
STEERING

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STEERING SYSTEM

SR05M-04

PRECAUTION

- Care must be taken to replace parts properly because they could affect the performance of the steering system and result in a driving hazard.
- The LEXUS RX300 is equipped with SRS (Supplemental Restraint System) such as the driver airbag and front passenger airbag. Failure to carry out service operation in the correct sequence could cause the SRS to unexpectedly deployed during servicing, possibly leading to a serious accident. Before servicing (including removal or installation of parts, inspection or replacement), be sure to read the precautionary notices in the RS section.

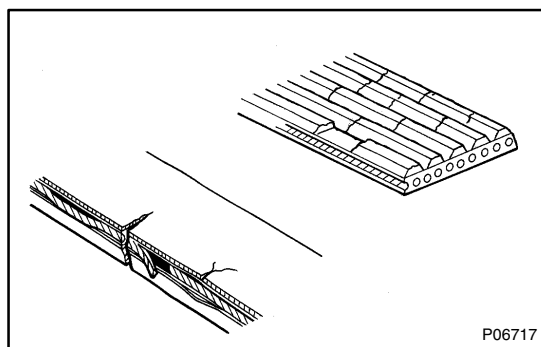
TROUBLESHOOTING

PROBLEM SYMPTOMS TABLE

SR05N-04

Use the table below to help you find the cause of the problem. The numbers indicate the priority of the likely cause of the problem. Check each part in the order shown. If necessary, repair or replace these parts.

Symptom	Suspect Area	See page
Hard steering	11. Tires (Improperly inflated) 12. Power steering fluid level (Low) 13. Drive belt (Loose) 14. Front wheel alignment (Incorrect) 15. Steering system joints (Worn) 16. Suspension arm ball joints (Worn) 17. Steering column (Binding) 18. Power steering vane pump 19. Power steering gear	SA-2 SR-6 SR-3 SA-4 – SA-37 – SR-20 SR-31
Poor return	1. Tires (Improperly inflated) 2. Front wheel alignment (Incorrect) 3. Steering column (Binding) 4. Power steering gear	SA-2 SA-4 – SR-31
Excessive play	1. Steering system joints (Worn) 2. Suspension arm ball joints (Worn) 3. Intermediate shaft, Universal joint (Worn) 4. Front wheel bearing (Worn) 5. Power steering gear	– SA-37 – SA-10 SR-31
Abnormal noise	1. Power steering fluid level (Low) 2. Steering system joints (Worn) 3. Power steering vane pump 4. Power steering gear	SR-6 – SR-20 SR-31



DRIVE BELT INSPECTION

SR1CB-01

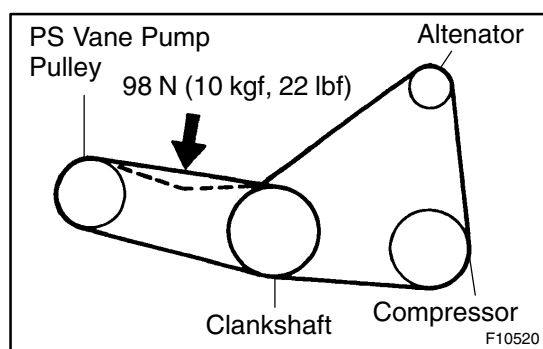
INSPECT DRIVE BELT

- (a) Visually check the drive belt for excessive wear, frayed cords etc.

If any defect has been found, replace the drive belt.

HINT:

Cracks on the rib side of a drive belt are considered acceptable. If the missing chunks from the ribs are found on the drive belt, it should be replaced.



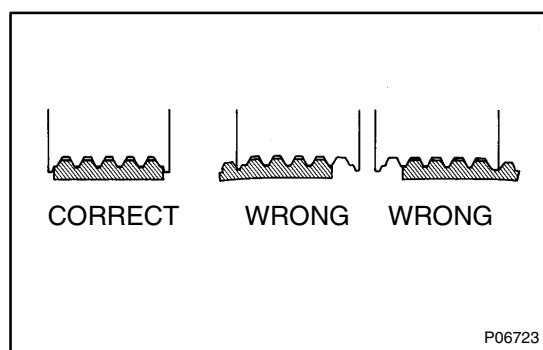
- (b) Measure the drive belt deflection.

Drive belt tension: at 98 N (10 kgf, 22 lbf)

New belt: 7 – 9 mm (0.28 – 0.35 in.)

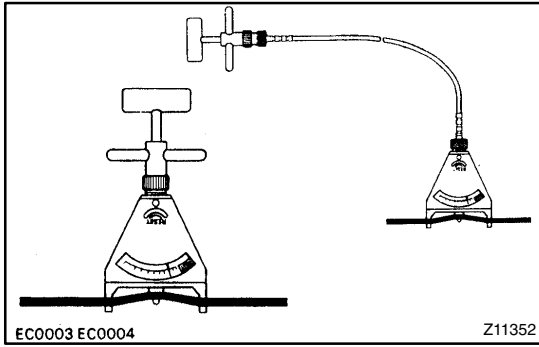
Used belt: 10 – 12 mm (0.39 – 0.47 in.)

If the belt deflection is not as specified, adjust it.



HINT:

- "New belt" refers to a belt which has been used less than 5 minutes on a running engine.
- "Used belt" refers to a belt which has been used on a running engine for 5 minutes or more.
- After installing a belt, check that it fits properly in the ribbed grooves.
- Check with your hand to confirm that the belt has not slipped out of the groove on the bottom of the pulley.
- After installing a new belt, run the engine for about 5 minutes and recheck the belt tension.



- Reference:
Using a belt tension gauge, measure the drive belt tension.

Drive belt tension:**New belt: 690 – 780 N (70 – 80 kgf)****Used belt: 350 – 490 N (35 – 50 kgf)**

If the belt tension is not as specified, adjust it.

POWER STEERING FLUID BLEEDING

SR05P-12

1. **CHECK FLUID LEVEL** (See page SR-6)
2. **JACK UP FRONT OF VEHICLE AND SUPPORT IT WITH STANDS**

3. **TURN STEERING WHEEL**

With the engine stopped, turn the steering wheel slowly from lock to lock several times.

4. **LOWER VEHICLE**

5. **START ENGINE**

Run the engine at idle for a few minutes.

6. **TURN STEERING WHEEL**

- (a) With the engine idling, turn the steering wheel to left or right full lock position and keep it there for 2 – 3 seconds, then turn the wheel to the opposite full lock position and keep it there for 2 – 3 seconds.

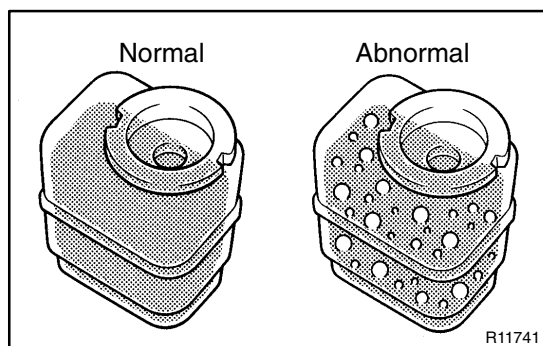
- (b) Repeat (a) several times.

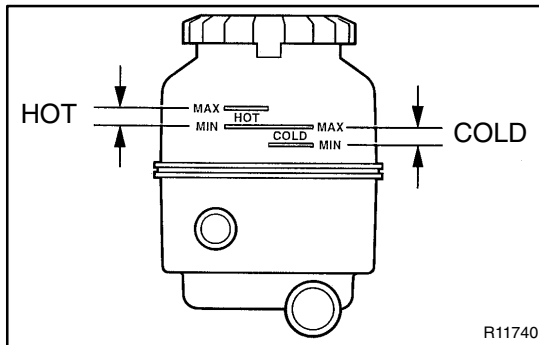
7. **STOP ENGINE**

8. **CHECK FOR FOAMING OR EMULSIFICATION**

If the system has to be bled twice specifically because of foaming or emulsification, check for fluid leaks in the system.

9. **CHECK FLUID LEVEL** (See page SR-6)





INSPECTION

1. CHECK FLUID LEVEL

- Keep the vehicle level.
- With the engine stopped, check the fluid level in the oil reservoir.

If necessary, add fluid.

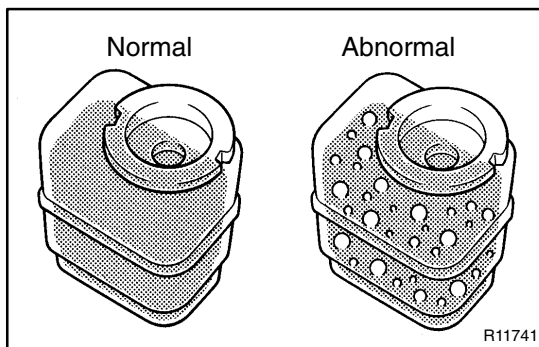
Fluid: ATF DEXRON® II or III

HINT:

Check that the fluid level is within the HOT LEVEL range on the reservoir. If the fluid is cold, check that it is within the COLD LEVEL range.

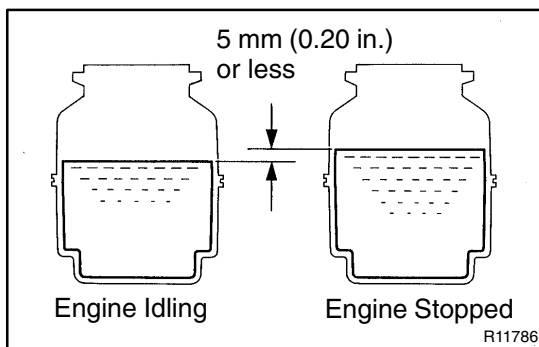
- Start the engine and run it at idle.
- Turn the steering wheel from lock to lock several times to boost fluid temperature.

Fluid temperature: 80°C (176°F)



- Check for foaming or emulsification.

If there is foaming or emulsification, bleed power steering system (See page SR-5).



- With the engine idling, measure the fluid level in the oil reservoir.

- Stop the engine.

- Wait a few minutes and remeasure the fluid level in the oil reservoir.

Maximum fluid level rise: 5 mm (0.20 in.)

If a problem is found, bleed power steering system (See page SR-5).

- Check the fluid level.

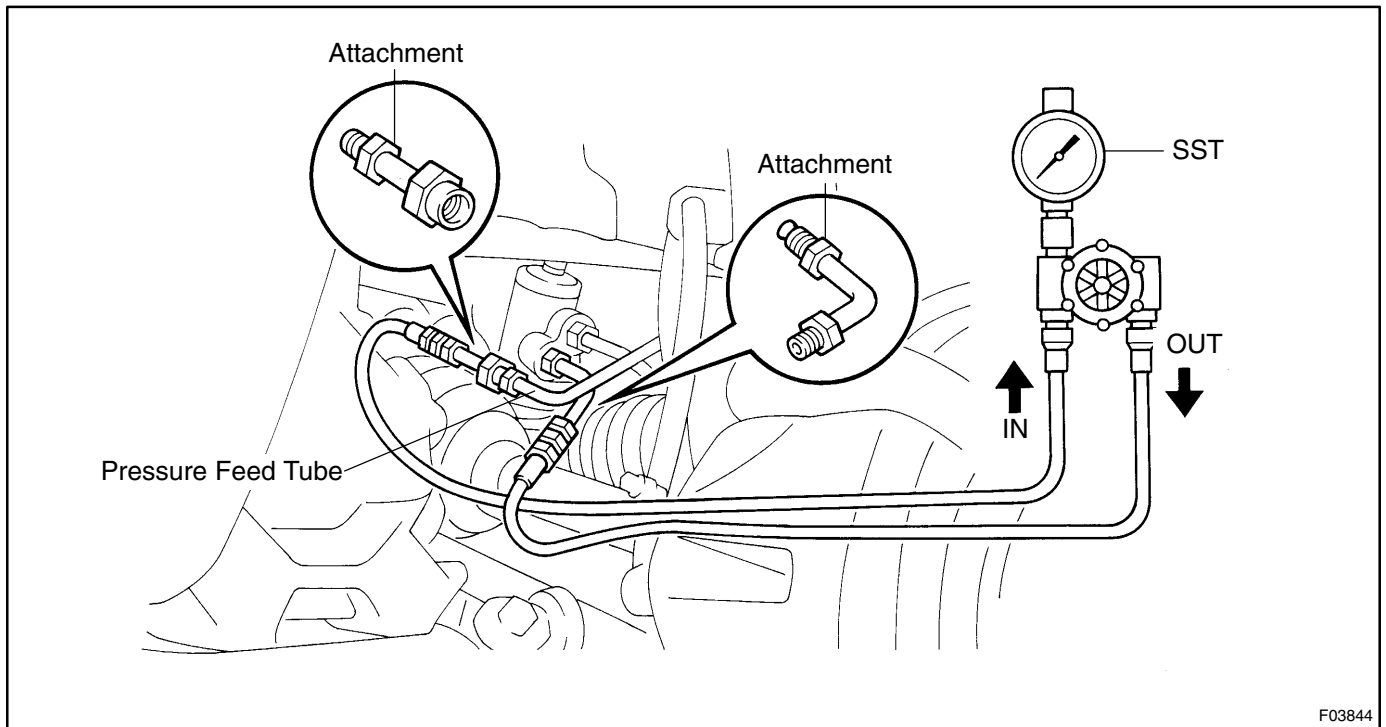
2. CHECK STEERING FLUID PRESSURE

- (a) Disconnect the pressure feed tube (See page SR-34).
- (b) Connect SST to pressure feed tube, as shown in the illustration below.

SST 09640-10010 (09641-01010, 09641-01020, 09641-01030)

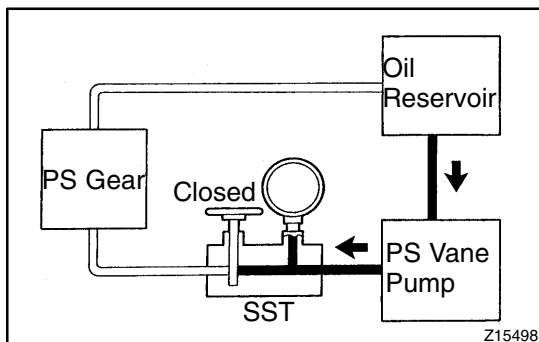
NOTICE:

Check that the valve of the SST is in the open position.



- (c) Bleed the power steering system (See page SR-5).
- (d) Start the engine and run it at idle.
- (e) Turn the steering wheel from lock to lock several times to boost fluid temperature.

Fluid temperature: 80 °C (176 °F)

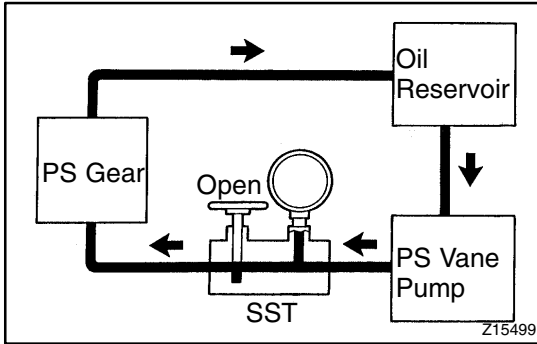


- (f) With the engine idling, close the valve of the SST and observe the reading on the SST.

**Minimum fluid pressure:
7,845 kPa (80 kgf/cm², 1,138 psi)**

NOTICE:

- Do not keep the valve closed for more than 10 seconds.
- Do not let the fluid temperature become too high.

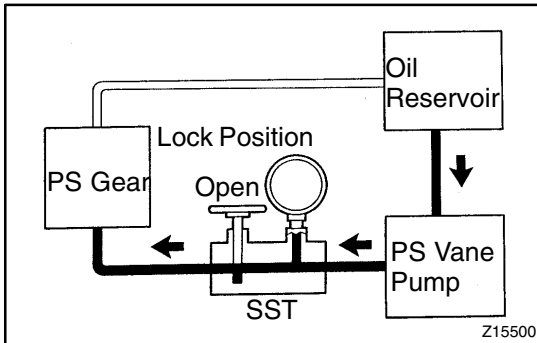


- (g) With the engine idling, open the valve fully.
- (h) Measure the fluid pressure at engine speeds of 1,000 rpm and 3,000 rpm.

Difference fluid pressure:
490 kPa (5 kgf/cm², 71 psi) or less

NOTICE:

Do not turn the steering wheel.



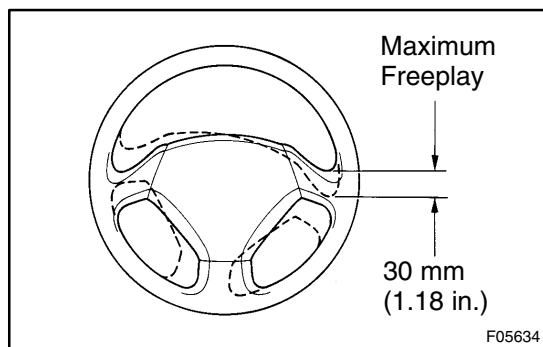
- (i) With the engine idling and valve fully opened, turn the steering wheel to full lock position.

Minimum fluid pressure:
7,845 kPa (80 kgf/cm², 1,138 psi)

NOTICE:

- **Do not maintain lock position for more than 10 seconds.**
- **Do not let the fluid temperature become too high.**

- (j) Disconnect the SST.
 SST 09640-10010 (09641-01010, 09641-01030, 09641-01060)
- (k) Connect the pressure feed tube (See page SR-50).
- (l) Bleed the power steering system (See page SR-5).



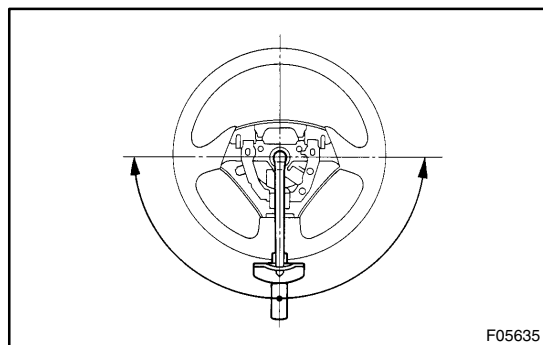
STEERING WHEEL INSPECTION

SR05R-14

1. CHECK STEERING WHEEL FREEPLAY

- Stop the vehicle and face the tires straight ahead.
- Rock the steering wheel gently up and down with a finger lightly, check the steering wheel freeplay.

Maximum freeplay: 30 mm (1.18 in.)



2. CHECK STEERING EFFORT

- Center the steering wheel.
- Remove the steering wheel pad (See page SR-12).
- Start the engine and run it at idle.
- Measure the steering effort in both directions.

Steering effort (Reference):

5.9 N·m (60 kgf·cm, 52 in.·lbf)

HINT:

Take the tire type, pressure and contact surface into consideration before making your diagnosis.

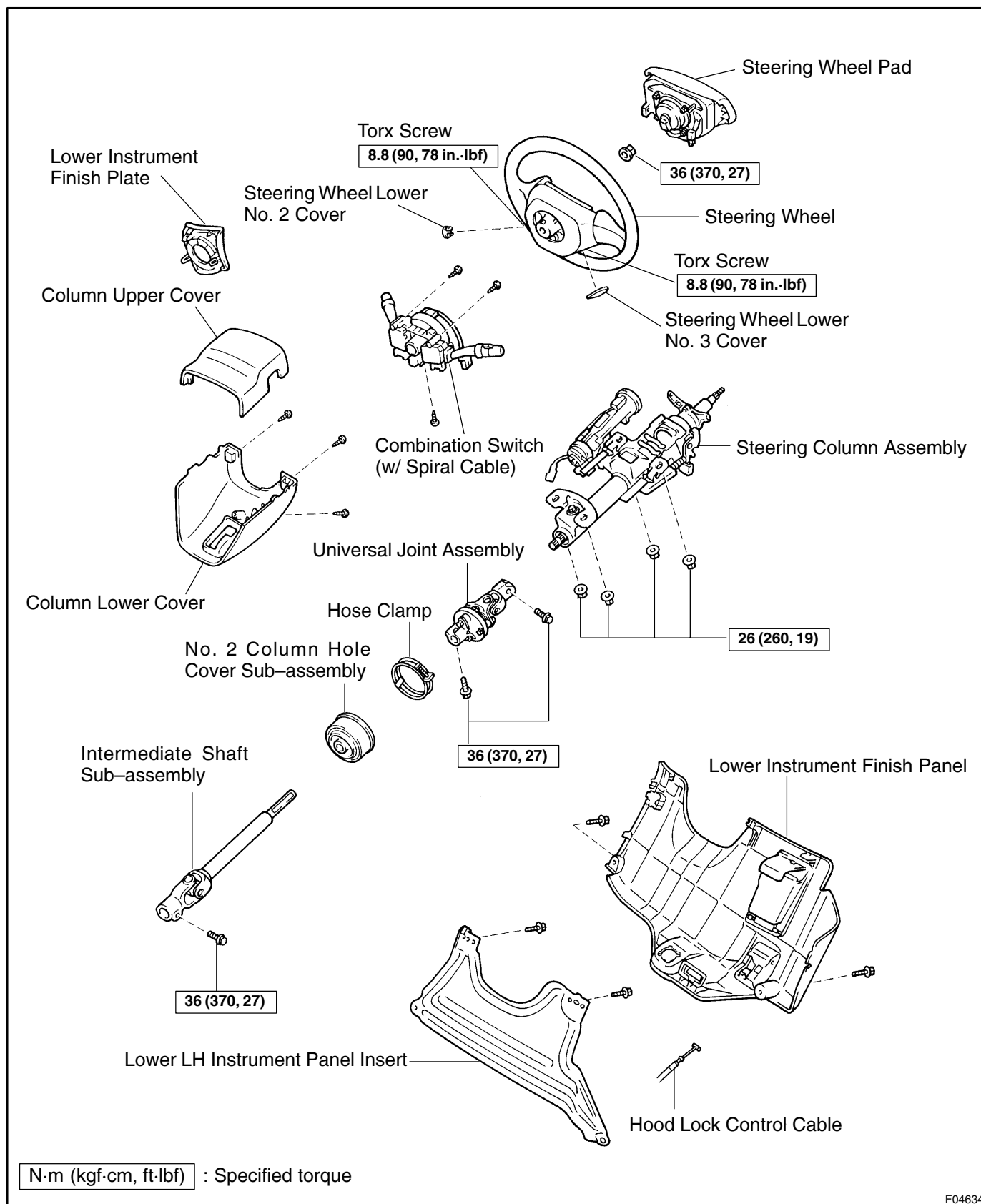
- Torque the steering wheel set nut.

Torque: 36 N·m (370 kgf·cm, 27 ft·lbf)

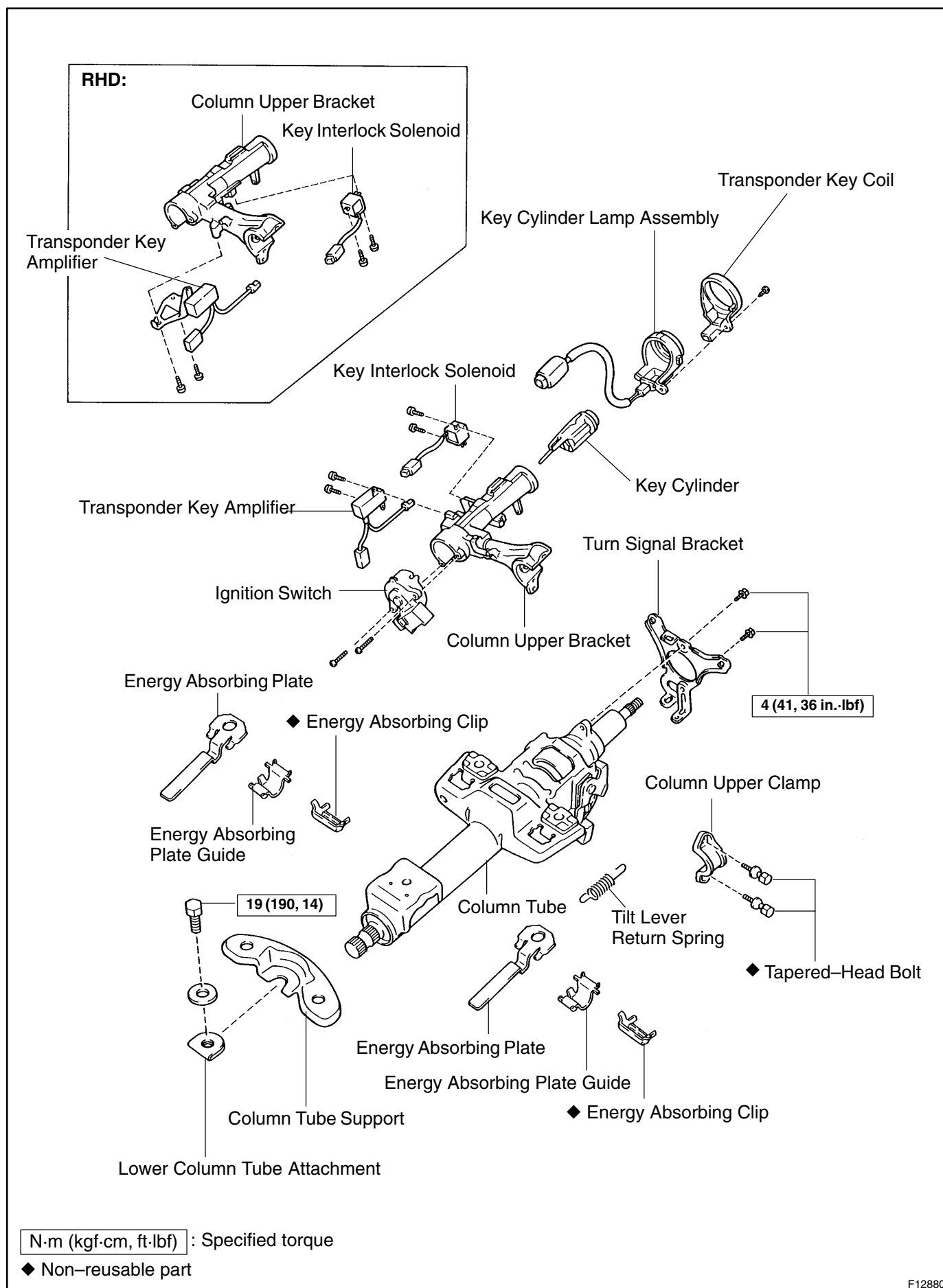
- Install the steering wheel pad (See page SR-18).

TILT STEERING COLUMN COMPONENTS

SR05S-07



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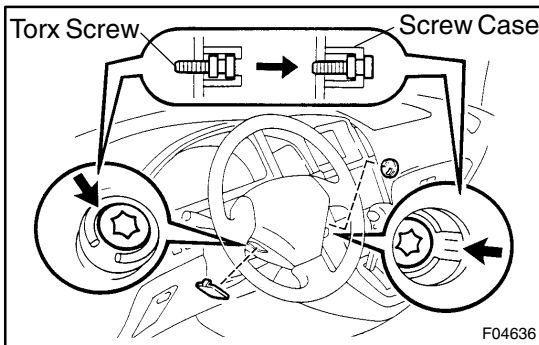
REMOVAL

1. REMOVE STEERING WHEEL PAD

NOTICE:

If the airbag connector is disconnected with the ignition switch at ON or ACC, DTCs will be recorded.

(a) Place the front wheels facing straight ahead.

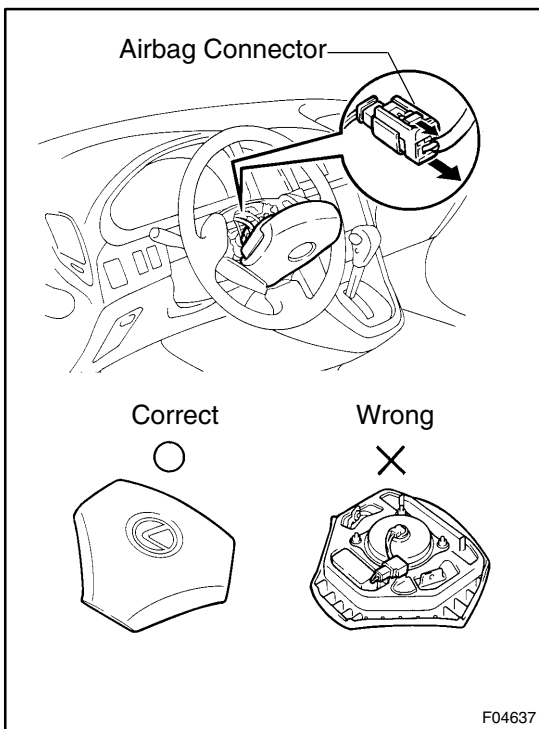


(b) Remove the steering wheel lower No. 2 and No. 3 covers.

(c) Using a torx socket wrench, loosen the 2 torx screws.

HINT:

Loosen the 2 screws until the groove along the screw circumference catches on the screw case.



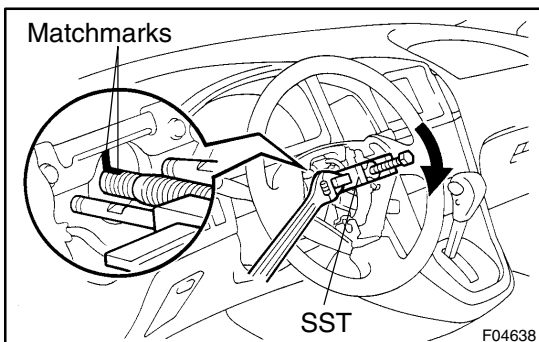
(d) Pull out the wheel pad from the steering wheel and disconnect the airbag connector.

CAUTION:

- When storing the wheel pad, keep the upper surface of the pad facing upward.
- Never disassemble the wheel pad.

NOTICE:

When removing the wheel pad, take care not to pull the airbag wire harness.



2. REMOVE STEERING WHEEL

(a) Disconnect the connector.

(b) Remove the steering wheel set nut.

(c) Place matchmarks on the steering wheel and main shaft assembly.

(d) Using SST, remove the steering wheel.

SST 09950-50012 (09951-05010, 09952-05010, 09953-05020, 09954-05020)

3. REMOVE LOWER INSTRUMENT FINISH PANEL

- (a) Remove the 2 bolts.
- (b) Disconnect the connector.
- (c) Disconnect the hood lock control cable and remove the lower instrument finish panel.

4. REMOVE LOWER LH INSTRUMENT PANEL INSERT

Remove the 2 bolts and lower LH instrument panel insert.

5. REMOVE COLUMN UPPER AND LOWER COVERS

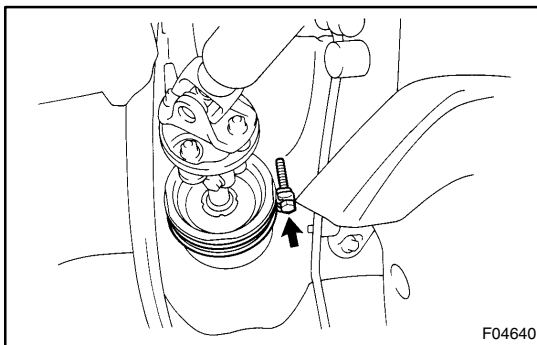
Remove the 3 screws, column upper and lower covers.

6. REMOVE COMBINATION SWITCH WITH SPIRAL CABLE

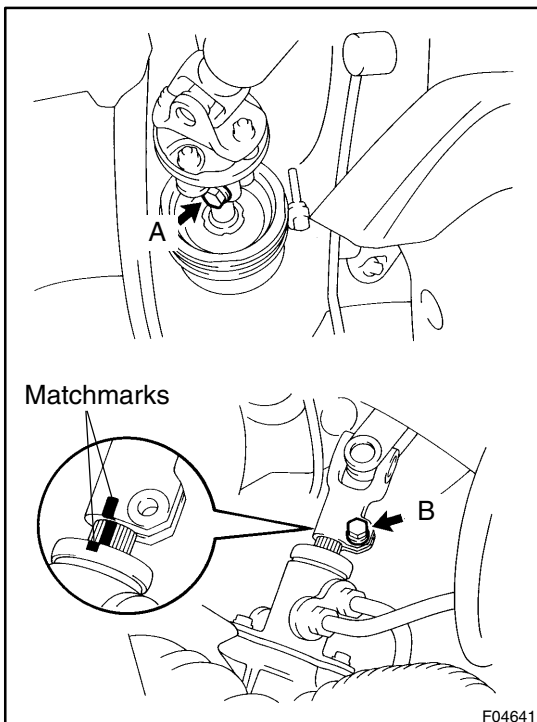
- (a) Disconnect the 3 connectors.
- (b) Disconnect the airbag connector.
- (c) Remove the 3 screws and combination switch with spiral cable.

7. REMOVE SPIRAL CABLE (See page BE-29)**NOTICE:**

Do not disassemble the spiral cable or apply oil to it.

**8. DISCONNECT INTERMEDIATE SHAFT SUB-ASSEMBLY**

- (a) Loosen the hose clamp.



- (b) Place matchmarks on the intermediate shaft and control valve shaft.
- (c) Loosen the bolt "A" and remove the bolt "B", then disconnect the intermediate shaft sub-assembly.

9. REMOVE LOWER INSTRUMENT FINISH PLATE**10. REMOVE STEERING COLUMN ASSEMBLY**

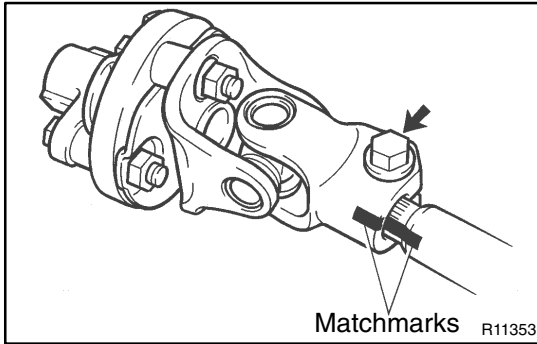
- (a) Disconnect the connector.
- (b) Remove the 4 column assembly set nuts and steering column assembly.

11. REMOVE INTERMEDIATE SHAFT SUB-ASSEMBLY WITH NO. 2 COLUMN HOLE COVER SUB-ASSEMBLY

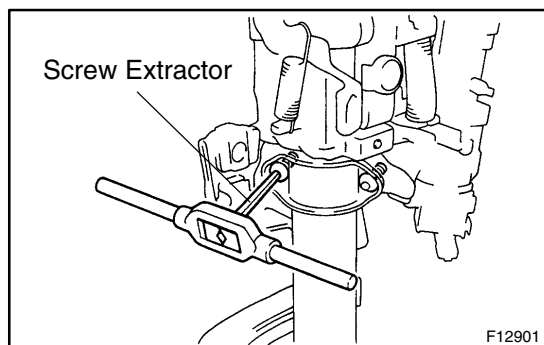
Remove the bolt "A" and intermediate shaft sub-assembly with No. 2 column hole cover sub-assembly.

12. REMOVE NO. 2 COLUMN HOLE COVER SUB-ASSEMBLY

- (a) Remove the No. 2 column hole cover sub-assembly from the intermediate shaft sub-assembly.
- (b) Remove the hose clamp.

**13. REMOVE UNIVERSAL JOINT ASSEMBLY**

- (a) Place matchmarks on the universal joint and main shaft.
- (b) Remove the bolt and universal joint assembly.



DISASSEMBLY

NOTICE:

When using a vise, do not overtighten it.

1. REMOVE TRANSPONDER KEY COIL AND KEY CYLINDER LAMP ASSEMBLY

Remove the screw, transponder key coil and key cylinder lamp assembly.

2. REMOVE COLUMN UPPER BRACKET AND COLUMN UPPER CLAMP

- Using a centering punch, mark the center of the 2 tapered-head bolts.
- Using a 3 – 4 mm (0.12 – 0.16 in.) drill, drill into the 2 bolts.
- Using a screw extractor, remove the 2 bolts, column upper bracket and column upper clamp.

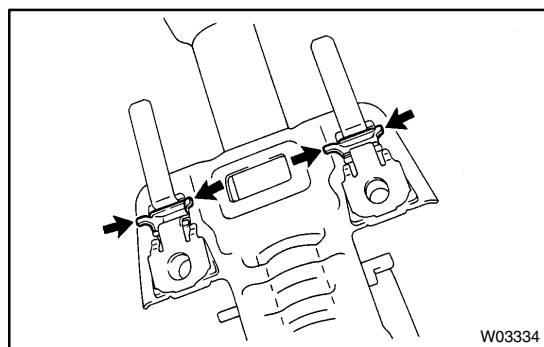
3. REMOVE TURN SIGNAL BRACKET

Remove the 2 bolts and turn signal bracket.

4. REMOVE TILT LEVER RETURN SPRING

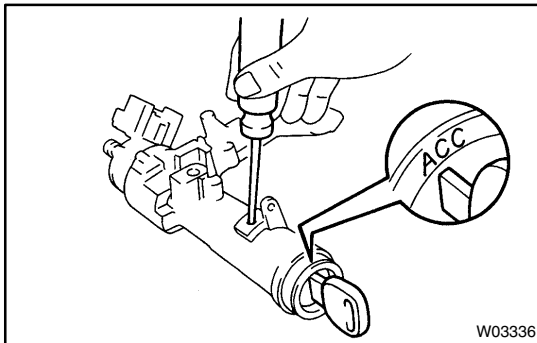
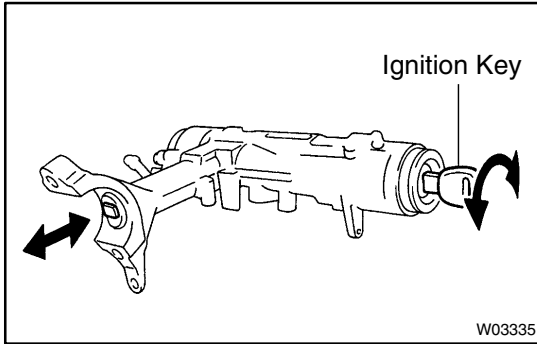
5. REMOVE COLUMN TUBE SUPPORT

- Remove the bolt and washer.
- Remove the column tube support with the lower column tube attachment.
- Remove the lower column tube attachment from the column tube support.



6. REMOVE 2 ENERGY ABSORBING PLATES

- Using pliers, remove the 2 energy absorbing clips.
- Remove the 2 energy absorbing plates, 2 energy absorbing plate guides.



INSPECTION

1. INSPECT STEERING LOCK OPERATION

Check that the steering lock mechanism operates properly.

2. IF NECESSARY, REPLACE KEY CYLINDER

- Place the ignition key at the ACC position.
- Push down the stop pin with a screwdriver, and pull out the key cylinder.
- Install a new key cylinder.

HINT:

Make sure the ignition key is at the ACC position.

3. INSPECT IGNITION SWITCH

(See page BE-26)

4. IF NECESSARY, REPLACE IGNITION SWITCH

- Remove the 2 screws and ignition switch.
- Install a new ignition switch with the 2 screws.

5. INSPECT KEY INTERLOCK SOLENOID

(See page AX-18)

6. IF NECESSARY, REPLACE KEY INTERLOCK SOLENOID

- Remove the 2 screws and key interlock solenoid.
- Install a new key interlock solenoid with the 2 screws.

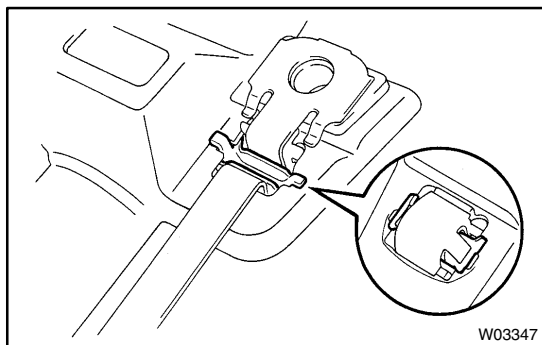
7. INSPECT TRANSPONDER KEY COIL

(See page BE-190)

8. IF NECESSARY, REPLACE TRANSPONDER KEY COIL WITH KEY CYLINDER LAMP ASSEMBLY

9. IF NECESSARY, REPLACE TRANSPONDER KEY AMPLIFIER

- Remove the 2 screws and transponder key amplifier.
- Install a new transponder key amplifier with the 2 screws.



REASSEMBLY

NOTICE:

When using a vise, do not overtighten it.

1. INSTALL 2 ENERGY ABSORBING PLATES

- (a) Install the 2 energy absorbing plate guides and 2 energy absorbing plates.
- (b) Install the 2 new energy absorbing clips.

2. INSTALL COLUMN TUBE SUPPORT

- (a) Install the lower column tube attachment to the tube support.
- (b) Install the column tube support with the lower column tube attachment.
- (c) Install the washer and bolt.

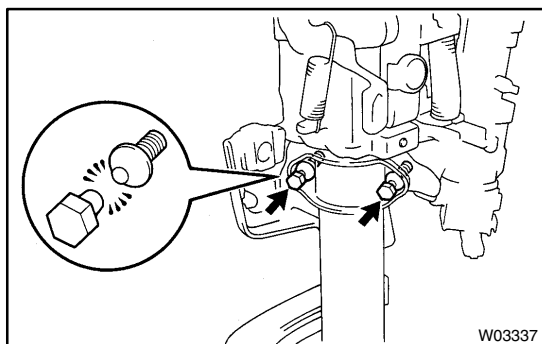
Torque: 19 N·m (190 kgf·cm, 14 ft·lbf)

3. INSTALL TILT LEVER RETURN SPRING

4. INSTALL TURN SIGNAL BRACKET

Install the turn signal bracket with the 2 bolts.

Torque: 4 N·m (40 kgf·cm, 35 in·lbf)

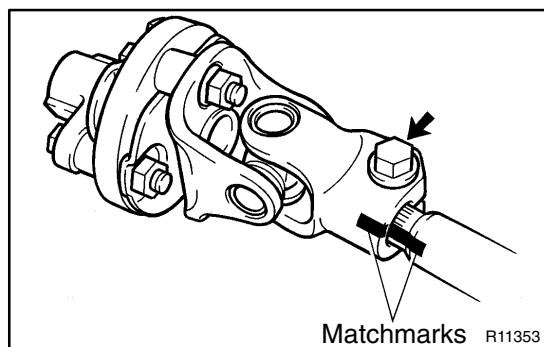


5. INSTALL COLUMN UPPER BRACKET AND COLUMN UPPER CLAMP

- (a) Install the column upper bracket and column upper clamp with 2 new tapered-head bolts.
- (b) Tighten the 2 tapered-head bolts until the bolt heads break off.

6. INSTALL KEY CYLINDER LAMP ASSEMBLY AND TRANSPONDER KEY COIL

Install the key cylinder lamp assembly and transponder key coil with the screw.



INSTALLATION

1. INSTALL UNIVERSAL JOINT ASSEMBLY

- (a) Align the matchmarks on the universal joint and main shaft.

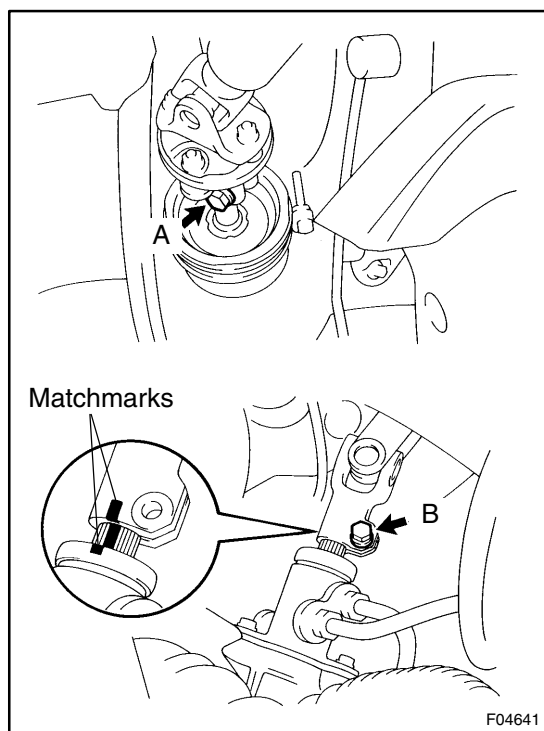
- (b) Install the universal joint with the bolt.

Torque: 36 N·m (370 kgf·cm, 27 ft·lbf)

2. INSTALL NO. 2 COLUMN HOLE COVER SUB-ASSEMBLY

- (a) Temporarily install the hose clamp to the No. 2 column hole cover sub-assembly.

- (b) Install the No. 2 column hole cover sub-assembly to the intermediate shaft sub-assembly.



3. INSTALL INTERMEDIATE SHAFT SUB-ASSEMBLY WITH NO. 2 COLUMN HOLE COVER SUB-ASSEMBLY

Temporarily install the intermediate shaft sub-assembly with No. 2 column hole cover with the bolt "A".

4. INSTALL STEERING COLUMN ASSEMBLY

- (a) Install the steering column assembly with the 4 column assembly set nuts.

Torque: 26 N·m (260 kgf·cm, 19 ft·lbf)

- (b) Connect the connector.

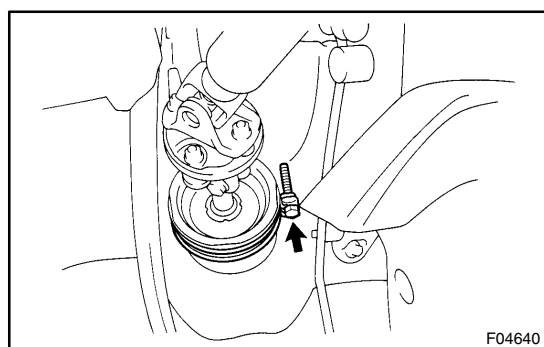
5. INSTALL LOWER INSTRUMENT FINISH PLATE

6. CONNECT INTERMEDIATE SHAFT SUB-ASSEMBLY

- (a) Align the matchmarks on the intermediate shaft sub-assembly and control valve shaft.

- (b) Install the intermediate shaft sub-assembly with the bolt "B" and torque the bolt "A".

Torque: 36 N·m (370 kgf·cm, 27 ft·lbf)



- (c) Tighten the hose clamp.

7. INSTALL SPIRAL CABLE (See page BE-29)

8. INSTALL COMBINATION SWITCH WITH SPIRAL CABLE

- (a) Install the combination switch with spiral cable with the 3 screws.

- (b) Connect the airbag connector.

- (c) Connect the 3 connectors.

9. INSTALL COLUMN UPPER AND LOWER COVERS

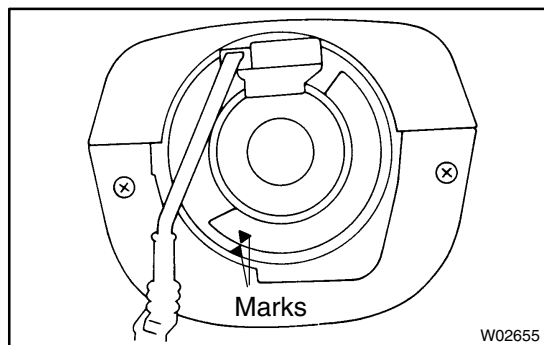
Install the column upper and lower covers with the 3 screws.

10. INSTALL LOWER LH INSTRUMENT PANEL INSERT

Install the lower LH instrument panel insert with the 2 bolts.

11. INSTALL LOWER INSTRUMENT FINISH PANEL

- Connect the hood lock control cable.
- Connect the connector.
- Install the lower instrument finish panel with the 2 bolts.

**12. CENTER SPIRAL CABLE**

- Check that the front wheels are facing straight ahead.
- Turn the spiral cable counterclockwise by hand until it becomes harder to turn.
- Then rotate the spiral cable clockwise about 2.5 turns to align the marks.

HINT:

The spiral cable will rotate about 2.5 turns to either left or right of the center.

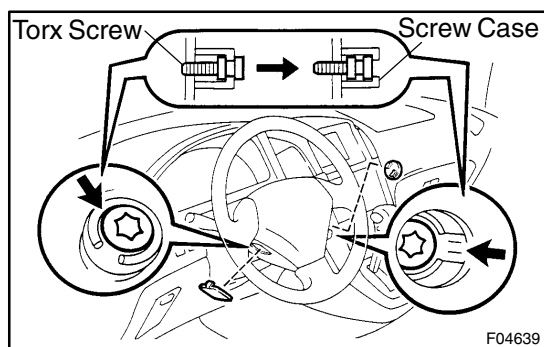
13. INSTALL STEERING WHEEL

- Align the matchmarks on the steering wheel and main shaft.
- Install the steering wheel with the nut.
Torque: 36 N·m (370 kgf·cm, 27 ft·lbf)
- Connect the connector.

14. INSTALL STEERING WHEEL PAD**NOTICE:**

- Never use airbag parts from another vehicle. When replacing parts, replace with new ones.
- Make sure the wheel pad is installed to the specified torque.
- If the wheel pad has been dropped, or there are cracks, dents or other defects in the case or connector, replace the wheel pad with a new one.
- When installing the wheel pad, take care that the wirings do not interfere with other parts and are not pinched between other parts.

- Connect the airbag connector.

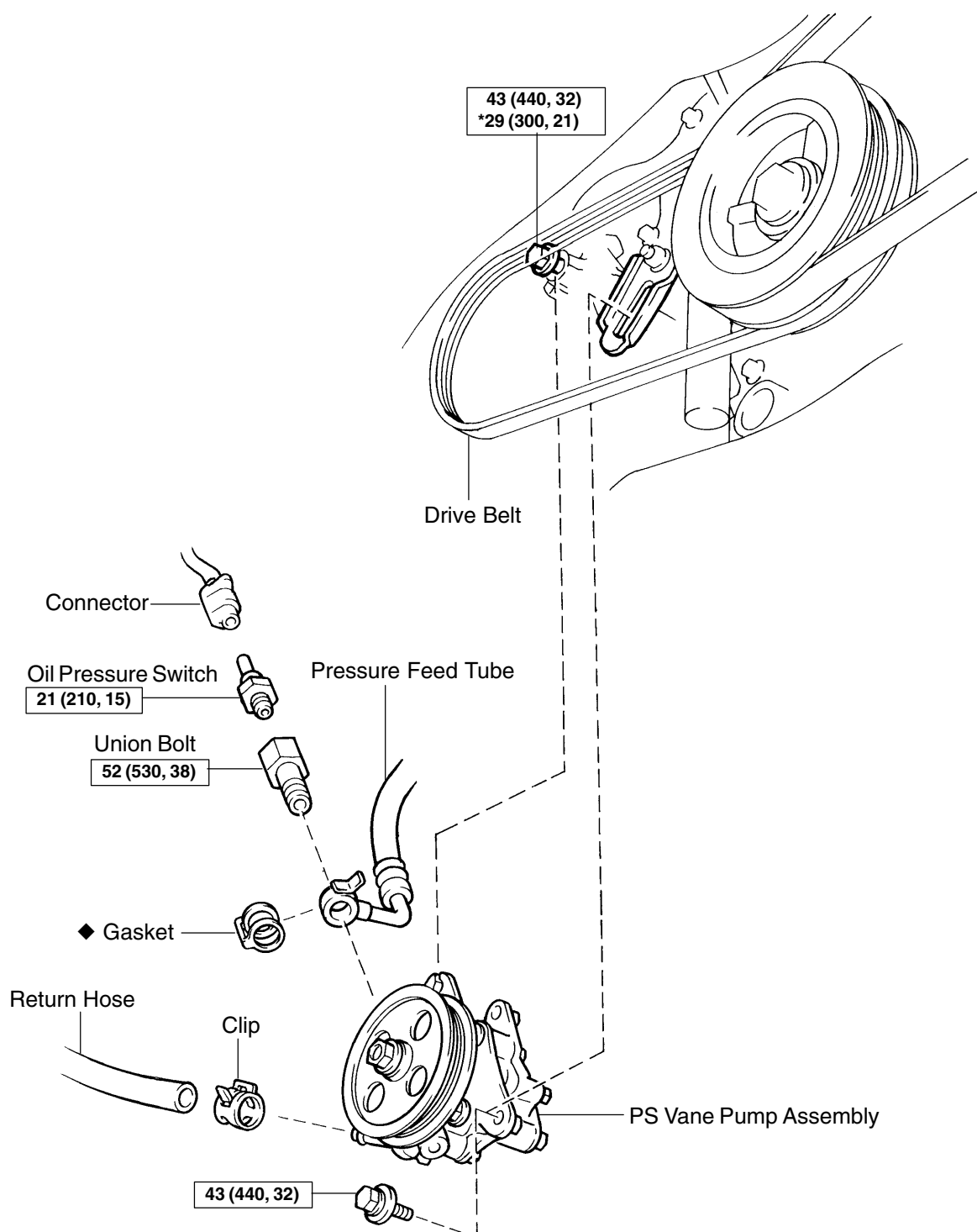


- Install the steering wheel pad after confirming that the circumference groove of the torx screws is caught on the screw case.
- Using a torx socket wrench, torque the 2 screws.
Torque: 8.8 N·m (90 kgf·cm, 78 in·lbf)
- Install the steering wheel lower No. 2 and No. 3 covers.

15. CHECK STEERING WHEEL CENTER POINT

POWER STEERING VANE PUMP COMPONENTS

SR05Y-06

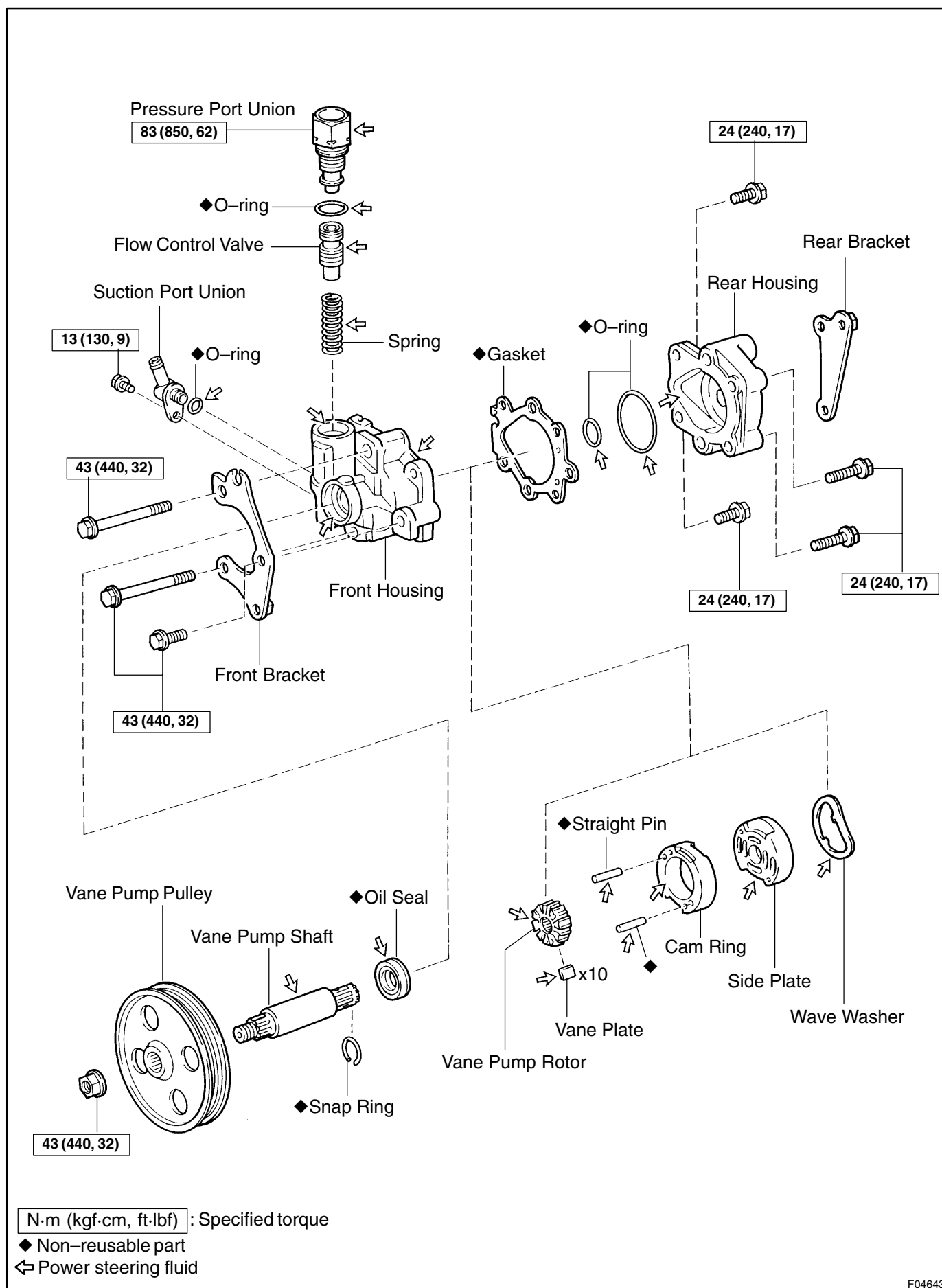


N·m (kgf·cm, ft·lbf) : Specified torque

◆ Non-reusable part

* For use with SST

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REMOVAL

1. DISCONNECT RETURN HOSE

Remove the clip and disconnect the return hose.

NOTICE:

Take care not to spill fluid on the drive belt.

2. REMOVE OIL PRESSURE SWITCH

- (a) Disconnect the connector.
- (b) Remove the oil pressure switch from the union bolt.

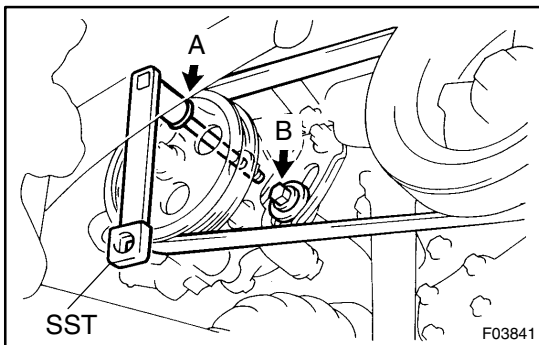
NOTICE:

Be careful not to drop the oil pressure switch.

If the oil pressure switch is dropped or strongly damaged, replace it with a new one.

3. DISCONNECT PRESSURE FEED TUBE

Remove the union bolt and gasket and disconnect the pressure feed tube.



4. REMOVE DRIVE BELT

Using SST, loosen the 2 bolt ("A" and "B"), and remove the drive belt.

SST 09249-63010

5. REMOVE PS VANE PUMP ASSEMBLY

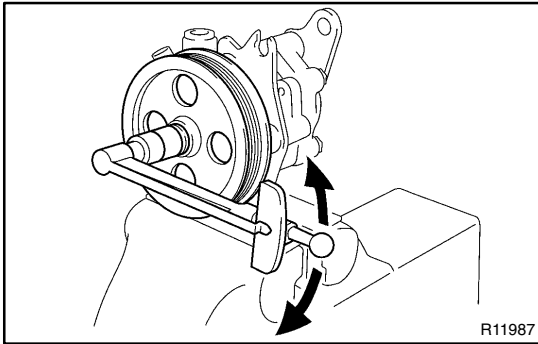
- (a) Using SST, loosen the bolt "A" sufficiently so that pump assembly can be removed.

SST 09249-63010

- (b) Remove the bolt "B" and PS vane pump assembly.

HINT:

Bolt "A" cannot be removed.



DISASSEMBLY

NOTICE:

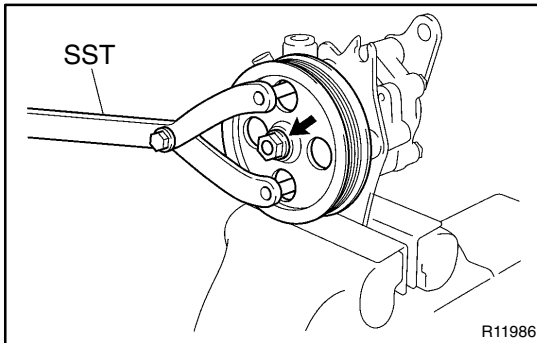
When using a vise, do not overtighten it.

1. MEASURE PS VANE PUMP ROTATING TORQUE

- Check that the pump rotates smoothly without abnormal noise.
- Using a torque wrench, check the pump rotating torque.

Rotating torque:

0.3 N·m (2.8 kgf·cm, 2.4 in.-lbf) or less



2. REMOVE VANE PUMP PULLEY

- Using SST, stop the pulley rotating and loosen the nut.
- Remove the nut and vane pump pulley from the vane pump shaft.

SST 09960-10010 (09962-01000, 09963-01000)

3. REMOVE FRONT AND REAR BRACKETS

Remove the 3 bolts, front and rear brackets.

4. REMOVE SUCTION PORT UNION

- Remove the bolt and suction port union.
- Remove the O-ring from the suction port union.

5. REMOVE PRESSURE PORT UNION, FLOW CONTROL VALVE AND SPRING

- Remove the pressure port union, flow control valve and spring.
- Remove the O-ring from the pressure port union.

6. REMOVE REAR HOUSING

- Remove the 4 bolts and rear housing.
- Remove the 2 O-rings from the rear housing.

7. REMOVE WAVE WASHER

8. REMOVE SIDE PLATE

9. REMOVE GASKET

10. REMOVE CAM RING, 10 VANE PLATES AND VANE PUMP ROTOR

- Remove the cam ring and 10 vane plates.

NOTICE:

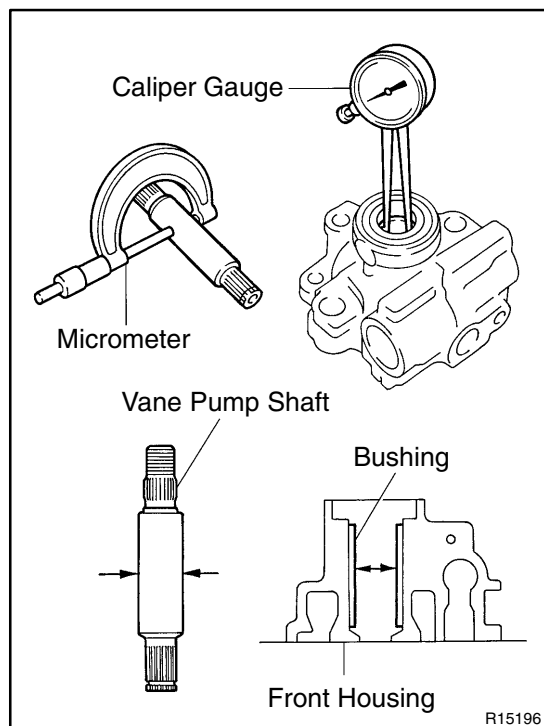
Take care not to drop the plate.

- Using a screwdriver, remove the snap ring and vane pump rotor from the vane pump shaft.

11. REMOVE VANE PUMP SHAFT

12. REMOVE 2 STRAIGHT PINS

Remove the 2 straight pins from the front housing.



INSPECTION

NOTICE:

When using a vise, do not overtighten it.

1. MEASURE OIL CLEARANCE BETWEEN VANE PUMP SHAFT AND BUSHING

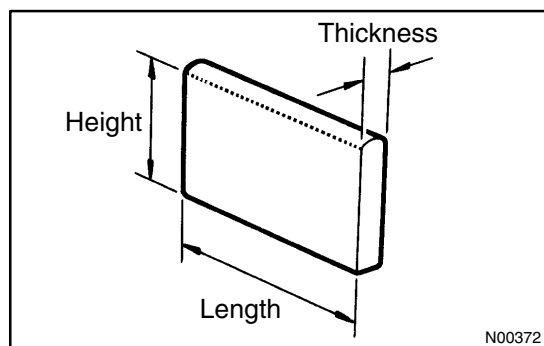
Using a micrometer and caliper gauge, measure the oil clearance.

Standard clearance:

0.03 – 0.05 mm (0.0012 – 0.0020 in.)

Maximum clearance: 0.07 mm (0.0028 in.)

If it is more than the maximum, replace the front housing and vane pump shaft.



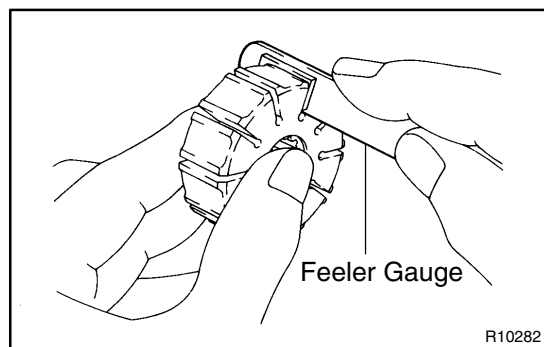
2. INSPECT VANE PUMP ROTOR AND VANE PLATES

- (a) Using a micrometer, measure the height, thickness and length of the vane plates.

Minimum height: 8.6 mm (0.339 in.)

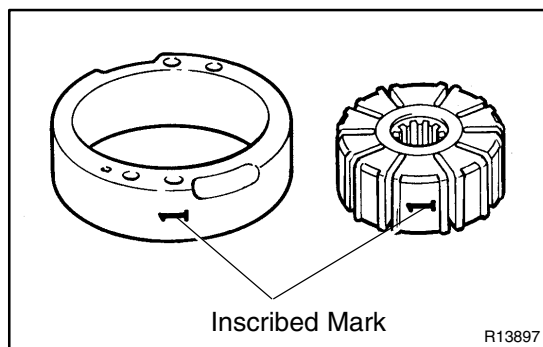
Minimum thickness: 1.397 mm (0.0550 in.)

Minimum length: 14.991 mm (0.5902 in.)



- (b) Using a feeler gauge, measure the clearance between the vane pump rotor groove and vane plate.

Maximum clearance: 0.035 mm (0.0014 in.)



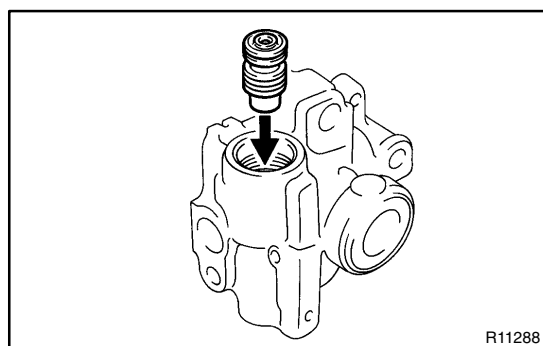
If it is more than the maximum, replace the vane plate and/or vane pump rotor with the one having the same mark stamped on the cam ring.

Inscribed mark: 1, 2, 3, 4 or None

HINT:

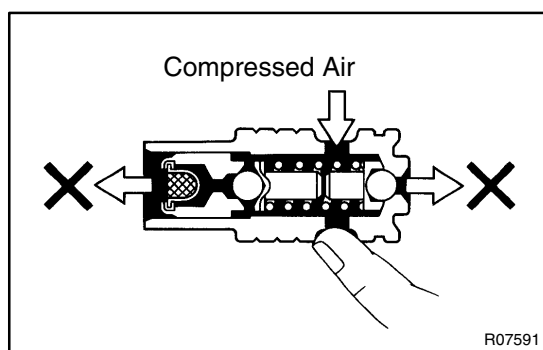
There are 5 vane plate lengths with the following vane pump rotor and cam ring marks:

Rotor and cam ring mark	Vane plate part number	Vane plate length mm (in.)
None	44345-26010	14.999-15.001 (0.59051-0.59059)
1	44345-26020	14.997-14.999 (0.59043-0.59051)
2	44345-26030	14.995-14.997 (0.59035-0.59043)
3	44345-26040	14.993-14.995 (0.59027-0.59035)
4	44345-26050	14.991-14.993 (0.59020-0.59027)

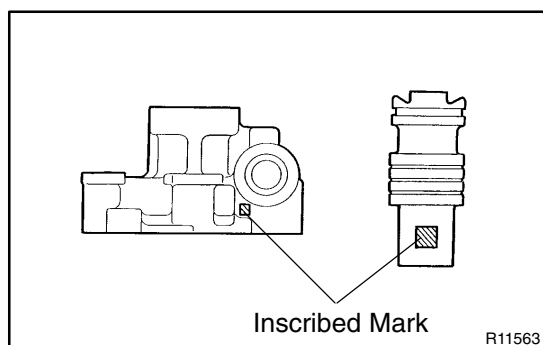


3. INSPECT FLOW CONTROL VALVE

- (a) Coat the flow control valve with power steering fluid and check that it falls smoothly into the flow control valve hole by its own weight.

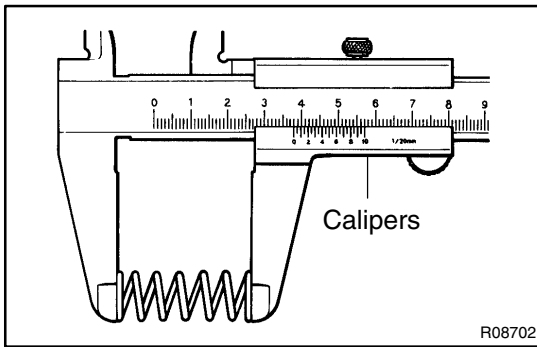


- (b) Check the flow control valve for leakage. Close one of the holes and apply 392 – 490 kPa (4 – 5 kgf/cm², 57 – 71 psi) of compressed air into the opposite side hole, and confirm that air does not come out from the end holes.



If necessary, replace the flow control valve with the one having the same letter as inscribed on the front housing.

Inscribed mark: A, B, C, D, E or F

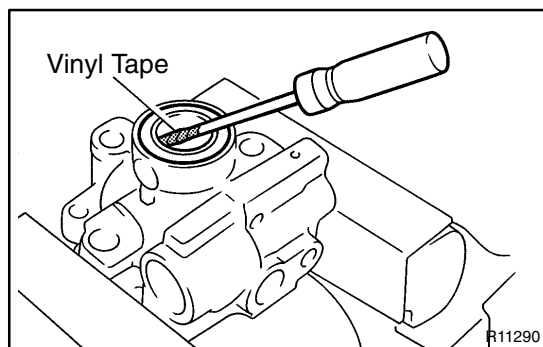


4. INSPECT SPRING

Using a vernier calipers, measure the free length of the spring.

Minimum free length: 32.3 mm (1.272 in.)

If it is not within the specification, replace the spring.



REPLACEMENT

NOTICE:

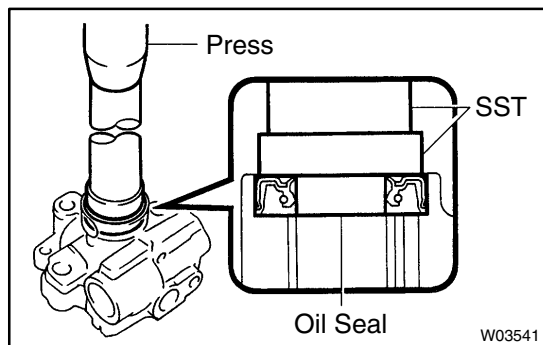
When using a vise, do not overtighten it.

IF NECESSARY, REPLACE OIL SEAL

- (a) Using a screwdriver with vinyl tape wound around its tip, remove the oil seal.

NOTICE:

Be careful not to damage the front housing.



- (b) Coat a new oil seal lip with power steering fluid.

- (c) Using SST, press in the oil seal.

SST 09950-60010 (09951-00330),
09950-70010 (09951-07100)

NOTICE:

Make sure that the oil seal is installed facing in the correct direction.

REASSEMBLY

NOTICE:

When using a vise, do not overtighten it.

1. **COAT PARTS INDICATED BY ARROWS WITH POWER STEERING FLUID (See page SR-20)**

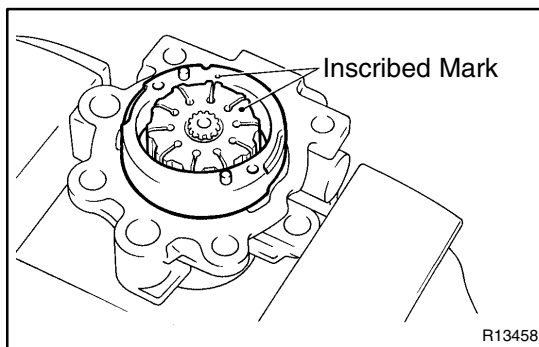
2. **INSTALL 2 STRAIGHT PINS**

Using a plastic hammer, tap in 2 new straight pins.

NOTICE:

Be careful not to damage the straight pins.

3. **INSTALL VANE PUMP SHAFT**

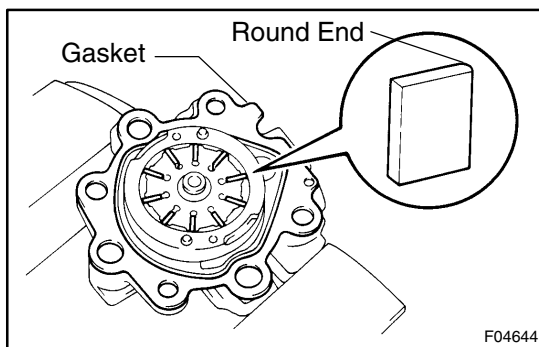


4. **INSTALL CAM RING**

Align the holes of the cam ring and 2 straight pins, and install the cam ring with the inscribed mark facing outward.

5. **INSTALL VANE PUMP ROTOR**

- (a) Install the vane pump rotor with the inscribed mark facing outward.
- (b) Install a new snap ring to the vane pump shaft.



6. **INSTALL 10 VANE PLATES**

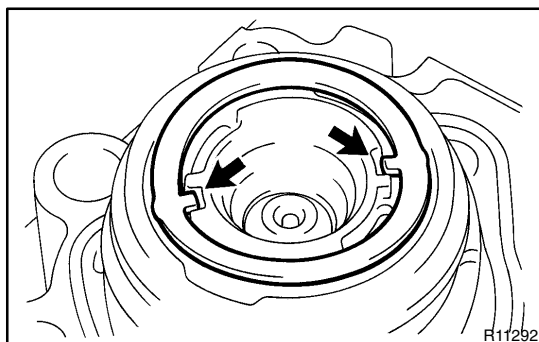
Install the 10 vane plates with the round end facing outward.

7. **INSTALL GASKET**

Install a new gasket facing the correct direction, as shown in the illustration.

8. **INSTALL SIDE PLATE**

Align the holes of the side plate and 2 straight pins, and install the side plate.



9. **INSTALL WAVE WASHER**

Install the wave washer so that its protrusions fit into the slots in the side plate.

10. **INSTALL REAR HOUSING**

- (a) Coat 2 new O-rings with power steering fluid and install them to the rear housing.
- (b) Install the rear housing with the 4 bolts.

Torque: 24 N·m (240 kgf·cm, 17 ft·lbf)

11. INSTALL SPRING, FLOW CONTROL VALVE AND PRESSURE PORT UNION

- (a) Install the spring.
- (b) Install the flow control valve facing the correct direction (See page SR-20).
- (c) Coat a new O-ring with power steering fluid and install it to the pressure port union.
- (d) Install the pressure port union.

Torque: 83 N·m (850 kgf·cm, 62 ft·lbf)

12. INSTALL SUCTION PORT UNION

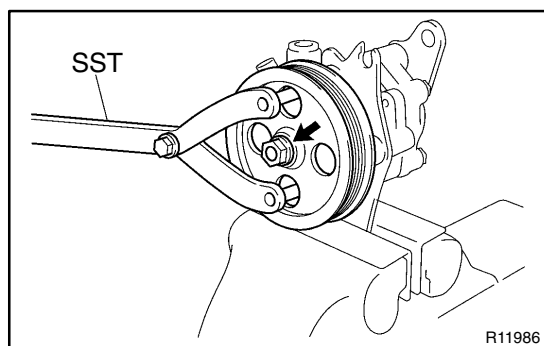
- (a) Coat a new O-ring with power steering fluid and install it to the suction port union.
- (b) Install the suction port union with the bolt.

Torque: 13 N·m (130 kgf·cm, 9 ft·lbf)

13. INSTALL FRONT AND REAR BRACKETS

Install the front and rear brackets with the 3 bolts.

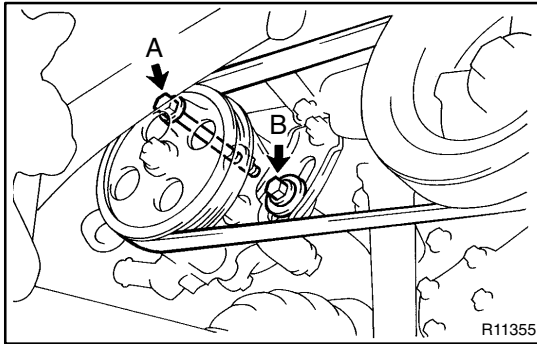
Torque: 43 N·m (440 kgf·cm, 32 ft·lbf)

**14. INSTALL VANE PUMP PULLEY**

- (a) Install the vane pump pulley and nut to the vane pump shaft.
- (b) Using SST, stop the pulley rotating and torque the nut.
SST 09960-10010 (09962-01000, 09963-01000)

Torque: 43 N·m (440 kgf·cm, 32 ft·lbf)

15. MEASURE PS VANE PUMP ROTATING TORQUE
(See page SR-23)



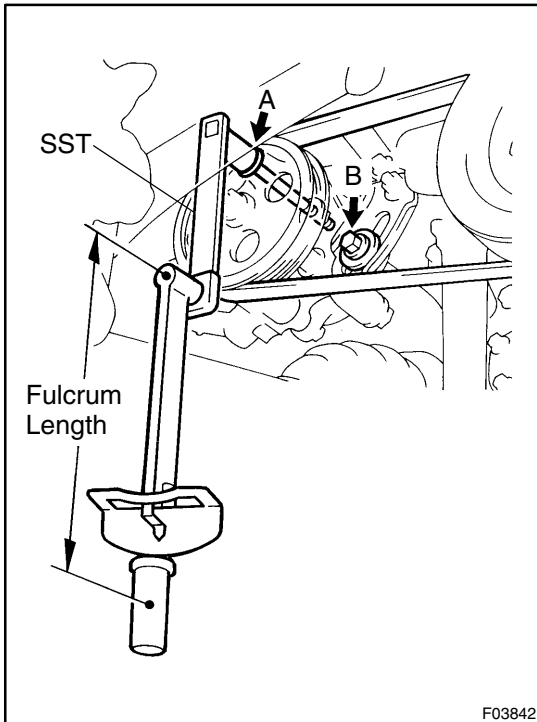
INSTALLATION

1. INSTALL PS VANE PUMP ASSEMBLY

Temporarily install the PS vane pump assembly with the 2 ("A" and "B") bolts.

2. INSTALL DRIVE BELT

- (a) Adjust drive belt tension (See page SR-3).



- (b) Using SST, torque the bolt "A".

SST 09249-63010

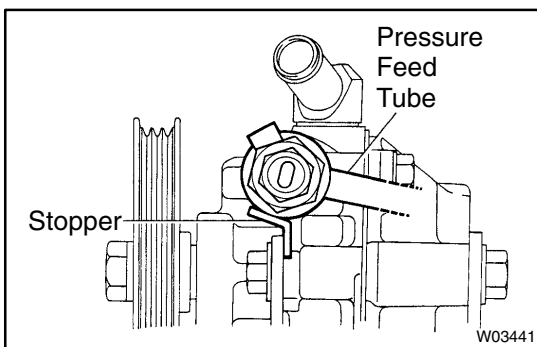
Torque: 29 N·m (300 kgf·cm, 22 ft·lbf)

HINT:

Use a torque wrench with a fulcrum length of 300 mm (11.81 in.).

- (c) Torque the bolt "B".

Torque: 43 N·m (440 kgf·cm, 32 ft·lbf)



3. CONNECT PRESSURE FEED TUBE

Install a new gasket and connect the pressure feed tube to the PS vane pump assembly with the union bolt.

HINT:

Make sure the stopper of the pressure feed tube touches the front bracket as shown in the illustration, then install the union bolt.

Torque: 52 N·m (530 kgf·cm, 38 ft·lbf)

4. INSTALL OIL PRESSURE SWITCH

- (a) Install the oil pressure switch to the union bolt.

Torque: 21 N·m (210 kgf·cm, 15 ft·lbf)

- (b) Connect the connector to the oil pressure switch.

NOTICE:

Be careful to prevent oil seal from being attached to the connector.

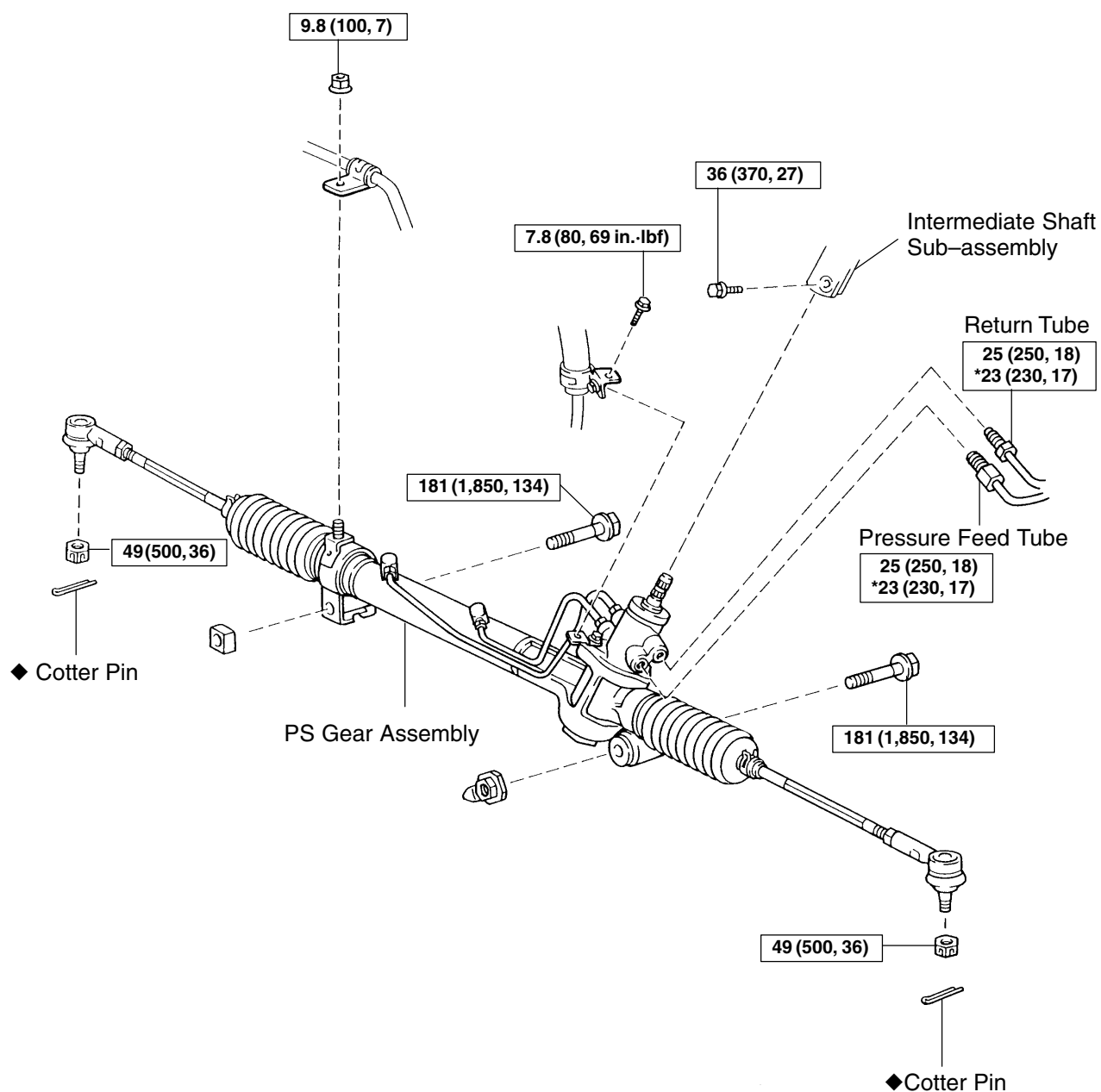
5. CONNECT RETURN HOSE

Connect the return hose with the clip.

6. BLEED POWER STEERING SYSTEM (See page SR-5)

POWER STEERING GEAR COMPONENTS

SR064-07

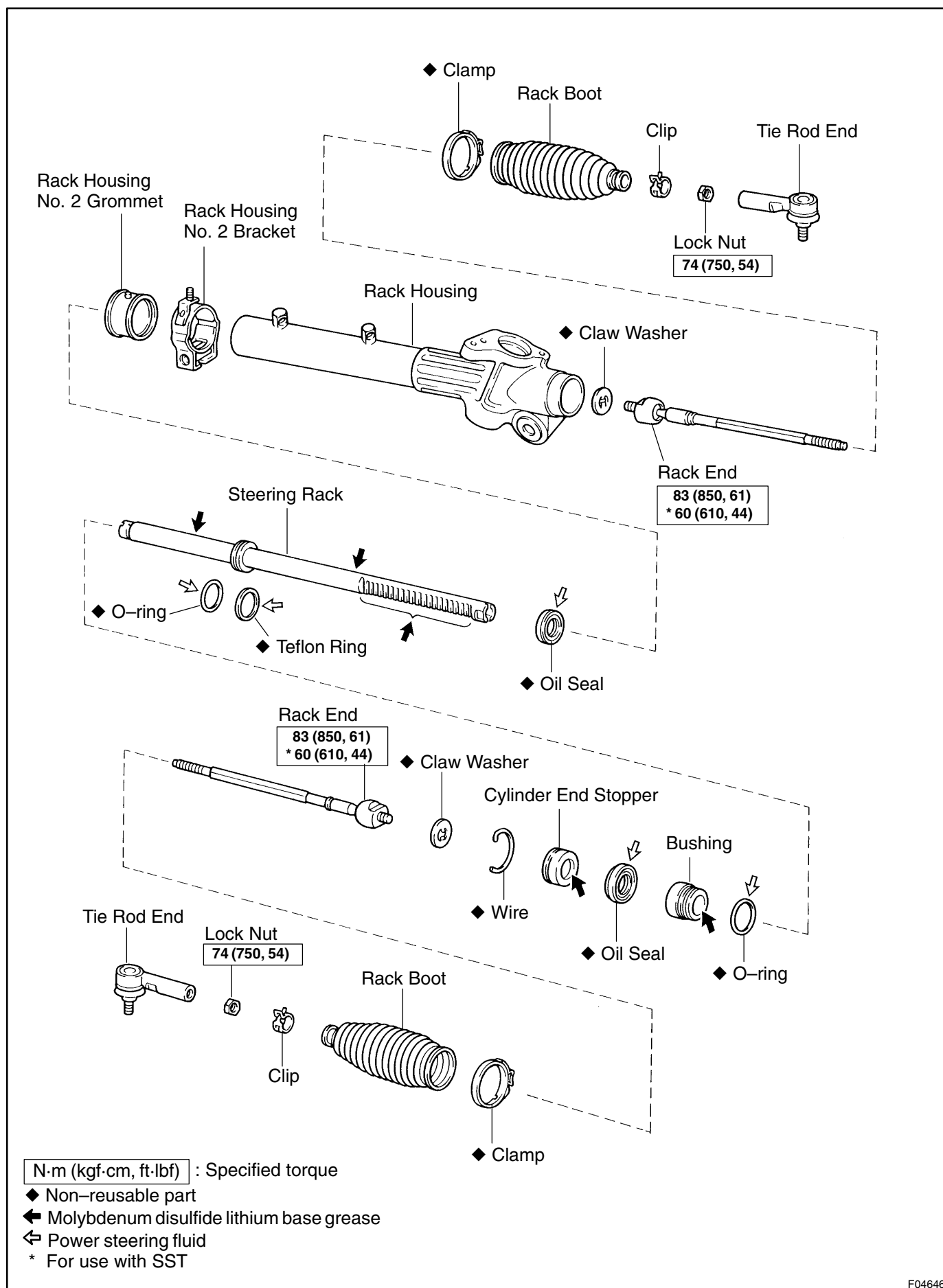


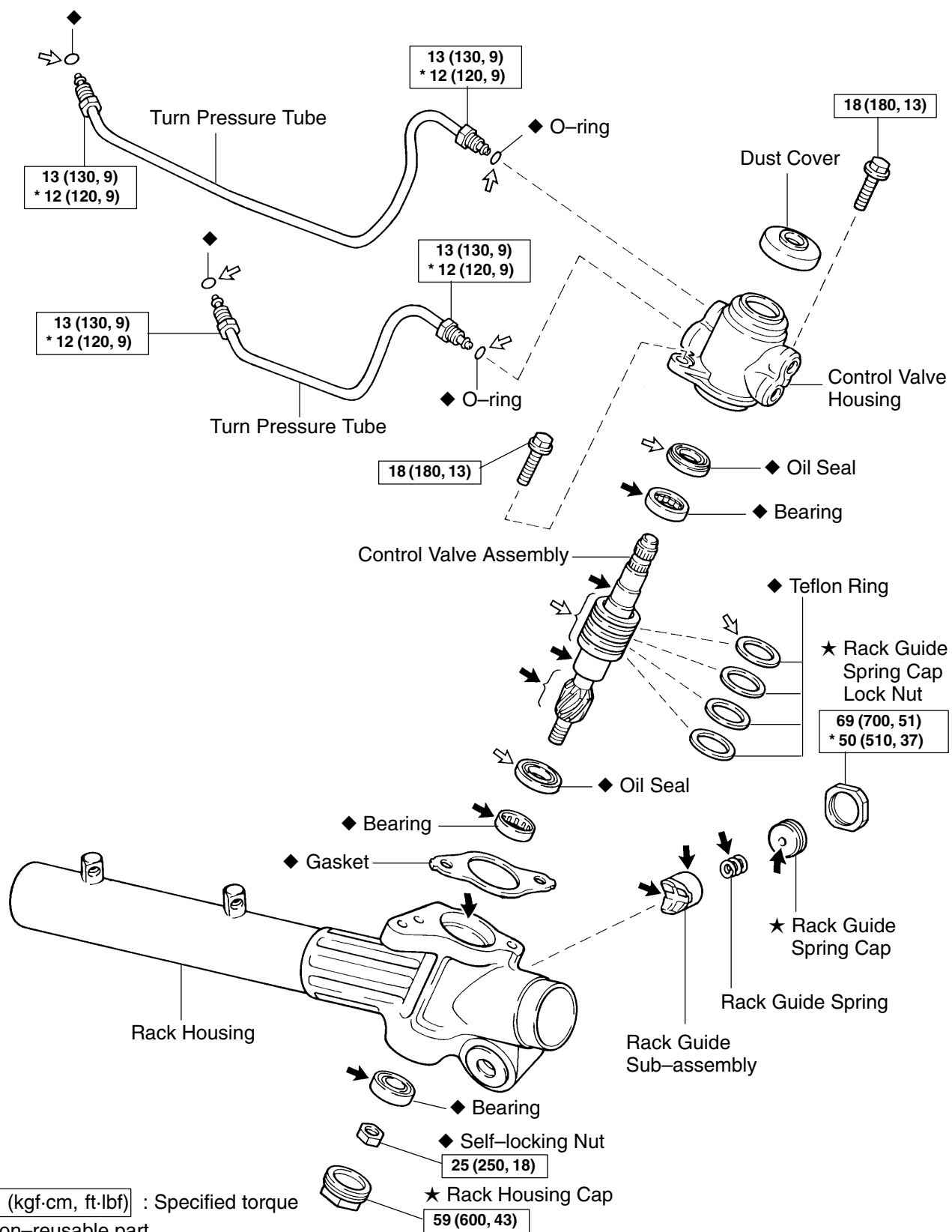
N·m (kgf·cm, ft·lbf) : Specified torque

◆ Non-reusable part

* For use with SST

F04645





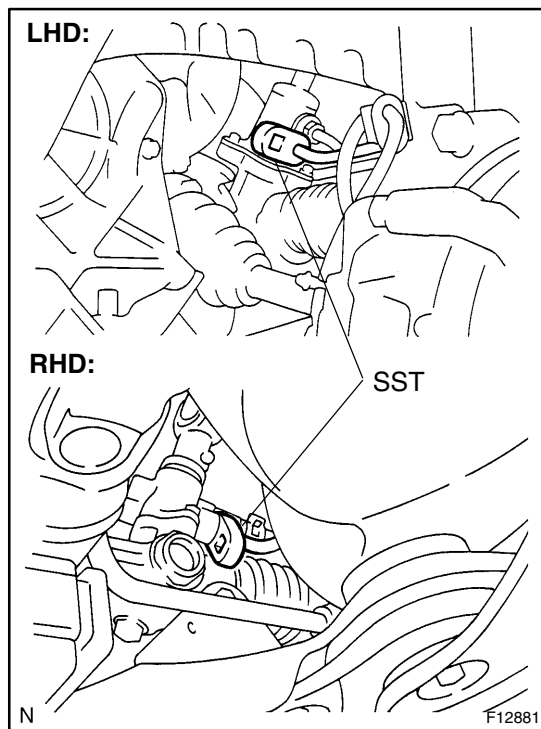
REMOVAL

NOTICE:

Remove the steering wheel assembly before the steering gear removal, because there is possibility of breaking of the spiral cable.

1. PLACE FRONT WHEELS FACING STRAIGHT AHEAD
2. REMOVE STEERING WHEEL PAD (See page SR-12)
3. REMOVE STEERING WHEEL (See page SR-12)
4. DISCONNECT RH AND LH TIE ROD ENDS (See page SA-10)
5. DISCONNECT INTERMEDIATE SHAFT SUB-ASSEMBLY (See page SR-12)
6. DISCONNECT 2 CLAMP PLATES

Remove the bolt, nut and 2 clamp plates.



7. DISCONNECT PRESSURE FEED AND RETURN TUBES

Using SST, disconnect the pressure feed and return tubes.

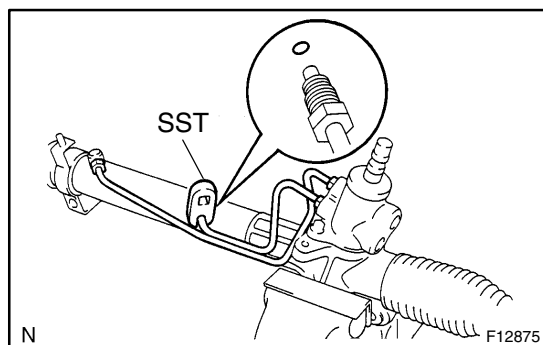
SST 09023-38400

8. REMOVE PS GEAR ASSEMBLY

- (a) Remove the 2 PS gear assembly set bolts and nuts.
- (b) Remove the PS gear assembly from the LH of the vehicle.

NOTICE:

Do not damage the turn pressure tubes.



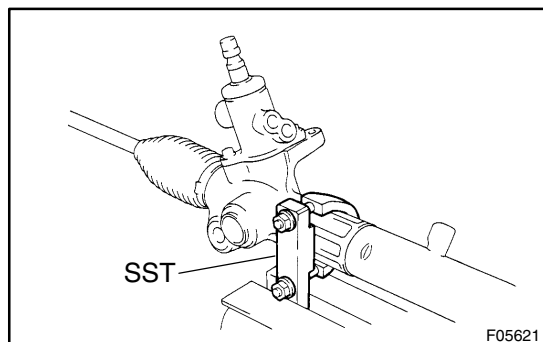
DISASSEMBLY

NOTICE:

When using a vise, do not overtighten it.

1. REMOVE 2 TURN PRESSURE TUBES

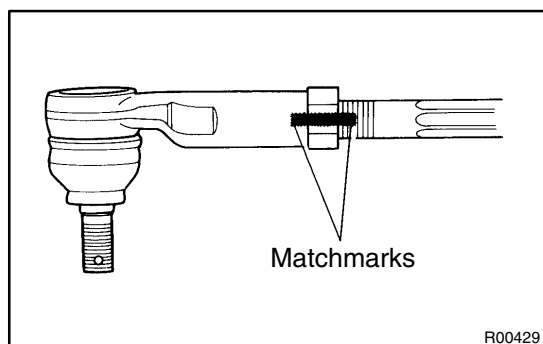
- Using SST, remove the 2 turn pressure tubes.
SST 09023-38200
- Remove the 4 O-rings from the 2 turn pressure tubes.



2. SECURE PS GEAR ASSEMBLY IN VISE

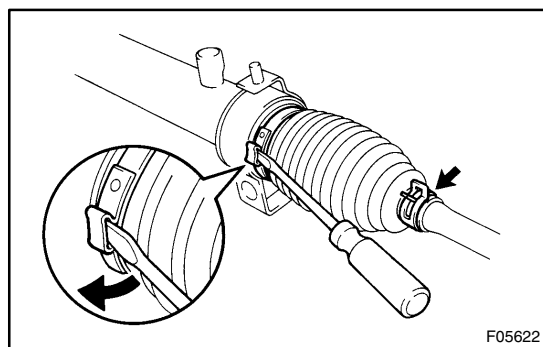
Using SST, secure the PS gear assembly in a vise.

SST 09612-00012



3. REMOVE RH AND LH TIE ROD ENDS AND LOCK NUTS

- Place matchmarks on the tie rod end and rack end.
- Loosen the lock nut, and remove the tie rod end and lock nut.
- Employ the same manner described above to the other side.



4. REMOVE RH AND LH CLIPS, RACK BOOTS AND CLAMPS

- Using a screwdriver, loosen the clamp.
- Remove the clamp, clip and rack boot.

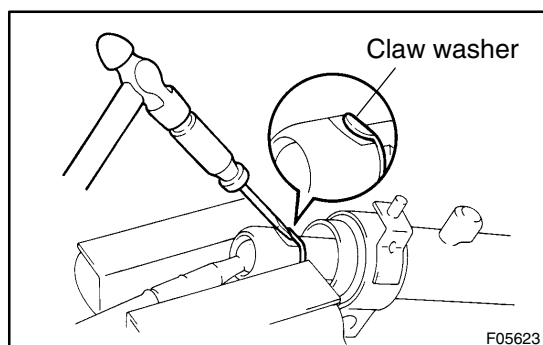
NOTICE:

Be careful not to damage the boot.

HINT:

Mark the RH and LH boots.

- Employ the same manner described above to the other side.

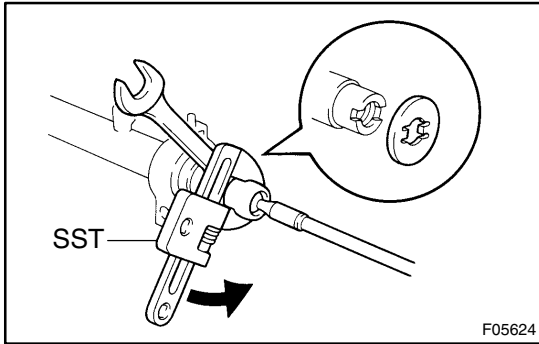


5. REMOVE RH AND LH RACK ENDS AND CLAW WASHERS

- Using a screwdriver and a hammer, unstake the claw washer.

NOTICE:

Avoid any impact to the steering rack.



- (b) Using a spanner (24 mm), hold the steering rack steadily and using SST, remove the rack end.
SST 09922-10010

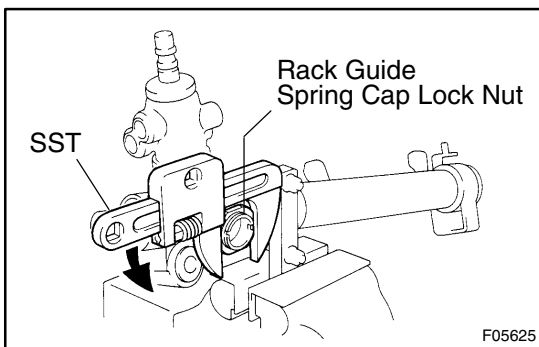
NOTICE:

Use SST 09922-10010 in the direction shown in the illustration.

HINT:

Mark the RH and LH rack ends.

- (c) Remove the claw washer.
(d) Employ the same manner described above to the other side.

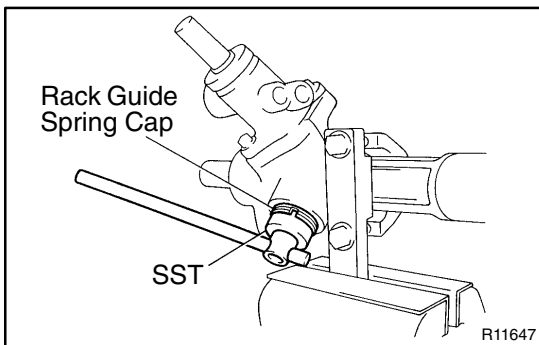
**6. REMOVE RACK GUIDE SPRING CAP LOCK NUT**

Using SST, remove the rack guide spring cap lock nut.

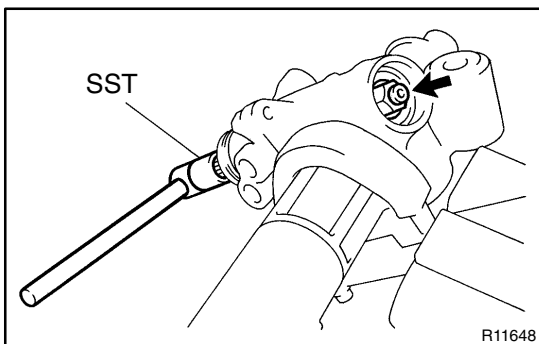
SST 09922-10010

NOTICE:

Use SST 09922-10010 in the direction shown in the illustration.

**7. REMOVE RACK GUIDE SPRING CAP, RACK GUIDE SPRING, RACK GUIDE SUB-ASSEMBLY**

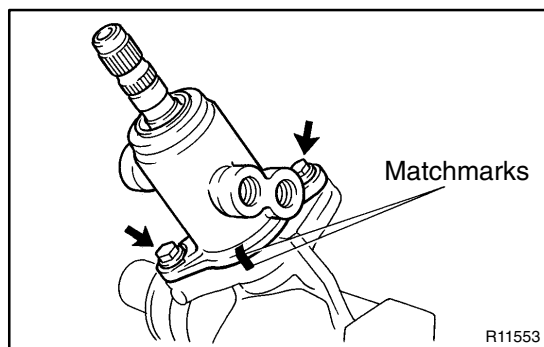
- (a) Using SST, remove the rack guide spring cap.
SST 09631-10021
(b) Remove the rack guide spring and rack guide sub-assembly.

8. REMOVE RACK HOUSING CAP**9. REMOVE SELF-LOCKING NUT**

Using SST, stop the control valve shaft rotating and remove the self-locking nut.

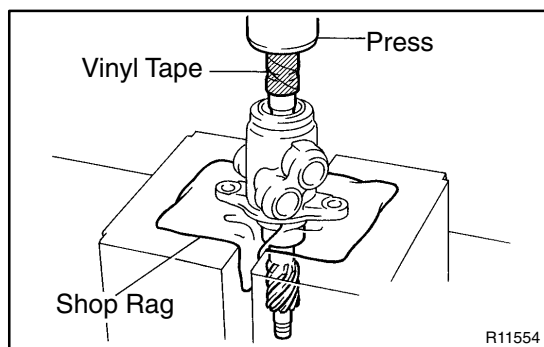
SST 09616-00011

10. REMOVE DUST COVER



11. REMOVE CONTROL VALVE HOUSING WITH CONTROL VALVE ASSEMBLY

- (a) Place matchmarks on the control valve housing and rack housing.
- (b) Remove the 2 bolts and pull out control valve housing with control valve assembly.
- (c) Remove the gasket from the rack housing.



12. REMOVE CONTROL VALVE ASSEMBLY

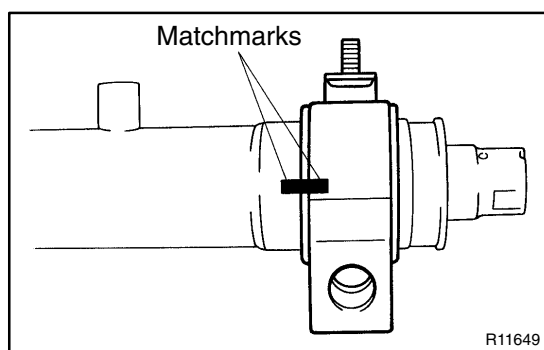
- (a) To prevent oil seal lip damage, wind vinyl tape on the serrated part of the control valve assembly.
- (b) Press out the control valve assembly with the oil seal.

NOTICE:

- Place a shop rag between the valve housing and the blocks.
- Be careful not to drop the valve assembly.
- Be careful not to damage the oil seal lip.

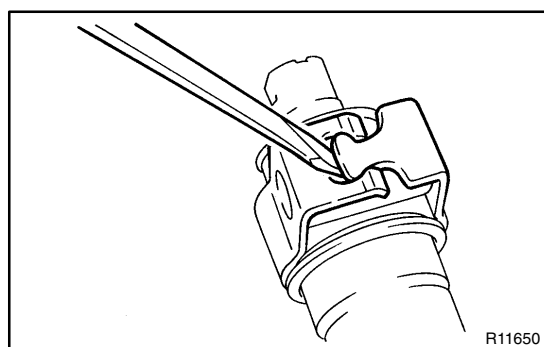
13. REMOVE OIL SEAL

Remove the oil seal from the control valve assembly.

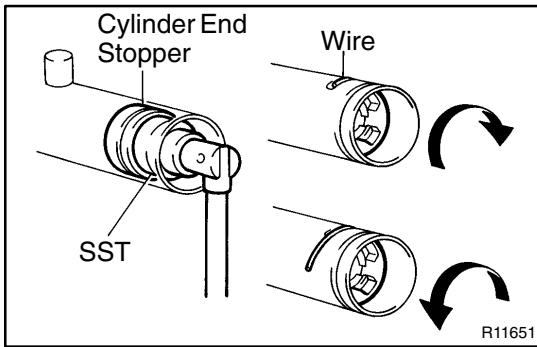


14. REMOVE RACK HOUSING NO. 2 BRACKET AND GROMMET

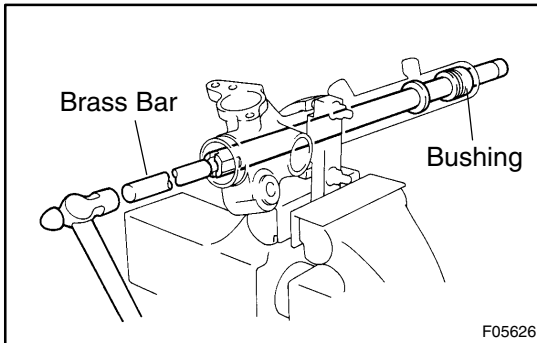
- (a) Place matchmarks on the rack housing No. 2 bracket and rack housing.



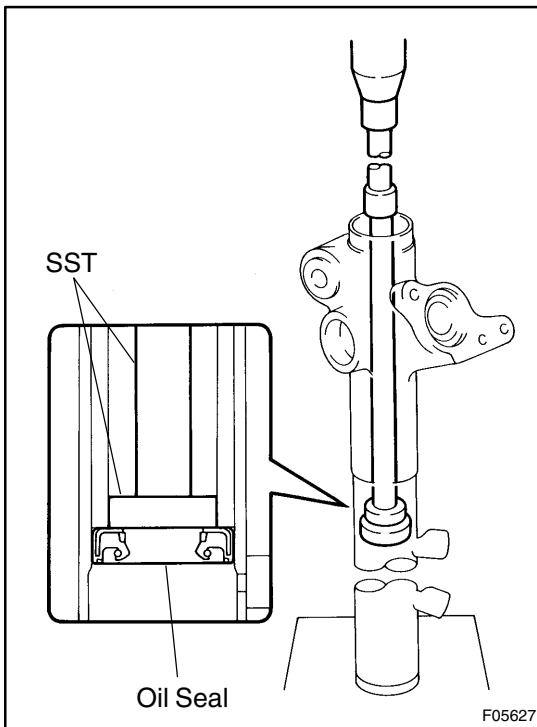
- (b) Using a screwdriver, pry the clamp of the rack housing No. 2 bracket and remove the rack housing No. 2 bracket.
- (c) Remove the rack housing No. 2 grommet from the rack housing No. 2 bracket.

**15. REMOVE CYLINDER END STOPPER**

- (a) Using SST, turn the cylinder end stopper clockwise until the wire end is visible through the service hole.
SST 09631-10021
- (b) Using SST, turn the cylinder end stopper counterclockwise, and remove the wire and cylinder end stopper.
SST 09631-10021

**16. REMOVE STEERING RACK AND BUSHING**

- (a) Using a brass bar and a hammer, tap out the steering rack with the bushing.
- (b) Remove the bushing from the steering rack.
- (c) Remove the O-ring from the bushing.

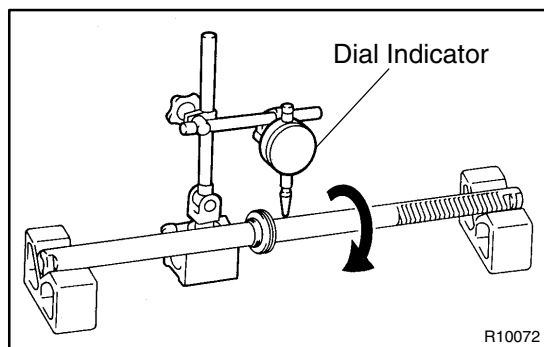
**17. REMOVE OIL SEAL**

Using SST, press out the oil seal.

SST 09950-60010 (09951-00290),
09950-70010 (09951-07360)

NOTICE:

Be careful not to damage the rack housing.



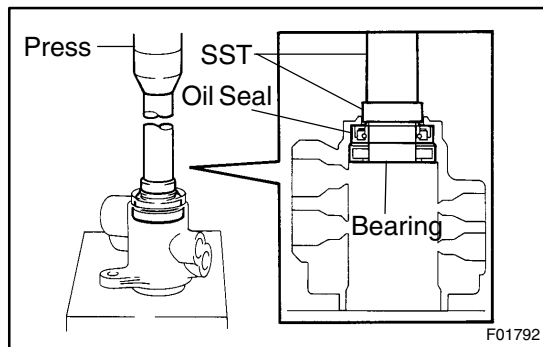
INSPECTION

INSPECT STEERING RACK

- (a) Using a dial indicator, check the steering rack for runout and for teeth wear and damage.

Maximum runout: 0.03 mm (0.0118 in.)

- (b) Check the back surface for wear and damage.



REPLACEMENT

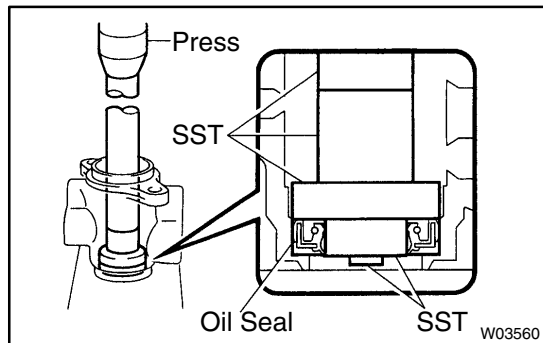
NOTICE:

When using a vise, do not overtighten it.

1. IF NECESSARY, REPLACE OIL SEAL AND BEARING

- (a) Using SST, press out the oil seal and bearing from the control valve housing.

SST 09950-60010 (09951-00250),
09950-70010 (09951-07200)



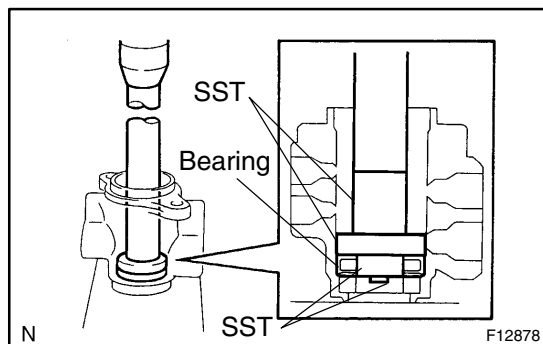
- (b) Coat a new oil seal lip with power steering fluid.

- (c) Using SST, press in the oil seal.

SST 09950-60010 (09951-00180, 09951-00320,
09952-06010), 09950-70010 (09951-07200)

NOTICE:

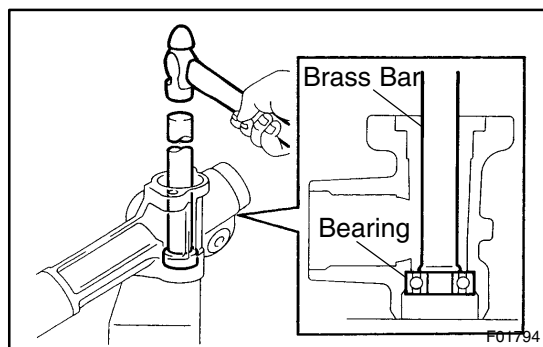
Make sure that the oil seal is installed facing in the correct direction.



- (d) Coat a new bearing with molybdenum disulfide lithium base grease.

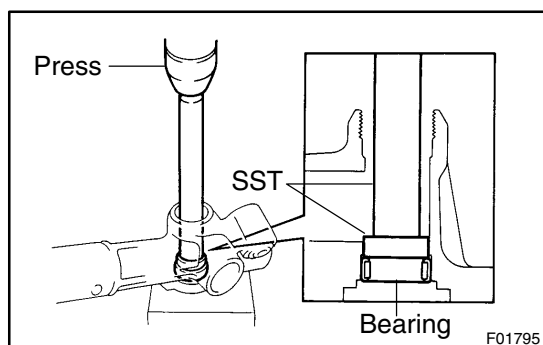
- (e) Using SST, press in the bearing.

SST 09950-60010 (09951-00180, 09951-00340,
09952-06010), 09950-70010 (09951-07200)



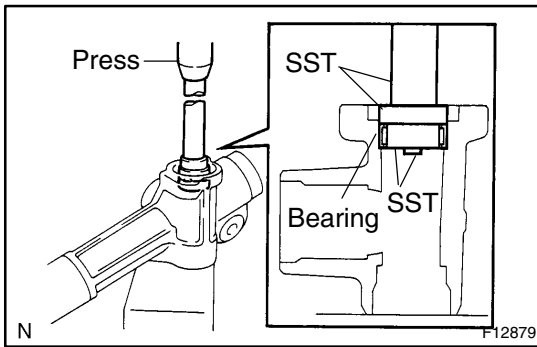
2. IF NECESSARY, REPLACE 2 BEARINGS

- (a) Using a brass bar and a hammer, tap out the bearing from the rack housing.

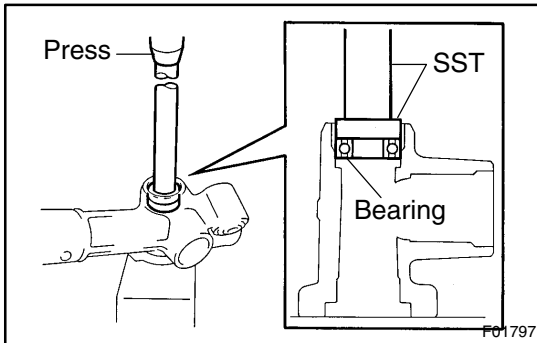


- (b) Using SST, press out the bearing from the rack housing.

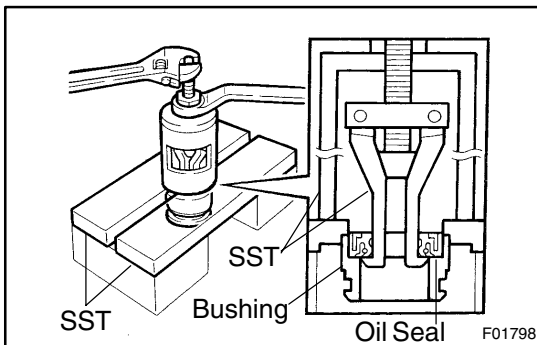
SST 09950-60010 (09951-00270),
09950-70010 (09951-07200)



- (c) Coat a new bearing with molybdenum disulfide lithium base grease.
- (d) Using SST, press in the bearing.
SST 09950-60010 (09951-00250, 09951-00310, 09952-06010), 09950-70010 (09951-07200)



- (e) Coat a new bearing with molybdenum disulfide lithium base grease.
- (f) Using SST, press in the bearing.
SST 09950-60010 (09951-00320), 09950-70010 (09951-07200)

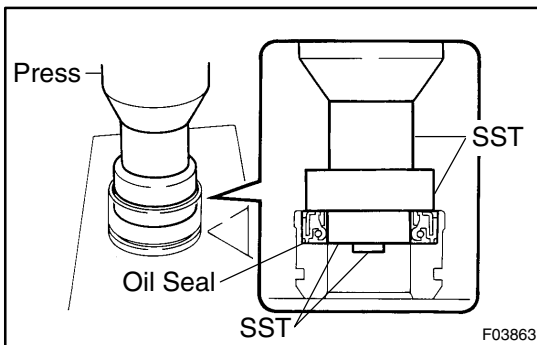


3. IF NECESSARY, REPLACE OIL SEAL

- (a) Using SST, remove the oil seal from the bushing.
SST 09527-20011, 09612-24014 (09613-22011)

NOTICE:

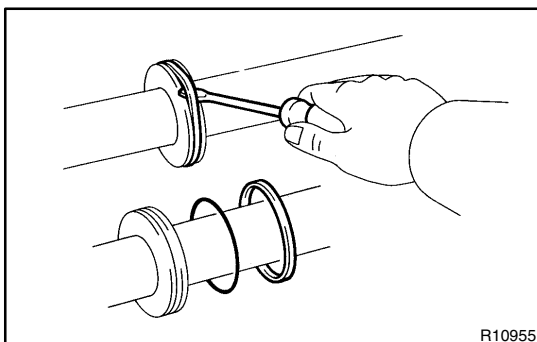
Be careful not to damage the bushing.



- (b) Coat a new oil seal lip with power steering fluid.
- (c) Using SST, press in the oil seal.
SST 09950-60010 (09951-00260, 09951-00400, 09952-06010)

NOTICE:

Make sure that the oil seal is installed facing in the correct direction.



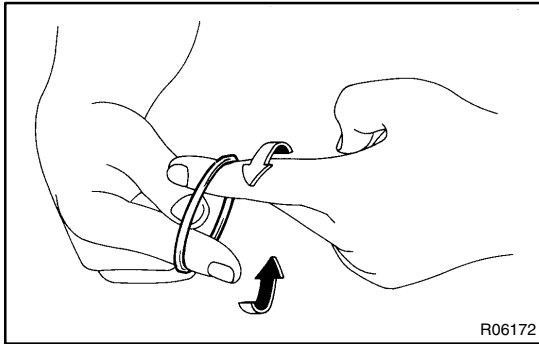
4. IF NECESSARY, REPLACE TEFLON RING AND O-RING

- (a) Using a screwdriver, remove the teflon ring and O-ring from the steering rack.

NOTICE:

Be careful not to damage the groove for the teflon ring.

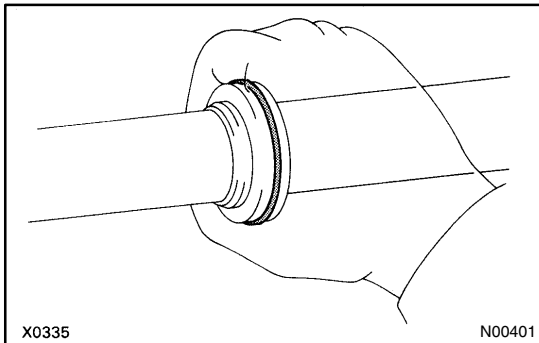
- (b) Coat a new O-ring with power steering fluid and install it to the steering rack.



- (c) Expand a new teflon ring with your fingers.

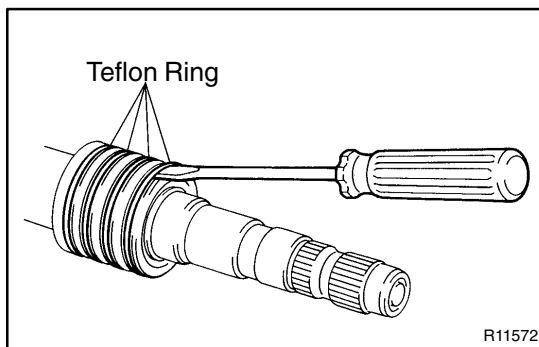
NOTICE:

Be careful not to over expand the teflon ring.



- (d) Coat the teflon ring with power steering fluid.

- (e) Install the teflon ring to the steering rack, and settle it down with your fingers.



5. IF NECESSARY, REPLACE TEFLON RINGS

- (a) Using a screwdriver, remove the 4 teflon rings from the control valve assembly.

NOTICE:

Be careful not to damage the grooves for the teflon ring.

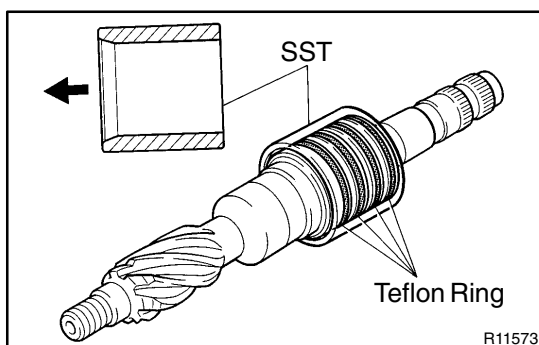
- (b) Expand 4 new teflon rings with your fingers.

NOTICE:

Be careful not to over expand the teflon ring.

- (c) Coat the teflon rings with power steering fluid.

- (d) Install the teflon rings to the control valve assembly, and settle them down with your fingers.

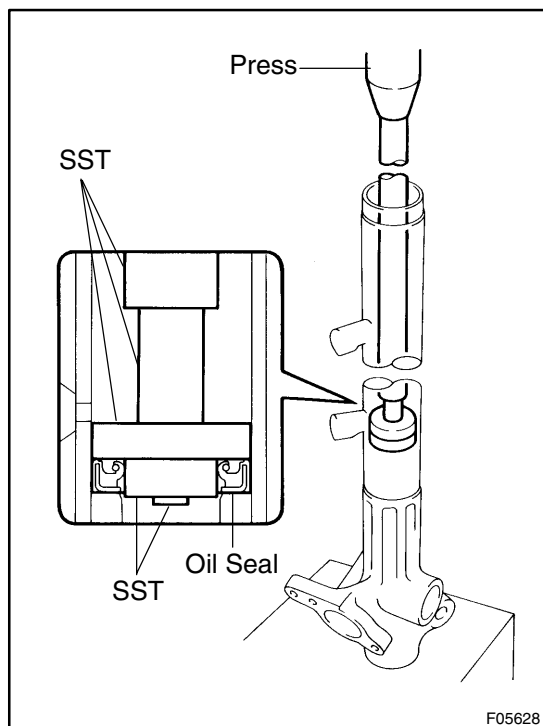


- (e) Carefully slide the tapered end of SST over the teflon rings until they fit to the control valve assembly.

SST 09631-20081

NOTICE:

Be careful not to damage the teflon rings.



REASSEMBLY

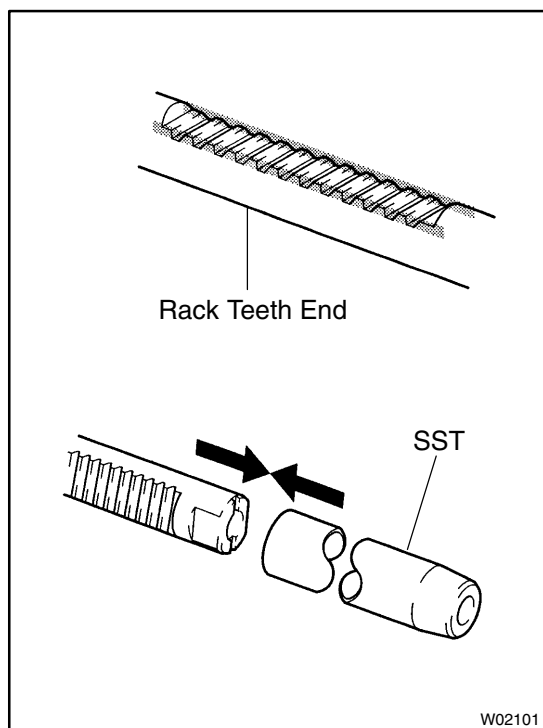
NOTICE:

When using a vise, do not overtighten it.

1. **COAT PARTS INDICATED BY ARROWS WITH POWER STEERING FLUID OR MOLYBDENUM DISULFIDE LITHIUM BASE GREASE (See page SR-31)**
 2. **INSTALL OIL SEAL**
 - (a) Coat a new oil seal lip with power steering fluid.
 - (b) Install the oil seal to SST, and press them into the rack housing.
- SST 09950-60010 (09951-00240, 09951-00430, 09952-06010), 09950-70010 (09951-07360)

NOTICE:

- Make sure that the oil seal is installed facing in the correct direction.
- Take care that the oil seal does not get reversed as you install it.



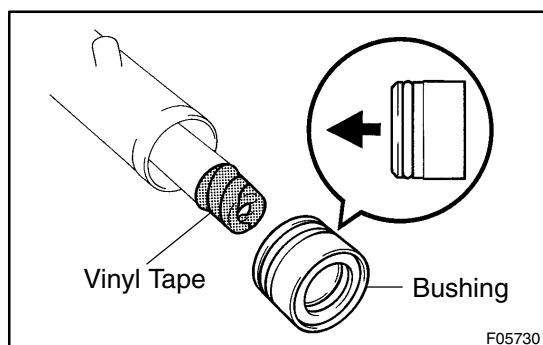
3. INSTALL STEERING RACK

- (a) Install SST to the steering rack.
- SST 09631-33010

HINT:

If necessary, scrape the burrs off the steering rack teeth end and burnish.

- (b) Coat the SST with power steering fluid.
 - (c) Install the steering rack into the rack housing.
 - (d) Remove the SST.
- SST 09631-33010

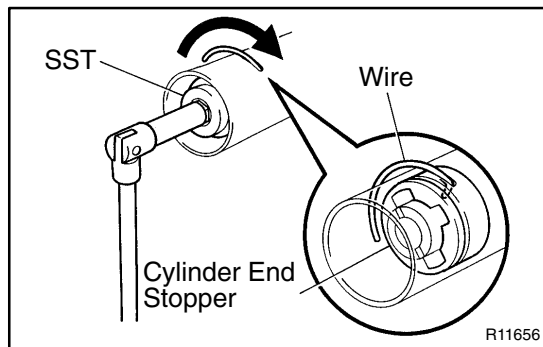


4. INSTALL BUSHING

- (a) Coat a new O-ring with power steering fluid and install it to the bushing.
- (b) To prevent oil seal lip damage, wind vinyl tape on the steering rack end, and apply power steering fluid.
- (c) Install the bushing.

NOTICE:

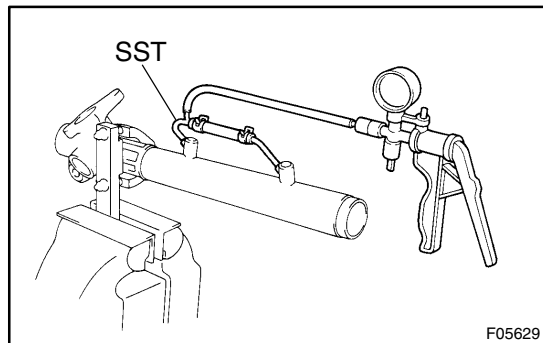
Make sure that the oil seal is installed facing in the correct direction.



5. INSTALL CYLINDER END STOPPER

- Align the installation hole for the wire of the cylinder end stopper with the slot of the rack housing.
- Install a new wire into the cylinder end stopper.
- Using SST, turn the cylinder end stopper clockwise $450 \pm 50^\circ$.

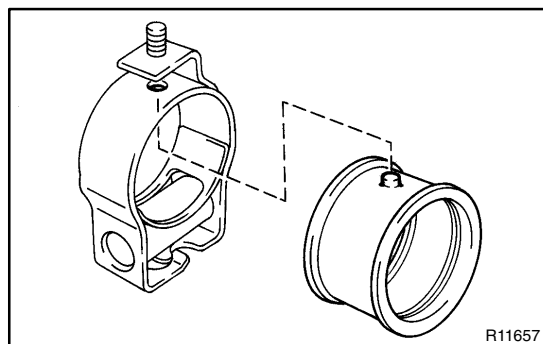
SST 09631-10021



6. AIR TIGHTNESS TEST

- Install the SST to the rack housing.
SST 09631-12071
- Apply 53 kPa (400 mmHg, 15.75 in.Hg) of vacuum for about 30 seconds.
- Check that there is no change in the vacuum.

If there is a change in the vacuum, check the installation of the oil seals.



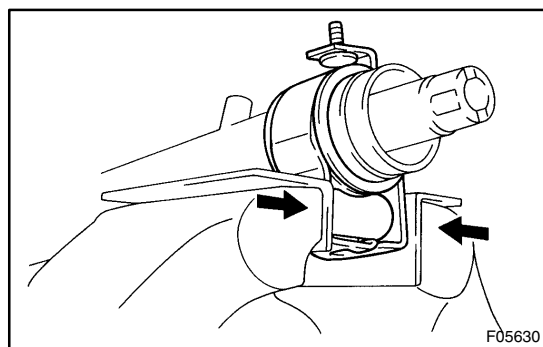
7. INSTALL RACK HOUSING NO. 2 BRACKET AND GROMMET

- Install the rack housing No. 2 grommet to the rack housing No. 2 bracket.

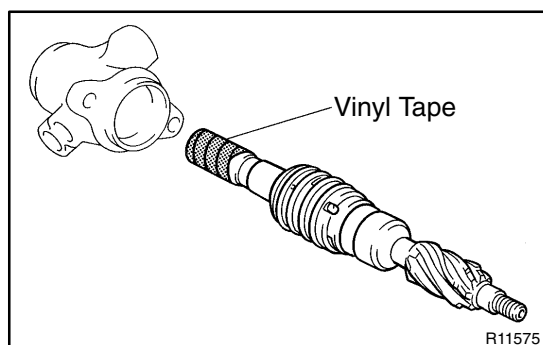
HINT:

Align the projection of the grommet with the hole of the rack housing No. 2 bracket.

- Align the matchmarks on the rack housing No. 2 bracket and rack housing.



- Place the rack housing No. 2 bracket in a vise and tighten the vise to fasten the clamp.

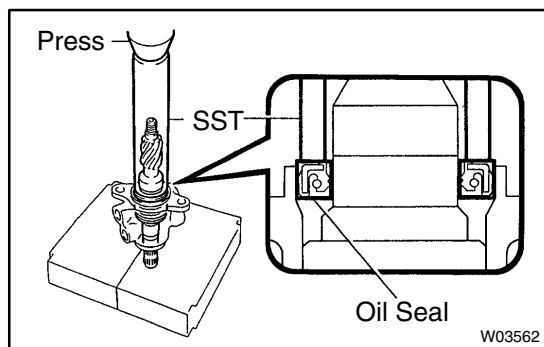


8. INSTALL CONTROL VALVE ASSEMBLY

- To prevent oil seal lip damage, wind vinyl tape on the serrated part of the control valve shaft.
- Coat the teflon rings with power steering fluid.
- Install the control valve assembly into the control valve housing.

NOTICE:

Be careful not to damage the teflon rings and oil seal lip.



9. INSTALL OIL SEAL

- Coat a new oil seal lip with power steering fluid.
- Using SST, press in the oil seal.
SST 09612-22011

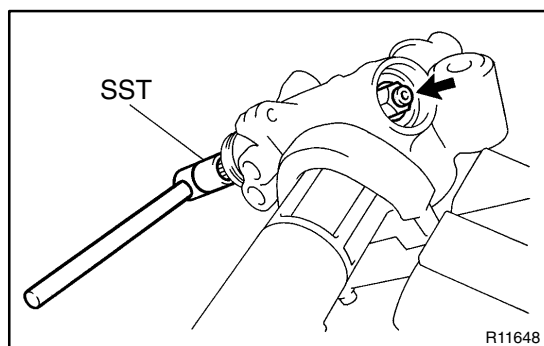
NOTICE:

Make sure that the oil seal is installed facing in the correct direction.

10. INSTALL CONTROL VALVE HOUSING WITH CONTROL VALVE ASSEMBLY

- Place a new gasket on the rack housing.
- Align the matchmarks on the control valve housing and rack housing.
- Install the 2 bolts.

Torque: 18 N·m (180 kgf·cm, 13 ft·lbf)



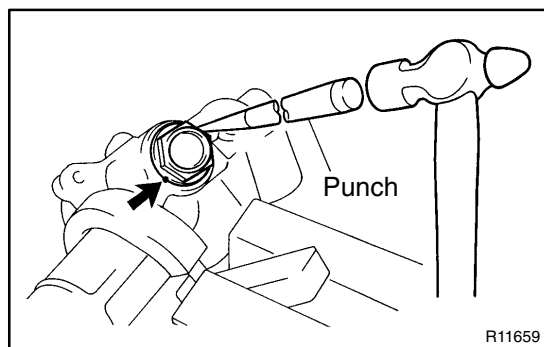
11. INSTALL SELF-LOCKING NUT

Using SST, stop the control valve shaft rotating and install a new self-locking nut.

SST 09616-00011

Torque: 25 N·m (250 kgf·cm, 18 ft·lbf)

12. INSTALL DUST COVER



13. INSTALL RACK HOUSING CAP

- Apply sealant to 2 or 3 threads of the cap.

Sealant:

Part No.08833-00080, THREE BOND 1344, LOCTITE 242 or equivalent

- Install the rack housing cap.
Torque: 59 N·m (600 kgf·cm, 43 ft·lbf)
- Using a punch and a hammer, stake the 2 parts of the rack housing cap.

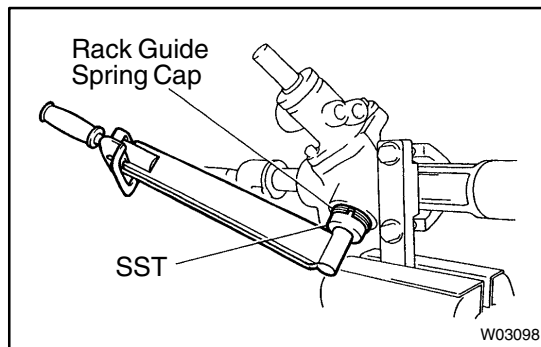
14. INSTALL RACK GUIDE SUB-ASSEMBLY, RACK GUIDE SPRING AND RACK GUIDE SPRING CAP

- Install the rack guide sub-assembly and rack guide spring.
- Apply sealant to 2 or 3 threads of the rack guide spring cap.

Sealant:

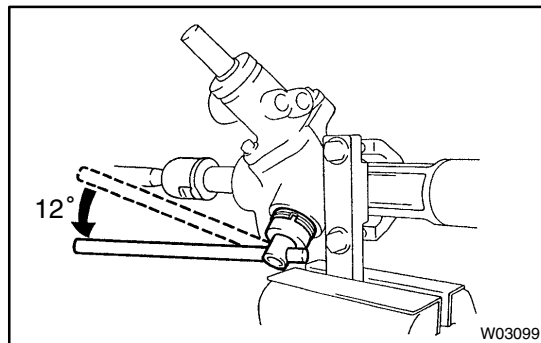
Part No.08833-00080, THREE BOND 1344, LOCTITE 242 or equivalent

- Temporarily install the rack guide spring cap.

**15. ADJUST TOTAL PRELOAD**

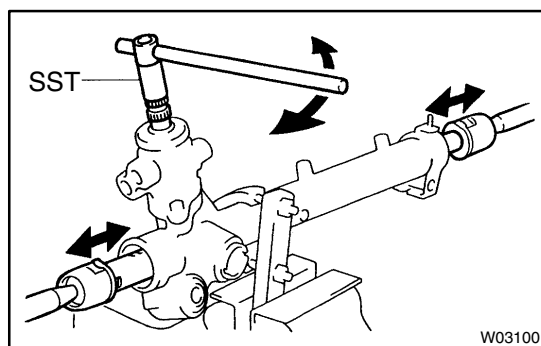
- (a) To prevent the steering rack teeth from damaging the oil seal lip, temporarily install the RH and LH rack ends.
- (b) Using SST, torque the rack guide spring cap.

SST 09631-10021

Torque: 25 N·m (250 kgf·cm, 18 ft·lbf)

- (c) Using SST, return the rack guide spring cap 12°.

SST 09631-10021

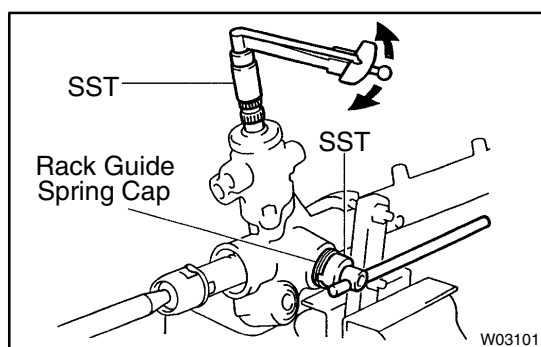


- (d) Using SST, turn the control valve shaft right and left 1 or 2 times.

SST 09616-00011

- (e) Using SST, loosen the rack guide spring cap until the rack guide spring is not functioning.

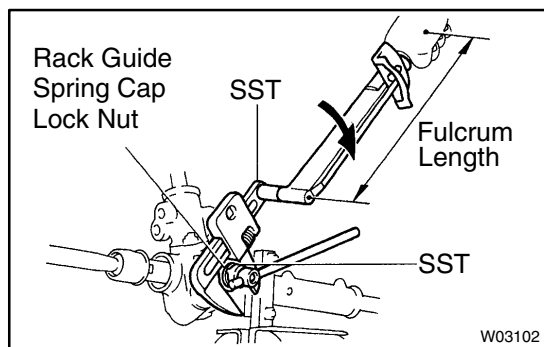
SST 09631-10021



- (f) Using SST and a torque wrench, tighten the rack guide spring cap until the preload is within specification.

SST 09616-00011, 09631-10021

Preload (turning):**0.8 – 1.4 N·m (8 – 14 kgf·cm, 6.9 – 12.2 in·lbf)**



16. INSTALL RACK GUIDE SPRING CAP LOCK NUT

- (a) Apply sealant to 2 or 3 threads of the rack guide spring cap lock nut.

Sealant:

Part No.08833-00080, THREE BOND 1344, LOCTITE 242 or equivalent

- (b) Temporarily install the rack guide spring cap lock nut.
 (c) Using SST, hold the rack guide spring cap and using another SST, torque the rack guide spring cap lock nut.
 SST 09631-10021, 09922-10010

Torque: 50 N·m (510 kgf·cm, 37 ft·lbf)

NOTICE:

Use SST 09922-10010 in the direction shown in the illustration.

HINT:

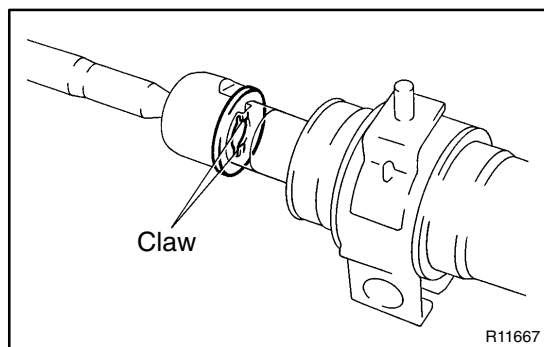
Use a torque wrench with a fulcrum length of 345 mm (13.58 in.).

- (d) Recheck the total preload.

Preload (turning):

0.8 – 1.4 N·m (8 – 14 kgf·cm, 6.9 – 12.2 in·lbf)

- (e) Remove the RH and LH rack ends.

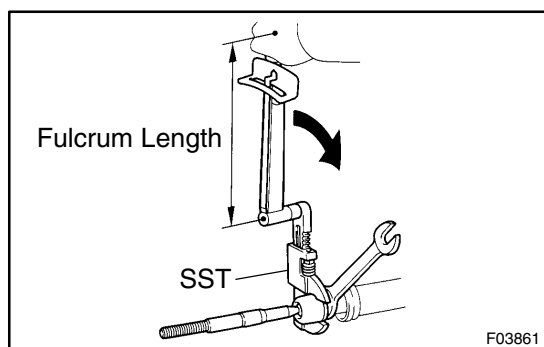


17. INSTALL RH AND LH CLAW WASHERS AND RACK ENDS

- (a) Install a new claw washer, and temporarily install the rack ends.

HINT:

Align the claws of the claw washer with the steering rack grooves.



- (b) Using a spanner (24 mm), hold the steering rack steadily and using SST, torque the rack end.
 SST 09922-10010

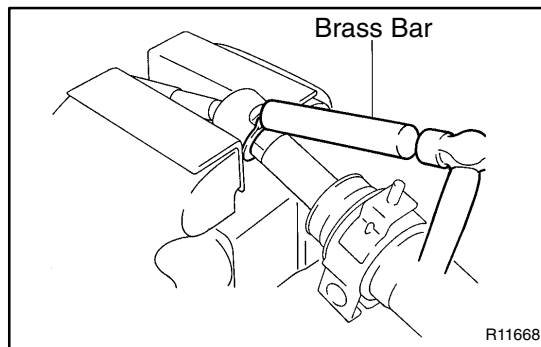
Torque: 60 N·m (610 kgf·cm, 44 ft·lbf)

NOTICE:

Use SST 09922-10010 in the direction shown in the illustration.

HINT:

Use a torque wrench with a fulcrum length of 345 mm (13.58 in.).

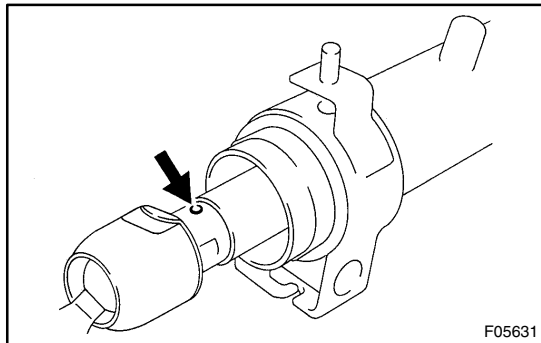


- (c) Using a brass bar and a hammer, stake the claw washer.

NOTICE:

Avoid any impact to the steering rack.

- (d) Employ the same manner described above to the other side.



18. INSTALL RH AND LH RACK BOOTS, CLAMPS AND CLIPS

- (a) Ensure that the steering rack hole is not clogged with grease.

HINT:

If the hole is clogged, the pressure inside the boot will change after it is assembled and the steering wheel is turned.

- (b) Install the rack boot, clip and a new damp.

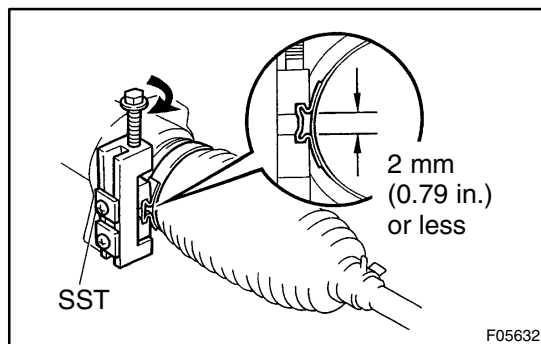
NOTICE:

Be careful not to damage or twist the boot.

- (c) Using SST, tighten the clamp as shown in the illustration.

SST 09521-24010

- (d) Employ the same manner described above to the other side.



19. INSTALL RH AND LH TIE ROD ENDS AND LOCK NUTS

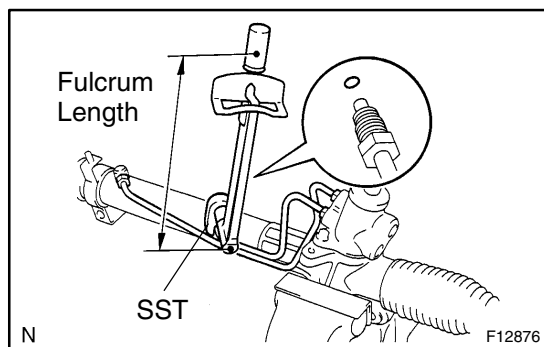
- (a) Screw the lock nut and tie rod end onto the rack end until the matchmarks are aligned.

- (b) After adjusting toe-in, torque the nut.

(See page SA-4)

Torque: 74 N·m (750 kgf·cm, 54 ft·lbf)

- (c) Employ the same manner described above to the other side.

**20. INSTALL 2 TURN PRESSURE TUBES**

- (a) Coat 4 new O-rings with power steering fluid and install them to the 2 turn pressure tubes.
- (b) Using SST, install the 2 turn pressure tubes.

SST 09023-38200

Torque: 12 N·m (120 kgf·cm, 9 ft·lbf)

HINT:

- Use a torque wrench with a fulcrum length of 250 mm (9.84 in.).
- This torque value is effective in case that SST is parallel to a torque wrench.

INSTALLATION

1. INSTALL PS GEAR ASSEMBLY

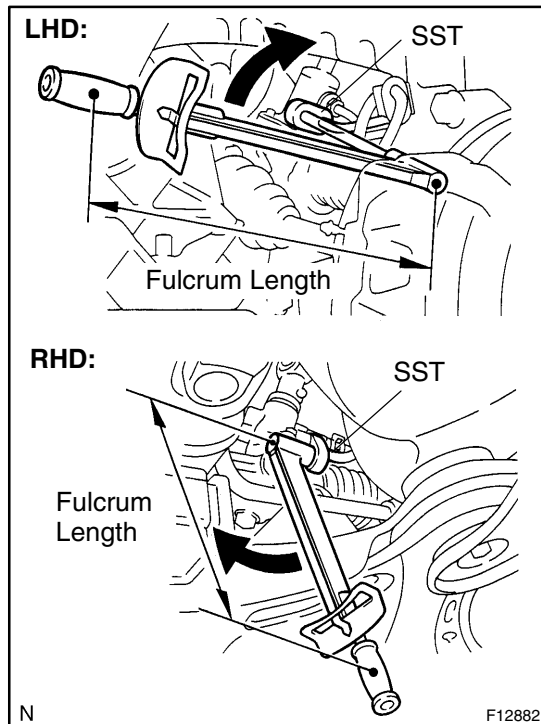
- (a) Install the PS gear assembly from the LH of the vehicle.

NOTICE:

Do not damage the turn pressure tubes.

- (b) Install the 2 PS gear assembly set bolts and nuts.

Torque: 181 N·m (1,850 kgf·cm, 134 ft·lbf)



2. CONNECT PRESSURE FEED AND RETURN TUBES

Using SST, connect the pressure feed and return tubes.

SST 09023-38400

Torque: 23 N·m (230 kgf·cm, 17 ft·lbf)

HINT:

- Use a torque wrench with a fulcrum length of 300 mm (11.81 in.).
- This torque value is effective in case that SST is parallel to a torque wrench.

3. CONNECT 2 CLAMP PLATES

Connect the 2 clamp plates with the bolt and nut.

Torque:

Bolt: 7.8 N·m (80 kgf·cm, 69 in·lbf)

Nut: 9.8 N·m (100 kgf·cm, 7 ft·lbf)

4. CONNECT INTERMEDIATE SHAFT SUB-ASSEMBLY (See page SR-18)

5. CONNECT RH AND LH TIE ROD ENDS (See page SA-14)

6. PLACE FRONT WHEELS FACING STRAIGHT AHEAD

HINT:

Do it with the front of the vehicle jacked up.

7. CENTER SPIRAL CABLE (See page SR-18)

8. INSTALL STEERING WHEEL

- (a) Align the matchmarks on the steering wheel and steering column main shaft.
- (b) Install the steering wheel and temporarily tighten the steering wheel set nut.
- (c) Connect the connector.

9. BLEED POWER STEERING SYSTEM (See page SR-5)

10. CHECK STEERING WHEEL CENTER POINT

11. TORQUE STEERING WHEEL SET NUT Torque: 35 N·m (360 kgf·cm, 26 ft·lbf)

12. INSTALL STEERING WHEEL PAD (See page SR-18)

13. CHECK FRONT WHEEL ALIGNMENT (See page SA-4)