

9) Interconnect pipes C and D.

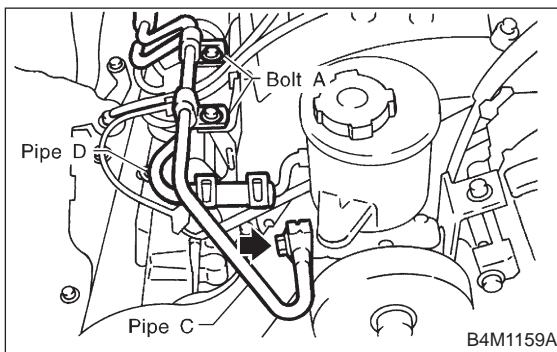
Tightening torque:

Joint nut

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

CAUTION:

If a hose is twisted at this step, the hose may come into contact with some other parts.



10) Connect pipe D from oil tank.

11) Connect pipe C from oil pump.

CAUTION:

Use a new gasket.

Tightening torque:

34 ± 5 N·m (3.5 ± 0.5 kg·m, 25.3 ± 3.6 ft·lb)

12) Tighten bolt A.

Tightening torque:

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

13) Install pulley belt to oil pump.

14) Tighten oil pump pulley nut to the specified torque.

Tightening torque:

61 ± 7 N·m (6.2 ± 0.7 kg·m, 44.8 ± 5.1 ft·lb)

15) Adjust pulley belt tension. <Ref. to 1-5 [G2A0].>

16) Tighten bolt belt tension.

Tightening torque:

8 ± 2 N·m (0.8 ± 0.2 kg·m, 5.8 ± 1.4 ft·lb)

17) Install pulley belt cover bracket.

18) Connect minus terminal of battery.

19) Feed the specified fluid and discharge air.

CAUTION:

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

9. Power Steering Fluid

A: RECOMMENDED POWER STEERING FLUID AND AIR BLEEDING

Recommended power steering fluid	Manufacturer
ATF DEXRON II, ATF DEXRON IIE or ATF DEXRON III	B.P.
	CALTEX
	CASTROL
	MOBIL
	SHELL
	TEXACO

1) Feed the specified fluid with its level being about 5 cm (2.0 in) lower than the mouth of tank.

2) Continue to turn steering wheel slowly from lock to lock until bubbles stop appearing in the tank while keeping the fluid at that level.

3) In case air is absorbed to deliver bubbles into piping because the fluid level is lower, leave it about half an hour and then do the former step all over again.

4) Start, and idle the engine.

5) Continue to turn steering wheel slowly from lock to lock again until bubbles stop appearing in the tank while keeping the fluid at that level.

It is normal that bubbles stop appearing after three times turning of steering wheel.

6) In case bubbles do not stop appearing in the tank, leave it about half an hour and then do the former step all over again.

7) Stop the engine, and take out safety stands after jacking up vehicle again.

Then lower the vehicle, and idle the engine.

8) Continue to turn steering wheel from lock to lock until bubbles stop appearing and change of the fluid level is within 3 mm (0.12 in).

9) In case the following happens, leave it about half an hour and then do former step again.

(1) The fluid level changes over 3 mm (0.12 in).

(2) Bubbles remain on the upper surface of the fluid.

(3) Grinding noise is generated from oil pump.

10) Check the fluid leakage at flare nuts after turning steering wheel from lock to lock with engine running.

CAUTION:

● Before checking, wipe off any fluid on flare nuts and piping.

● In case the fluid leaks from flare nut, it is caused by dust (or the like) and/or damage between flare and tapered seat in piping.

● So remove the flare nut, tighten again it to the specified torque after cleaning flare and tapered seat. If flare or tapered seat is

damaged, replace it with a new one.

11) Inspect fluid level on flat and level surface with engine "OFF" by indicator of filler cap.

If the level is at lower point or below, add fluid to keep the level in the specified range of the indicator. If at upper point or above, drain fluid by using a syringe or the like.

Fluid capacity:

0.7 l (0.7 US qt, 0.6 Imp qt)

(1) Check while fluid temperature is at 21°C (70°F) and the level gauge is in the "COLD" position.

(2) Check while fluid temperature is at 60°C (140°F) and the level gauge is in the "HOT" position.

