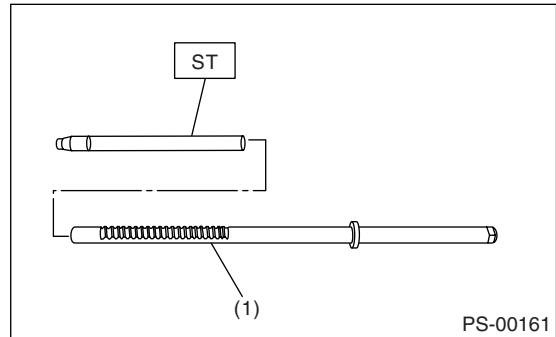
ST 926200000 STAND

CAUTION:

- When fixing the rack housing in vise, be sure to use this special tool. Do not fix rack housing in vise using pad such as aluminum plates, etc.
- When using the old rack housing, be sure to clean and remove rust before assembling. Check pinion housing bushing carefully.

- 4) Fit the ST over toothed portion of rack assembly, and check for binding or unsmooth insertion. If any deformation is noted on flats at the end of rack, shape by using file, and wash with cleaning fluid.

ST 926390001 COVER & REMOVER ASSY



- (1) Rack assembly

- 5) Apply genuine grease to the teeth of thoroughly washed rack assembly, and then fit the ST over the toothed portion.

CAUTION:

- Be careful not to block the air passage with grease. Remove excessive grease.
- After fitting cover, check the air passage hole for clogging. If clogged, open by removing grease from the hole.

- 6) Before inserting the rack assembly, apply a coat of specified power steering fluid to the surfaces of ST and rack piston.

- 7) Insert the rack assembly into rack housing from cylinder side, and then remove the ST after it has passed completely through oil seal.

- 8) Fit the ST1 and ST2 over the end of rack, and then install a new rack bushing.

ST1 926400000 GUIDE

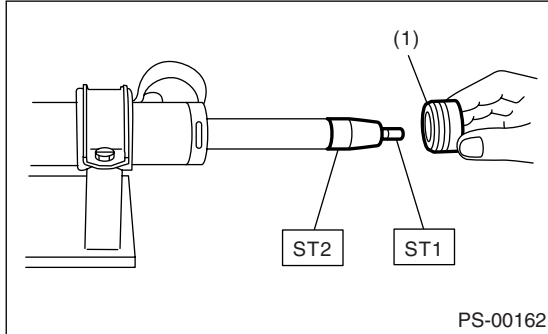
ST2 927660000 GUIDE

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CAUTION:

- If burrs, or nicks are found on this guide and rack shaft portion, remove by filing.
- Dip the rack bushing in specified power steering fluid before installing, and pay attention not to damage O-ring and oil seal.



(1) Rack bushing

9) Insert the rack stopper into the cylinder tube until internal groove (on cylinder side) is aligned with external groove (on rack stopper). Turn the rack stopper with ST so that the rack stopper hole is seen through cylinder slits.

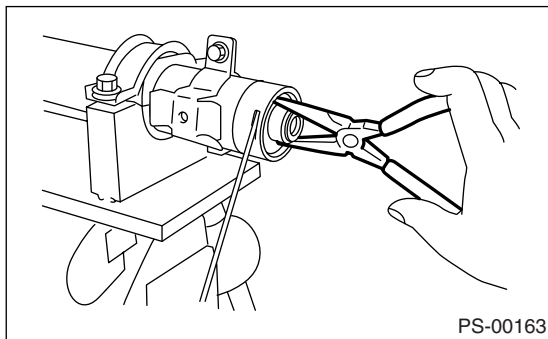
10) Insert the rack stopper into the rack housing, and then wrap a new circlip using a sharp pointed pliers to secure the rack stopper in position.

CAUTION:

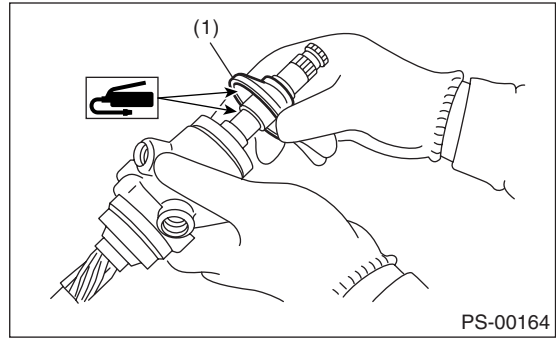
Be careful not to scratch the rack assembly while winding circlip.

NOTE:

Rotate the wrench another 90 to 180° after end of circlip has been wrapped in.

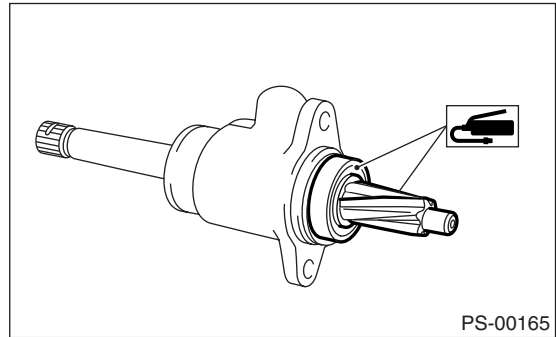


11) Apply genuine grease to dust cover, and then install the dust cover to valve housing.

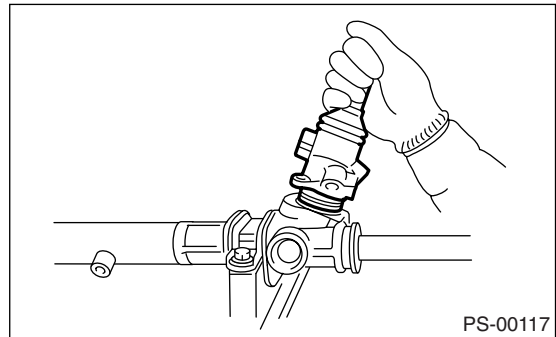


(1) Dust cover

12) Apply genuine grease to the pinion gear and ball bearing of pinion & valve assembly.



13) Install a new gasket on valve assembly. Insert the valve assembly into place while facing rack teeth toward pinion.



14) Tighten the bolts alternately to secure valve assembly.

Tightening torque:

25 N·m (2.5 kgf-m, 18.1 ft-lb)

CAUTION:

Be sure to alternately tighten the bolts.

15) Temporarily install the rack, and then operate it from lock to lock two or three times to make it fit in. Remove the grease blocking air vent hole.

STEERING GEARBOX

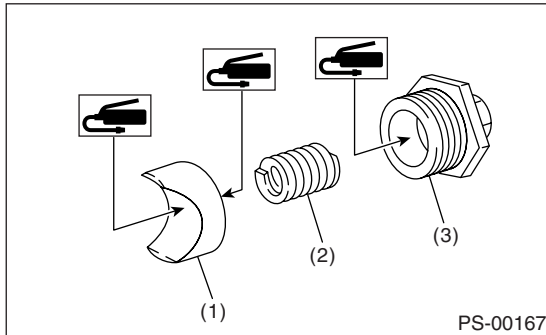
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CAUTION:

If operating the rack from lock to lock without installing tie-rod, it may damage the oil seal. Always install the tie-rods LH and RH.

16) Apply a coat of grease to the sliding surface of sleeve and seating surface of spring, and then insert sleeve into steering body.

Charge the adjusting screw with grease, and then insert the spring into adjusting screw and install on steering body.



- (1) Sleeve
- (2) Spring
- (3) Adjusting screw

17) Tighten the adjusting screw to specified torque.

Tightening torque:

First step; 7.4 N·m (0.75 kgf·m, 5.4 ft·lb)

Second step; Back off 25°.

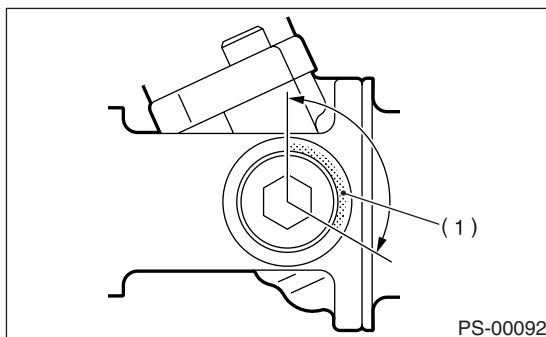
18) Remove the tie-rod.

19) Verify that play is within specified value. <Ref. to PS-35, SERVICE LIMIT, INSPECTION, Steering Gearbox.>

20) Loosen the adjusting screw, and then apply liquid gasket to at least 1/3 of the entire perimeter of adjusting screw thread.

Liquid gasket:

THREE BOND 1141



- (1) Apply liquid gasket to at least 1/3 of entire perimeter.

21) Tighten the adjusting screw to specified torque.

Tightening torque:

First step; 7.4 N·m (0.75 kgf·m, 5.4 ft·lb)

Second step; Back off 25°.

22) Install the lock nut. While holding the adjusting screw with a wrench, tighten lock nut using ST.

ST 926230000 SPANNER

Tightening torque (Lock nut):

39 N·m (4.0 kgf·m, 28.9 ft·lb)

NOTE:

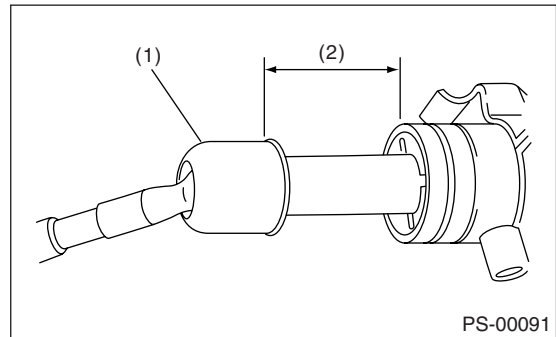
Hold the adjusting screw with a wrench to prevent it from turning while tightening lock nut.

23) Extend the rack approx. 40 mm (1.57 in) beyond side of steering body.

24) Install the tie-rod and a new lock washer into rack.

Tightening torque:

78 N·m (8.0 kgf·m, 57.9 ft·lb)



- (1) Tie-rod
- (2) Approx. 40 mm (1.57 in)

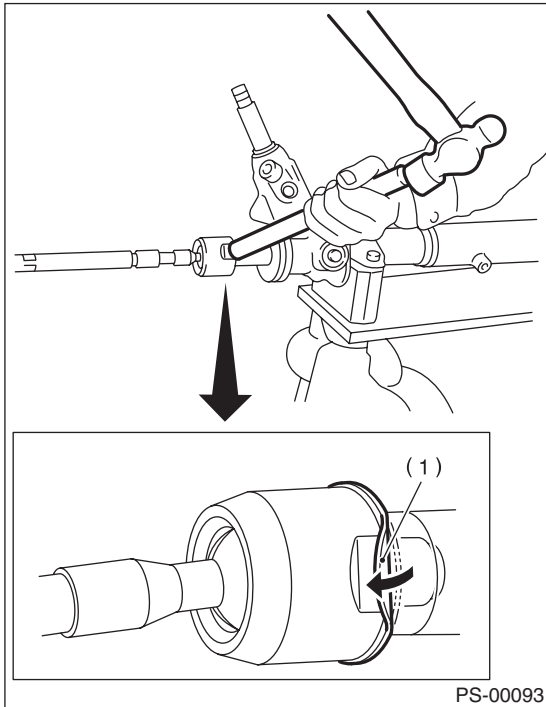
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25) Bend the lock washer.

CAUTION:

Do not to scratch the rack when bending lock washer.

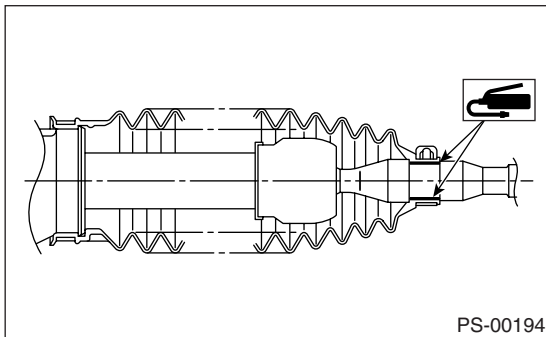


(1) Lock washer

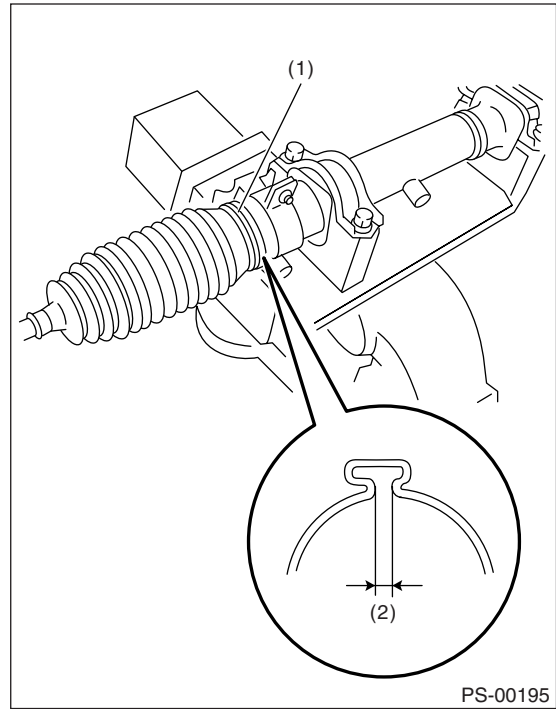
26) Apply a coat of grease to the tie-rod groove, and then install the boot to housing.

NOTE:

Make sure that the boot is installed without unusual inflation or deflation.

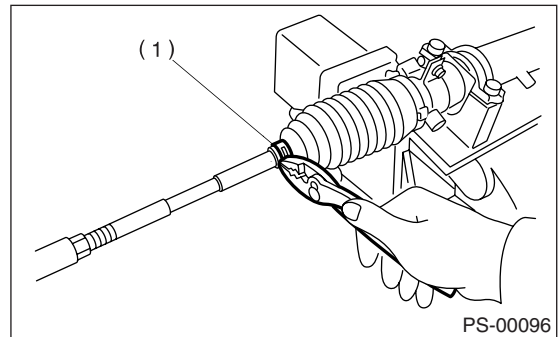


27) Install a new boot band. Using band clamp pliers, caulk the boot band to make clearance of caulking part 2 mm (0.079 in) or less.



(1) Boot band
(2) 2 mm (0.079 in) or less

28) Fix the boot end with clip.



(1) Clip

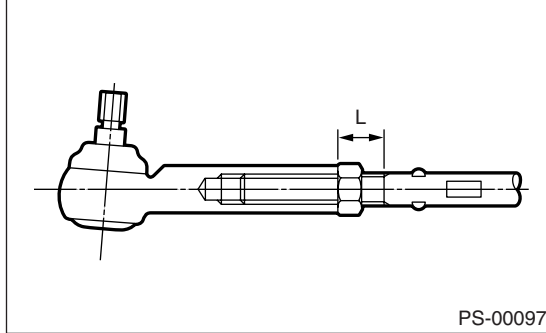
29) After installing, check the boot end is positioned into groove on tie-rod.

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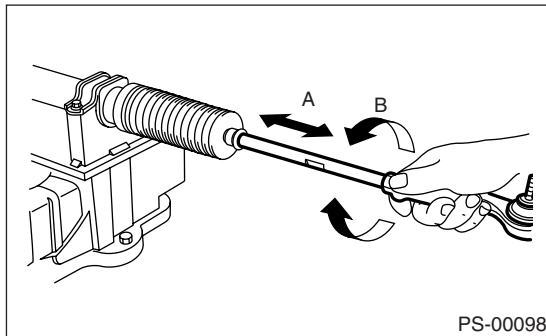
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30) If the tie-rod end was removed, screw in the lock nut and tie-rod end to screwed portion of tie-rod, and then tighten the lock nut temporarily in a position as shown in the figure.

Installed tie-rod length: L
31.2 mm (1.23 in)



31) Inspect the gearbox assembly as follows:
"A" Holding the tie-rod end, repeat lock to lock two or three times as quickly as possible.
"B" Holding the tie-rod end, turn it slowly at a radius one or two times as large as possible.
After all, make sure that the boot is installed in specified position without deflation.



32) Remove the gearbox assembly from ST.
ST 926200000 STAND

33) Install the four pipes on gearbox.

(1) Connect the pipe A and B to four pipe joints of gearbox assembly.

Tightening torque:

13 N·m (1.3 kgf·m, 9.4 ft·lb)

(2) Connect the pipe E and F to gearbox assembly.

Tightening torque:

Pipe E: 15 N·m (1.5 kgf·m, 10.8 ft·lb)

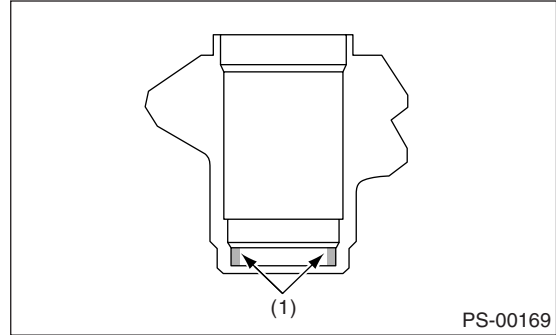
Pipe F: 25 N·m (2.5 kgf·m, 18.1 ft·lb)

2. CONTROL VALVE ASSEMBLY

Specified steering grease:

VALIANT GREASE M2 (Part No. 003608001)

- 1) Clean all parts and tools before reassembling.
- 2) Apply a coat of specified power steering fluid to the inner wall of valve housing.



(1) Apply fluid.

3) Attach the ST2 to ST1.

ST1 34099FA120 INSTALLER & REMOVER SEAL

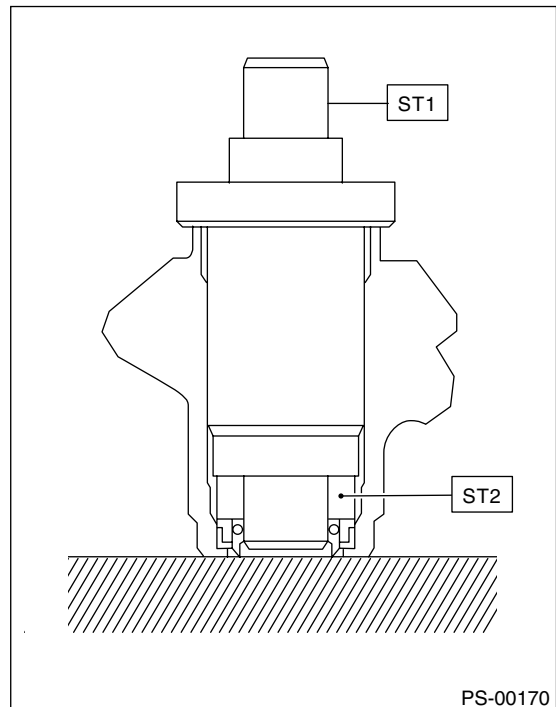
ST2 34099FA130 INSTALLER SEAL

4) To avoid scratching the oil seal, apply a coat of grease to the contact surface of installer and oil seal.

5) Verify the oil seal direction.

Attach the oil seal to installer and position in valve housing before pressing into place.

6) Press the oil seal into place using a press.

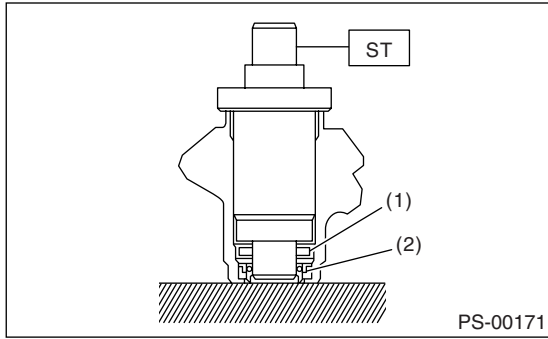


7) Attach the special bearing to ST, and then position in valve housing. Using the ST and press, install the special bearing in valve housing.

STEERING GEARBOX

POWER ASSISTED SYSTEM (POWER STEERING)

ST 34099FA120 INSTALLER & REMOVER SEAL



- (1) Special bearing
- (2) Oil seal

8) Put vinyl tape around the pinion shaft splines to protect oil seal from damage.

9) Fit the pinion and valve assembly into valve housing.

10) Secure the valve assembly to ST1 and ST2.

ST1 926370000 INSTALLER A

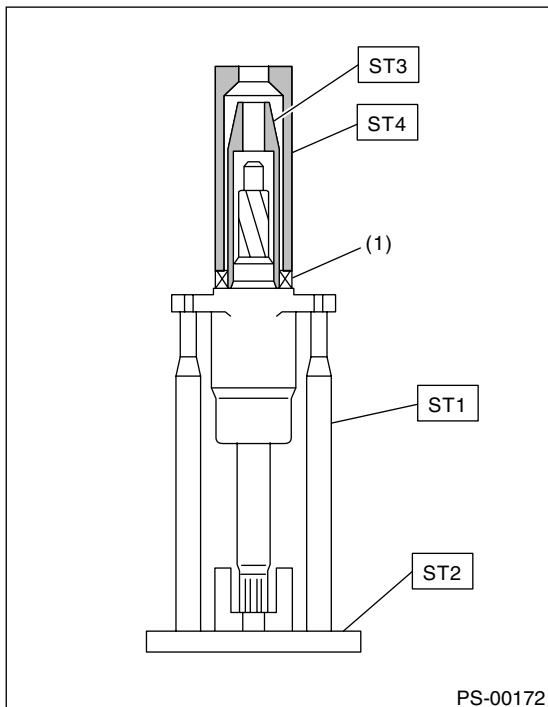
ST2 34099FA100 STAND BASE

11) Apply specified power steering fluid to oil seal and ST3.

12) Install the ST3 to pinion, and then insert the oil seal. Press the oil seal using a press until ST4 contacts face end of valve housing.

ST3 926360000 INSTALLER A

ST4 927620000 INSTALLER B



- (1) Oil seal

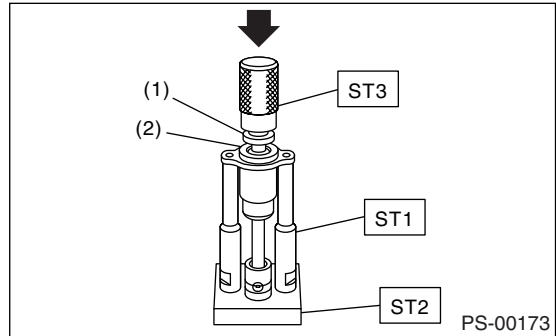
13) Remove the ST3, and then fit the back-up washer.

14) Force-fit the ball bearing using ST3.

ST1 926370000 INSTALLER A

ST2 34099FA100 STAND BASE

ST3 927640000 INSTALLER B



- (1) Ball bearing
- (2) Back-up washer

CAUTION:

Be careful not to tilt the ball bearing during installation.

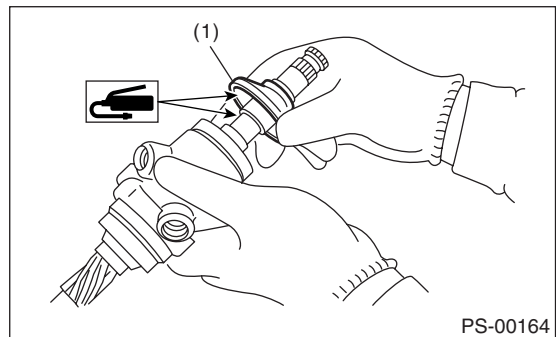
15) Install the snap ring using snap ring pliers.

NOTE:

Rotate the snap ring to check for proper installation.

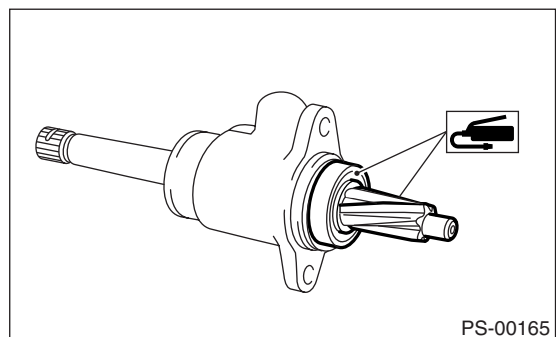
16) Apply the specified grease to dust cover.

17) Install the dust cover on valve housing.



- (1) Dust cover

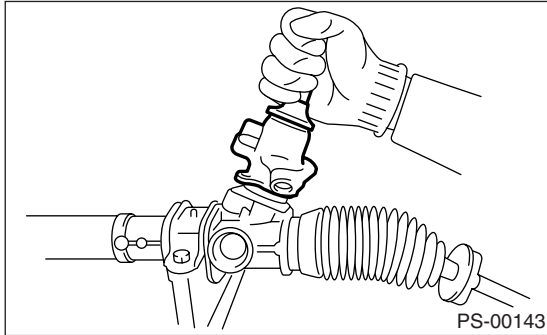
18) Apply genuine grease to the pinion gear and ball bearing of pinion & valve assembly.



STEERING GEARBOX

POWER ASSISTED SYSTEM (POWER STEERING)

19) Install a new gasket on valve assembly. Insert the valve assembly into place while facing rack teeth toward pinion.



20) Tighten the bolts alternately to secure valve assembly.

Tightening torque:

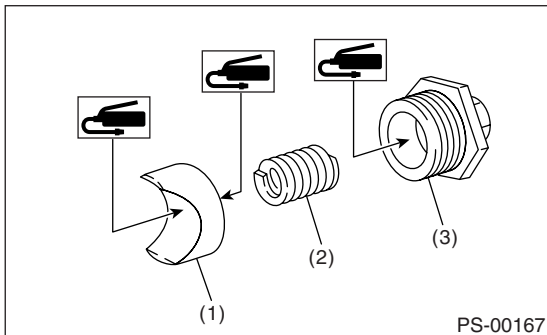
25 N·m (2.5 kgf-m, 18.1 ft-lb)

CAUTION:

Be sure to alternately tighten the bolts.

21) Apply a coat of grease to the sliding surface of sleeve and seating surface of spring, and then insert sleeve into steering body.

Charge the adjusting screw with grease, and then insert the spring into adjusting screw and install on steering body.



- (1) Sleeve
- (2) Spring
- (3) Adjusting screw

22) Tighten the adjusting screw to specified torque.

Tightening torque:

First step; 7.4 N·m (0.75 kgf-m, 5.4 ft-lb)

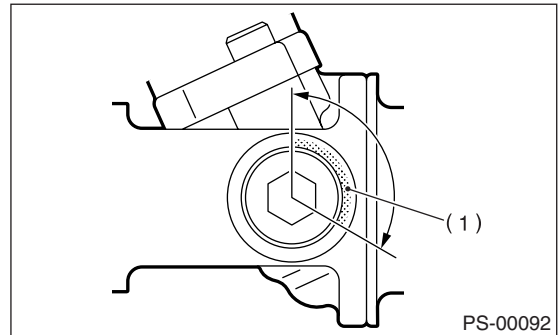
Second step; Back off 25°.

23) Verify that play is within specified value. <Ref. to PS-35, SERVICE LIMIT, INSPECTION, Steering Gearbox.>

24) Loosen the adjusting screw, and then apply liquid gasket to at least 1/3 of the entire perimeter of adjusting screw thread.

Liquid gasket:

THREE BOND 1141



- (1) Apply liquid gasket to at least 1/3 of entire perimeter.

25) Tighten the adjusting screw to specified torque.

Tightening torque:

First step; 7.4 N·m (0.75 kgf-m, 5.4 ft-lb)

Second step; Back off 25°.

26) Install the lock nut. While holding the adjusting screw with a wrench, tighten lock nut using ST. ST 926230000 SPANNER

Tightening torque (Lock nut):

39 N·m (4.0 kgf-m, 28.9 ft-lb)

NOTE:

Hold the adjusting screw with a wrench to prevent it from turning while tightening lock nut.

27) Remove the gearbox assembly from ST.

28) Install the four pipes on gearbox assembly.

- (1) Connect the pipe A and B to the gearbox assembly.

Tightening torque:

13 N·m (1.3 kgf-m, 9.4 ft-lb)

- (2) Connect the pipe E and F to gearbox assembly.

Tightening torque:

Pipe E: 15 N·m (1.5 kgf-m, 10.8 ft-lb)

Pipe F: 25 N·m (2.5 kgf-m, 18.1 ft-lb)

STEERING GEARBOX

POWER ASSISTED SYSTEM (POWER STEERING)

E: INSPECTION

1. BASIC INSPECTION

1) Clean all disassembled parts, and check for wear, damage, or any other faults, then repair or replace as necessary.

2) When disassembling, check the inside of gearbox assembly for water. If any water is found, carefully check the boot for damage, input shaft dust seal, adjusting screw and boot clips for poor sealing. If faulty, replace with new parts.

No.	Parts	Inspection	Corrective action
1	Input shaft	(1) Bend of input shaft (2) Damage on serration	If the bend or damage is excessive, replace the entire gearbox assembly.
2	Dust seal	(1) Crack or damage (2) Wear	If the outer wall slips, the lip is worn out or damage is found, replace it with a new one.
3	Rack and pinion	Poor mating of rack with pinion	(1) Adjust the backlash properly. By measuring the turning torque of gearbox and sliding resistance of rack, check if rack and pinion engage uniformly and smoothly with each other. (Refer to "Service limit".) (2) Keeping the rack pulled out all the way so that all teeth emerge, check teeth for damage. Even if abnormality is found in either (1) or (2), replace the entire gearbox assembly.
4	Gearbox unit	(1) Bend of rack shaft (2) Bend of cylinder portion (3) Crack or damage on cast iron portion	Replace the gearbox assembly with a new one.
		(4) Wear or damage on rack bush	If the free play of rack shaft in radial direction is out of the specified range, replace the gearbox assembly with a new one. (Refer to "Service limit".)
		(5) Wear on input shaft bearing	If the free plays of input shaft in radial and axial directions are out of the specified ranges, replace the gearbox assembly with a new one. (Refer to "Service limit".)
5	Boot	Crack, damage or deterioration	Replace.
6	Tie-rod	(1) Looseness of ball joint (2) Bend of tie-rod	Replace.
7	Tie-rod end	Damage or deterioration on dust seal	Replace.
8	Adjusting screw spring	Deterioration	Replace.
9	Boot clip	Deterioration	Replace.
10	Sleeve	Damage	Replace.
11	Pipes	(1) Damage to flared surface (2) Damage to flare nut (3) Damage to pipe	Replace.

STEERING GEARBOX

POWER ASSISTED SYSTEM (POWER STEERING)

2. SERVICE LIMIT

Make a measurement as follows. If it exceeds the specified service limit, adjust or replace.

NOTE:

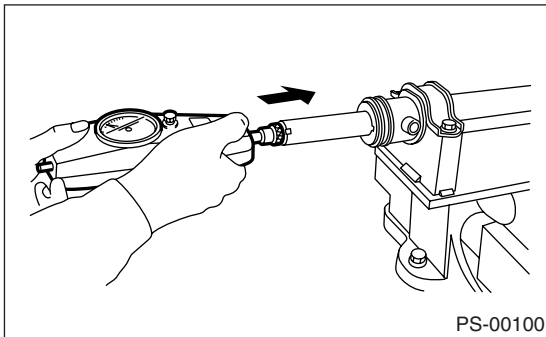
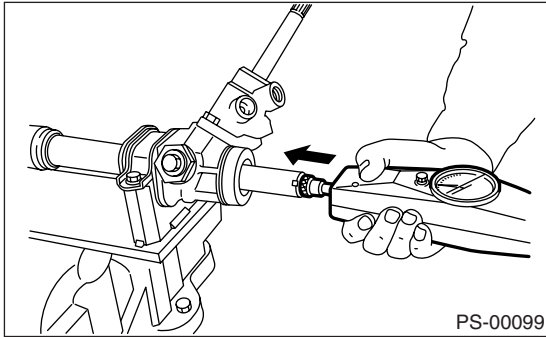
When making a measurement, vise the gearbox assembly by using ST. Never vise the gearbox by inserting aluminum plates, etc. between vise and gearbox assembly.

ST 926200000 STAND

Sliding resistance of rack shaft:

Service limit

400 N (41 kgf, 90 lb) or less



3. RACK SHAFT PLAY IN RADIAL DIRECTION

Right-turn steering:

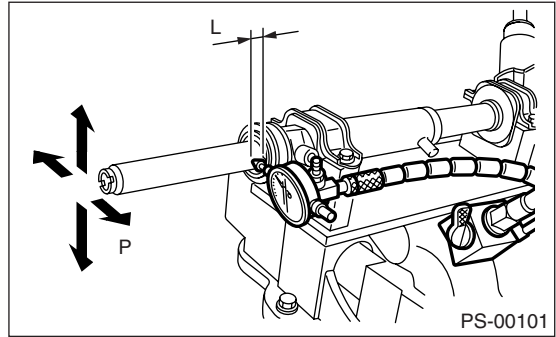
Service limit

0.19 mm (0.0075 in) or less

On condition

L: 5 mm (0.20 in)

P: 122.6 N (12.5 kgf, 27.6 lb)



Left-turn steering:

Service limit

Direction $\leftarrow \rightarrow$

0.3 mm (0.012 in) or less

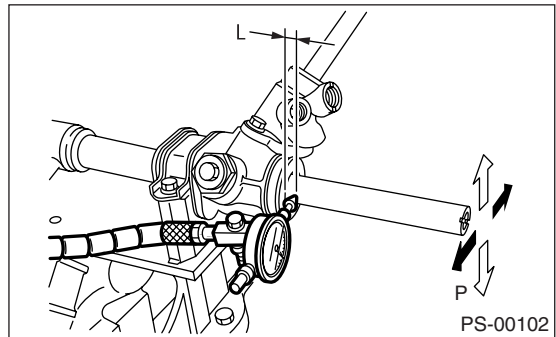
Direction $\leftarrow \rightarrow$

0.15 mm (0.0059 in) or less

On condition

L: 5 mm (0.20 in)

P: 98 N (10 kgf, 22 lb)



STEERING GEARBOX

POWER ASSISTED SYSTEM (POWER STEERING)

4. INPUT SHAFT PLAY

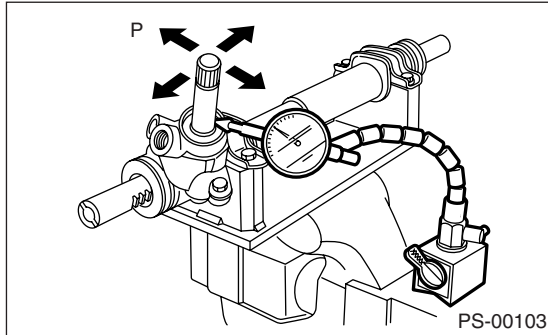
In radial direction:

Service limit

0.18 mm (0.0071 in) or less

On condition

P: 98 N (10 kgf, 22 lb)



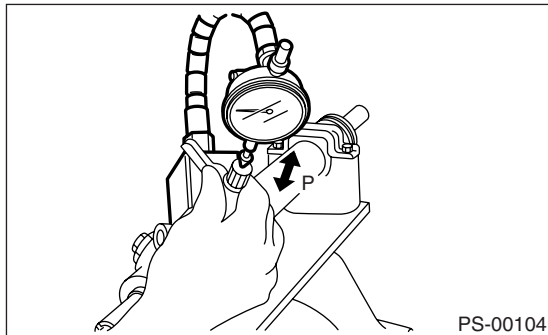
In axial direction:

Service limit

0.5 mm (0.020 in) or less

On condition

P: 20 — 49 N (2 — 5 kgf, 4 — 11 lb)



5. TURNING RESISTANCE OF GEARBOX

Using the ST, measure the gearbox turning resistance.

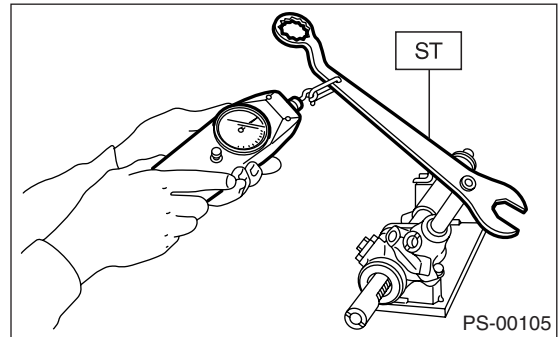
ST 34099PA100 SPANNER

Service limit

Maximum allowable resistance

Less than 9.33 N (0.95 kgf, 2.10 lb)

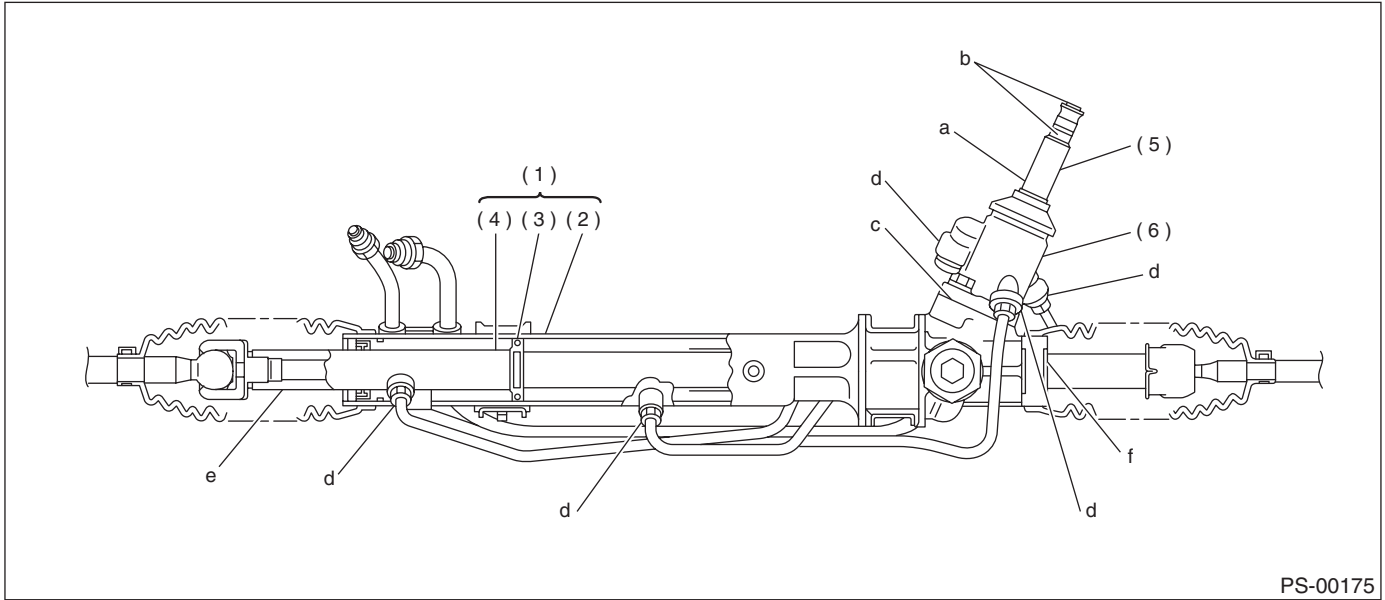
Difference between right and left sliding resistance: Less than 20%



STEERING GEARBOX

POWER ASSISTED SYSTEM (POWER STEERING)

6. OIL LEAKING



(1) Power cylinder

(3) Rack piston

(5) Input shaft

(2) Cylinder

(4) Rack axle

(6) Valve housing

1) If the leak is found, it is necessary to thoroughly remove the fluid from the suspected portion and turn the steering wheel from lock to lock about thirty to forty times with engine running, then make comparison of the portion immediately after and several hours after this operation.

2) Inspect leakage from "a"

The oil seal is damaged. Replace the valve assembly with a new one.

3) Inspect leakage from "b"

The torsion bar O-ring is damaged. Replace the valve assembly with a new one.

4) Inspect leakage from "c"

The oil seal is damaged. Replace the valve assembly or oil seal with a new one.

5) Inspect leakage from "d"

The pipe is damaged. Replace the faulty pipe or O-ring.

6) If leak is other than a, b, c, or d, and if oil is leaking from the gearbox assembly, move the right and left boots toward tie-rod end side, respectively, with the gearbox assembly mounted to the vehicle, and remove fluid from the surrounding portions. Then, turn the steering wheel from lock to lock thirty to forty times with the engine running, then make comparison of the leaked portion immediately after and several hours after this operation.

(1) Leakage from "e"

The cylinder seal is damaged. Replace the rack bush with a new one.

(2) Leakage from "f"

There are two possible causes. Take the following step first. Remove the pipe B assembly from the valve housing, and close the circuit with ST. ST 926420000 PLUG

Turn the steering wheel from lock to lock thirty to forty times with the engine running, then make comparison of the leaked portion between immediately after and several hours after this operation.

- If leakage from "f" is noted again:

The oil seal of pinion and valve assembly is damaged. Replace the pinion and valve assembly with a new one. Or replace the oil seal and parts that are damaged during disassembly with new ones.

- If oil stops leaking from "f":

The oil seal of rack housing is damaged. Replace the oil seal and the parts that are damaged during disassembly with new ones.

STEERING GEARBOX

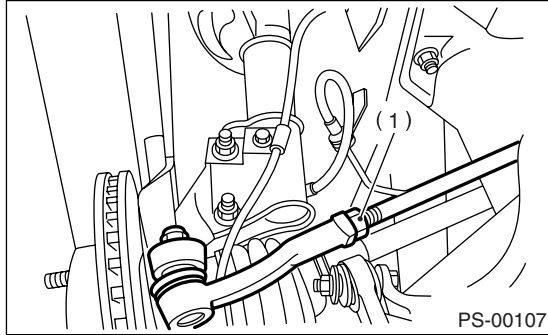
POWER ASSISTED SYSTEM (POWER STEERING)

F: ADJUSTMENT

1) Adjust the front toe. <Ref. to FS-10, FRONT WHEEL TOE-IN, INSPECTION, Wheel Alignment.>

Standard of front toe:

IN 3 — OUT 3 mm (IN 0.12 — OUT 0.12 in)



(1) Lock nut

2) Adjust the steering angle of steering wheels.

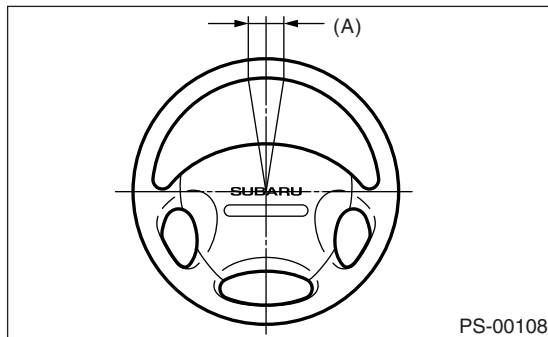
Standard of steering angle:

Inner wheel	$36^{\circ}25' \pm 1^{\circ}30'$
Outer wheel	$32^{\circ}00' \pm 1^{\circ}30'$

3) If the steering wheel spokes are not horizontal when wheels are set in the straight ahead position, and error is more than service limit (A) on the periphery of steering wheel, correctly re-install the steering wheel.

Service limit:

0 — 17 mm (0 — 0.67 in)



4) If the steering wheel spokes are not horizontal with vehicle set in the straight ahead position after this adjustment, correct it by turning the right and left tie-rods in opposite direction by same angle.