

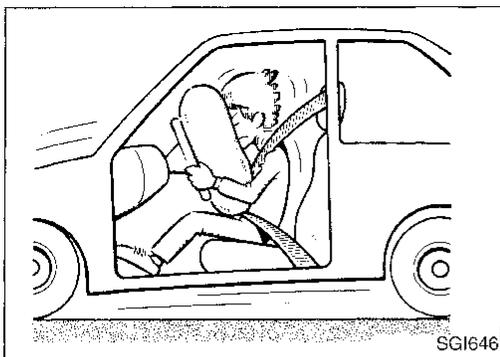
SECTION **ST**

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## PRECAUTIONS AND PREPARATION



### Supplemental Restraint System (SRS) "AIR BAG"

The Supplemental Restraint System "Air Bag" used along with a seat belt, helps to reduce the risk of severity of injury to the driver and front passenger in a frontal collision. The Supplemental Restraint System consists of air bag modules (located in the center of the steering wheel and in the instrument panel on the passenger side), a diagnosis sensor unit, warning lamp, wiring harness and spiral cable. Information necessary to service the system safety is included in the **RS section** of this Service Manual.

#### WARNING:

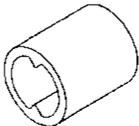
- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses are covered with yellow insulation either just before the harness connectors or for the complete harness, for easy identification.

### STEERING SYSTEM

- Before disassembly, thoroughly clean the outside of the unit.
- Disassembly should be done in a clean work area. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
- For easier and proper assembly, place disassembled parts in order on a parts rack.
- Use nylon cloths or paper towels to clean the parts; common shop rags can leave lint that might interfere with their operation.
- Before inspection or reassembly, carefully clean all parts with a general purpose, non-flammable solvent.
- Before assembly, apply a coat of Type F Automatic Transmission Fluid to the hydraulic parts. Petroleum jelly may be applied to O-rings and seals. Do not use any grease.
- Replace all gaskets, seals and O-rings. Avoid damaging O-rings, seals and gaskets during installation. Perform functional tests whenever designated.

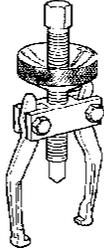
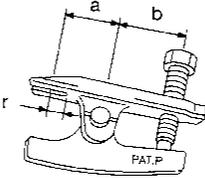
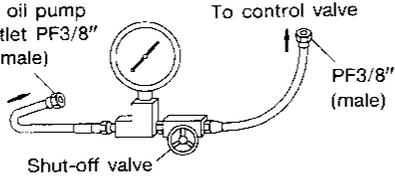
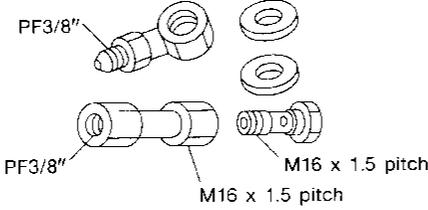
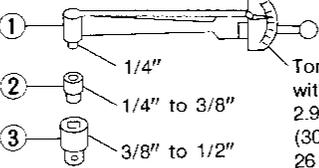
### Special Service Tools

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
KV48100700 (J26364) Torque adapter	 Measuring pinion rotating torque
	NT169

# PRECAUTIONS AND PREPARATION

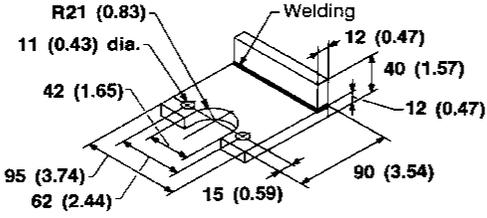
## Special Service Tools (Cont'd)

Tool number (Kent-Moore No.) Tool name	Description	
(J41777) Steering wheel puller		Removing and installing steering wheel
HT72520000 (J25730-B) Ball joint remover		Removing tie-rod outer end and lower ball joint
ST27091000 (J26357) Pressure gauge		Measuring oil pressure
KV48102500 ( — ) Pressure gauge adapter		Measuring oil pressure
ST3127S000 ① GG91030000 (See J25765-A) Torque wrench ② HT62940000 ( — ) Socket adapter ③ HT62900000 ( — ) Socket adapter		Measuring turning torque

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# PRECAUTIONS AND PREPARATION

## Commercial Service Tool

Tool name	Description
Oil pump attachment	<p data-bbox="1031 268 1468 296">Disassembling and assembling oil pump</p>  <p data-bbox="462 527 755 548">NT179 Unit: mm (in)</p> <p>The technical drawing shows a 3D perspective view of a rectangular metal tool. It features a raised rectangular section on one end, which is welded to the main body. Dimensions are provided in millimeters and inches in parentheses. The main body has a length of 95 mm (3.74 in) and a width of 62 mm (2.44 in). The raised section has a height of 40 mm (1.57 in) and a width of 12 mm (0.47 in). The distance from the left edge of the main body to the start of the raised section is 15 mm (0.59 in). The distance from the right edge of the main body to the right edge of the raised section is 90 mm (3.54 in). A fillet with a radius of R21 (0.83) is shown at the top-left corner of the main body. A hole with a diameter of 11 mm (0.43 in) is located on the top surface of the main body, 42 mm (1.65 in) from the left edge. The word 'Welding' is labeled on the raised section.</p>

## Checking and Adjusting Drive Belts

Refer to MA section ("Checking Drive Belts", "ENGINE MAINTENANCE").

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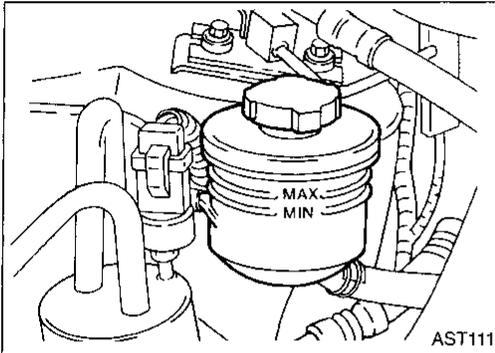
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## Checking Fluid Level

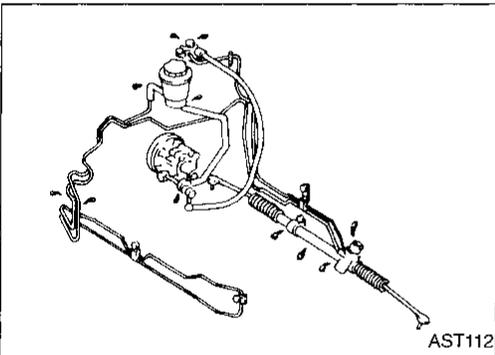
Check fluid level with engine OFF.

Check fluid level by referring to the scale on reservoir tank.

Fluid level should be checked at fluid temperatures of 0 to 30°C (32 to 86°F).

### CAUTION:

- Do not overfill.
- Recommended fluid is Type F Automatic Transmission Fluid.



## Checking Fluid Leakage

Check the lines for improper attachment, leaks, cracks, damage, chafing or deterioration.

1. Run engine at idle speed or 1,000 rpm.
- Make sure fluid temperature in reservoir tank rises to 60 to 80°C (140 to 176°F).
2. Turn steering wheel right-to-left several times.
3. Hold steering wheel at each "lock" position for five seconds and carefully check for fluid leakage.

### CAUTION:

Do not hold the steering wheel in a locked position for more than 15 seconds.

4. If fluid leakage from any line is noticed, loosen flare nut and then retighten.
- Do not overtighten flare nut as this can damage O-ring, washer and threads.
5. Check rack boots for accumulation of power steering fluid.

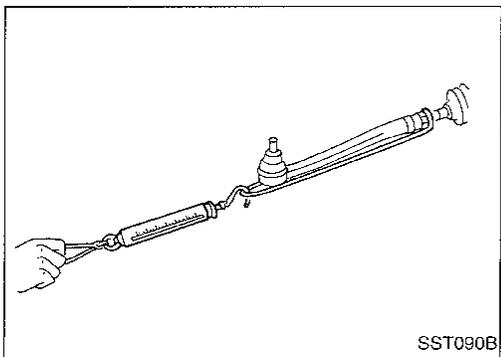
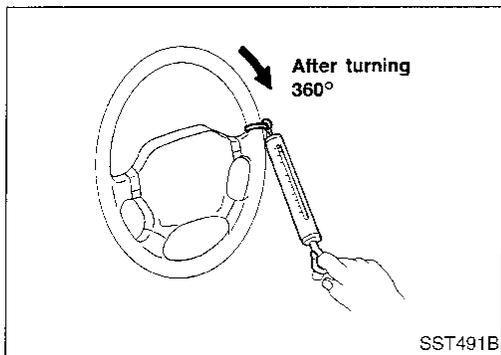
## Bleeding Hydraulic System

1. Raise front end of vehicle until wheels are clear of the ground.
2. Add fluid into reservoir tank to specified level. Then quickly turn steering wheel fully to right and left and lightly touch steering stoppers.  
Repeat steering wheel operation until fluid level no longer decreases.
3. Start engine.  
Repeat step 2.

## Bleeding Hydraulic System (Cont'd)

- Incomplete air bleeding will cause the following to occur:
  - a. Air bubbles in reservoir tank
  - b. Clicking noise in power steering pump
  - c. Excessive buzzing in power steering pump
 When this happens, bleed air again.

Fluid noise may occur in the valve or power steering pump. This is common when the vehicle is stationary or while turning the steering wheel slowly. This does not affect the performance or durability of the system.



## Checking Steering Wheel Turning Force (For power steering)

1. Park vehicle on a level, dry surface and set parking brake.
2. Run engine at idle speed or 1,000 rpm.
3. Bring power steering fluid up to operating temperature.

- **Make sure fluid temperature in reservoir tank rises to 60 to 80°C (140 to 176°F).**

- **Tires need to be inflated to normal pressure.**

4. Check steering wheel turning force when steering wheel has been turned 360° from the neutral position.

### Steering wheel turning force:

**39 N (4 kg, 9 lb) or less**

5. If steering wheel turning force is out of specification, check rack sliding force.

- a. Disconnect steering column lower joint and knuckle arms from the gear.

- b. Start and run engine at idle to make sure steering fluid has reached normal operating temperature.

- c. Pull tie-rod slowly to move it from neutral position to  $\pm 11.5$  mm ( $\pm 0.453$  in) at speed of 3.5 mm (0.138 in)/s. Check that rack sliding force is within specification.

### Average rack sliding force:

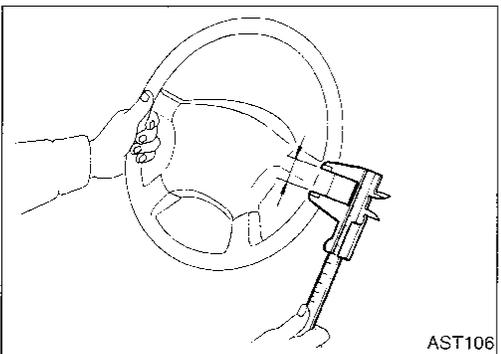
**108 - 284 N (11 - 29 kg, 24 - 64 lb)**

### Maximum rack sliding force:

**324 N (33 kg, 73 lb)**

6. If rack sliding force is not within specification, refer to "Checking Hydraulic System", ST-7.

7. If rack sliding force is OK, inspect steering column. Refer to ST-14.



## Checking Steering Wheel Play

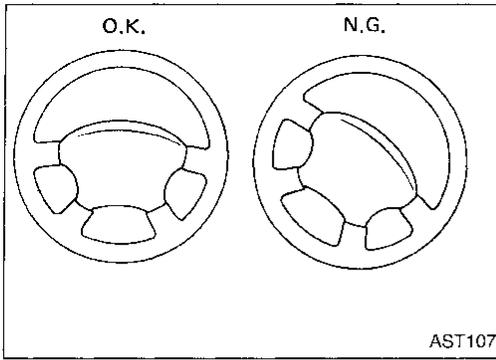
- With wheels in a straight-ahead position, check steering wheel play.

### Steering wheel play:

**35 mm (1.38 in) or less**

- If it is not within specification, check the following for loose or worn components.

- a. Steering gear assembly
- b. Steering column
- c. Front suspension and axle



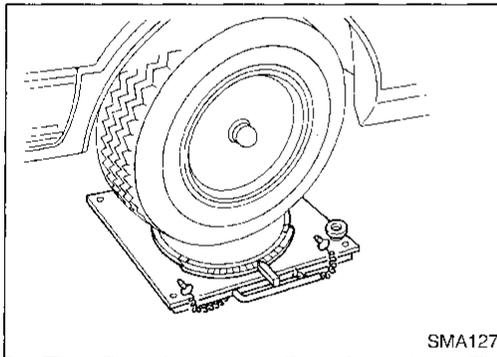
## Checking Neutral Position on Steering Wheel

### Pre-checking

- Make sure that wheel alignment is correct.  
**Wheel alignment:**  
Refer to FA section ("Inspection and Adjustment", "SERVICE DATA AND SPECIFICATIONS").
- Verify that the steering gear is centered before removing the steering wheel.

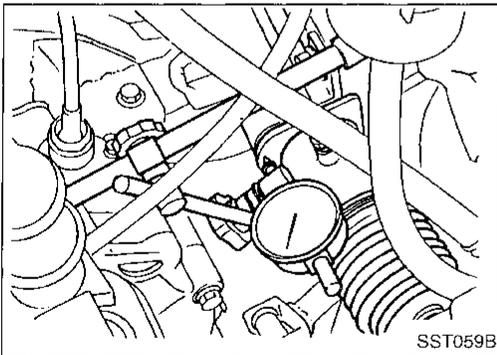
### Checking

1. Check that the steering wheel is in the neutral position when driving straight ahead.
2. If it is not in the neutral position, remove the steering wheel and reinstall it correctly.
3. If the neutral position is still not correct:
  - a. Loosen tie-rod lock nuts.
  - b. Move tie-rods in the opposite directions the same amount on both left and right sides. This will compensate for error in the neutral position.



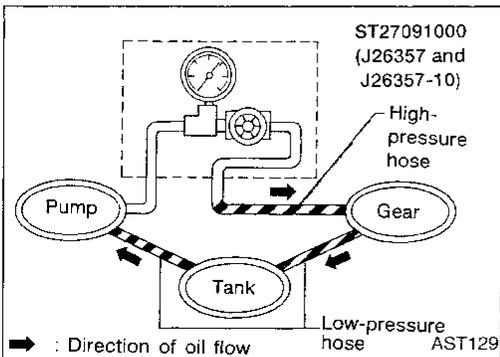
## Checking Front Wheel Turning Angle

1. Rotate steering wheel all the way right and left; measure turning angle.  
**Turning angle of full turns:**  
Refer to FA section ("Inspection and Adjustment", "SERVICE DATA AND SPECIFICATIONS").
2. If it is not within specification, check rack stroke.  
**Rack stroke "L":**  
Refer to SDS, ST-25.



## Checking Gear Housing Movement

1. Check the movement of steering gear housing during stationary steering on a dry paved surface.
  - Apply a force of 49 N (5 kg, 11 lb) to steering wheel to check the gear housing movement.  
Turn off ignition key while checking.  
**Movement of gear housing:**  
 $\pm 2 \text{ mm } (\pm 0.08 \text{ in})$  or less
2. If movement exceeds the limit, replace mounting insulator after confirming proper installation of gear housing mounting brackets.



## Checking Hydraulic System

Before starting, check belt tension, driving pulley and tire pressure.

1. Set Tool. Open shut-off valve. Then bleed air. Refer to "Bleeding Hydraulic System", ST-5.
2. Run engine at idle speed or 1,000 rpm.
  - **Make sure fluid temperature in reservoir tank rises to 60 to 80°C (140 to 176°F).**

## ON-VEHICLE SERVICE

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### Checking Hydraulic System (Cont'd)

**WARNING:**

Warm up engine with shut-off valve fully opened. If engine is started with shut-off valve closed, fluid pressure in power steering pump increases to maximum. This will raise fluid temperature abnormally.

3. Check pressure with steering wheel fully turned to left and right positions with engine idling at 1,000 rpm.

**CAUTION:**

Do not hold the steering wheel in a locked position for more than 15 seconds.

Power steering pump maximum pressure:

7,355 - 8,336 kPa

(75 - 85 kg/cm<sup>2</sup>, 1,067 - 1,209 psi)

4. If power steering pressure is at standard pressure, measure pinion rotating torque. Refer to ST-18.
5. If power steering pressure is below the standard pressure, slowly close shut-off valve and check pressure.

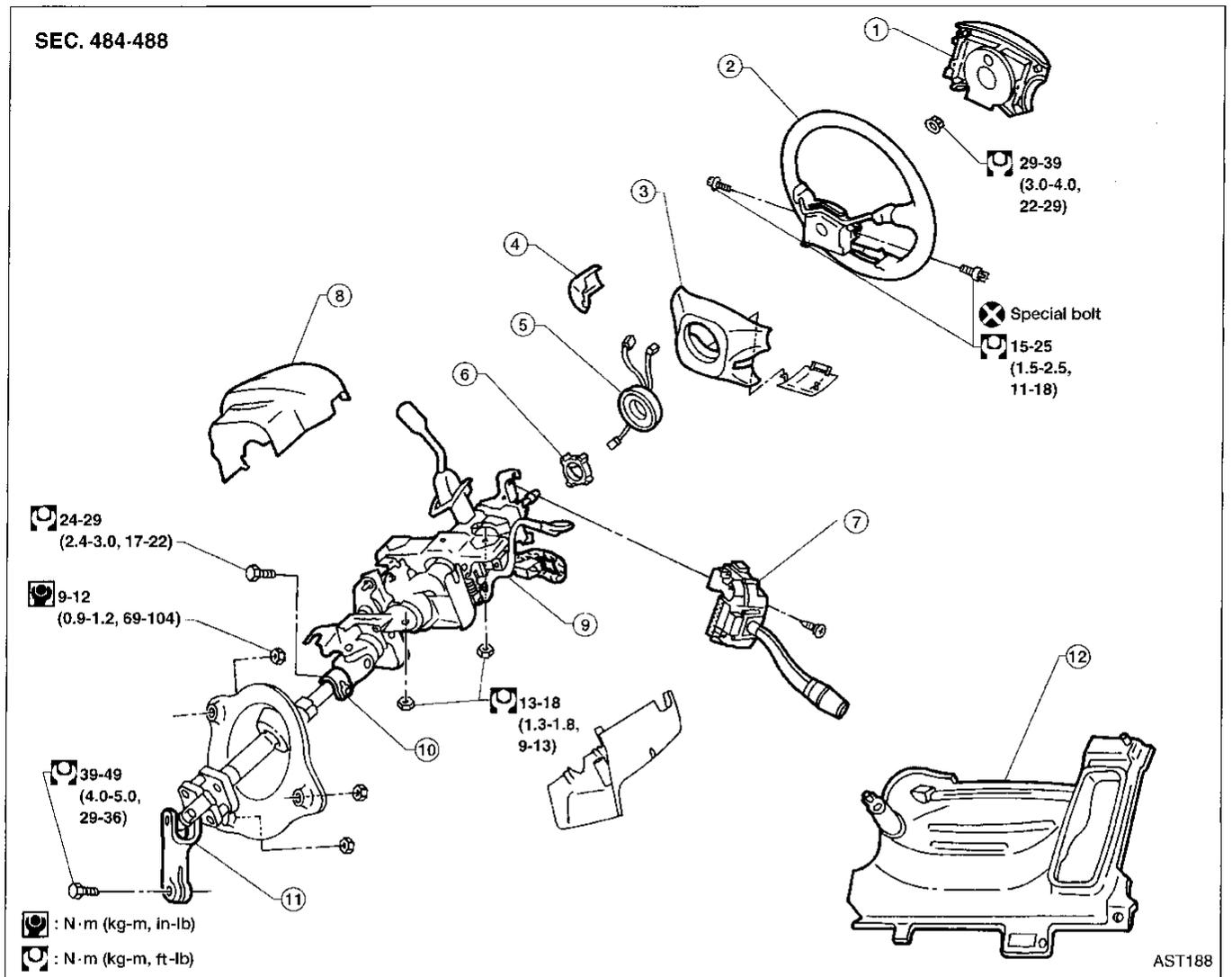
**CAUTION:**

Do not close shut-off valve for more than 15 seconds.

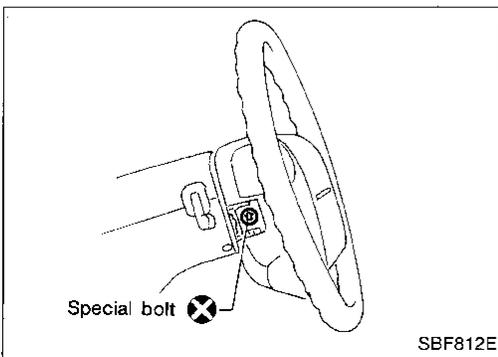
- When pressure reaches standard pressure, gear is damaged. Replace power steering gear. Refer to "Removal and Installation", ST-15.
  - When pressure remains below standard pressure, pump is damaged. Replace power steering pump.
6. If power steering pressure is higher than standard pressure, power steering pump flow control valve is damaged. Replace power steering pump.
  7. After checking hydraulic system, remove Tool and add fluid as necessary. Then completely bleed air out of system. Refer to ST-5.

# STEERING WHEEL AND STEERING COLUMN

SEC. 484-488



- |                         |                          |                              |
|-------------------------|--------------------------|------------------------------|
| ① Driver air bag module | ⑤ Spiral cable           | ⑨ Steering column assembly   |
| ② Steering wheel        | ⑥ Turn signal cancel cam | ⑩ Upper joint                |
| ③ Steering wheel cover  | ⑦ Combination switch     | ⑪ Lower joint                |
| ④ Side cover            | ⑧ Column cover           | ⑫ Driver lower reinforcement |



## Steering Wheel

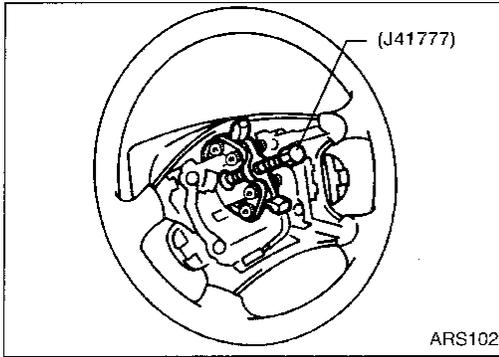
### REMOVAL AND INSTALLATION

1. Remove driver air bag module and spiral cable. Refer to RS section ["Driver Air Bag Module and Spiral Cable", "SUPPLEMENTAL RESTRAINT SYSTEM (SRS)"].
2. Disconnect horn connector and remove steering wheel nut.

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## STEERING WHEEL AND STEERING COLUMN

### Steering Wheel (Cont'd)

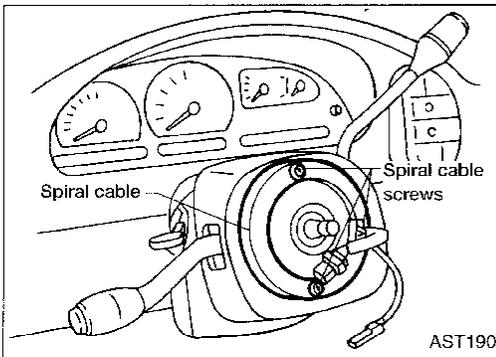


3. Remove steering wheel with puller.
  - For installation, refer to RS section ["Driver Air Bag Module and Spiral Cable", "SUPPLEMENTAL RESTRAINT SYSTEM (SRS)"].

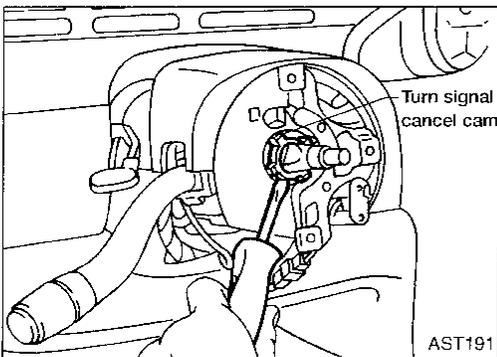
### Turn signal cancel cam

#### REMOVAL

1. Remove the steering wheel. Refer to ST-9.
2. Disconnect air bag harness and main harness connectors.



3. Remove three screws securing the spiral cable, then remove the spiral cable.



4. Remove the turn signal cancel cam from the steering column shaft by prying up with a screwdriver.

#### INSTALLATION

1. Install the turn signal cancel cam with the flat surface up.
2. Align spiral cable correctly when installing steering wheel. Refer to RS section ["Driver Air Bag Module and Spiral Cable", "SUPPLEMENTAL RESTRAINT SYSTEM (SRS)"].
3. Install the steering wheel. Refer to ST-9.

## Steering Column

### REMOVAL

#### CAUTION:

- The rotation of the spiral cable (SRS "Air bag" component part) is limited. If the steering gear must be removed, set the front wheels in the straight-ahead direction. Do not rotate the steering column while the steering gear is removed.
  - Remove the steering wheel before removing the steering lower joint to avoid damaging the SRS spiral cable. Refer to ST-9.
1. Remove driver air bag module and spiral cable. Refer to RS section ["Driver Air Bag Module and Spiral Cable", "SUPPLEMENTAL RESTRAINT SYSTEM (SRS)"].
  2. Remove driver lower finisher and reinforcement.
  3. Remove position indicator wire.
  4. Remove side ventilator duct on driver side.
  5. Remove shift control cable.
  6. Disconnect electrical connectors from ignition switch, shift lock solenoid and combination switch.
  7. Remove two screws securing combination switch and remove combination switch.
  8. Remove four nuts attaching steering column and remove steering column.

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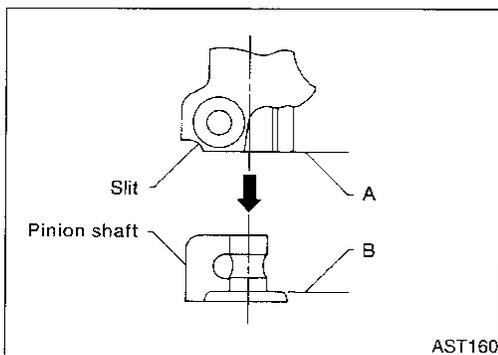
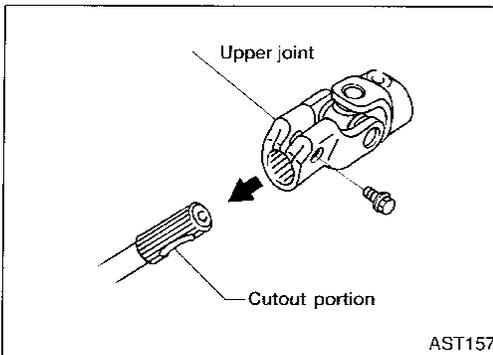
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### INSTALLATION

- Align spiral cable correctly when installing steering wheel. Refer to RS section ["Driver Air Bag Module and Spiral Cable", "SUPPLEMENTAL RESTRAINT SYSTEM (SRS)"].
- When installing steering column, fingertighten all lower bracket and clamp retaining bolts; then tighten them securely. Do not apply undue stress to steering column.
- When attaching upper joint, be sure tightening bolt faces cutout portion.

- When installing intermediate shaft, align slit of lower joint with pinion shaft. Insert joint until surface A contacts surface B.

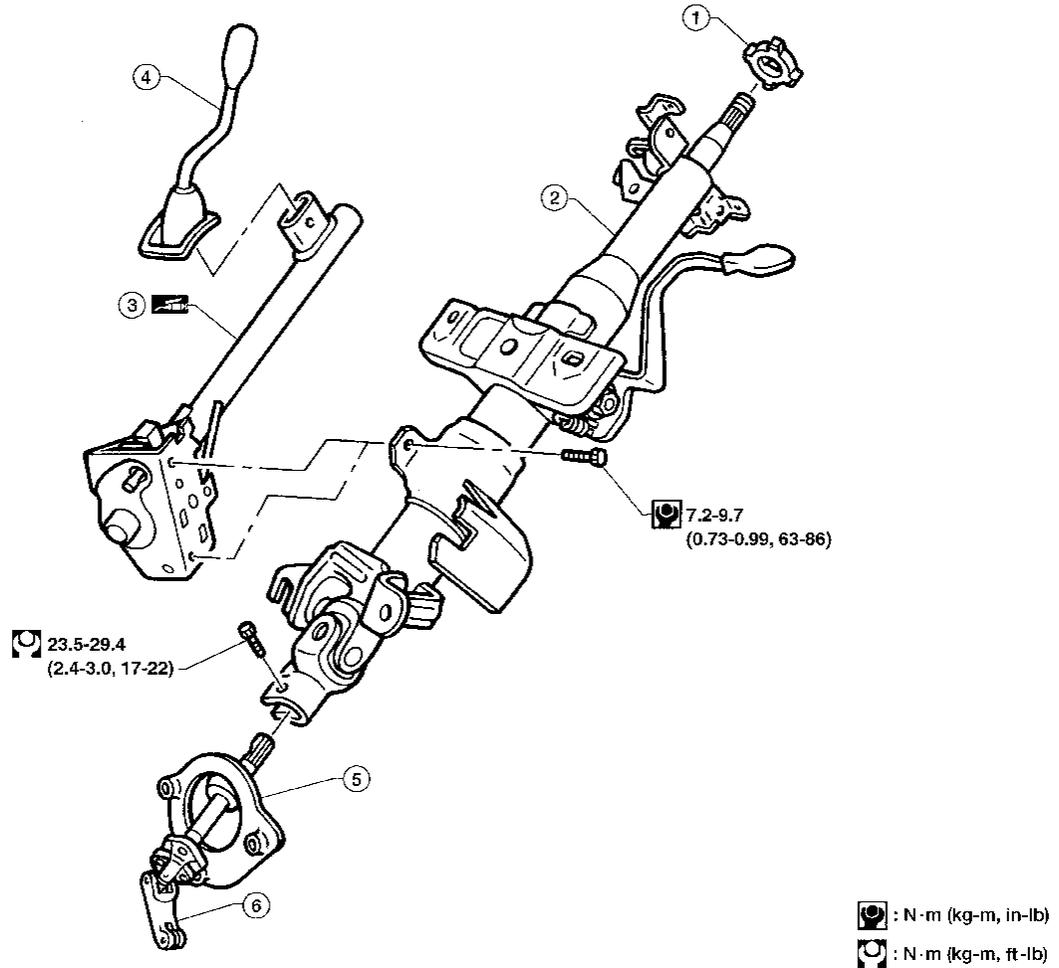
#### CAUTION:

After installation, turn steering wheel to make sure it moves smoothly. Ensure that the number of turns from the straight forward position to left and right locks are the same. Be sure that the steering wheel is in a neutral position when driving straight ahead.

# STEERING WHEEL AND STEERING COLUMN

## Disassembly and Assembly

SEC. 484-488



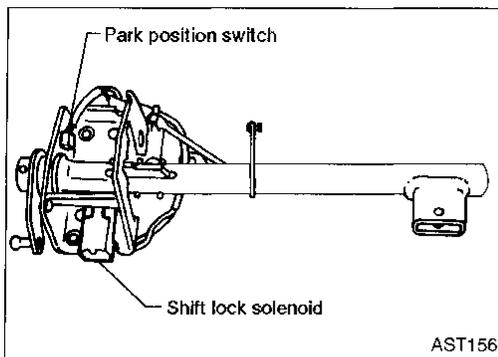
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|----------------------------|----------------------|---------------|
| ① Turn signal cancel cam   | ③ Shift control tube | ⑤ Cover       |
| ② Steering column assembly | ④ Selector lever     | ⑥ Lower joint |

1. When disassembling and assembling, unlock steering lock with key.
2. Remove bolts attaching shift control tube and remove shift control tube.

# STEERING WHEEL AND STEERING COLUMN

## Disassembly and Assembly (Cont'd)



3. Remove four screws securing shift lock solenoid and park position switch.

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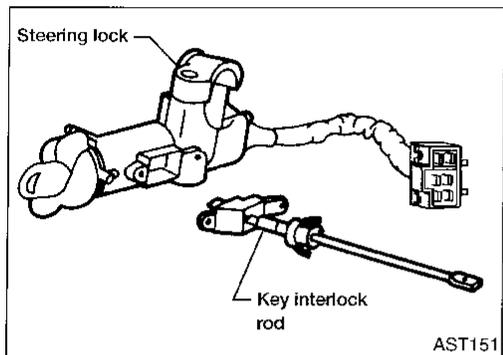
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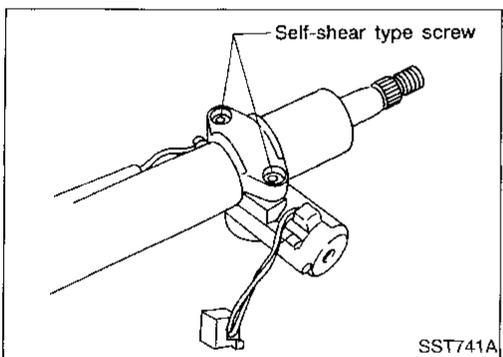
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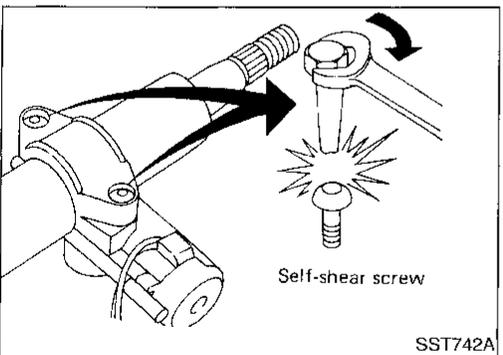


### Steering lock

1. Remove key interlock rod from steering lock.



2. Break self-shear type screws with a drill or other appropriate tool and remove steering lock.



3. Install self-shear type screws, then tighten until heads break off.

# STEERING WHEEL AND STEERING COLUMN

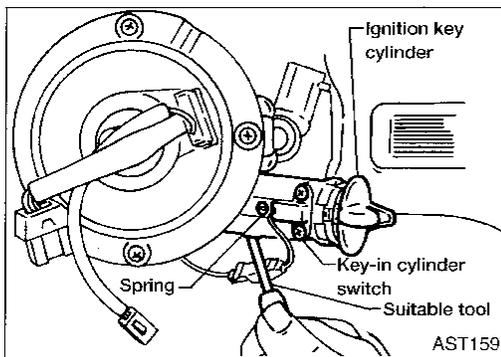
## Disassembly and Assembly (Cont'd)

### Ignition key cylinder

#### CAUTION:

Spring will pop out of steering lock when ignition key cylinder is removed.

1. Remove two screws securing key-in cylinder switch.
2. Remove shift lock rod.
3. Turn ignition key cylinder to the ON position and depress tab using a suitable tool.
4. Remove ignition key cylinder.



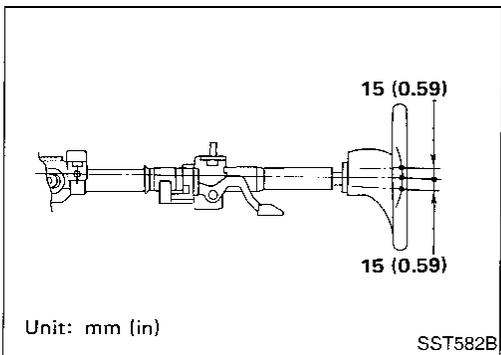
### Tilt mechanism

1. Remove two springs.

#### CAUTION:

Springs are under tension.

2. Remove adjusting bolt.
  - Adjusting bolt has left-hand threads.
3. Remove tilt lever and steering column mounting bracket.
4. After installing steering column, check tilt mechanism operation.

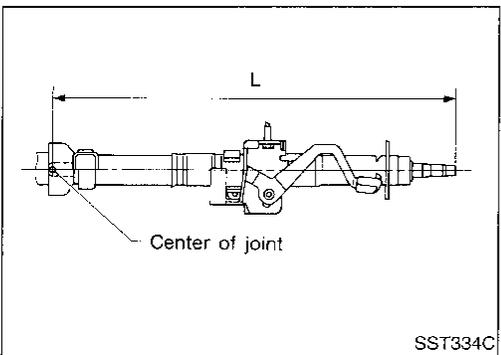


### Inspection

- When steering wheel does not turn smoothly, check the steering column as follows and replace damaged parts.
  - a. Check column bearings for damage or unevenness. Lubricate with recommended multi-purpose grease or replace steering column as an assembly, if necessary.
  - b. Check jacket tube for deformation or breakage.
- When the vehicle is involved in a light collision, check column length "L". If it is not within specifications, replace steering column as an assembly.

#### Column length "L":

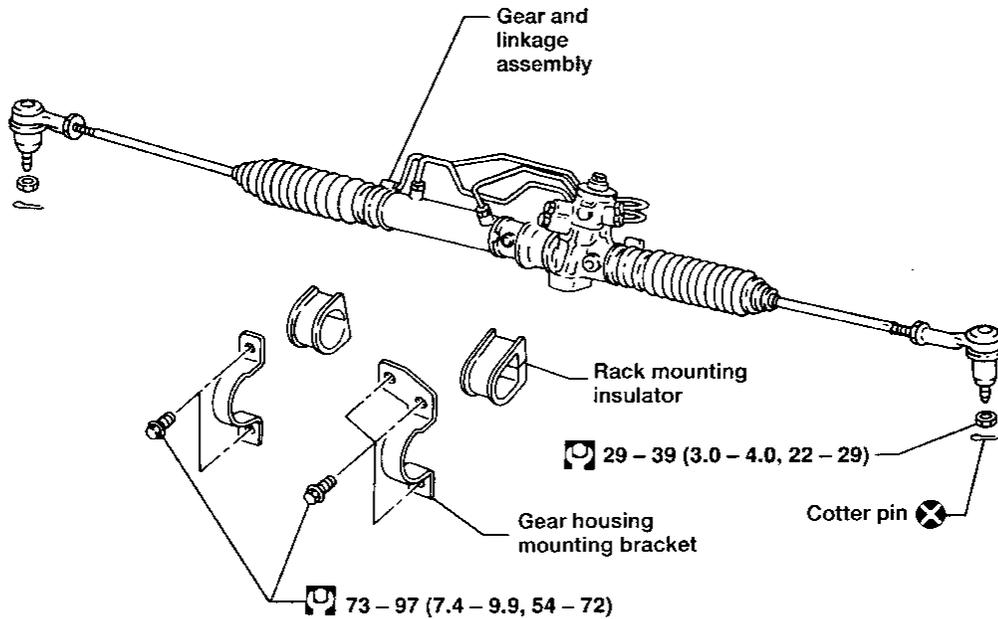
505.5 - 507.1 mm (19.90 - 19.96 in)



# POWER STEERING GEAR AND LINKAGE

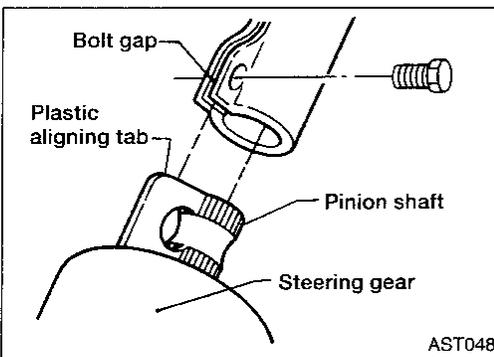
## Removal and Installation

SEC. 492



: N·m (kg-m, ft-lb)

AST182



### CAUTION:

The rotation of the spiral cable (SRS "Air Bag" component part) is limited. If the steering gear must be removed, set the front wheels in the straight-ahead direction. Do not rotate the steering column while the steering gear is removed.

- Before removing lower joint from gear, set gear in neutral (wheels in straight-ahead position).
- To install, set left and right dust boots to equal deflection. Raise steering gear and linkage assembly so plastic aligning tab on pinion shaft enters bolt gap on lower joint assembly.

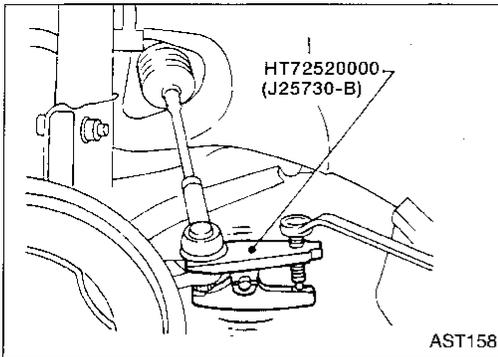
Service parts may not have plastic aligning tab.

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LC  
EC  
FE  
AT  
FA  
RA  
BR  
ST

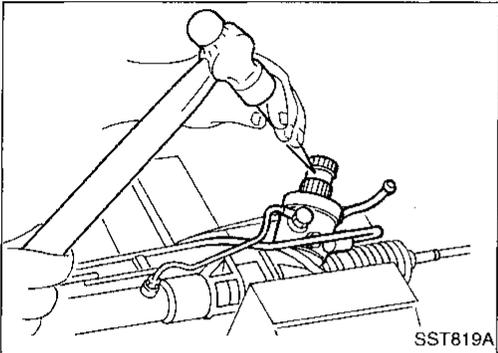
RS  
BT  
HA  
EL  
IDX

# POWER STEERING GEAR AND LINKAGE

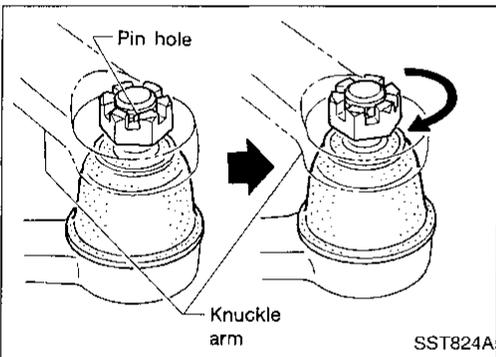
## Removal and Installation (Cont'd)



- Detach tie-rod outer sockets from knuckle arms with Tool.



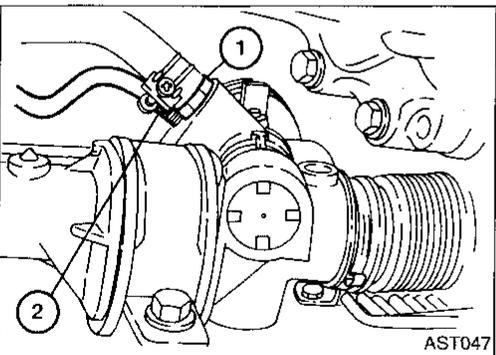
- After removing steering gear from vehicle, mark pinion shaft and pinion housing to record neutral position.
- To install, set left and right dust boots to equal deflection. Align matching marks on pinion shaft and pinion housing.



- Initially tighten nut on tie-rod outer socket and knuckle arm to 29 to 39 N·m (3 to 4 kg-m, 22 to 29 ft-lb). Then tighten further to align nut groove with first pin hole so that cotter pin can be installed.

### CAUTION:

Tightening torque must not exceed 49 N·m (5 kg-m, 36 ft-lb).



- Install lines.
- The O-ring in the low-pressure line ① is larger than that in the high-pressure line ②. Take care to install the proper O-ring.
- Observe specified tightening torque when tightening high-pressure and low-pressure line flare nuts. Excessive tightening can damage threads or O-rings.

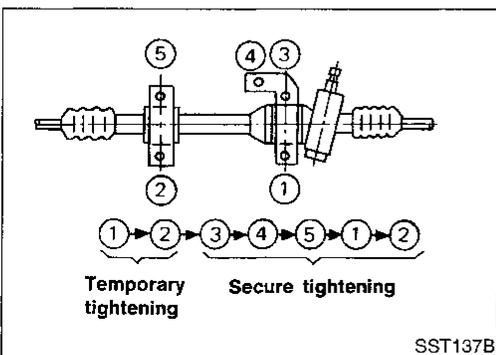
**Low-pressure side "①":**

: 27 - 39 N·m (2.8 - 4.0 kg-m, 20 - 29 ft-lb)

**High-pressure side "②":**

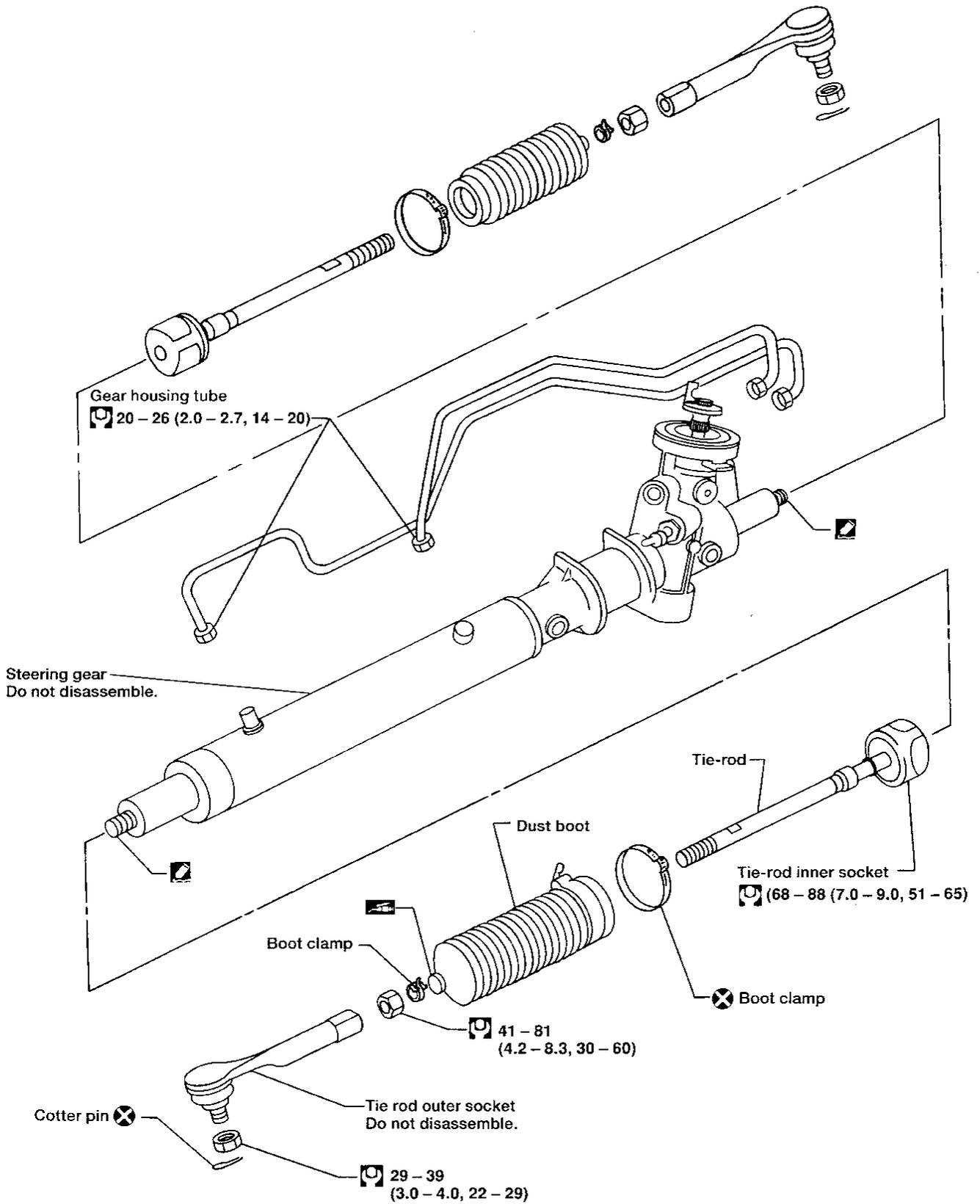
: 15 - 25 N·m (1.5 - 2.5 kg-m, 11 - 18 ft-lb)

- Tighten gear housing mounting bracket bolts in the order shown.



# POWER STEERING GEAR AND LINKAGE

SEC. 492



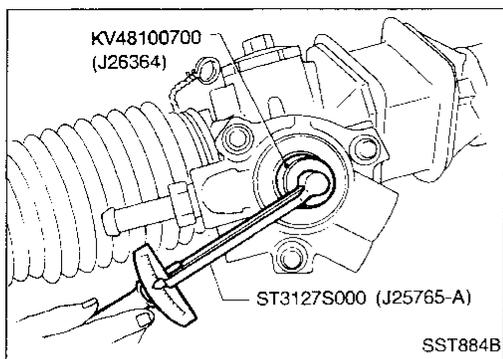
[Torque symbol] : N·m (kg-m, ft-lb)

[Cross symbol] : Always replace after every disassembly.

GI  
 MA  
 EM  
 LC  
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 AT  
 FA  
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**ST**  
 RS  
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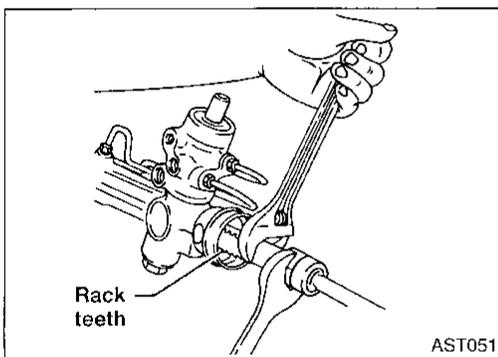
AST161

# POWER STEERING GEAR AND LINKAGE



## Disassembly

1. Prior to disassembling, measure pinion rotating torque.  
**Within  $\pm 100^\circ$  from the neutral position:**  
**Average rotating torque**  
0.5 - 1.4 N·m (5 - 14 kg·cm, 4.3 - 12.2 in·lb)  
**Maximum torque deviation**  
0.4 N·m (4 kg·cm, 3.5 in·lb)  
**Except for above measuring range:**  
**Maximum rotating torque**  
1.9 N·m (19 kg·cm, 16 in·lb)  
**Maximum force deviation**  
0.6 N·m (6 kg·cm, 5.2 in·lb)
- If pinion rotating torque is not within specifications, replace steering gear assembly.
  - Before measuring, disconnect gear housing tube and drain fluid.
  - Use soft jaws when holding steering gear housing. Handle gear housing carefully, as it is made of aluminum. Do not grip cylinder in a vise.



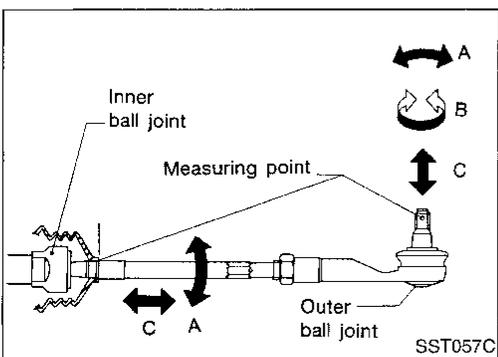
2. Remove tie-rod outer sockets and boots.
3. Remove tie-rod inner sockets.

## Inspection

Thoroughly clean all parts in cleaning solvent or Type F Automatic Transmission Fluid or equivalent. Blow dry with compressed air, if available.

### BOOT

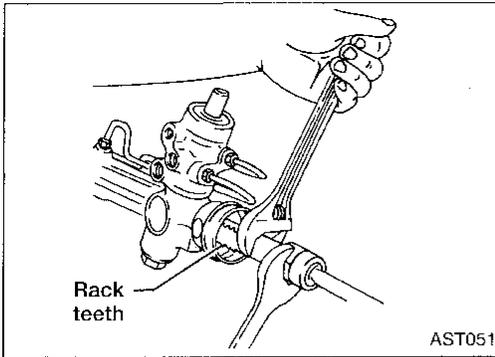
- Check condition of boots. If cracked excessively, replace.
- Check boots for accumulation of power steering fluid.



### TIE-ROD OUTER AND INNER SOCKET

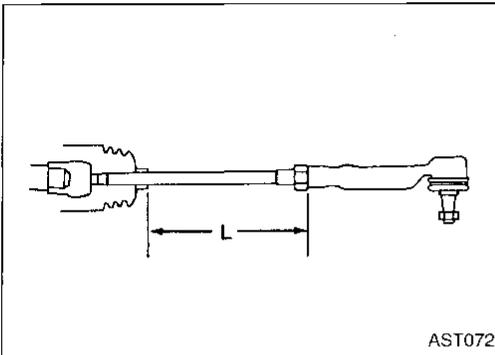
- Check outer and inner ball joints for swing force "A" and axial end play "C".  
**Refer to SDS, ST-24.**
- Check outer ball joint for rotating torque "B".  
**Refer to SDS, ST-24.**
- Check condition of dust cover. If excessively cracked, replace outer tie-rod.

# POWER STEERING GEAR AND LINKAGE

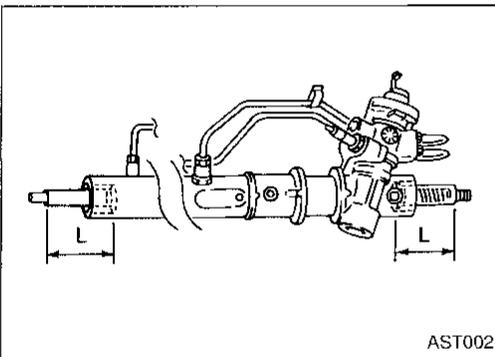


## Assembly

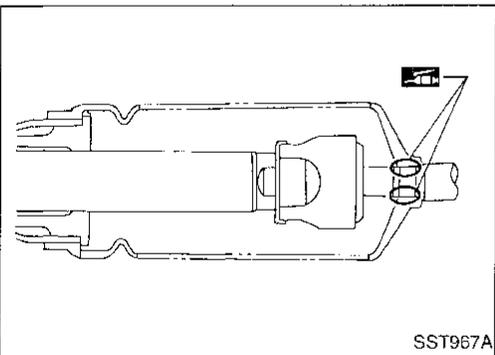
1. Install tie-rod inner sockets, dust boots and outer sockets.
  - Apply locking sealant to inner socket threads.



2. Tighten outer socket lock nut.  
**Tie-rod length "L":**  
Refer to ST-24.



3. Measure rack stroke.  
**Rack stroke "L":**  
Refer to ST-25.



4. Before installing boot, coat the contact surfaces between boot and tie-rod with grease.

GI

MA

EM

LC

EC

FE

AT

FA

RA

BR

**ST**

PS

BT

HA

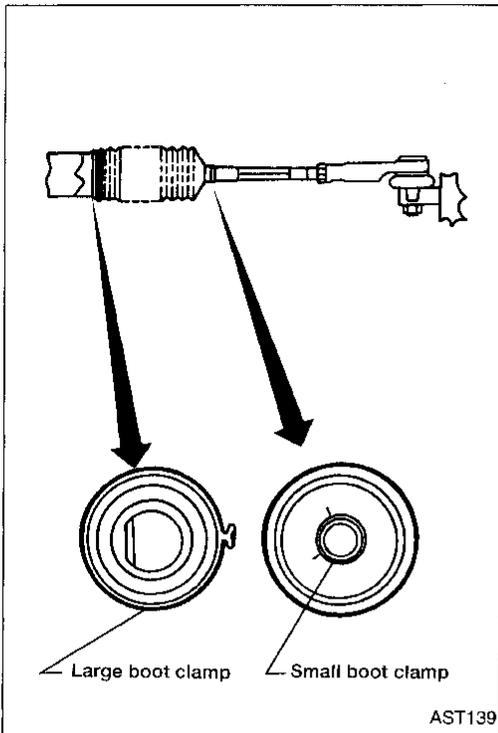
EL

IDX

## POWER STEERING GEAR AND LINKAGE

### Assembly (Cont'd)

5. Install boot clamps.
  - Install large boot clamp using suitable tool and crimp securely.
  - Install small boot clamp as shown.





# POWER STEERING OIL PUMP

## Inspection

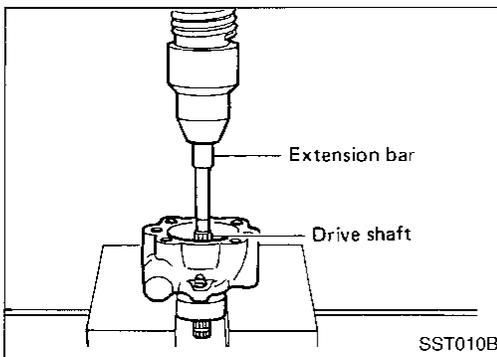
### PULLEY AND PULLEY SHAFT

- If pulley is cracked or deformed, replace it.
- If fluid leak is found around the pulley shaft oil seal, replace the seal.

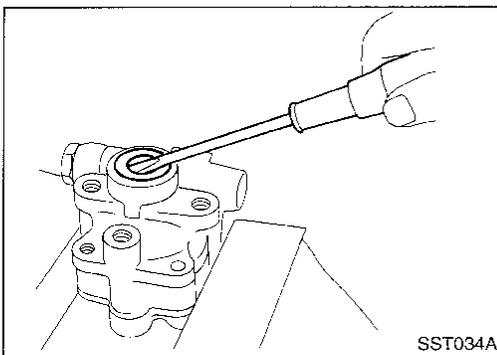
## Disassembly

### CAUTION:

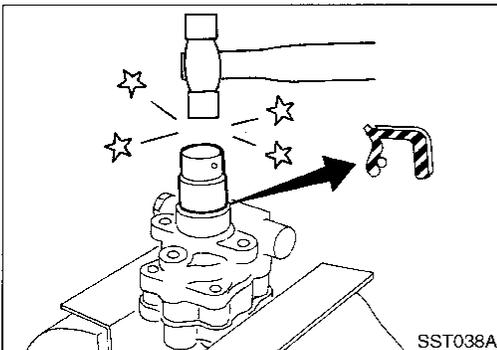
- Parts which can be serviced are strictly limited.
- Disassemble in as clean a place as possible.
- Clean your hands before disassembly.
- Do not use rags; use nylon cloths or paper towels.
- When disassembling and reassembling, do not let foreign matter enter or contact the parts.



- Remove snap ring, then draw drive shaft out.
- **Be careful not to drop drive shaft.**



- Remove oil seal.
- **Be careful not to damage front housing.**



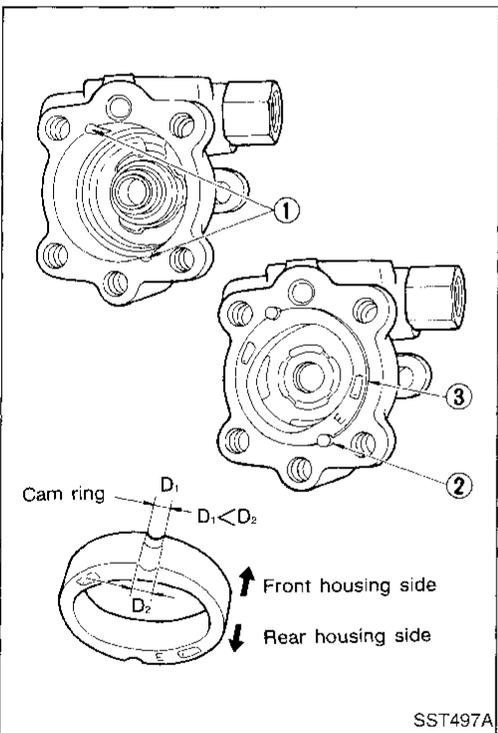
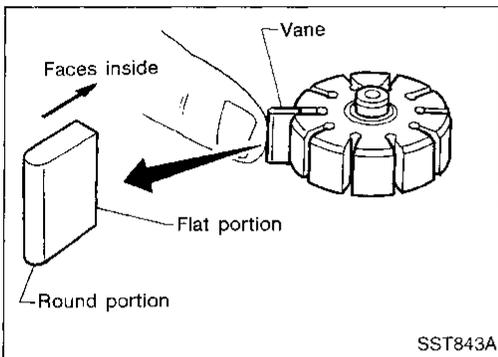
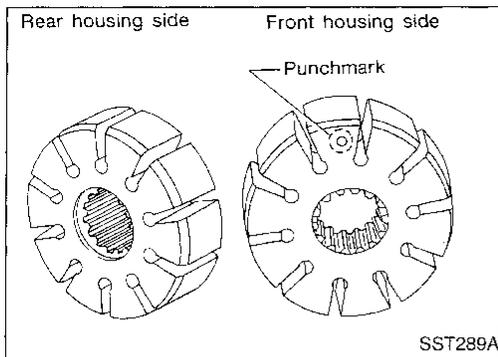
## Assembly

Assemble power steering pump, noting the following instructions.

- Make sure O-rings and oil seal are properly installed.
- Always install new O-rings and oil seal.
- Be careful of oil seal direction.
- Coat each part with Type F Automatic Transmission Fluid when assembling.

# POWER STEERING OIL PUMP

## Assembly (Cont'd)



- Pay attention to the direction of rotor.

- When assembling vanes to rotor, rounded surfaces of vanes must face cam ring side.

- Insert pin ② into pin groove ① of front housing and front side plate. Then install cam ring ③ as shown at left.

**Cam ring:**

**$D_1$  is less than  $D_2$**

GI

MA

EW

LC

EC

FE

AT

FA

RA

BR

**ST**

RS

BT

HA

EL

IDX

# SERVICE DATA AND SPECIFICATIONS (SDS)

## General Specifications

Applied model	All
Steering model	Power steering (TRW)
Steering gear type	PR28T
Turns of steering wheel (Lock to lock)	3.0
Steering column type	Collapsible, tilt

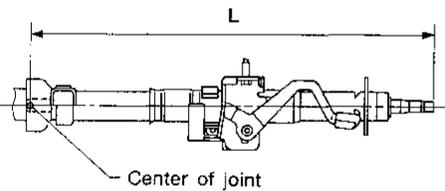
## Inspection and Adjustment

### GENERAL

Steering wheel axial play mm (in)	0 (0)
Steering wheel play mm (in)	35 (1.38) or less
Movement of gear housing mm (in)	±2 (±0.08) or less

### STEERING COLUMN

Steering column length "L" mm (in)	505.5 - 507.1 (19.90 - 19.96)
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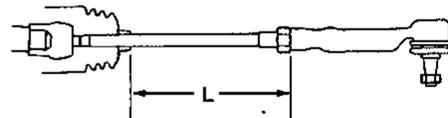


SST334C

### STEERING GEAR AND LINKAGE

Steering gear type	PR28T
Tie-rod outer ball joint	
Swinging force "A" at cotter pin hole N (kg, lb)	2.0 - 137.3 (0.2 - 14, 0.4 - 30.9)
Rotating torque "B" N·m (kg-cm, in-lb)	0.15 - 6.22 (1.5 - 63.4, 1.3 - 55.0)
Tie-rod inner ball joint	
Swinging force* "A" N (kg, lb)	0.20 - 215.8 (0.02 - 22, 0.04 - 48.5)
Axial end play limit "C" mm (in)	0.4 (0.016)
Tie-rod standard length "L" mm (in)	
RH side	205.1 (8.07)
LH side	182.7 (7.19)

\*: Measuring point at outside end of boot



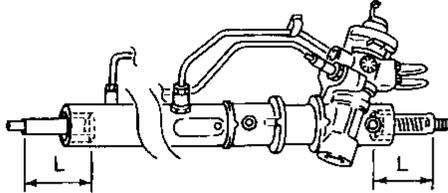
AST072

# SERVICE DATA AND SPECIFICATIONS (SDS)

## Inspection and Adjustment (Cont'd)

### STEERING GEAR AND LINKAGE (Cont'd)

Steering gear type	PR28T
Rack stroke "L" mm (in)	72 (2.83)



AST002

Pinion gear preload without gear oil N·m (kg·cm, in·lb)	
Within ±100° from the neutral position	
Average rotating torque	0.5 - 1.4 (5 - 14, 4.3 - 12.2)
Maximum torque deviation	0.4 (4, 3.5)
Except above range	
Maximum rotating torque	1.9 (19, 16)
Maximum torque deviation	0.6 (6, 5.2)

### POWER STEERING

Rack sliding force Under normal operating oil pressure	N (kg, lb)		GI
Range within ±11.5 mm (±0.453 in) from the neutral position		108-284 (11 - 29, 24 - 64)	MA
Except above range		Not more than 324 (33, 73)	EM
Steering wheel turning force (Measured at one full turn from the neutral position)	N (kg, lb)	39 (4, 9) or less	LC
Fluid capacity (Approximate) ℓ (US qt, Imp qt)		1.1 (1-1/8, 1)	EC
Oil pump maximum pressure kPa (kg/cm <sup>2</sup> , psi)		7,355 - 8,336 (75 - 85, 1,067 - 1,209)	FE

GI

MA

EM

LC

EC

FE

AT

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BR

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RS

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EL

IDX