

STEERING SYSTEM

SECTION **ST**

CONTENTS

PRECAUTIONS	2	TILT MECHANISM	15
Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"	2	POWER STEERING GEAR AND LINKAGE	16
Precautions for Steering System	2	Components	16
PREPARATION	3	Removal and Installation	17
Special Service Tools	3	Disassembly	18
Commercial Service Tool	4	Inspection	19
NOISE, VIBRATION AND HARSHNESS (NVH)		BOOT	19
TROUBLESHOOTING	5	RACK	19
NVH Troubleshooting Chart	5	GEAR SUB-ASSEMBLY	19
ON-VEHICLE SERVICE	6	GEAR HOUSING CYLINDER	19
Checking Steering Wheel Play	6	TIE-ROD OUTER AND INNER SOCKETS	20
Checking Neutral Position on Steering Wheel	6	Assembly	20
PRE-CHECKING	6	Adjustment	23
CHECKING	6	POWER STEERING OIL PUMP (QG ENGINE)	25
Front Wheel Turning Angle	6	Components	25
Checking Gear Housing Movement	6	Pre-disassembly Inspection	25
Checking and Adjusting Drive Belts	7	Disassembly	26
Checking Steering Gear and Linkage	7	Inspection	27
STEERING GEAR	7	Assembly	27
STEERING LINKAGE	7	POWER STEERING OIL PUMP (YD ENGINE)	29
Checking Fluid Level	7	Components	29
Checking Fluid Leakage	7	Pre-disassembly Inspection	29
Bleeding Hydraulic System	8	Removal and Installation	30
Checking Steering Wheel Turning Force	8	Disassembly	30
Checking Hydraulic System	9	Inspection	31
STEERING WHEEL AND STEERING COLUMN	11	Assembly	32
Components	11	SERVICE DATA AND SPECIFICATIONS (SDS)	33
Removal and Installation	11	General Specifications	33
STEERING WHEEL	11	Steering Wheel	33
STEERING COLUMN	12	Steering Column	33
Disassembly and Assembly	14	Steering Gear and Linkage	34
Inspection	15	Power Steering	35

PRECAUTIONS

Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

NJST0044

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER" used along with a seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. The SRS system composition which is available to NISSAN MODEL N16 is as follows (The composition varies according to the destination and optional equipment.):

- For a frontal collision
The Supplemental Restraint System consists of driver air bag module (located in the center of the steering wheel), front passenger air bag module (located on the instrument panel on passenger side), front seat belt pre-tensioners, a diagnosis sensor unit, warning lamp, wiring harness and spiral cable.
- For a side collision
The Supplemental Restraint System consists of front side air bag module (located in the outer side of front seat), side air bag (satellite) sensor, diagnosis sensor unit (one of components of air bags for a frontal collision), wiring harness, warning lamp (one of components of air bags for a frontal collision).

Information necessary to service the system safely 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 should 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. For removal of Spiral Cable and Air Bag Module, see the RS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses (except "SEAT BELT PRE-TENSIONER" connector) can be identified by yellow harness connector.

Precautions for Steering System

NJST0003

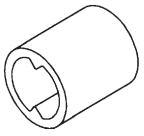
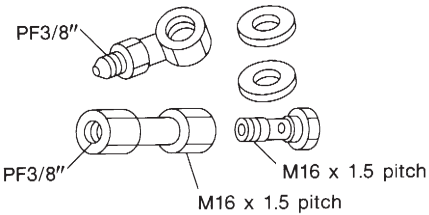
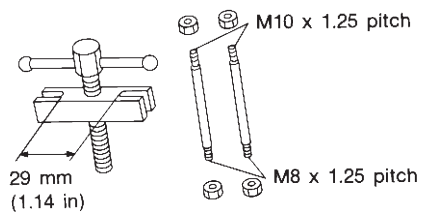
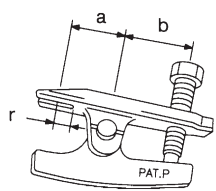
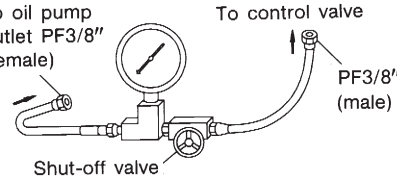
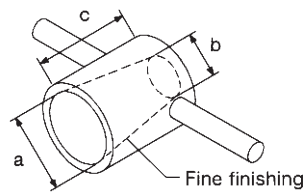
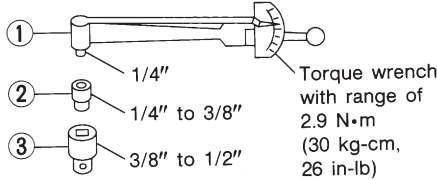
- Before disassembly, thoroughly clean the outside of the unit.
 - Disassembly should be done in a clean work area. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
 - Place disassembled parts in order, on a parts rack, for easier and proper assembly.
 - 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 recommended power steering fluid* to hydraulic parts. Vaseline 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.
- *: DEXRON™III or equivalent. Refer to MA-16, "Fluids and Lubricants".

PREPARATION

Special Service Tools

Special Service Tools

NJST0004

Tool number Tool name	Description	
KV48100700 Torque adapter		Measuring pinion rotating torque
	NT169	
KV48102500 Pressure gauge adapter		Measuring oil pressure
	NT542	
ST27180001 Steering wheel puller		Removing steering wheel
	NT544	
HT72520000 Ball joint remover		Removing ball joint a: 33 mm (1.30 in) b: 50 mm (1.97 in) r: R11.5 mm (0.453 in)
	NT546	
KV48103500 Pressure gauge		Measuring oil pressure
	NT547	
KV48104400 Rack seal ring reformer		Reforming teflon ring a: 50 mm (1.97 in) dia. b: 36 mm (1.42 in) dia. c: 100 mm (3.94 in)
	NT550	
ST3127S000 1 GG91030000 Torque wrench 2 HT62940000 Socket adapter 3 HT62900000 Socket adapter		Measuring turning torque
	NT541	

PREPARATION

Commercial Service Tool

Commercial Service Tool

NJST0005

Tool number	Description	
Oil pump attachment		<p>Disassembling and assembling oil pump Unit: mm (in)</p>
KV48105210 Sprocket holder		<p>Removing and Installing power steering oil pump</p>
	NT774	NT809

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

NVH Troubleshooting Chart

NLS770006S01

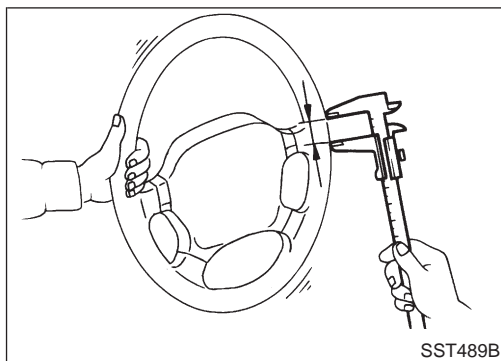
Use the chart below to help you find the cause of the symptom. If necessary, repair or replace these parts.

Reference page	Possible cause and SUSPECTED PARTS				
	Symptom	STEERING			
		Noise	Shake	Vibration	Shimmy Judder
ST-7	Fluid level	×			
ST-8	Air in hydraulic system	×			
ST-20	Tie-rod ball joint swinging force	×			
ST-20	Tie-rod ball joint rotating torque	×			
ST-20	Tie-rod ball joint end play	×			
ST-7	Steering gear fluid leakage	×			
ST-6	Steering wheel play	×			
ST-8	Steering gear rack sliding force	×			
Refer to EM-16.	Drive belt looseness	×			
—	Improper steering wheel		×	×	×
ST-11	Improper installation or looseness or tilt lock lever		×	×	×
ST-6	Mounting rubber deterioration	×	×	×	×
ST-15	Steering column deformation or damage		×		
ST-14	Improper installation or looseness of steering column		×		
ST-16	Steering linkage looseness	×	×		
AX-3	DRIVE SHAFT		×	×	×
AX-3	AXLE	×	×	×	×
SU-4	SUSPENSION	×	×	×	×
SU-4	TIRES	×	×	×	×
SU-4	ROAD WHEEL	×	×		×
BR-7	BRAKES	×			×

×: Applicable

ON-VEHICLE SERVICE

Checking Steering Wheel Play



Checking Steering Wheel Play

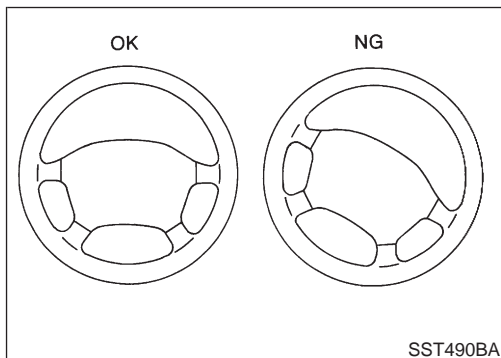
NJST0007

- 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.

Steering gear assembly
Steering column
Front suspension and axle



Checking Neutral Position on Steering Wheel

NJST0008

PRE-CHECKING

NJST0008S01

- Make sure that wheel alignment is correct.

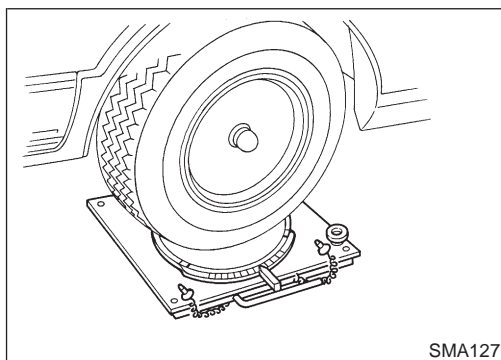
Wheel alignment:
Refer to SU-14, SDS.

- Verify that the steering gear is centered before removing the steering wheel.

CHECKING

NJST0008S02

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 between two teeth, loosen tie-rod lock nuts. Turn the tie-rods by the same amount in opposite directions on both left and right sides.



Front Wheel Turning Angle

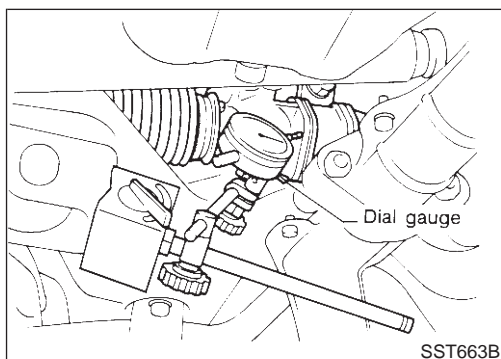
NJST0009

1. Rotate steering wheel all the way right and left; measure turning angle.

Turning angle of full turns:
Refer to SU-14, SDS.

2. If it is not within specification, check rack stroke.

Rack stroke "S":
Refer to SDS, ST-34.



Checking Gear Housing Movement

NJST0010

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.

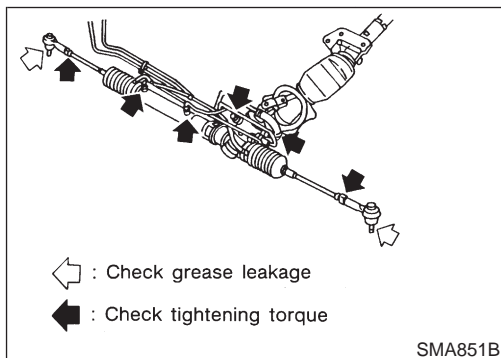
Movement of gear housing:
±2 mm (±0.08 in) or less

2. If movement exceeds the limit, replace mount insulator after confirming proper installation of gear housing clamps.

Checking and Adjusting Drive Belts

Refer to EM-16, "Checking Drive Belts".

NJUST0011



Checking Steering Gear and Linkage

NJUST0037

STEERING GEAR

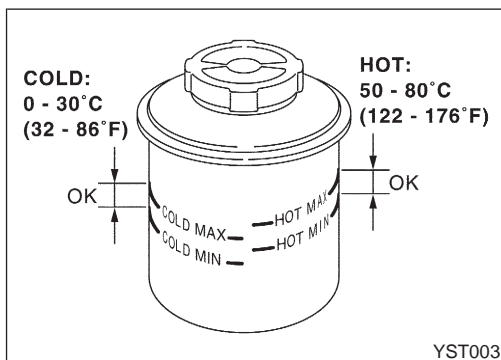
NJUST0037S01

- Check gear housing and boots for looseness, damage or grease leakage.
- Check connection with steering column for looseness.

STEERING LINKAGE

NJUST0037S02

- Check ball joint, dust cover and other component parts for looseness, wear, damage or grease leakage.



Checking Fluid Level

NJUST0012

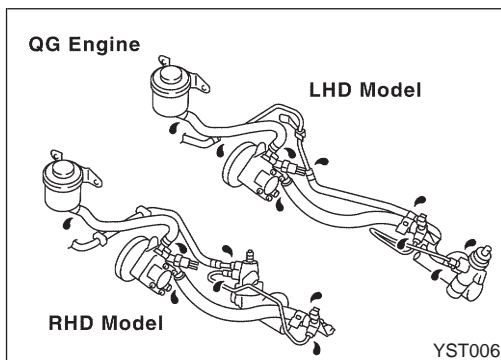
Check fluid level, referring to the scale on reservoir tank.

Use "HOT" range for fluid temperatures of 50 to 80°C (122 to 176°F).

Use "COLD" range for fluid temperatures of 0 to 30°C (32 to 86°F).

CAUTION:

- Do not overfill.
- Recommended fluid is DEXRON™III or equivalent. Refer to MA-16, "Fluids and Lubricants".



Checking Fluid Leakage

NJUST0013

Check the lines for improper attachment and for leaks, cracks, damage, loose connections, chafing and deterioration.

1. Run engine between idle speed and 1,000 rpm.

Make sure temperature of fluid in oil 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.

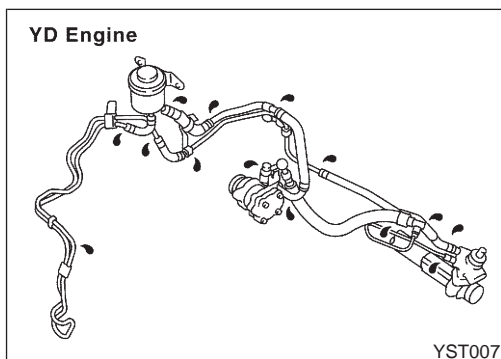
CAUTION:

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

4. If fluid leakage at connectors is noticed, loosen flare nut and then retighten.

Do not overtighten connector as this can damage O-ring, washer and connector.

5. If fluid leakage from power steering pump is noticed, check power steering pump. Refer to ST-25.
6. Check rack boots for accumulation of power steering fluid.



ON-VEHICLE SERVICE

Bleeding Hydraulic System

NJST0014

1. Raise front end of vehicle until wheels are clear of the ground.
 2. Add fluid into oil 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. above.
- Incomplete air bleeding will cause the following to occur. When this happens, bleed air again.
 - a) Air bubbles in reservoir tank
 - b) Clicking noise in oil pump
 - c) Excessive buzzing in oil pump

Fluid noise may occur in the valve or oil 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

NJST0015

1. Park vehicle on a level, dry surface and set parking brake.
2. Start engine.
3. Bring power steering fluid up to adequate operating temperature. [Make sure temperature of fluid is approximately 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 ± 11.5 mm (± 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:

Sedan

152 - 240 N (15.5 - 24.5 kg, 34 - 54 lb)

Hatchback

132 - 308 N (13.5 - 31.4 kg, 30 - 69 lb)

Maximum force deviation:

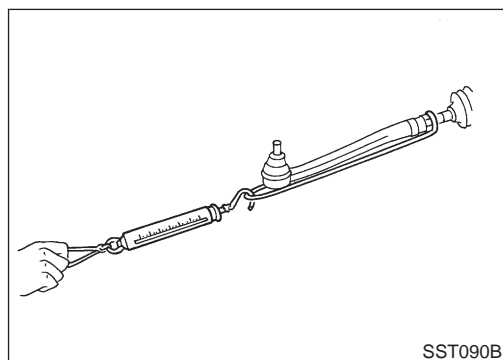
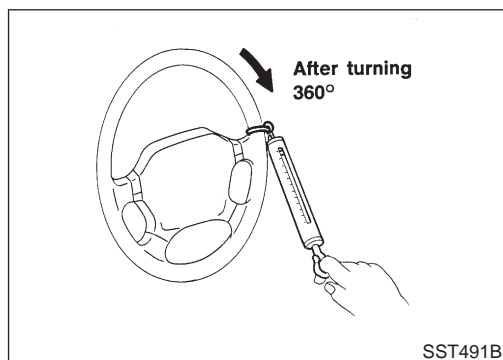
Sedan

98 N (10 kg, 22 lb)

Hatchback

176 N (17.9 kg, 39 lb)

- d. Check sliding force outside the above range at rack speed of 40 mm (1.75 in)/s.



ON-VEHICLE SERVICE

Checking Steering Wheel Turning Force (Cont'd)

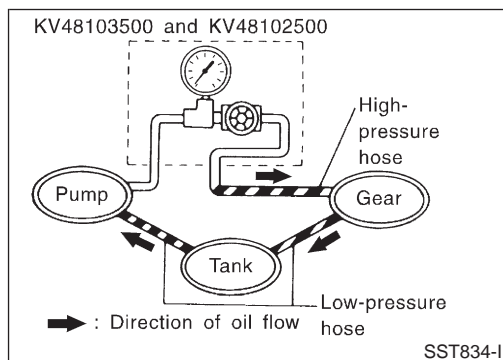
Rack sliding force (Sedan only):

Not more than 294 N (30 kg, 66 lb)

Maximum force deviation:

147 N (15 kg, 33 lb)

6. If rack sliding force is not within specification, overhaul steering gear assembly.
7. If rack sliding force is OK, inspect steering column. Refer to ST-14.



Checking Hydraulic System

Before starting, check belt tension, driving pulley and tire pressure. NJUST0016

1. Set Tool. Open shut-off valve. Then bleed air. Refer to "Bleeding Hydraulic System", ST-8.
2. Run engine at idle speed or 1,000 rpm.

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

WARNING:

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

Oil pump maximum standard pressure:

QG15 engine (Sedan)

7,600 - 8,200 kPa (76.0 - 82.0 bar, 77.5 - 83.6 kg/cm², 1,102 - 1,189 psi)

QG 18 engine (Sedan)

8,600 - 9,200 kPa (86.0 - 92.0 bar, 87.7 - 93.8 kg/cm², 1,247 - 1,334 psi)

QG15, 18 engine (Hatchback)

8,600 - 9,200 kPa (86.0 - 92.0 bar, 88.7 - 93.8 kg/cm², 1,247 - 1,334 psi)

YD22 engine

8,800 - 9,400 kPa (88.0 - 94.0 bar, 88.7 - 95.8 kg/cm², 1,261 - 1,362 psi)

- If pressure reaches maximum operating pressure, system is OK.
 - If pressure increases above maximum operating pressure, check power steering pump flow control valve. Refer to ST-25.
4. If power steering pressure is below the maximum operating pressure, slowly close shut-off valve and check pressure again.

CAUTION:

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

- If pressure increases to maximum operating pressure, gear is damaged. Refer to "Removal and Installation", ST-17.
 - If pressure remains below maximum operating pressure, pump is damaged. Refer to "Disassembly", ST-26.
5. After checking hydraulic system, remove Tool and add fluid as

ON-VEHICLE SERVICE

Checking Hydraulic System (Cont'd)

necessary. Then completely bleed air out of system. Refer to ST-8.

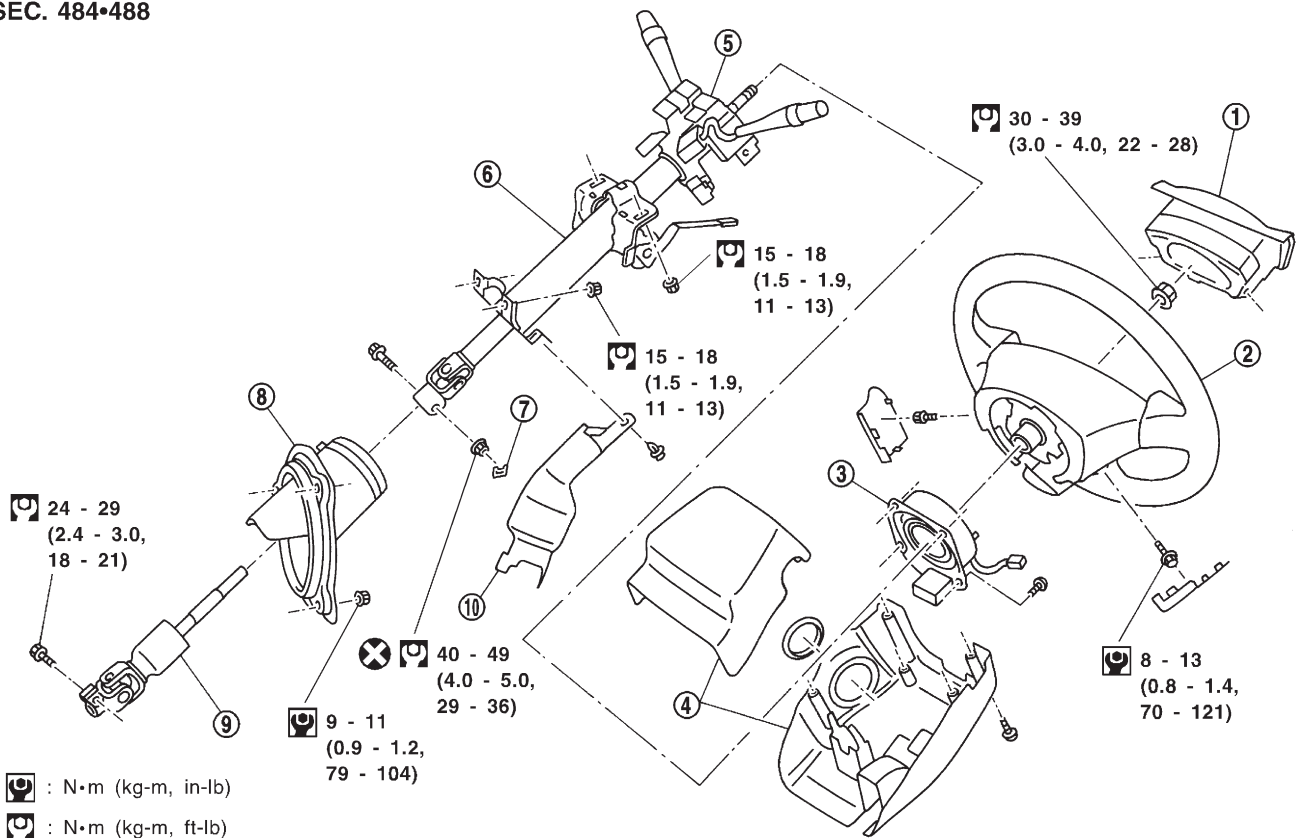
STEERING WHEEL AND STEERING COLUMN

Components

Components

NJST0017

SEC. 484•488



JST875C

- | | | |
|-------------------|-----------------------------|-----------------|
| 1. Air bag module | 5. Combination switch | 8. Hole cover |
| 2. Steering wheel | 6. Steering column assembly | 9. Lower joint |
| 3. Spiral cable | 7. Clip | 10. Lower cover |
| 4. Column cover | | |

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.

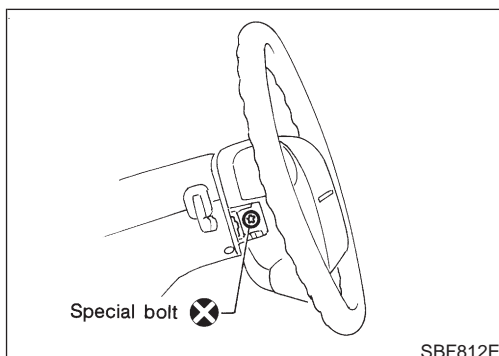
Removal and Installation

STEERING WHEEL

NJST0018

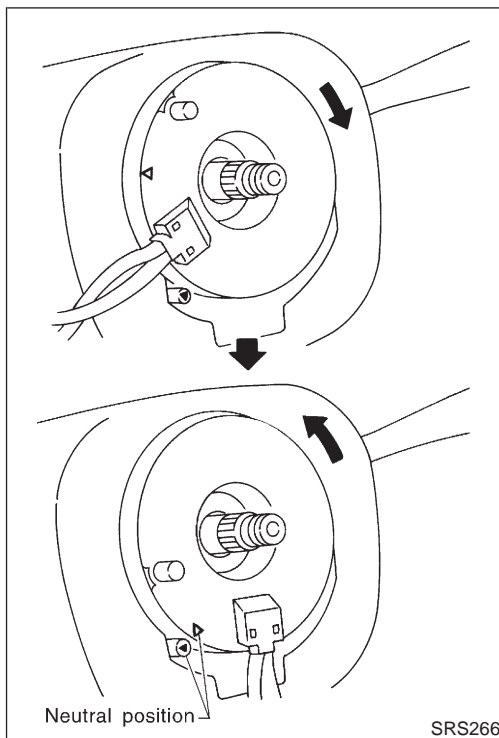
NJST0018S01

- Remove air bag module and spiral cable. Refer to RS-29, "Removal — Air Bag Module and Spiral Cable".



STEERING WHEEL AND STEERING COLUMN

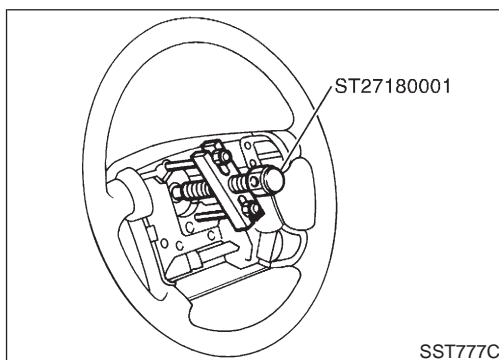
Removal and Installation (Cont'd)



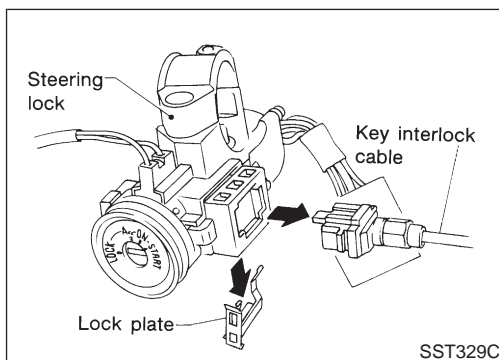
- Align spiral cable correctly when installing steering wheel.
 - a) Set the front wheels in the straight-ahead position.
 - b) Make sure that the spiral cable is in the neutral position. The neutral position is detected by turning left 2.5 revolutions from the right end position. Align the two marks (X).

CAUTION:

The spiral cable may snap due to steering operation if the cable is installed in an improper position. Also, with the steering linkage disconnected, the cable may snap by turning the steering wheel beyond the limited number of turns. (The spiral cable can be turned up to 2.5 turns from the neutral position to both the right and left.)



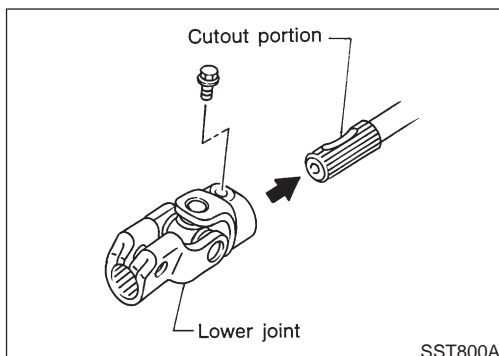
- Remove steering wheel with Tool.



STEERING COLUMN

NJST0018S02

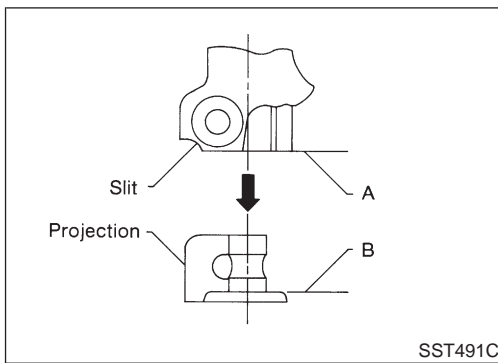
- Remove key interlock cable (A/T models).



- 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 coupling joint, be sure tightening bolt faces cutout portion.

STEERING WHEEL AND STEERING COLUMN

Removal and Installation (Cont'd)



- Align slit of lower joint with projection on dust cover. Insert joint until surface A contacts surface B.

CAUTION:

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

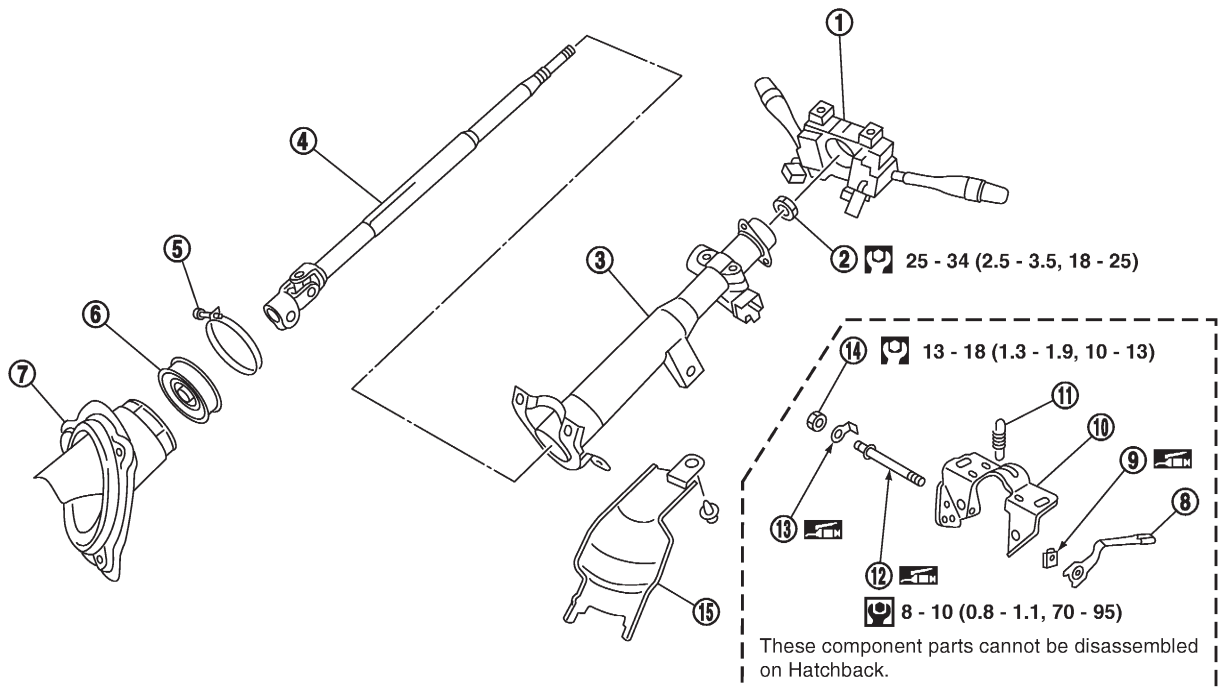
STEERING WHEEL AND STEERING COLUMN

Disassembly and Assembly

Disassembly and Assembly

=NJST0019

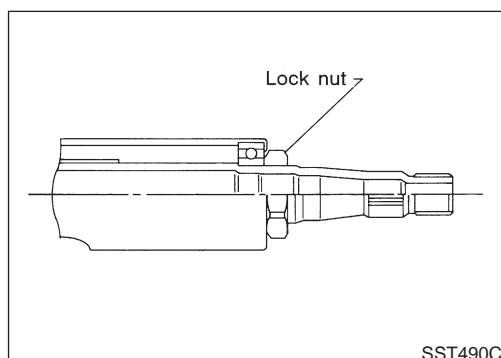
SEC. 488



- : N·m (kg-m, ft-lb)
- : N·m (kg-m, in-lb)

SST920C

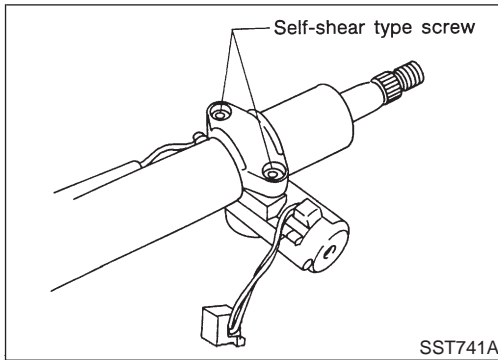
- | | | |
|--------------------------|--------------------------------------|---------------------------------|
| 1. Combination switch | 6. Lower seal cover | 11. Spring |
| 2. Lock nut | 7. Hole cover | 12. Adjust bolt |
| 3. Jacket tube assembly | 8. Tilt lever | 13. Adjust bolt stopper |
| 4. Column shaft assembly | 9. Tilt lever stopper | 14. Nut |
| 5. Clip | 10. Steering column mounting bracket | 15. Steering column lower cover |



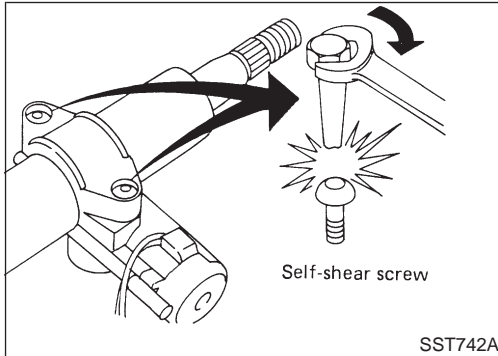
- When disassembling and assembling, unlock steering lock with key.
- Remove combination switch.
- Install lock nut on steering column shaft and tighten the nut.

STEERING WHEEL AND STEERING COLUMN

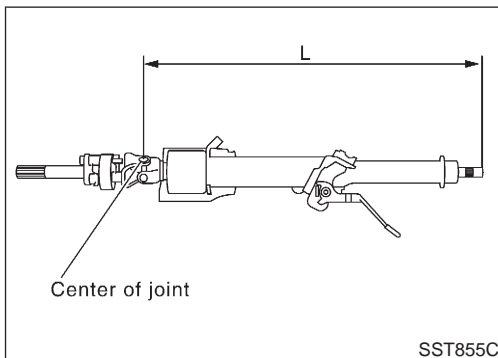
Disassembly and Assembly (Cont'd)



- Steering lock
- a) Break self-shear type screws with a drill or other appropriate tool.



- b) Install new self-shear type screws and then cut off self-shear type screw heads.



Inspection

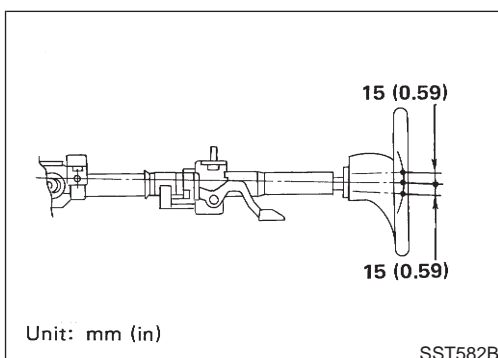
NJST0020

- 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. Replace if necessary.
- When the vehicle comes into a light collision, check length "L".

Steering column length "L":

Refer to SDS, ST-33.

If out of the specifications, replace steering column as an assembly.



TILT MECHANISM

NJST0020S01

- After installing steering column, check tilt mechanism operation.

POWER STEERING GEAR AND LINKAGE

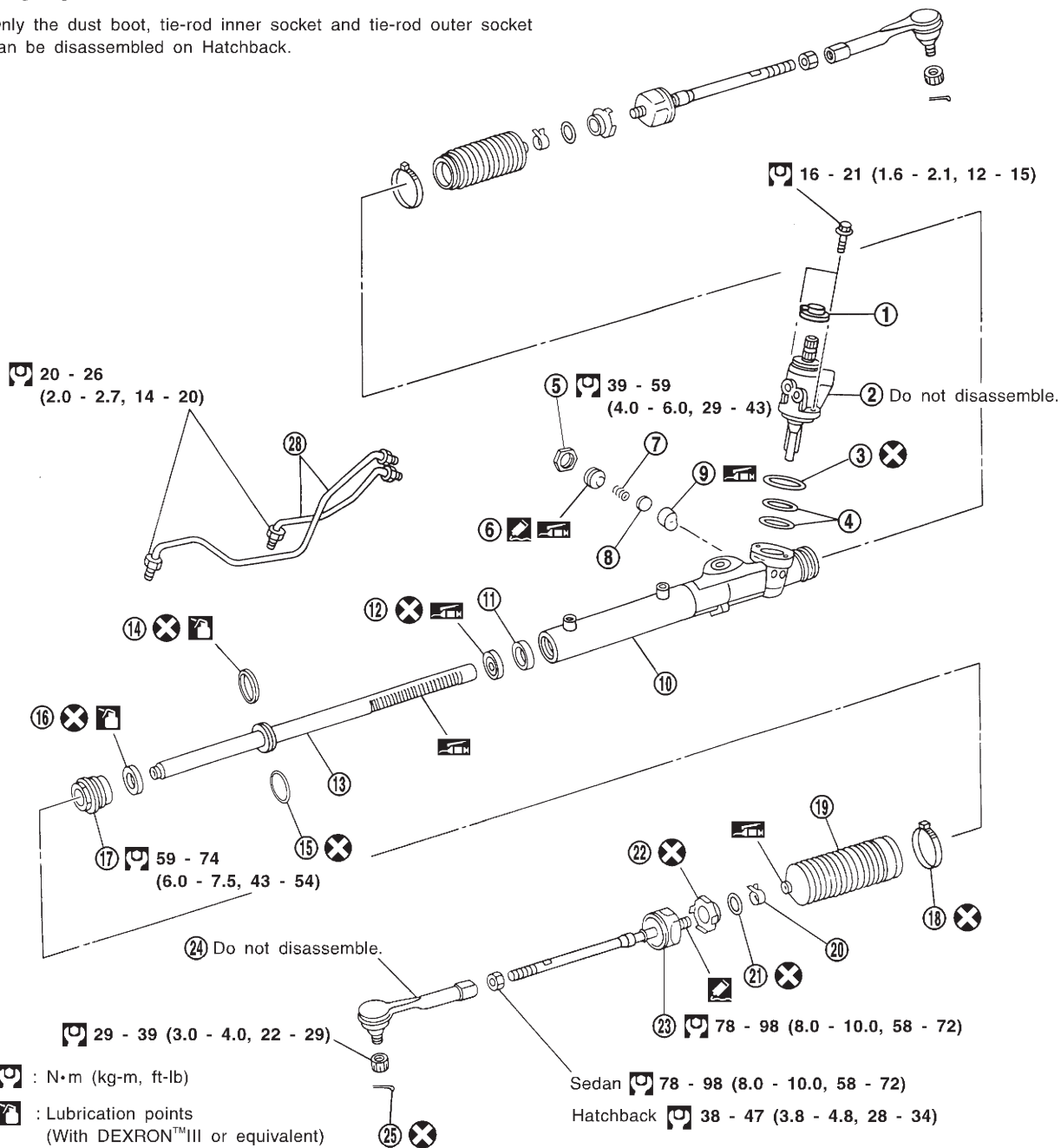
Components

Components

NJST0021

SEC. 492

Only the dust boot, tie-rod inner socket and tie-rod outer socket can be disassembled on Hatchback.



SST997C

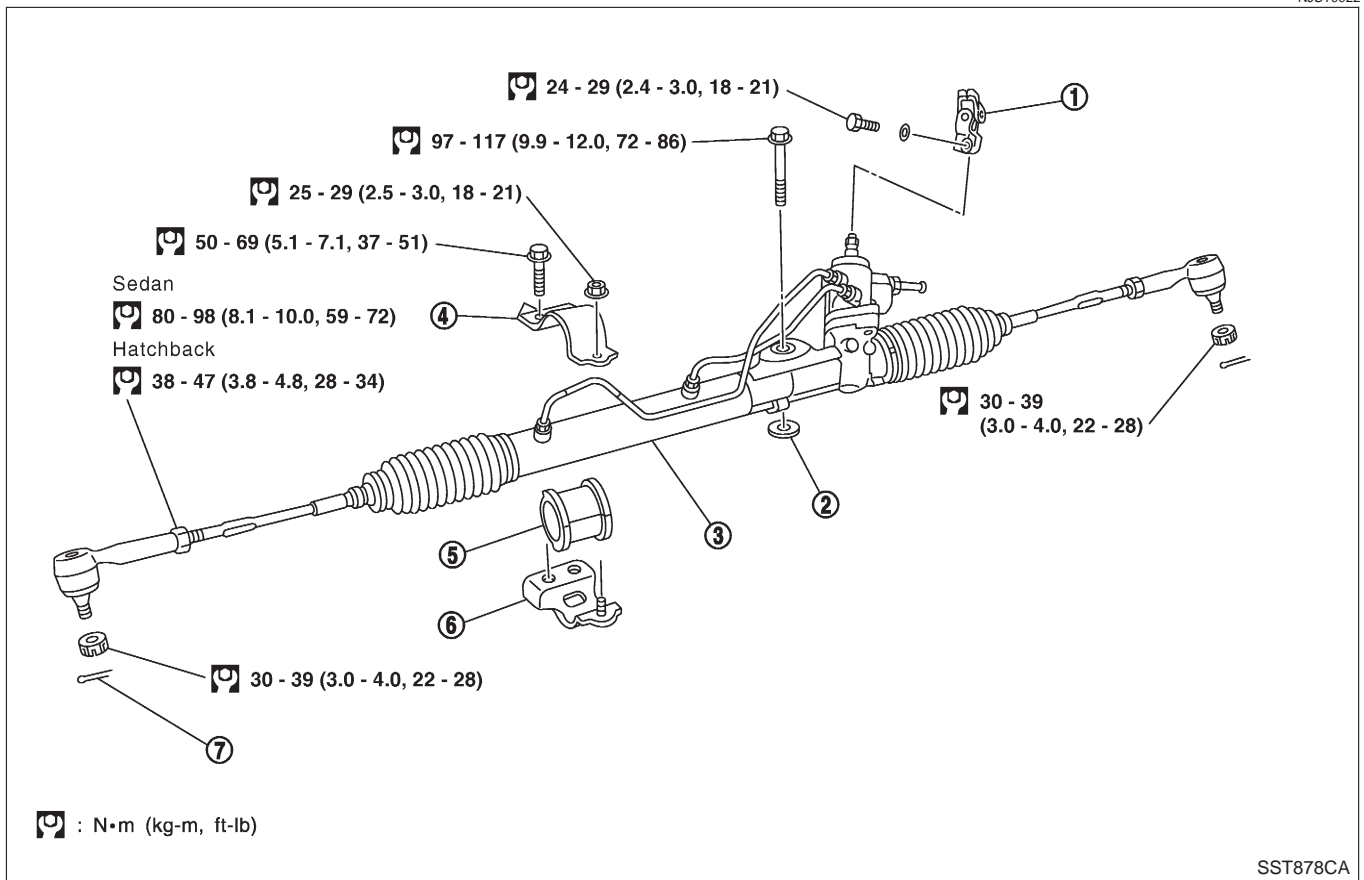
- | | | |
|----------------------|------------------------|--------------------------|
| 1. Rear cover cap | 10. Gear housing | 19. Dust boot |
| 2. Gear sub-assembly | 11. Center bushing | 20. Boot band |
| 3. O-ring | 12. Rack oil seal | 21. Spacer ring |
| 4. Shim | 13. Rack assembly | 22. Lock plate |
| 5. Lock nut | 14. Rack seal ring | 23. Tie-rod inner socket |
| 6. Adjusting screw | 15. O-ring | 24. Tie-rod outer socket |
| 7. Spring | 16. Rack oil seal | 25. Cotter pin |
| 8. Spring seat | 17. End cover assembly | 26. Gear cylinder tube |
| 9. Retainer | 18. Boot band | |

POWER STEERING GEAR AND LINKAGE

Removal and Installation

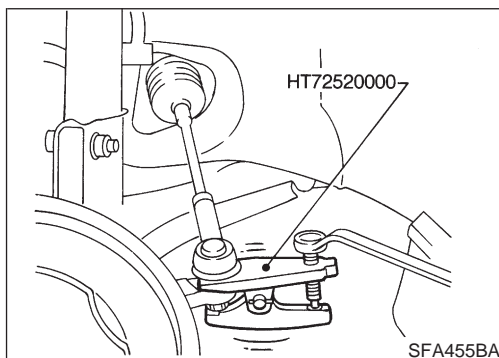
Removal and Installation

NJST0022



SST878CA

- | | | |
|------------------------------|--|--|
| 1. Lower joint | 4. Upper gear housing mounting bracket | 6. Lower gear housing mounting bracket |
| 2. Washer | 5. Rack mounting insulator | 7. Cotter pin |
| 3. Gear and linkage assembly | | |

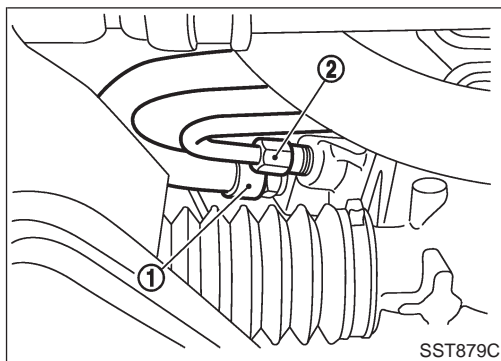


CAUTION:

- 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.
- Detach tie-rod outer sockets from knuckle arms with Tool.
 1. Remove stabilizer fixing bolts. Refer to SU-11, "Removal and Installation".
 2. Disconnect lower joint.
 3. Remove gear housing mounting bracket fixing bolts.
 4. Remove steering gear assembly.

POWER STEERING GEAR AND LINKAGE

Removal and Installation (Cont'd)



- Install pipe connector.
- Observe specified tightening torque when tightening high-pressure and low-pressure pipe connectors. Excessive tightening will damage threads of connector or O-ring.

Connector tightening torque:

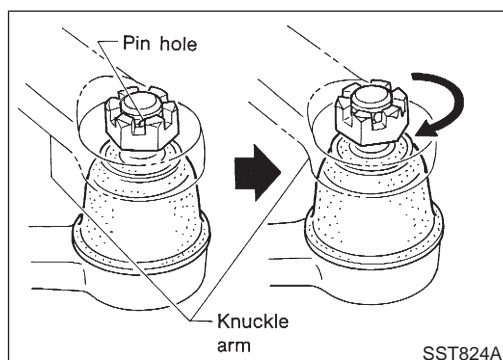
1 Low-pressure side

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

2 High-pressure side

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

- The O-ring in low-pressure pipe connector is larger than that in high-pressure connector. Take care to install the proper O-ring.



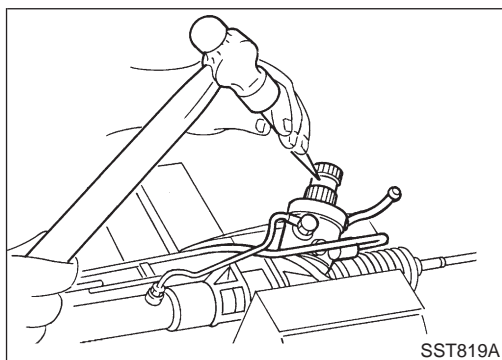
- Initially, tighten nut on tie-rod outer socket and knuckle arm to 29 to 39 N·m (3 to 4 kg-m, 22 to 29 ft-lb). Then tighten further to align nut groove with first pin hole so that cotter pin can be installed.

CAUTION:

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

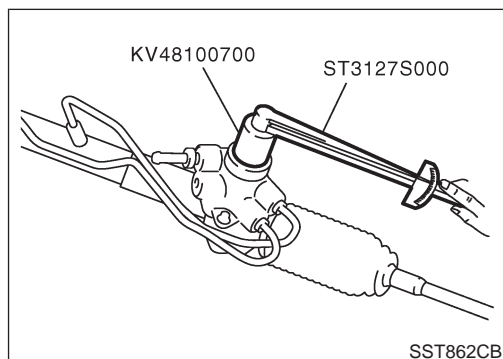
NOTE:

Only the dust boot, tie-rod inner socket and tie-rod outer socket can be disassembled on models for Europe.



- Before removing lower joint from gear, set gear in neutral (wheels in straight-ahead position). After removing lower joint, put matching mark on pinion shaft and pinion housing to record neutral position.
- To install, set left and right dust boots to equal deflection. Attach lower joint by aligning matching marks of pinion shaft and pinion housing.
- Tighten gear housing mounting bracket bolts.

Disassembly

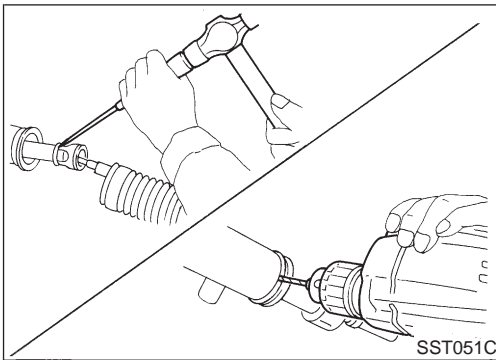


1. Prior to disassembling, measure pinion rotating torque. NJST0023 Record the pinion rotating torque as a reference.
 - Before measuring, disconnect gear housing tube and drain fluid.
 - Use soft jaws when holding steering gear housing. Handle gear housing carefully, as it is made of aluminum. Do not grip cylinder in a vise.
2. Remove gear sub-assembly, O-ring and shim.

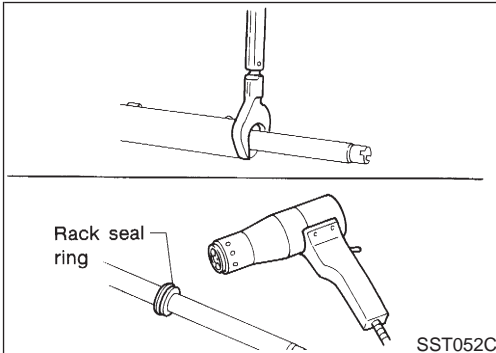
Gear sub-assembly cannot be disassembled. If it is faulty, replace with a new one.

POWER STEERING GEAR AND LINKAGE

Disassembly (Cont'd)

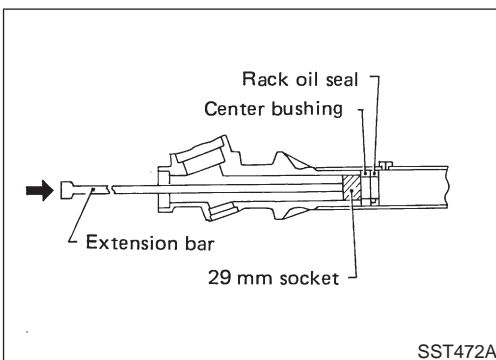


3. Remove tie-rod outer sockets and boots.
4. Loosen tie-rod inner socket by prying up staked portion, and remove socket and spacer.
5. Remove retainer.
6. Use a 2 to 2.5 mm (0.079 to 0.098 in) diameter drill to completely remove staked portion of gear housing end.



7. Remove end cover assembly with a suitable tool.
8. Draw out rack assembly.
9. Remove rack seal ring.
 - Using a heat gun, heat rack seal to approximately 40°C (104°F).
 - Remove rack seal ring.

Be careful not to damage rack.



10. Remove center bushing and rack oil seal using tape wrapped socket and extension bar.

Do not scratch inner surfaces of pinion housing.

Inspection

Thoroughly clean all parts in cleaning solvent or DEXRONTM NJST0024 III or equivalent. Blow dry with compressed air, if available.

BOOT

- Check condition of boot. If cracked excessively, replace it. NJST0024S01
- Check boots for accumulation of power steering fluid.

RACK

Thoroughly examine rack gear. If damaged, cracked or worn, replace it. NJST0024S02

GEAR SUB-ASSEMBLY

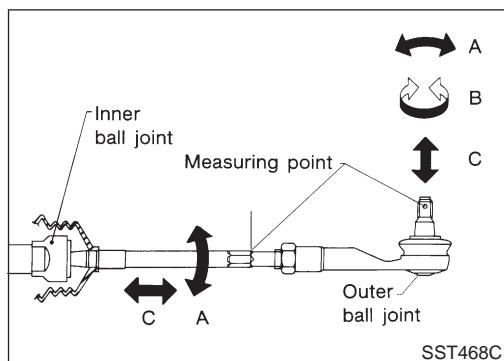
- Check pinion gear. If it is worn or damaged, replace as a gear sub-assembly. NJST0024S03
- Manually spin bearing. If torque variations or free play are noted, replace as a gear sub-assembly.

GEAR HOUSING CYLINDER

Check gear housing cylinder bore for scratches or other damage. Replace if necessary. NJST0024S04

POWER STEERING GEAR AND LINKAGE

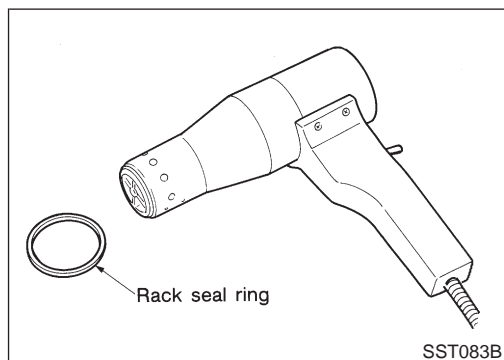
Inspection (Cont'd)



TIE-ROD OUTER AND INNER SOCKETS

NJST0024S05

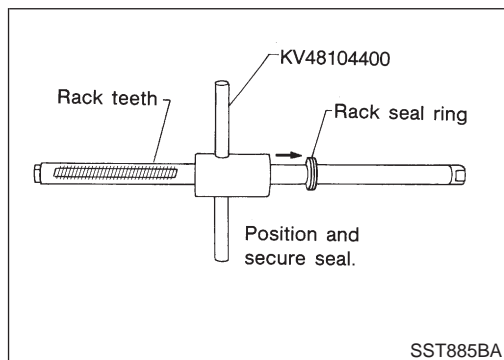
- Check ball joints for swinging force.
Tie-rod outer and inner ball joints swinging force "A":
Refer to SDS, ST-34.
- Check ball joint for rotating torque.
Tie-rod outer ball joint rotating torque "B":
Refer to SDS, ST-34.
- Check ball joints for axial end play.
Tie-rod outer and inner ball joints axial end play "C":
Refer to SDS, ST-34.
- Check condition of dust cover. If cracked excessively, replace outer tie-rod.



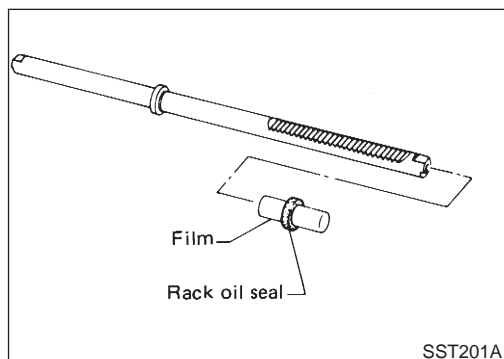
Assembly

NJST0025

1. Using a heat gun, heat new teflon rack seal ring to approximately 40°C (104°F). Then place it onto rack.



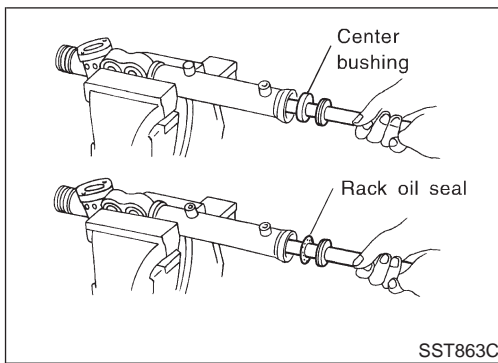
2. Using Tool, compress rack seal ring securely onto rack.
Always insert Tool from the rack gear side.



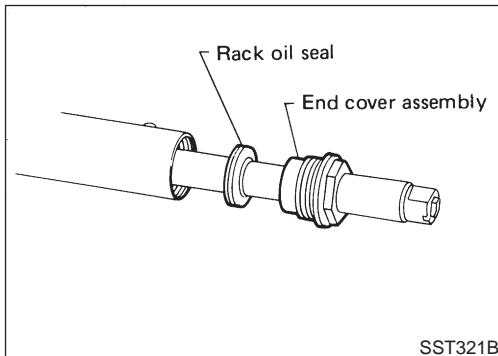
3. Insert new rack oil seal.
 - Place plastic film into rack oil seal to prevent damage by rack teeth.
 - Do not forget to remove plastic film after rack oil seal is positioned properly.
 - Make sure lips of rack oil seal face each other.

POWER STEERING GEAR AND LINKAGE

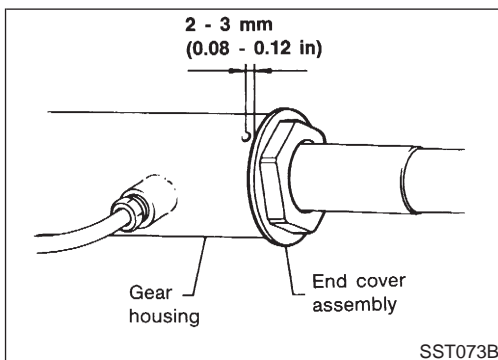
Assembly (Cont'd)



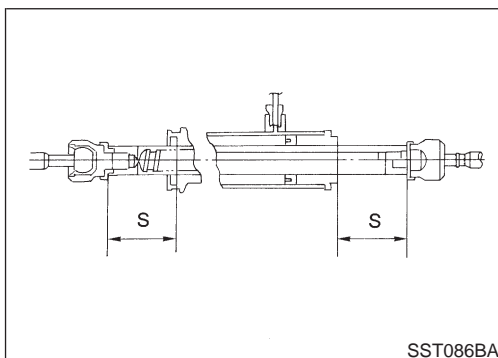
4. Install center bushing and rack oil seal with rack assembly.



5. Insert rack oil seal and end cover assembly to rack. Then tighten end cover assembly.

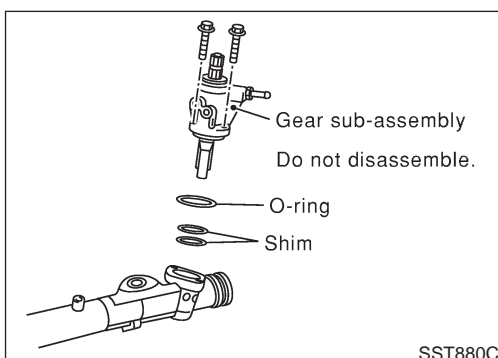


6. Fasten end cover assembly to gear housing by staking.



7. Set rack gear in neutral position.

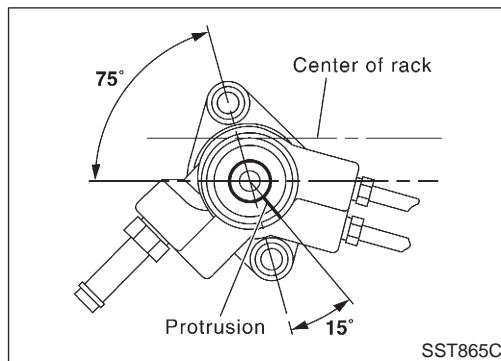
Rack stroke "S":
Refer to SDS, ST-34.



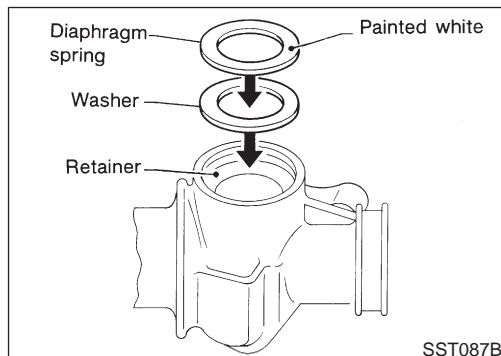
8. Install adjustment shims and O-rings to gear sub-assembly.
- Install the same number of adjustment shims as before, regardless of whether or not gear sub-assembly is replaced.
 - Discard old O-rings; replace with new ones.
9. Tighten gear subassembly securing bolts to specified tightening torque.

POWER STEERING GEAR AND LINKAGE

Assembly (Cont'd)



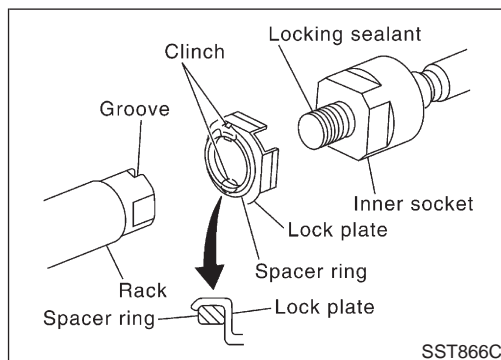
10. Ensure that the rack is centered. Install rear cover cap so that its protrusion is positioned as shown in figure.



11. Install diaphragm spring into gear housing.

- Always install retainer, spring washer and diaphragm spring in that order.
- Make sure convex end (painted white) of diaphragm spring faces outward when installing.

12. Install spring seat retainer spring and adjusting screw temporarily.



13. Install lock plate to rack.

a. Temporarily install spacer ring to rack.

Discard old spacer ring; replace with a new one.

b. Install lock plate to inner socket.

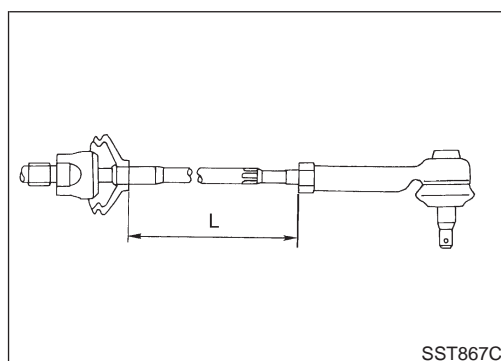
Discard old lock plate; replace with a new one.

c. Apply a coat of locking sealant to inner socket threads. Screw inner socket into rack and tighten to specified torque.

d. Clinch lock plate at rack groove location (at two points).

e. Install spacer ring to lock plate as shown in the Figure at left.

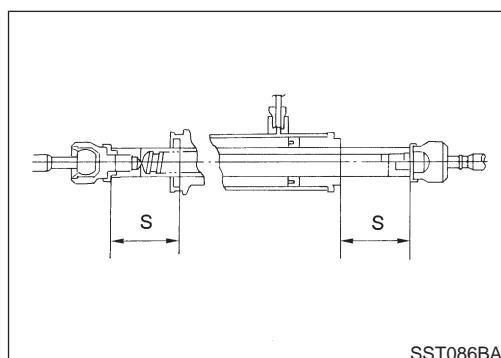
Be careful not to damage spacer ring during installation



14. Tighten outer socket lock nut.

Tie-rod length "L":

Refer to SDS, ST-34.



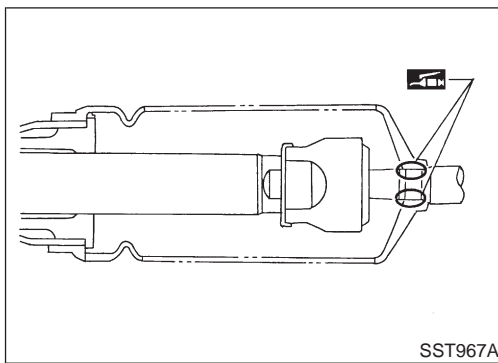
15. Measure rack stroke.

Rack stroke "S":

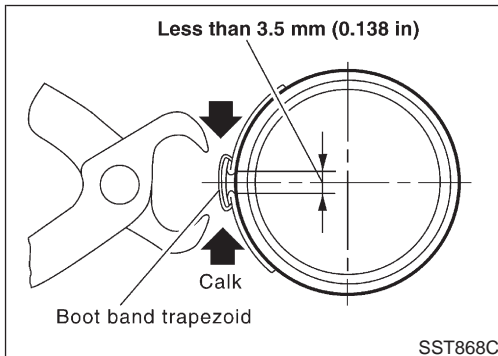
Refer to SDS, ST-34.

POWER STEERING GEAR AND LINKAGE

Assembly (Cont'd)

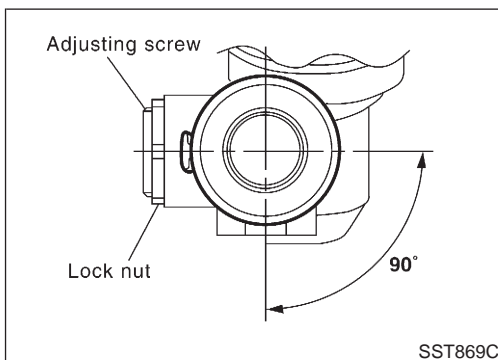


16. Before installing boot, coat the contact surfaces between boot and tie-rod with grease.

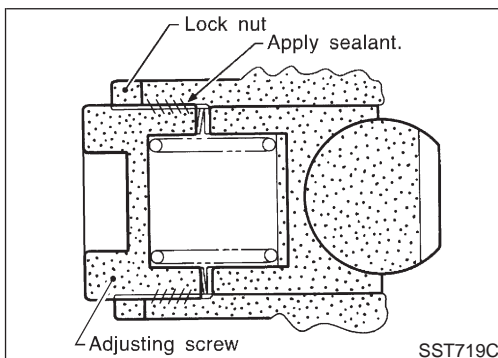


17. Install boot bands.

- Securely install boot band to boot groove and clinch the root section of the trapezoidal area.
- Make sure that there is a clearance of 3.5 mm (0.138 in) or less at the clinched section of the boot band. Refer to the Figure at left.



- After installing gear in vehicle, make sure that the clinched section of boot band is positioned toward the rear of vehicle (to prevent interference with adjacent parts).

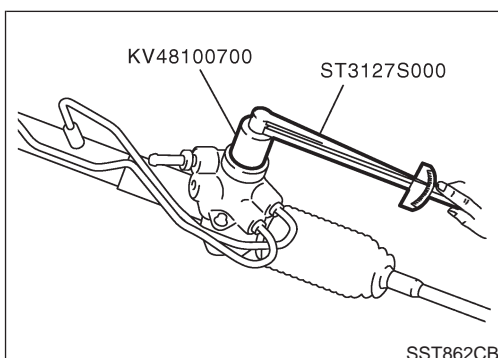


Adjustment

NJUST0026

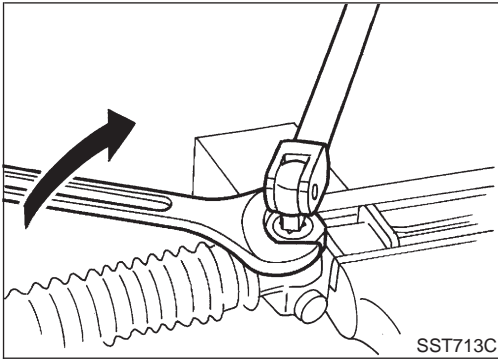
Adjust pinion rotating torque as follows:

- Set rack to the neutral position without fluid in the gear.
- Coat the adjusting screw with locking sealant and screw it in.
- Lightly tighten lock nut.
- Tighten adjusting screw to a torque of 4.9 to 5.9 N-m (50 to 60 kg-cm, 43 to 52 in-lb).
- Loosen adjusting screw, then retighten it to 0.2 N-m (2 kg-cm, 1.7 in-lb).
- Move rack over its entire stroke several times.
- Measure pinion rotating torque within the range of 180° from neutral position.
Stop the gear at the point of maximum torque.
- Loosen adjusting screw, then retighten it to 4.9 N-m (50 kg-cm, 43 in-lb).
- Loosen adjusting screw by 50° to 70°.

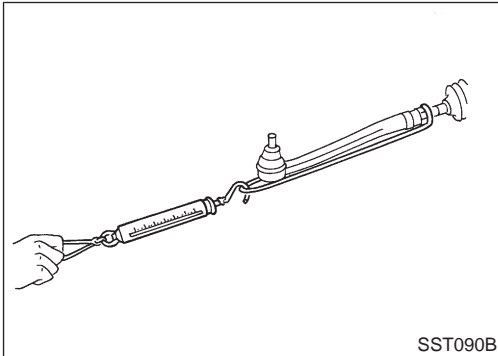


POWER STEERING GEAR AND LINKAGE

Adjustment (Cont'd)



10. Prevent adjusting screw from turning, and tighten lock nut to specified torque.



11. Check rack sliding force on vehicle as follows:
 - a. Install steering gear onto vehicle, but do not connect tie-rod to knuckle arm.
 - b. Connect all piping and fill with steering fluid.
 - c. Start engine and bleed air completely.
 - d. Disconnect steering column lower joint from the gear.
 - e. Keep engine at idle and make sure steering fluid has reached normal operating temperature.
 - f. Pull tie-rod slowly to move it from neutral position to ± 11.5 mm (± 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:

Sedan

152 - 240 N (15.5 - 24.5 kg, 34.2 - 54.0 lb)

Hatchback

132 - 308 N (13.5 - 31.4 kg, 30 - 69 lb)

Maximum force deviation:

Sedan

98 N (10 kg, 22 lb)

Hatchback

176 N (17.9 kg, 39 lb)

- g. Check sliding force outside above range at rack speed of 40 mm (1.57 in)/s.

Maximum rack sliding force (Sedan only):

294 N (30 kg, 66 lb)

Maximum force deviation (Sedan only):

147 N (15 kg, 33 lb)

- If rack sliding force is not within specification, readjust by repeating adjustment procedure from the beginning.
- If rack sliding force is still out of specification after readjustment, gear assembly needs to be replaced.

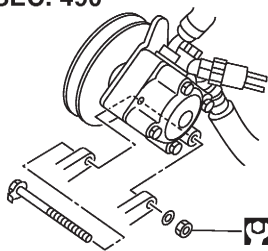
POWER STEERING OIL PUMP (QG ENGINE)

Components

Components

NJST0027

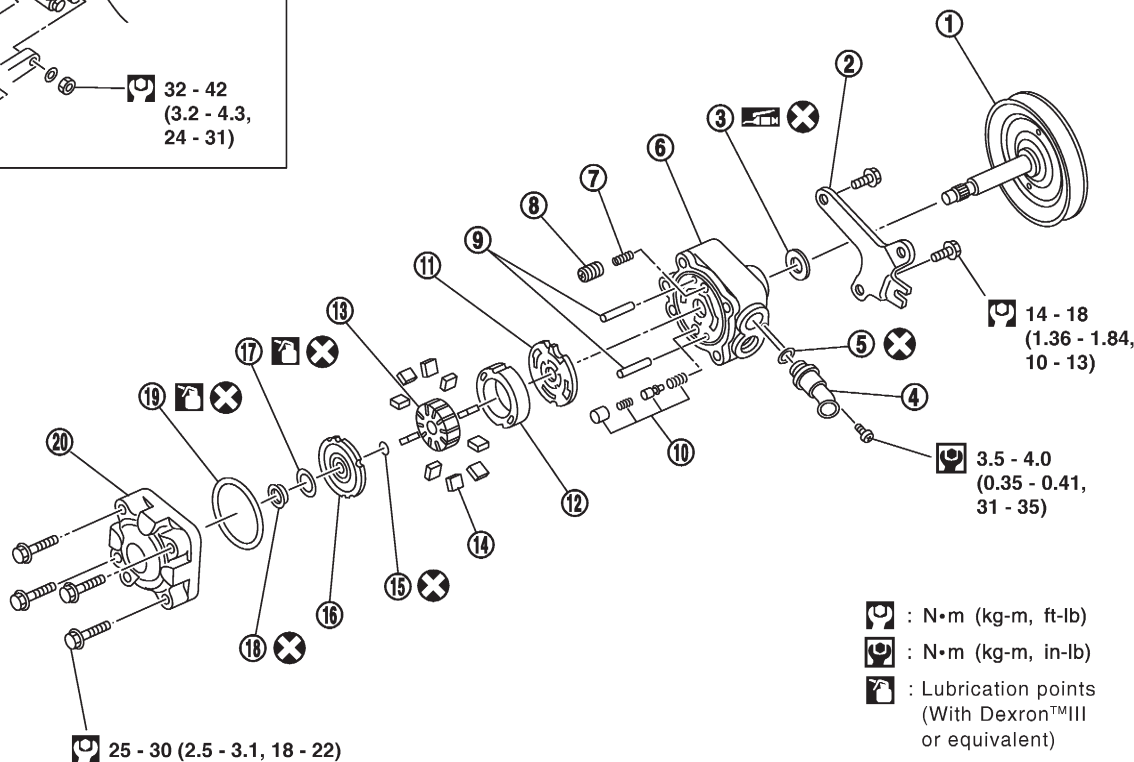
SEC. 490



32 - 42
(3.2 - 4.3,
24 - 31)

QG engine models

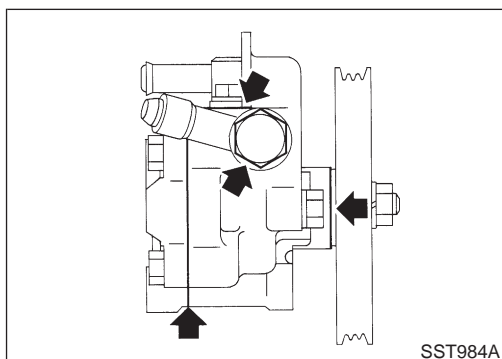
The power steering pump cannot be disassembled on Hatchback.



: N·m (kg-m, ft-lb)
 : N·m (kg-m, in-lb)
 : Lubrication points
 (With Dexron™III
 or equivalent)

SST881CA

- | | | |
|------------------------------|-------------------------------|---------------------------|
| 1. Pulley | 8. Flow control A valve | 15. Rotor snap ring |
| 2. Bracket | 9. Dowel pin | 16. Rear side plate |
| 3. Drive shaft seal | 10. Flow control B valve assy | 17. Side plate inner seal |
| 4. Inlet connector | 11. Front side plate | 18. Side plate outer seal |
| 5. Inlet connector seal | 12. Cartridge | 19. Body seal |
| 6. Front housing | 13. Rotor | 20. Rear body |
| 7. Flow control valve spring | 14. Vane | |



SST984A

Pre-disassembly Inspection

NJST0028

Disassemble the power steering oil pump only if the following items are found.

- Oil leak from any point shown in the figure
- Deformed or damaged pulley
- Poor performance

POWER STEERING OIL PUMP (QG ENGINE)

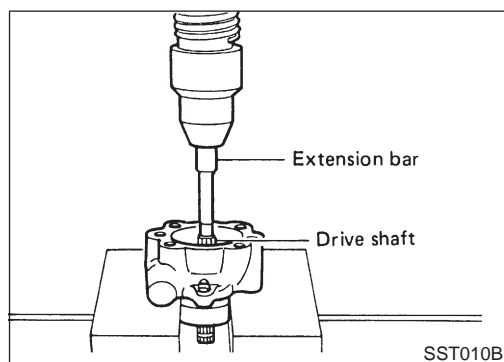
Disassembly

Disassembly

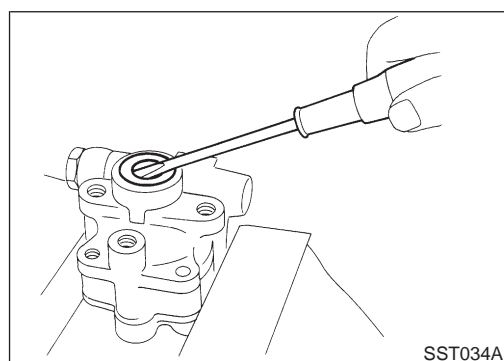
NJST0029

CAUTION:

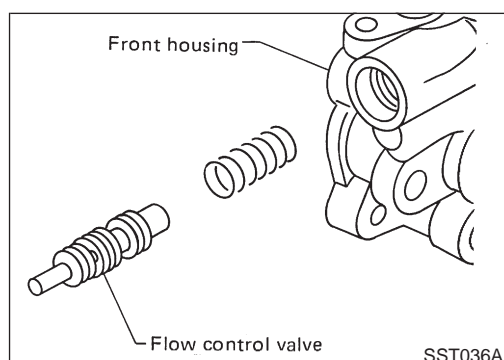
- The power steering pump cannot be disassembled on Hatchback with QG engine. If it is faulty, replace with a new assembly.
- Parts which can be disassembled are strictly limited. Never disassemble parts other than those specified.
- Disassemble in as clean a place as possible.
- Clean your hands before disassembly.
- Do not use rags; use nylon cloths or paper towels.
- Follow the procedures and cautions in the Service Manual.
- 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.



- Remove connector and flow control valve with spring.
Be careful not to drop flow control valve.
Do not disassemble flow control valve.

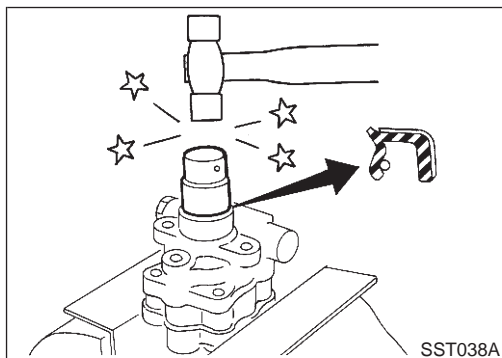
POWER STEERING OIL PUMP (QG ENGINE)

Inspection

Inspection

NJST0030

- If pulley is cracked or deformed, replace it.
- If an oil leak is found around pulley shaft oil seal, replace the seal.
- If serration on pulley or pulley shaft is deformed or worn, replace it.

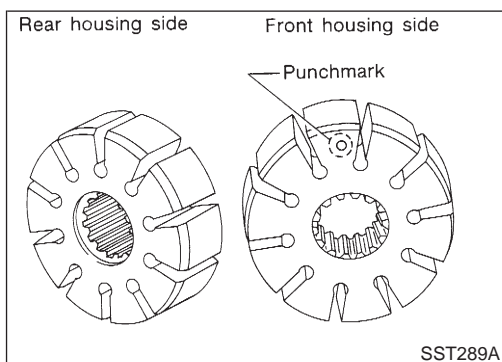


Assembly

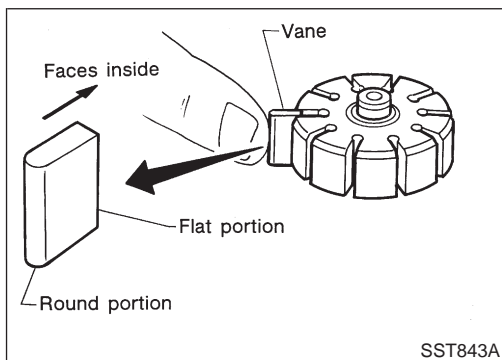
NJST0031

Assemble oil 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.
- Cam ring, rotor and vanes must be replaced as a set if necessary.
- Coat each part with DEXRON™III or equivalent when assembling.



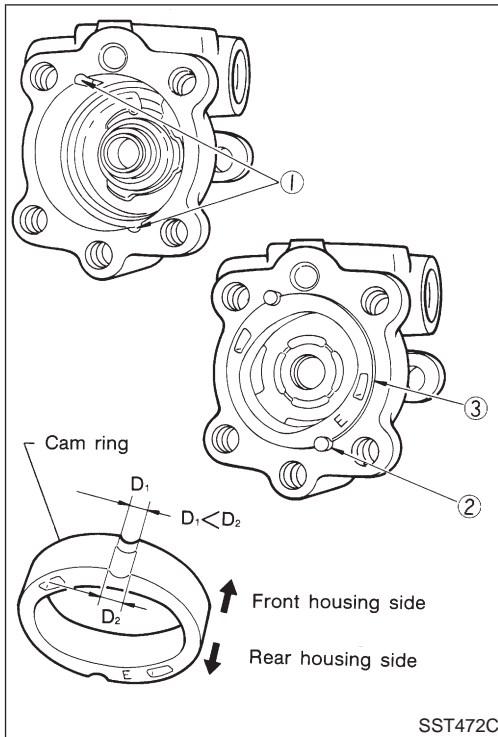
- Pay attention to the direction of rotor.



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

POWER STEERING OIL PUMP (QG ENGINE)

Assembly (Cont'd)



- 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:

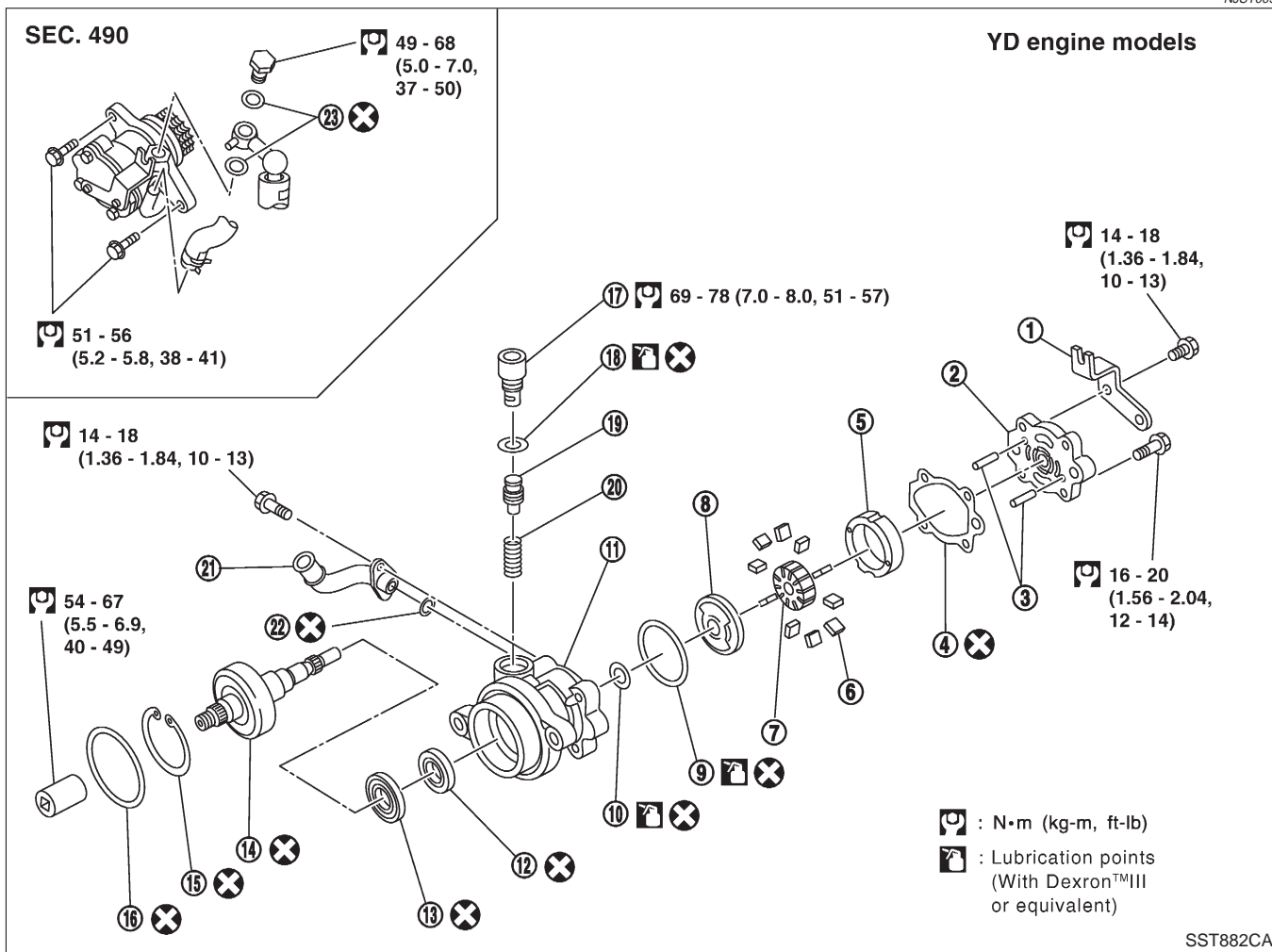
D_1 is less than D_2 .

POWER STEERING OIL PUMP (YD ENGINE)

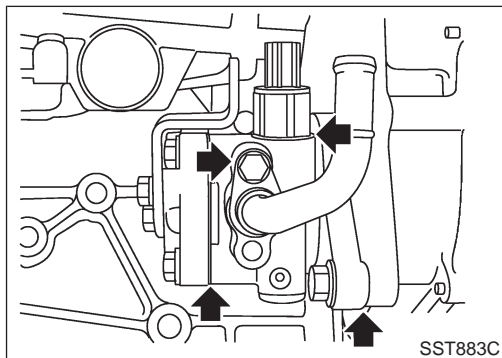
Components

Components

NJST0038



- | | | |
|--------------------|--------------------------------|-------------------------------|
| 1. Rear bracket | 9. O-ring (Outer) | 17. Outlet connector |
| 2. Rear body | 10. O-ring (Inner) | 18. Connector seal |
| 3. Dowel pin | 11. Front body | 19. Flow control valve |
| 4. Side plate seal | 12. Drive shaft rear oil seal | 20. Flow control valve spring |
| 5. Cam ring | 13. Drive shaft front oil seal | 21. Inlet connector |
| 6. Vane | 14. Drive shaft | 22. O-ring |
| 7. Rotor | 15. Snap ring | 23. Washer |
| 8. Side plate | 16. O-ring | |



Pre-disassembly Inspection

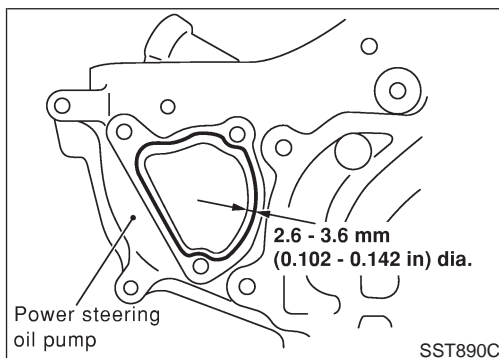
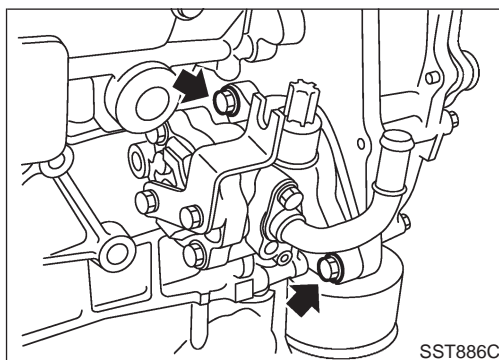
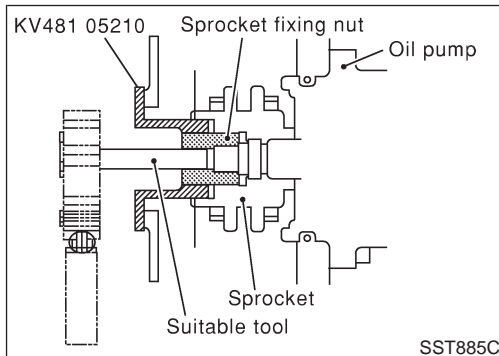
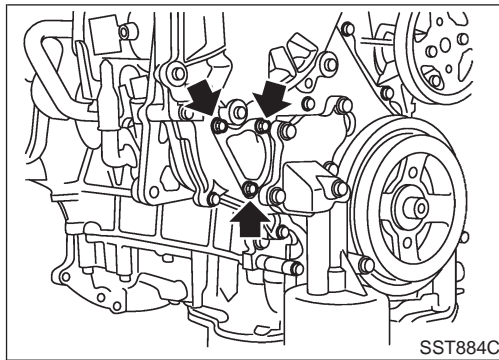
NJST0039

Disassemble the power steering oil pump only if the following items are found.

- Oil leak from any point shown in the figure
- Poor performance

POWER STEERING OIL PUMP (YD ENGINE)

Removal and Installation



Removal and Installation

NJST0040

1. Remove chain case cover.
2. Revolving crank pulley, set tool.
3. Fix tool with chain cover fixing bolts.
4. Using suitable tool, remove sprocket fixing nut and washer.
Do not remove Tool while power steering oil pump is removed.
5. Remove power steering pump fixing bolts, then remove it.

- Apply Gasket to the installation surface of the engine chain case cover as shown in the figure before installing the chain case cover to the engine.
- Bleed air after installation. Refer to ST-8.

Disassembly

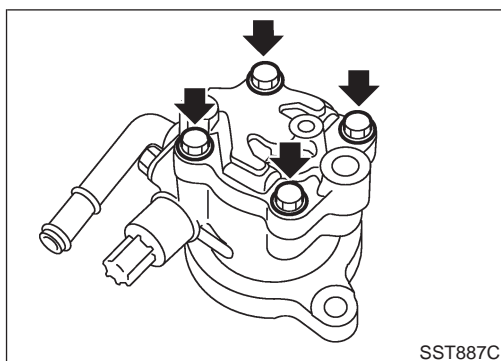
NJST0041

CAUTION:

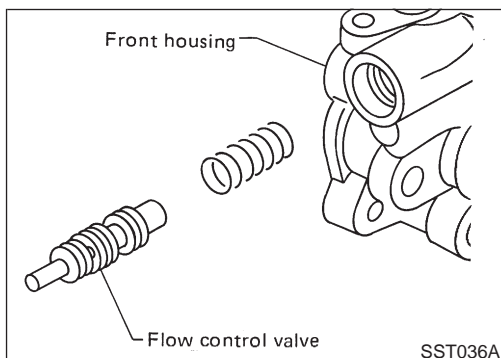
- Parts which can be disassembled are strictly limited. Never disassemble parts other than those specified.
- Disassemble in as clean a place as possible.
- Clean your hands before disassembly.
- Do not use rags; use nylon cloths or paper towels.
- Follow the procedure and cautions in the Service Manual.
- When disassembling and reassembling, do not let foreign matter enter or contact the parts.

POWER STEERING OIL PUMP (YD ENGINE)

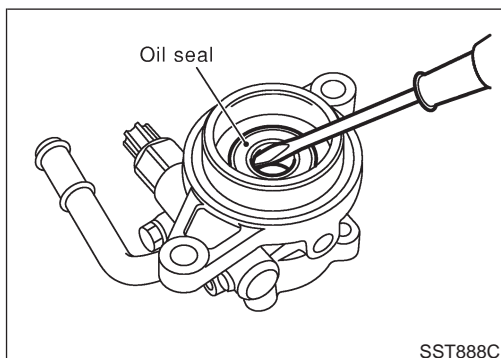
Disassembly (Cont'd)



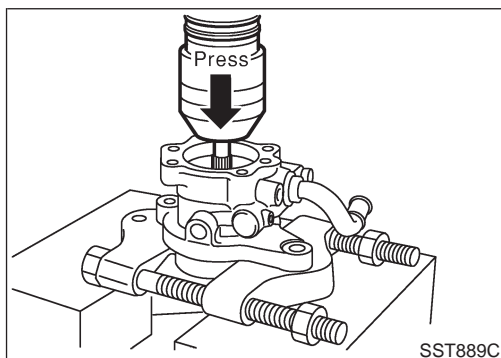
- Remove rear bracket and rear body.
- Remove side plate seal, cam ring vane, rotor side and plate.



- Remove inlet connector and outlet connector with spring. **Be careful not to drop the flow control valve. Do not disassemble the flow control valve.**



- Remove oil seal



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

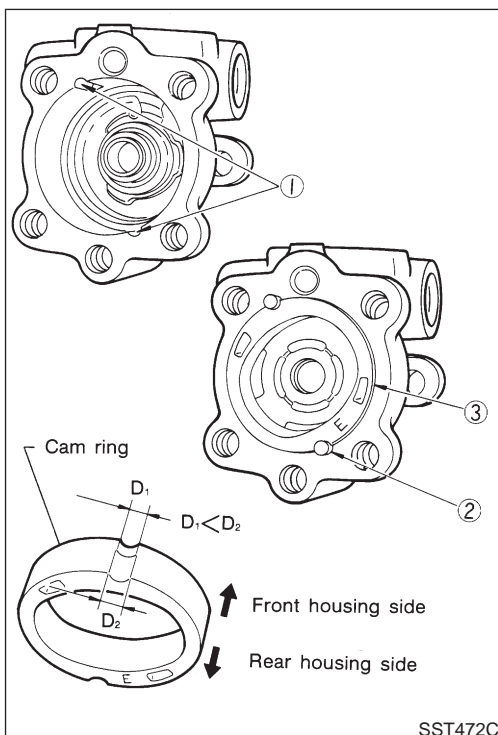
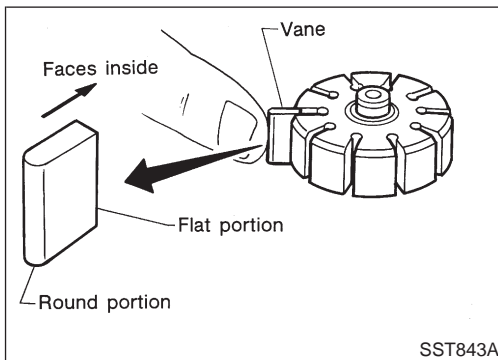
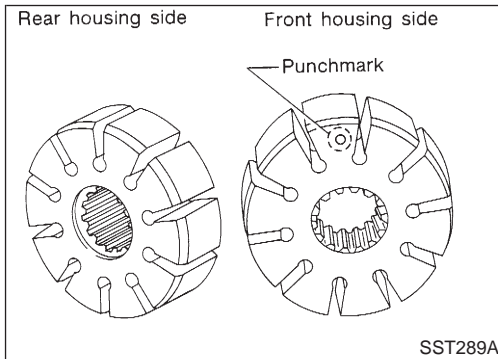
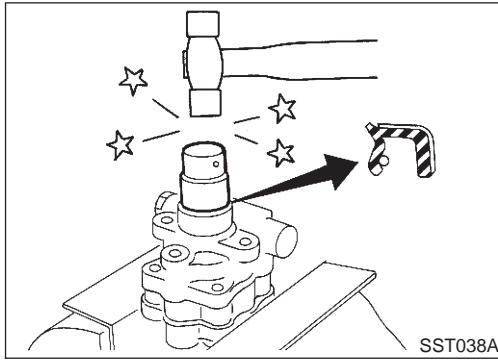
Inspection

- If pulley is cracked or deformed, replace it.
- If an oil leak is found around pulley shaft oil seal, replace the seal.
- If serration on pulley or pulley shaft is deformed or worn, replace it.

NJST0042

POWER STEERING OIL PUMP (YD ENGINE)

Assembly



Assembly

NJST0043

Assemble oil 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.
- Cam ring, rotor and vanes must be replaced as a set if necessary.
- Coat each part with DEXRON™III or equivalent when assembling.

- 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 .

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

General Specifications

NJST0032

Applied model	Sedan	Hatchback
Steering model	Power steering	
Steering gear type	PR24AD	PR25T
Steering overall gear ratio	17.1	16.8
Turns of steering wheel (Lock to lock)	2.9	
Steering column type	Collapsible, tilt	

Steering Wheel

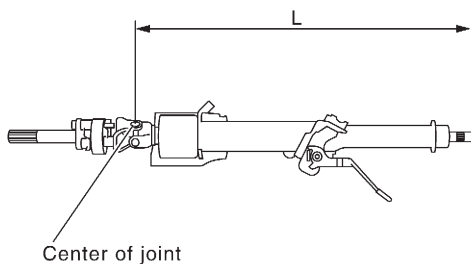
NJST0033

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

NJST0034

Applied model	Sedan	Hatchback
Steering column length "L" mm (in)	545 - 547 (21.46 - 21.54)	



SST855C

SERVICE DATA AND SPECIFICATIONS (SDS)

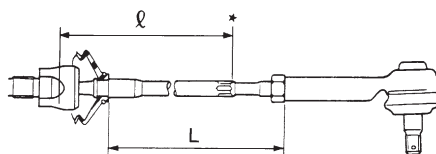
Steering Gear and Linkage

Steering Gear and Linkage

NJST0035

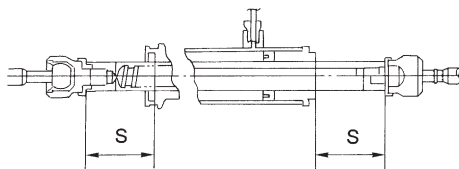
Applied model		Sedan		Hatchback	
		QG engine	YD engine	QG engine	YD engine
Steering gear type		PR24AD		PR25T	
Tie-rod outer ball joint	Swinging force at cotter pin hole: "A" N (kg, lb)	64.6 - 65.0 (6.59 - 6.63, 14.52 - 14.61)			
	Rotating torque: "B" N·m (kg-cm, in-lb)	0.29 - 2.94 (3.0 - 30.0, 2.6 - 26.0)			
	Axial end play: "C" mm (in)	0 (0)			
Tie-rod inner ball joint	Swinging force*: "A" N (kg, lb)	1.61 - 12.9 (0.164 - 1.32, 0.36 - 2.90)			
	Axial end play: "C" mm (in)	0 (0)			
Tie-rod standard length "L" mm (in)		160.0 (6.299)	164.0 (6.457)	132 (5.20)	136 (5.35)

*: Measuring point [ℓ : 62 mm (2.44 in)]



SST488C

Retainer adjustment Adjusting screw	Initial tightening torque N·m (kg-cm, in-lb)	3.9 - 5.9 (40 - 60, 35 - 52)	—
	Retightening torque after loosening N·m (kg-cm, in-lb)	0.2 (2, 1.7)	—
	Tightening torque after gear has settled N·m (kg-cm, in-lb)	3.9 - 5.9 (40 - 60, 35 - 52)	—
	Returning angle degree	50° - 70°	—
Rack stroke "S" mm (in)		65.0 (2.559)	



SST086BA

SERVICE DATA AND SPECIFICATIONS (SDS)

Power Steering

Power Steering

NJST0036

Applied model		Sedan	Hatchback	
Steering gear type		PR24AD	PR25T	
Rack sliding force N (kg, lb) Under normal operating oil pressure	Range within ± 11.5 mm (± 0.453 in) from the neutral position at rack speed of 3.5 mm (0.138 in)/s	Average force	152 - 240 (15.5 - 24.5, 34.2 - 54.0)	
		Maximum force deviation	98 (10, 22)	
	Except for the above range	Maximum sliding force	294 (30, 66)	—
		Maximum force deviation	147 (15, 33)	—
Steering wheel turning force (Measured at one full turn from the neutral position) N (kg, lb)		39 (4, 9) or less		
Fluid capacity (Approximate) ℓ (Imp qt)		1.0 (7/8)		
Oil pump maximum pressure kPa (bar, kg/cm ² , psi)	QG15 engines	7,600 - 8,200 (76.0 - 84.0, 77.5 - 85.68, 1,102 - 1,218)	8,600 - 9,200 (86.0 - 92.0, 87.72 - 93.84, 1,247 - 1,334)	
	QG18 engines	8,800 - 9,400 (88.0 - 94.0, 88.7 - 95.8, 1,261 - 1,362)		
	YD22 engine			

SERVICE DATA AND SPECIFICATIONS (SDS)

Power Steering (Cont'd)
