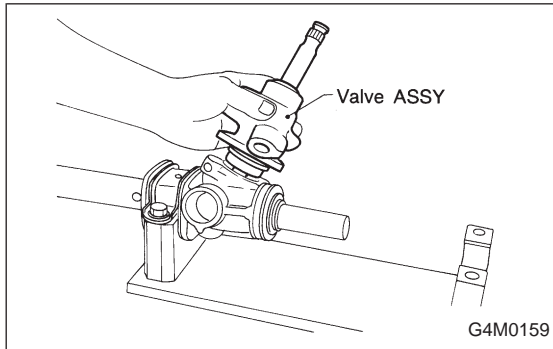


## 2. VALVE ASSEMBLY

1) Apply genuine grease to pinion gear and bearing of valve assembly.



2) Install packing on valve assembly. Insert valve assembly into place while facing rack teeth toward pinion.

### CAUTION:

**Be sure to use a new packing.**

### NOTE:

Do not allow packing to be caught when installing valve assembly.

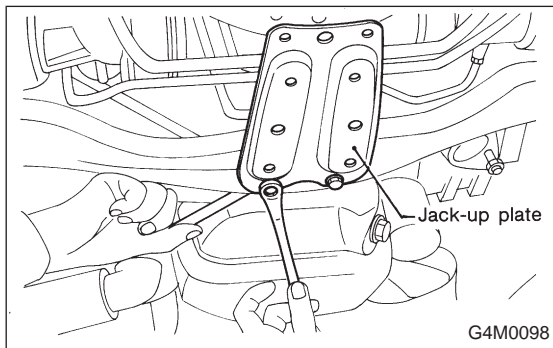
3) Tighten bolts alternately to secure valve assembly.

### Tightening torque:

**$25 \pm 5 \text{ N}\cdot\text{m}$  ( $2.5 \pm 0.5 \text{ kg}\cdot\text{m}$ ,  $18.1 \pm 3.6 \text{ ft}\cdot\text{lb}$ )**

### CAUTION:

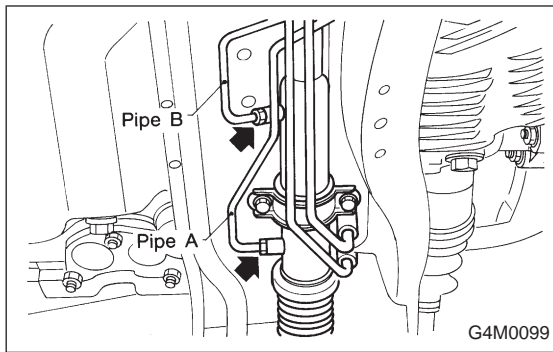
**Be sure to alternately tighten bolts.**



## 5. Pipe Assembly (Power Steering System)

### A: REMOVAL

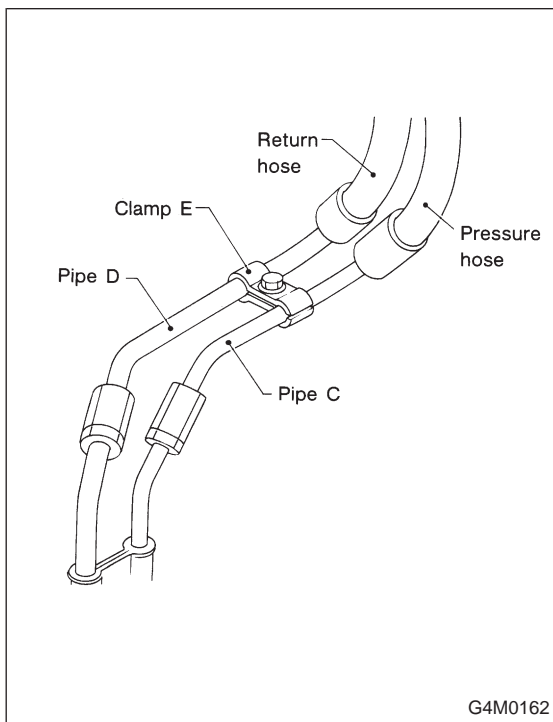
1) Disconnect battery minus terminal.



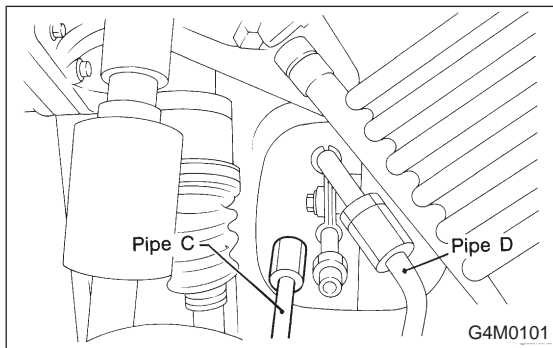
- 2) Lift vehicle and remove jack-up plate.
- 3) Remove one pipe joint at the center of gearbox, and connect vinyl hose to pipe and joint. Discharge fluid by turning steering wheel fully clockwise and counterclockwise. Discharge fluid similarly from the other pipe.

**CAUTION:**

Improper removal and installation of parts often causes fluid leak trouble. To prevent this, clean the surrounding portions before disassembly and reassembly, and pay special attention to keep dirt and other foreign matter from mating surfaces.



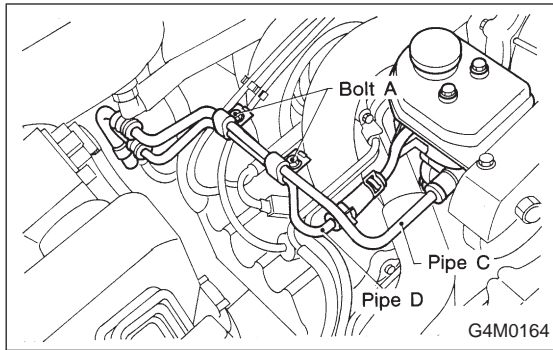
- 4) Remove clamp E from pipes C and D.



- 5) Disconnect pipe C from pipe (on the gearbox side).

**CAUTION:**

- When disconnecting pipe C, use two wrenches to prevent deformities.
- Be careful to keep pipe connections free from foreign matter.



6) Remove bolt A. Disconnect pipe C from oil pump. Disconnect pipe D from oil tank.

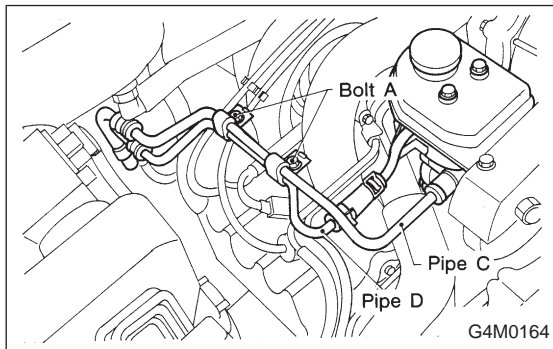
**CAUTION:**

- Do not allow fluid from the hose end to come into contact with pulley belt.
- To prevent foreign matter from entering the hose and pipe, cover the open ends of them with a clean cloth.

**B: CHECK**

Check all disassembled parts for wear, damage or other abnormalities. Repair or replace faulty parts as required.

Part name	Inspection	Remedy
Pipe	<ul style="list-style-type: none"> <li>● O-ring fitting surface for damage</li> <li>● Nut for damage</li> <li>● Pipe for damage</li> </ul>	Replace with new one.
Clamp B	<ul style="list-style-type: none"> <li>● Clamps for weak clamping force</li> </ul>	Replace with new one.
Clamp C		
Clamp E		
Hose	<ul style="list-style-type: none"> <li>● Flared surface for damage</li> <li>● Flare nut for damage</li> <li>● Outer surface for cracks</li> <li>● Outer surface for wear</li> <li>● Clip for damage</li> <li>● End coupling or adapter for degradation</li> </ul>	Replace with new one.



**C: ASSEMBLY**

1) Interconnect pipes C and D.

**Tightening torque:**

*Joint nut*

**15±5 N·m (1.5±0.5 kg-m, 10.8±3.6 ft-lb)**

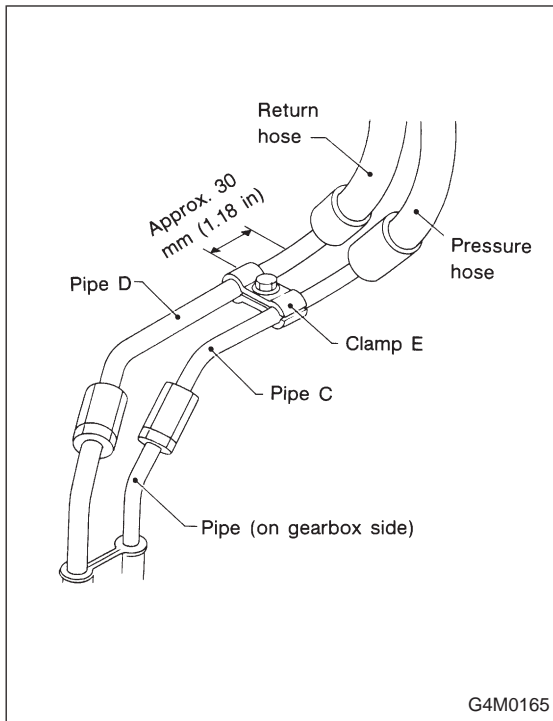
**CAUTION:**

Visually check that hose between tank and pipe D is free from bending or twisting.

2) Tighten bolt A.

**Tightening torque:**

**13±3 N·m (1.3±0.3 kg-m, 9.4±2.2 ft-lb)**



- 3) Temporarily connect pipes C and D to pipes (on the gearbox side).
- 4) Temporarily install clamp E on pipes C and D.

**CAUTION:**

Ensure that the “8” letter side of clamp E is on the pipe C side.

- 5) Tighten joint nut.

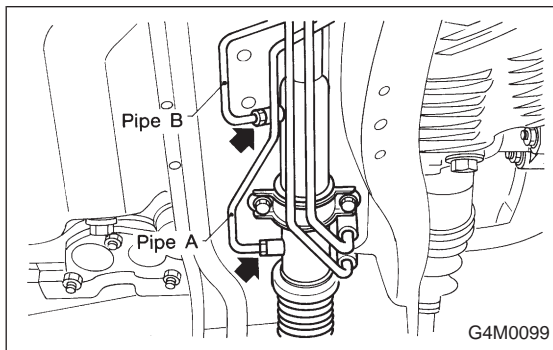
**Tightening torque:**

**$15 \pm 5 \text{ N}\cdot\text{m}$  ( $1.5 \pm 0.5 \text{ kg}\cdot\text{m}$ ,  $10.8 \pm 3.6 \text{ ft}\cdot\text{lb}$ )**

- 6) Tighten clamp E firmly.

**Tightening torque:**

**$5.4 \pm 1.5 \text{ N}\cdot\text{m}$  ( $0.55 \pm 0.15 \text{ kg}\cdot\text{m}$ ,  $4.0 \pm 1.1 \text{ ft}\cdot\text{lb}$ )**



- 7) Connect pipes A and B to four pipe joints of gearbox. Connect upper pipe B first, and lower pipe A second.

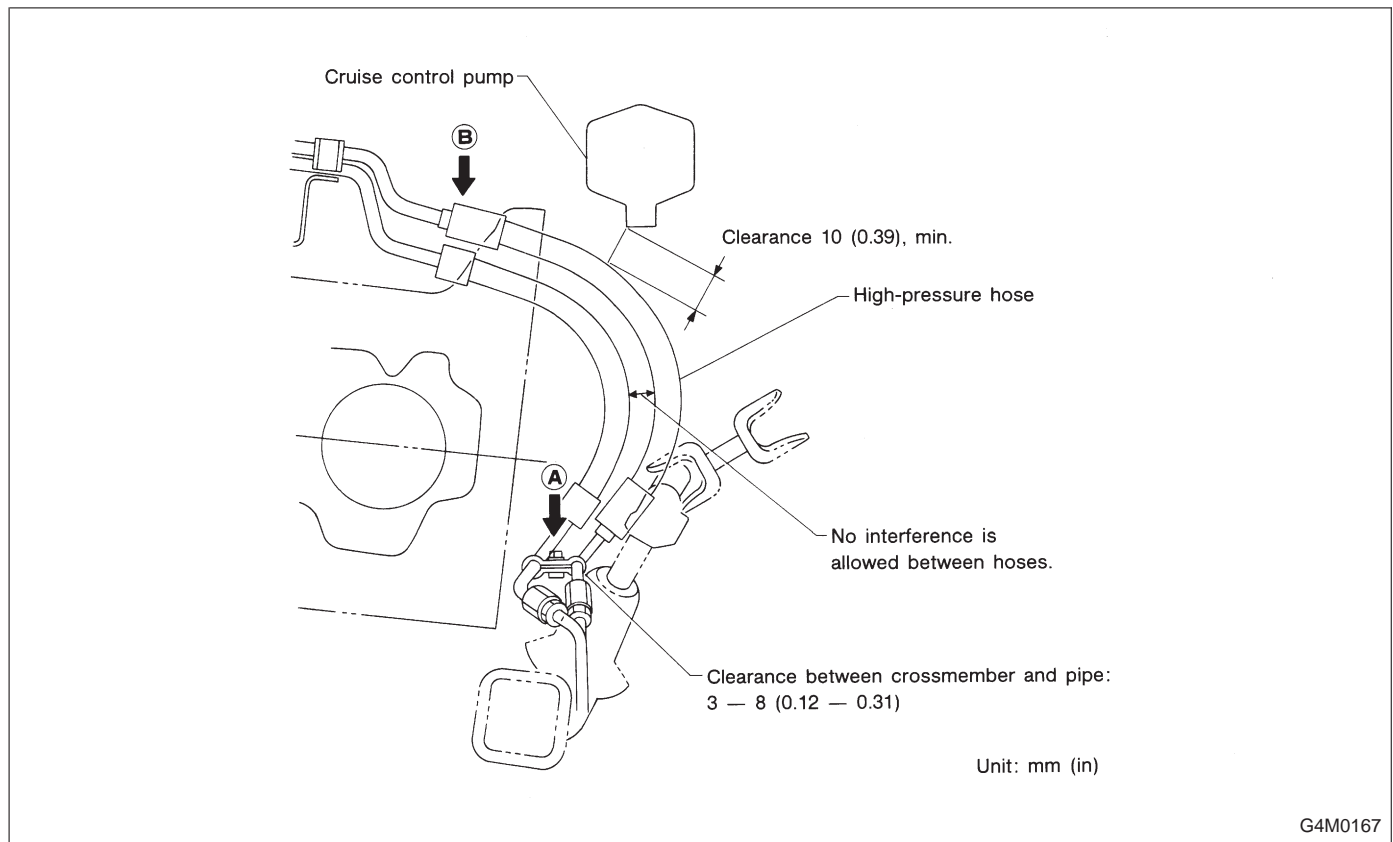
**Tightening torque:**

**$13 \pm 3 \text{ N}\cdot\text{m}$  ( $1.3 \pm 0.3 \text{ kg}\cdot\text{m}$ ,  $9.4 \pm 2.2 \text{ ft}\cdot\text{lb}$ )**

- 8) Install jack-up plate.
- 9) Connect battery minus terminal.
- 10) Feed the specified fluid and discharge air.

**NOTE:**

Never start the engine before feeding the fluid; otherwise vane pump might be seized up.



11) Finally check clearance between pipes and/or hoses, as shown above.

If clearance between cruise control pump and power steering hose is less than 10 mm (0.39 in), proceed as follows:

- (1) Move clamped section **A** (refer to figure above) down to a point where pipe is close to crossmember (pipe-to-crossmember clearance: 10 mm (0.39 in), min.).
- (2) Check that clearance between cruise control pump and power steering hose is at least 10 mm (0.39 in). If it is not, bend section **B** down until a clearance of at least 10 mm (0.39 in) is obtained.