

STEERING COLUMN

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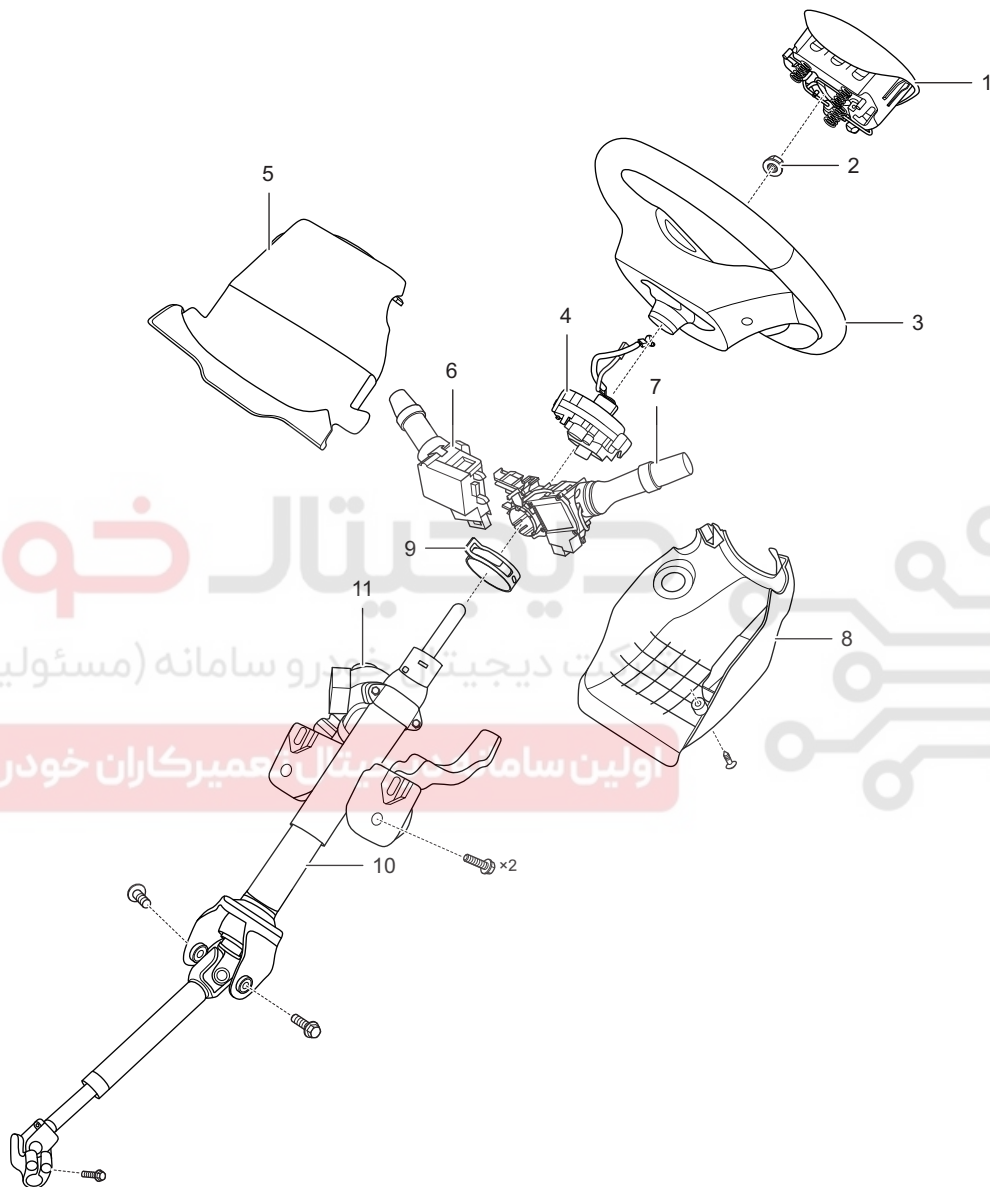


GENERAL INFORMATION

Description

Steering Column

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RM1A280010

28 - STEERING COLUMN

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1 - Driver Airbag	2 - Steering Wheel Assembly Fixing Nut
3 - Steering Wheel Assembly	4 - Spiral Cable
5 - Combination Switch Upper Cover	6 - Wiper Switch
7 - Combination Light Switch	8 - Combination Switch Lower Cover
9 - Clamp	10 - Steering Column with Intermediate Shaft Assembly
11 - Ignition Switch	

دیجیتال خودرو

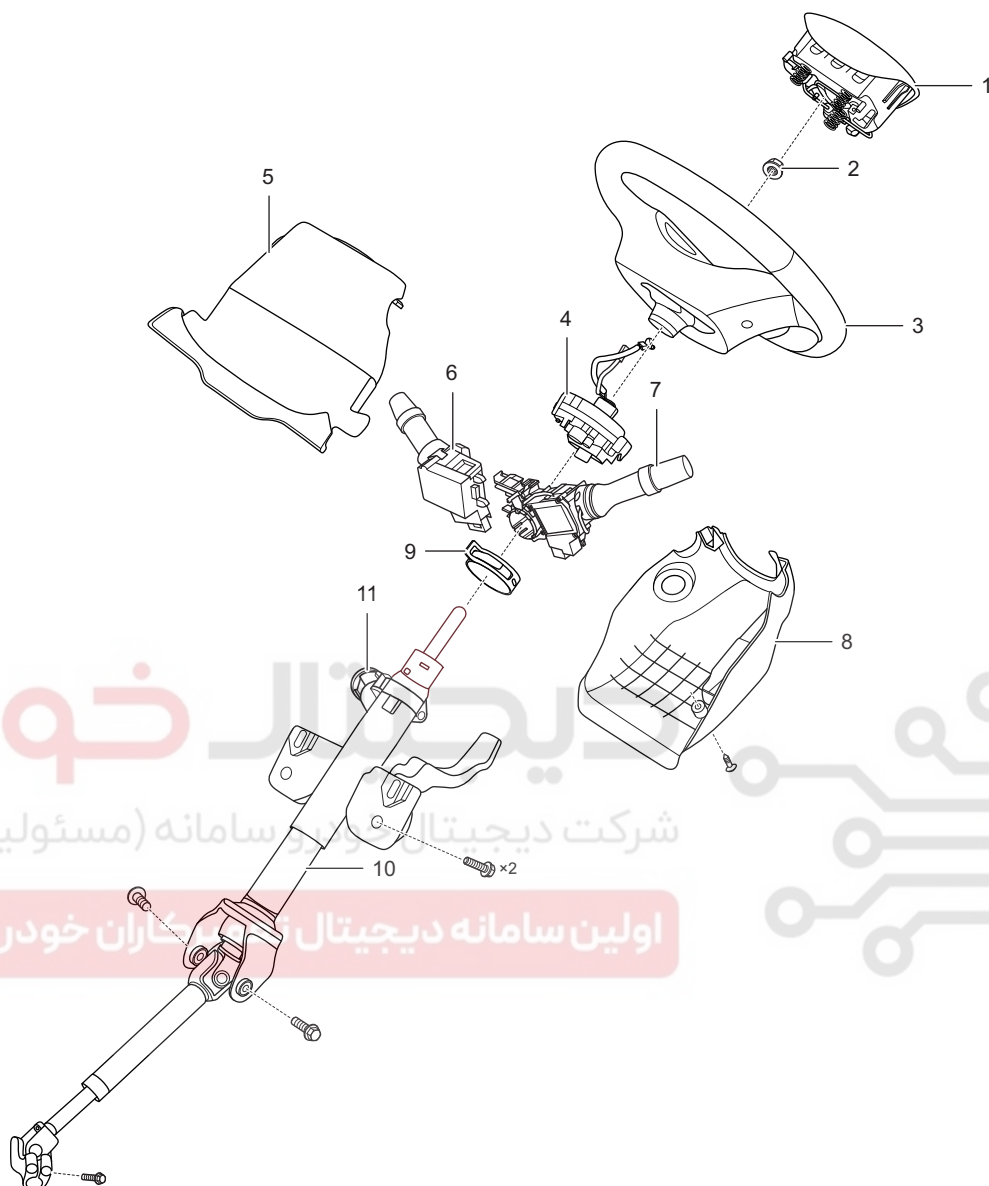
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W/ Electronic Steering Column Lock (for MT Model)

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RM1A280015

1 - Driver Airbag	2 - Steering Wheel Assembly Fixing Nut
3 - Steering Wheel Assembly	4 - Coil Spring
5 - Combination Switch Upper Cover	6 - Wiper Switch
7 - Combination Light Switch	8 - Combination Switch Lower Cover
9 - Clamp	10 - Steering Column with Intermediate Shaft Assembly
11 - Electronic Steering Column Lock	

28 - STEERING COLUMN

Specifications

Torque Specifications

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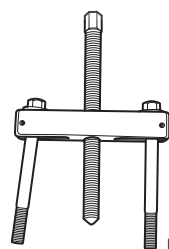
Description	Torque (N·m)
Steering Wheel Assembly Fixing Nut	30 ± 3
Combination Switch Cover Fixing Screw	1.5 ± 0.5
Steering Column Assembly Upper Bracket Fixing Bolt	25 ± 3
Steering Column Assembly Lower Bracket Fixing Bolt	25 ± 3
Coupling Bolt Between Steering Column with Intermediate Shaft Assembly and Steering Gear Input Shaft	30 ± 3
Ignition Starting Switch Fixing Screw	13 ± 2
Coupling Bolt Between Electronic Power Steering Column and Intermediate Shaft	50

Data Specifications

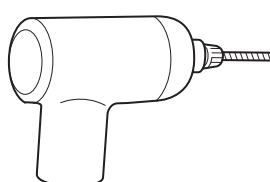
Description	Standard Value
Steering Wheel Free Play (Rotation Angle)	$\leq 15^\circ$
Steering Wheel Centering/Returnability (Rotation Angle)	$> 70^\circ$

Tools

Special Tool

Steering Wheel Remover	 RCH0000014
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General Tool

Electric Drill	 RCH0000013
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DIAGNOSIS & TESTING

Problem Symptoms Table

HINT:

Use symptoms table below to help determine cause of problem. Check each suspected area in sequence. Repair or adjust faulty components, or replace as necessary.

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Steering System

Symptom	Suspected Area	See page
Steering wheel assembly cannot lock or unlock	Ignition key cylinder	28-17
	Ignition switch lock body	28-17
Steering wheel assembly has no or excessive free play	Front axle hub bearing (seriously worn)	22-14
	Intermediate shaft with universal joint assembly (seriously worn)	28-15
	Ball pin assembly (worn or loosen)	29-17
	Steering tie rod assembly	29-19
	Steering gear assembly (improper engagement gap of rack and pinion)	29-21
Hard steering	Front tire (improperly inflated or unevenly worn)	24-7
	Front wheel alignment (incorrect)	23-33
	Front sub frame welding assembly	22-17
	Intermediate shaft with universal joint assembly (insufficiently lubricated)	28-15
	Ball pin assembly (insufficiently lubricated)	29-17
	Steering tie rod assembly	29-19
	Steering column assembly	28-15
	Steering gear assembly	29-21
Poor returnability	Front tire (improperly inflated or unevenly worn)	24-7
	Front wheel alignment (incorrect)	23-33
	Front suspension	23-10
	Ball pin assembly (loosen, insufficiently lubricated)	29-17
	Steering tie rod assembly	29-19
	Intermediate shaft with universal joint assembly (loosen, insufficiently lubricated)	28-15
	Steering column assembly (stuck)	28-15
	Steering gear assembly (stuck)	29-21

28 - STEERING COLUMN

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Symptom	Suspected Area	See page
Knocking (or clunking) sound occurs when steering wheel is turned while steering system is in operation	Intermediate shaft with universal joint assembly	28-15
	Control arm ball pin	23-20
	Control arm	23-18
	Front strut upper connecting plate assembly (w/ insulator)	23-13
	Steering gear assembly	29-21
Friction sound occurs when steering wheel is turned during low speed driving	Steering column assembly	28-15
	Front strut upper connecting plate assembly (w/ insulator)	-
Steering wheel vibrates and noise occurs when steering wheel is turned with vehicle stopped	Steering column assembly	28-15
	Front strut upper connecting plate assembly (w/ insulator)	-

دیجیتال خودرو

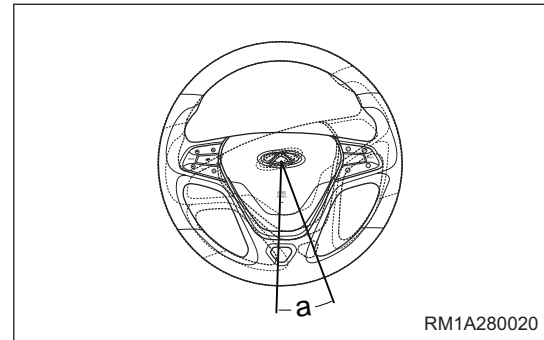
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Steering Wheel Free Play Inspection

1. Stop vehicle and position front wheels straight ahead.
2. Slightly turn steering wheel to left and right, and check rotation angle of steering wheel when wheels start to rotate.
Standard value of free play (rotation angle): $a \leq 15^\circ$.



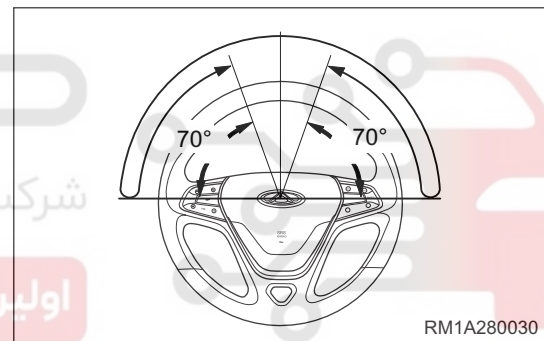
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3. If measured value exceeds standard value, check steering system.

Steering Wheel Centering/Returnability Inspection

Steering wheel centering/returnability inspection should be performed during road test.

1. Perform slow turn and sharp turn tests.
Check for steering effect required for steering wheel and deviation of centering/returnability during left/right turn.
2. When vehicle speed is between 20 and 30 km/h, turn steering wheel to left or right by 90° and hold it for 1 or 2 seconds, and then release the steering wheel. If steering wheel turns back more than 70° , it is determined that steering wheel centering/returnability is in good condition.



3. If steering wheel return angle is not as specified, check tire pressure, steering system and suspension system.

ON-VEHICLE SERVICE

Steering Wheel Assembly

Removal

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WARNING

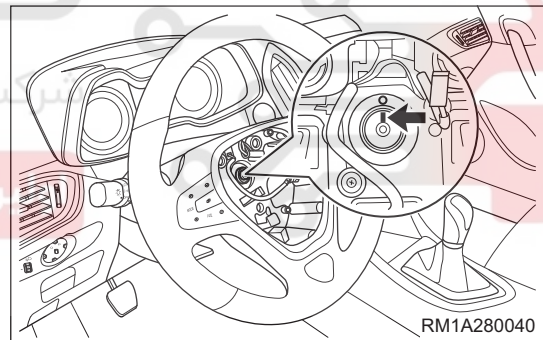
- Be sure to read precautions for SRS airbag before removing steering wheel (See page 31-89).

1. Set steering wheel to straight-ahead position.
2. Turn off all electrical equipment and the ignition switch.
3. Disconnect the negative battery cable.

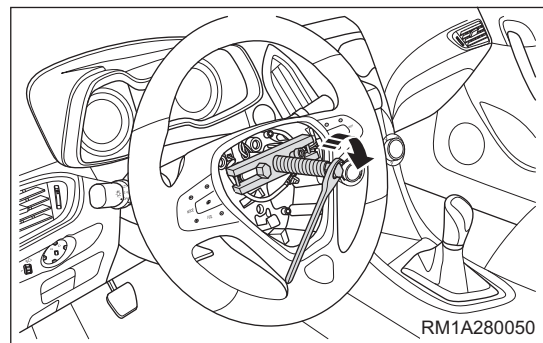
CAUTION

- Wait at least 90 seconds after disconnecting the negative battery cable to prevent airbag and belt pretensioner from being activated.

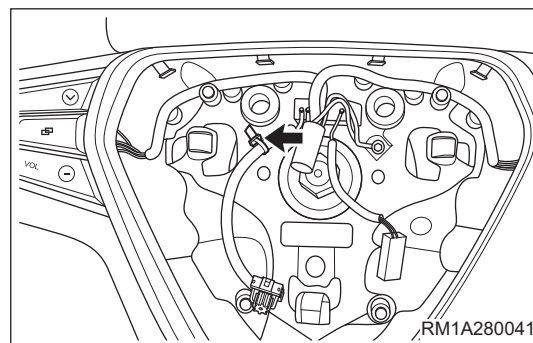
4. Remove the driver airbag assembly (See page 31-89).
5. Remove the steering wheel assembly.
 - a. Secure steering wheel assembly, and put matchmarks on steering wheel assembly and steering column assembly, then remove steering wheel assembly fixing nut.
(Tightening torque: $30 \pm 3 \text{ N}\cdot\text{m}$)



- b. As shown in illustration, install steering wheel remover, and then tighten it with a wrench to disconnect steering wheel assembly from steering column assembly.

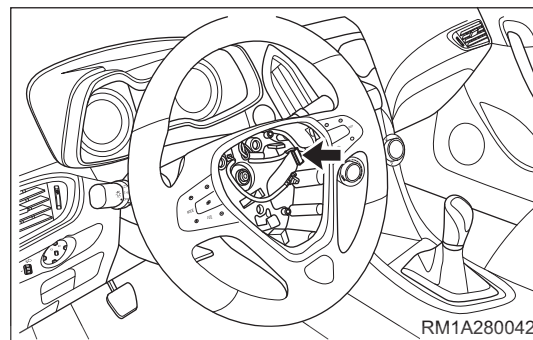


c. Cut the wire harness band (arrow).



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d. Disconnect the steering wheel shortcut connector (arrow).



e. Remove the steering wheel assembly.

CAUTION

- Be careful when removing steering wheel assembly to prevent damage to airbag connector and horn connector on spiral cable.

Inspection

1. Check steering wheel assembly body for damage or deformation. Replace steering wheel assembly if necessary.
2. Check spline inside steering wheel assembly for damage. Replace steering wheel assembly if necessary.

Installation

CAUTION

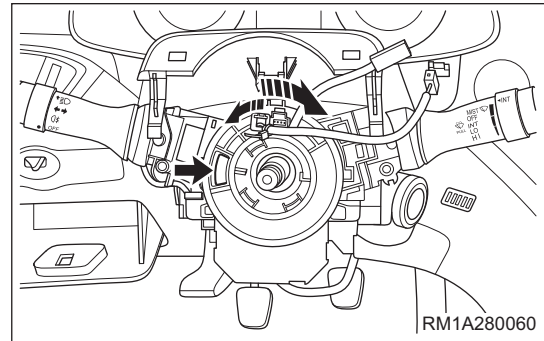
- Check that front wheels are in straight-ahead position before installing steering wheel assembly.

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1. Adjust spiral cable to correct position.

HINT:

Fully turn spiral cable inner circle clockwise when realigning the center, and then turn it counterclockwise to align with ►◄ while yellow ball (arrow) occurs in the clear vertical window. Failure to follow these instructions may affect normal function of airbag system and cause injury to driver.



2. Pass airbag connector and horn connector through the hole of steering wheel assembly, and connect steering wheel shortcut connector. Then align matchmarks on steering wheel assembly and steering column assembly to install steering wheel assembly.
3. Other installation procedures are in the reverse order of removal.

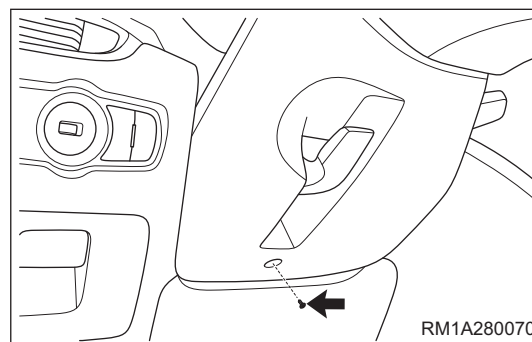
CAUTION

- Tighten steering wheel assembly fixing nut to specified torque.
- Install each connector in place.
- After repair, check that airbag system operates normally.

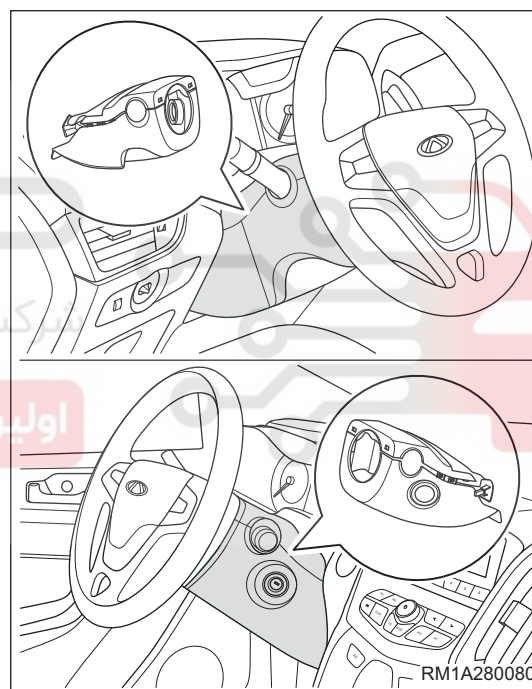
Combination Switch Cover

Removal

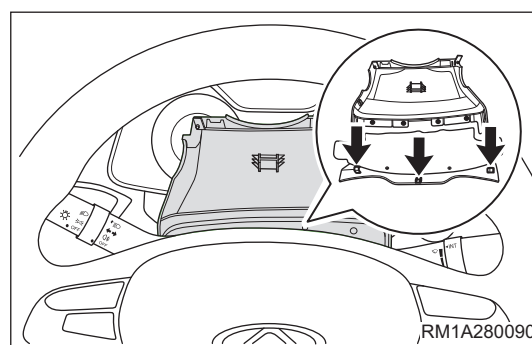
1. Set steering wheel to straight-ahead position.
2. Turn off all electrical equipment and the ignition switch.
3. Remove the combination switch cover.
 - a. Remove lower fixing screw (arrow) from combination switch cover.
(Tightening torque: $2 \pm 0.5 \text{ N}\cdot\text{m}$)



- b. Disengage connecting clip between upper and lower covers, and then separate upper and lower covers to remove lower cover.



- c. Separate 3 clips between upper cover and steering column dust gasket, and then remove upper cover.



CAUTION

- Operate carefully to prevent damage to components during removal.

28 Inspection

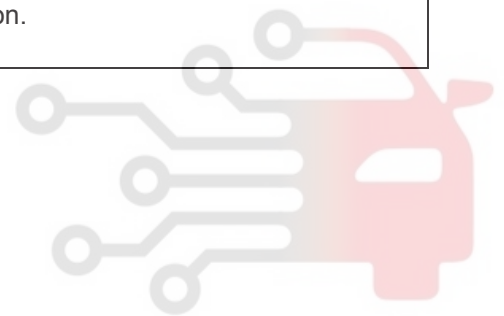
1. Check combination switch upper and lower covers for damage or deformation. Replace upper and lower covers if necessary.
2. Check if upper and lower cover clips are normal. Replace upper and lower covers if necessary.

Installation

1. Release steering wheel adjusting handle, and adjust steering column assembly to uppermost position, then secure adjusting handle to uppermost position.
2. Insert steering column lower cover at an angle from right side of ignition switch, and then install adjusting handle into cover hole.
3. After adjusting lower cover, install upper cover and attach upper and lower cover clips in place, then install self-tapping screws.

CAUTION

- Tighten self-tapping screws in place.
- Operate carefully to prevent damage to components during installation.



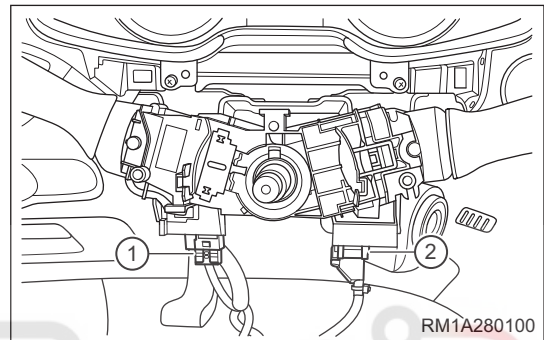
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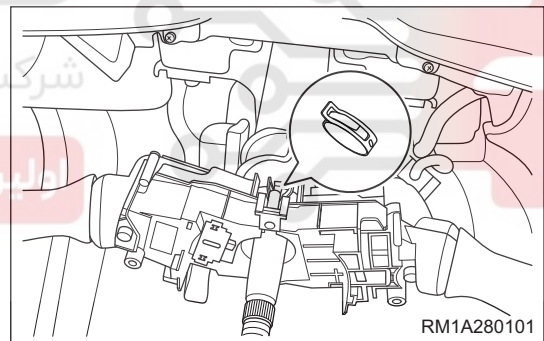
Steering Column with Intermediate Shaft Assembly

Removal

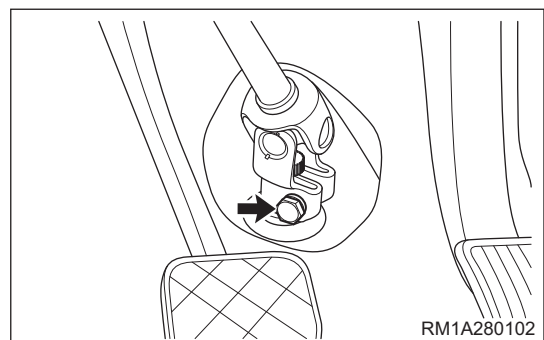
1. Set steering wheel to straight-ahead position.
2. Turn off all electrical equipment and the ignition switch.
3. Disconnect the negative battery cable.
4. Remove the driver airbag assembly (See page 31-89).
5. Remove the steering wheel assembly (See page 28-10).
6. Remove the combination switch cover (See page 28-13).
7. Remove the spiral cable (See page 31-92).
8. Remove the lower left protector assembly (See page 46-15).
9. Remove the combination switch assembly.
 - a. Disconnect combination light switch connector (1) and wiper switch connector (2).



- b. Loosen combination switch clamp and pull combination switch outward, then disconnect combination switch from steering column to remove combination switch.



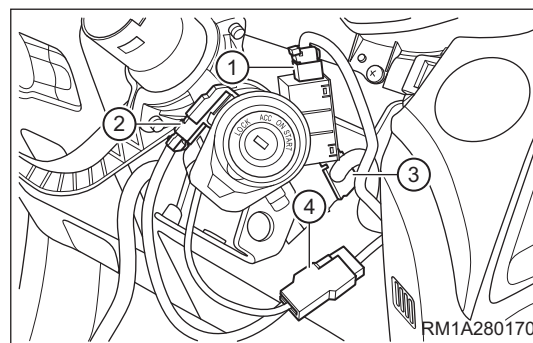
10. Remove the steering column with intermediate shaft assembly.
 - a. Remove coupling bolt between steering column with intermediate shaft assembly and steering gear input shaft.
(Tightening torque: 30 ± 3 N·m)



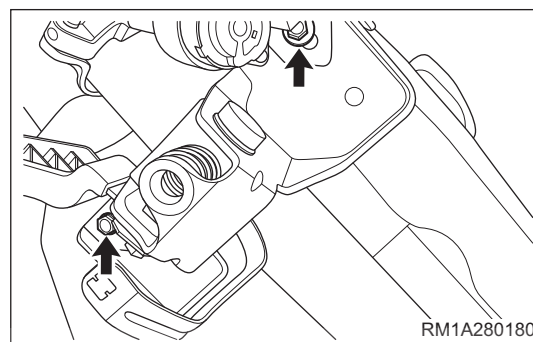
28 - STEERING COLUMN

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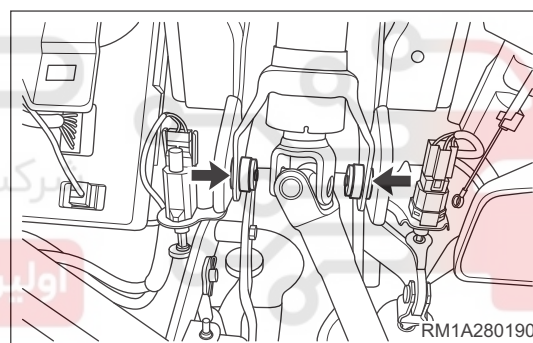
- b. Disconnect anti-theft module connector (1), ignition key connector (2), ignition switch connector (3) and ignition switch illumination light connector (4).



- c. Remove 2 fixing bolts (arrow) from steering column upper bracket.
(Tightening torque: 25 ± 3 N·m)



- d. Remove 2 fixing bolts (arrow) from steering column lower bracket.
(Tightening torque: 25 ± 3 N·m)



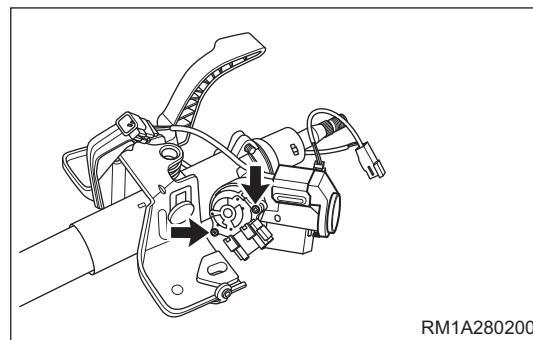
- e. Remove the steering column with intermediate shaft assembly.

 CAUTION

- DO NOT touch interior ornaments when removing steering column with intermediate shaft assembly to avoid scratching interior ornaments.

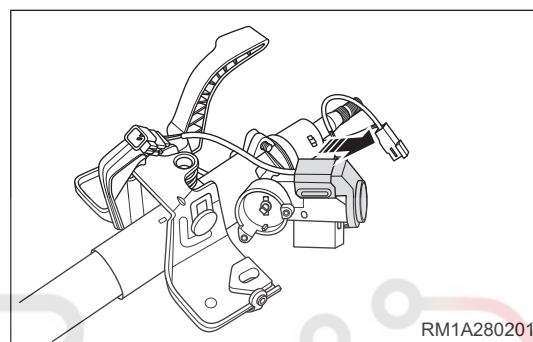
Disassembly

1. Remove the ignition starting switch.
 - a. Remove fixing screws (arrow) from ignition starting switch, and remove ignition starting switch. (Tightening torque: 13 ± 2 N·m)

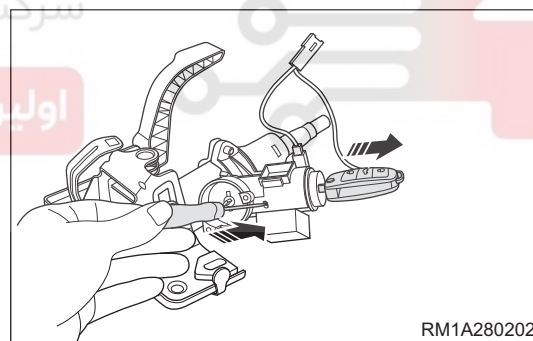


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2. Remove the ignition switch illumination light.
 - a. Remove ignition switch illumination light from ignition switch lock body in direction of arrow.



3. Remove the ignition key cylinder.
 - a. Turn ignition switch key cylinder to ACC with key, and insert a small screwdriver or similar tool into ignition switch lock body hole, then pull out ignition key cylinder.



4. Remove the ignition switch lock body.
 - a. Set steering column assembly onto a vise.

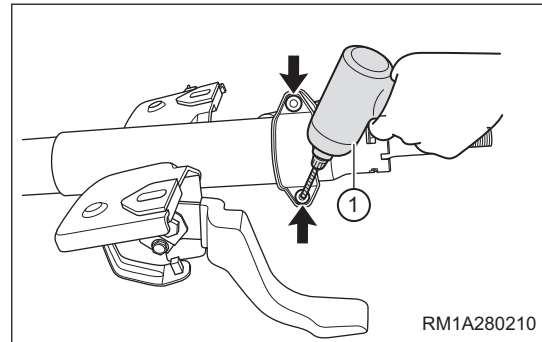
CAUTION

- DO NOT tighten vise excessively.

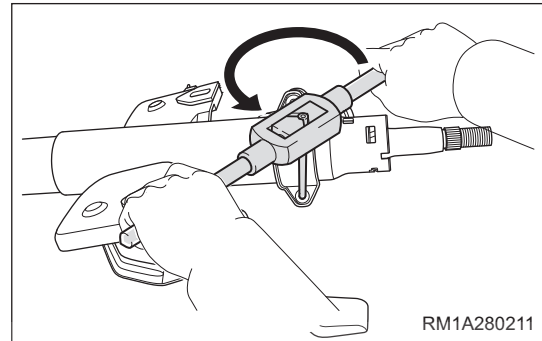
28 - STEERING COLUMN

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- b. Using an electric drill (1), drill a hole on each anti-theft bolt (arrow) of ignition switch lock body.



- c. Using a screw remover, remove anti-theft bolts of ignition switch lock body.



- d. Remove ignition switch lock body and ignition switch fixing clamp.

Inspection

1. Check if ignition switch lock body and key cylinder are normal. Replace ignition switch lock body and key cylinder if necessary.
2. Check steering column assembly for wear, crack or deformation. As welding or correction is not allowed, replace steering column assembly if necessary.
3. Check steering column bearing for looseness, wear or sticking. Replace steering column assembly if necessary.

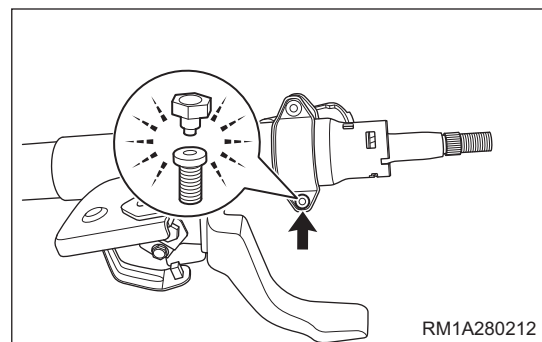
Assembly

1. Install the ignition switch assembly.
 - a. Set steering column assembly onto a vise.

CAUTION

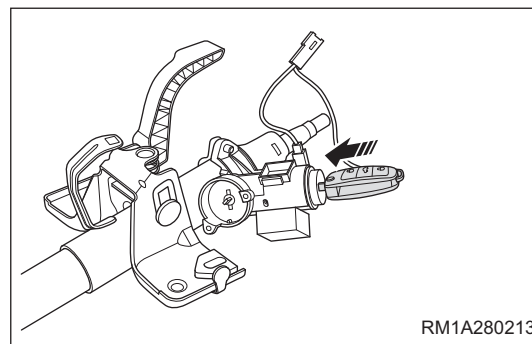
- DO NOT tighten vise excessively.

- b. Install ignition switch assembly to steering column assembly with new anti-theft bolts of ignition switch lock body, and then tighten anti-theft bolts until bolt heads break off.



2. Install the ignition key cylinder.

- a. Push ignition key cylinder into ignition switch lock body until ignition key cylinder fixing block locks in place.



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- b. Check ignition key cylinder for proper operation:
When key is removed, steering lock is locked; when key is inserted and ignition switch is turned to ACC or ON, steering lock is unlocked.

Installation

Installation is in the reverse order of removal.

CAUTION

- Before installing steering column assembly, slide spline at lower part of steering column assembly onto intermediate shaft upper universal joint first.
- Tighten each fixing nut, bolt and screw in place.
- Install each connector in place.

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HYDRAULIC ASSIST STEERING

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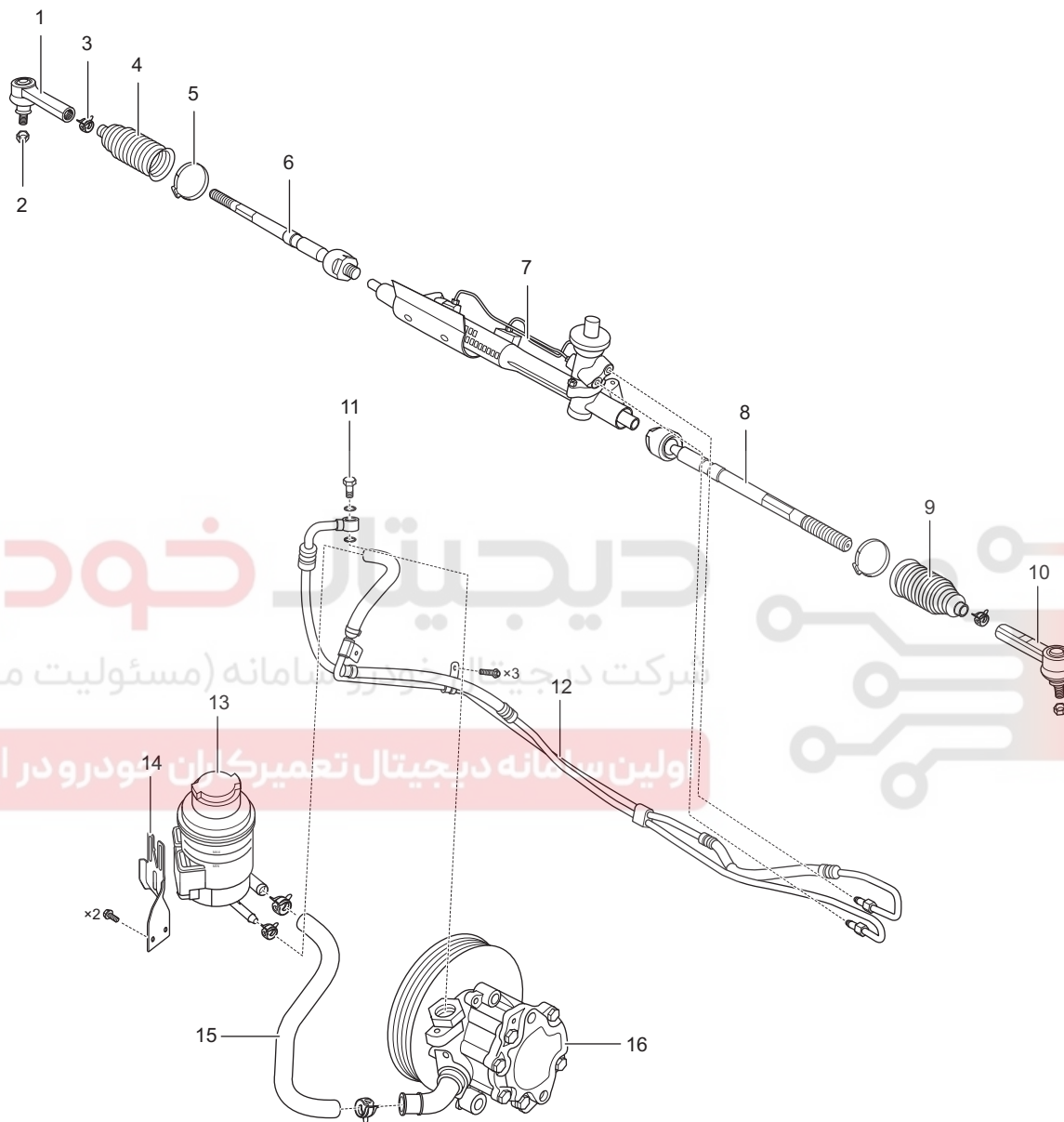
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GENERAL INFORMATION

Description

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RM1A290010

1 - Right Steering Tie Rod Ball Pin	2 - Steering Tie Rod Ball Pin Locking Nut
3 - Elastic Clamp	4 - Right Steering Tie Rod Boot
5 - Clamping Ring	6 - Right Steering Tie Rod Assembly
7 - Steering Gear	8 - Left Steering Tie Rod Assembly
9 - Left Steering Tie Rod Boot	10 - Left Steering Tie Rod Ball Pin
11 - Hollow Bolt	12 - High Pressure Fluid Pipe and Fluid Return Pipe
13 - Steering Fluid Reservoir	14 - Steering Fluid Reservoir Bracket
15 - Fluid Suction Pipe	16 - Steering Pump

Hydraulic assist steering system consists of power steering pump assembly, steering gear assembly, steering fluid pipe and steering fluid reservoir assembly and so on. This system can reduce steering force when driver operates steering wheel, thus improving operation convenience and driving safety.

Steering Gear Assembly

Steering gear assembly is rack & pinion type, which is characterized by simple and compact construction and high steering sensitivity. Piston rod is integrated with rack, and there is a boot at the connection between steering tie rod assembly and rack. Length of steering tie rod can be adjusted properly to match with the toe-in. Tie rod ball pin assembly and steering knuckle are connected and tightened by a locking nut.

Power Steering Pump Assembly

Power steering pump assembly is connected with steering gear assembly via high pressure fluid pipe, and connected with steering fluid reservoir assembly via fluid suction pipe. Never operate power steering pump assembly without fluid. Try to avoid turning steering wheel to the limit position for more than 5 seconds during operation.

Steering Fluid Pipe

Steering fluid pipe is used to deliver power steering fluid. Steering fluid pipes are divided into steel pipe, hose and hybrid type pipe according to length and operating features of each component. Ferrule connection is adopted between steel pipe and hose of high pressure fluid pipe assembly and sealed reliably. Steel pipe and component are connected with joint bolt, and sealed by O-ring. Sealing reliably can be guaranteed by tightening bolt. Hose and clamp are used between hose and component.

Steering Fluid Reservoir Assembly

Main functions of steering fluid reservoir assembly are to store fluid and supply it to steering pump and system.

Operation

Steering gear assembly converts circular motion of steering wheel into linear motion of rack by engaging rack and pinion inside. Power steering pump assembly delivers fluid into steering gear assembly via high pressure fluid pipe to drive pistons move toward the direction made by driver. Piston transmits force to steering knuckle by steering tie rod assembly, thus reducing steering effort when driver turns steering wheel. If steering assist is ineffective, more steering effort is needed.

Specifications

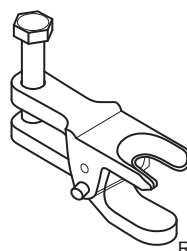
Torque Specifications

Description	Torque (N·m)
Bracket Bolt Between High Pressure Fluid Pipe and Fluid Return Pipe	10 ± 1
Clamping Bolt Between High Pressure Fluid Pipe and Steering Gear Assembly	30 ± 3
Clamping Bolt Between Fluid Return Pipe and Steering Gear Assembly	30 ± 3
Heat Insulator Fixing Bolt	10 ± 1
Fluid Return Pipe Bracket Nut	7 ± 1
High Pressure Fluid Pipe Joint Hollow Bolt	45 ± 3
Locking Nut Between Ball Pin Assembly and Steering Knuckle Assembly	35 ± 3
Coupling Bolt Between Front Sub Frame Assembly and Body	180 ± 18
Steering Tie Rod Adjustment Nut	$50 \sim 60$
Locking Nut of Through Bolt Between Rear Mounting Bracket and Rear Mounting Cushion Assembly	80 ± 8
Fixing Bolt Between Steering Gear and Front Sub Frame Welding Assembly	120 ± 10
Steering Pump Fixing Bolt	$20 + 5$

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Tool

Special Tool

Ball Pin Separator	 RCH0000024
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DIAGNOSIS & TESTING

Problem Symptoms Table

HINT:

Use symptoms table below to help determine cause of problem. Check each suspected area in sequence. Repair or adjust faulty components, or replace as necessary.

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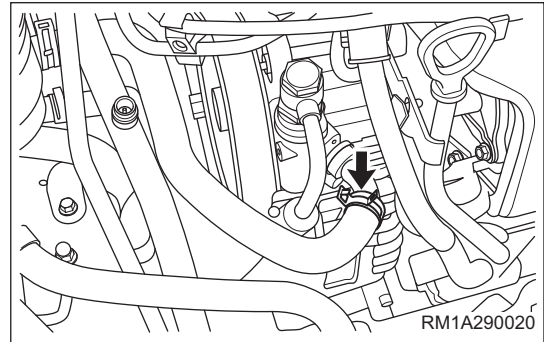
Symptom	Suspected Area	See page
Stuck or sticking in some position occurs when turning	Steering fluid (insufficient or dirty)	29-8
	Steering tie rod boot (damaged or worn)	29-19
	Steering tie rod assembly (rust)	29-19
	Steering gear assembly	29-21
	Power steering pump drive belt (loose)	07-24
Steering wheel is not centered or centered improperly	Tire (unevenly worn, deformed) or wheel (out of balance)	24-7
	Front wheel alignment (incorrect)	23-33
	Ball pin assembly (worn or loose)	29-17
	Steering tie rod assembly (worn or loose)	29-19
	Intermediate shaft (twisted and deformed) or universal joint (worn, loose or insufficiently lubricated)	28-18
	Front sub frame welding assembly	22-17
	Steering knuckle assembly	22-9
	Front strut upper connecting plate assembly (w/ insulator)	-
	Steering gear assembly (incorrect clearance)	29-21
Steering shudders	Tire (unevenly worn, deformed) or wheel (out of balance)	24-7
	Front wheel alignment (incorrect)	23-33
	Ball pin assembly (worn or loose)	29-17
	Brake disc and lining (deformed)	26-26
	Intermediate shaft (twisted and deformed) or universal joint (worn, loose or insufficiently lubricated)	28-18
	Front sub frame welding assembly	22-17
	Steering knuckle assembly	22-9
	Steering gear assembly (incorrect clearance)	29-21

Symptom	Suspected Area	See page
Steering wheel turns heavily or steering effort is uneven	Tire (improperly inflated)	24-7
	Front wheel alignment (incorrect)	23-33
	Steering fluid (insufficient)	29-8
	Fluid pipe (leaked or blocked)	29-12
	Ball pin assembly (worn or loose)	29-17
	Steering tie rod assembly (worn or loose)	29-19
	Front suspension	23-10
	Power steering pump drive belt (loose or damaged)	07-24
	Power steering pump assembly	29-15
	Steering gear assembly (incorrect clearance)	29-21
Abnormal noises from steering system	Steering fluid (insufficient, air existing or dirty)	29-8
	Steering system fluid pressure fluctuates abnormally	-
	Front strut upper connecting plate assembly (w/ insulator)	-
	Ball pin assembly (worn or loose)	29-17
	Steering tie rod assembly (worn or loose)	29-19
	Steering gear assembly (incorrect clearance)	29-21
	Power steering pump assembly	29-15

Steering Fluid Replacement

Steering Fluid Draining

1. Set steering wheel to straight-ahead position.
2. Turn off all electrical equipment and the ignition switch.
3. Disconnect the negative battery cable.
4. Turn ignition switch to ACC.
5. Open the steering fluid reservoir cap.
6. Remove the front bumper lower protector assembly (See page 49-20).
7. Remove fluid suction pipe clamp (arrow) from power steering pump assembly.



8. Place a fluid container under fluid suction pipe, and disconnect fluid suction pipe joint to collect steering fluid flowing out of fluid suction pipe and steering pump.
9. Turn steering wheel left and right to limit positions, and repeat operation several times to drain steering fluid in steering system.

WARNING

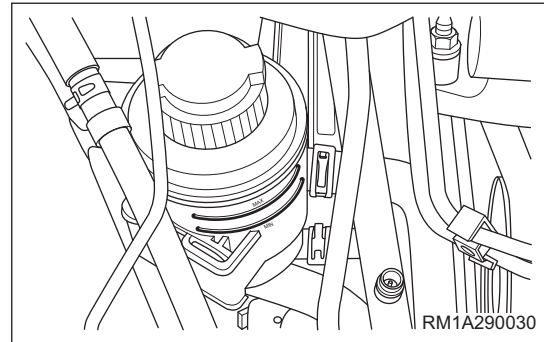
- If steering fluid sprays on your skin, immediately wash it off with water.
- It is harmful to your skin, if contacting with power steering fluid for a long time.
- Steering wheel should not be at limit positions for more than 5 seconds.

ENVIRONMENTAL PROTECTION

- Wasted power steering fluid should be handled according to local environmental regulations.

Steering Fluid Adding

Proper steering fluid level is between "MAX" and "MIN" marks. Fluid level of fluid reservoir affects power steering system performance directly. If fluid level drops below "MIN" mark, it is necessary to add steering fluid.



29

CAUTION

- DO NOT apply foaming or expired steering fluid to vehicle. Otherwise it may damage power steering pump assembly.

1. Open steering fluid reservoir cap, and add steering fluid to reservoir until level reaches "MAX" mark.
2. Start engine and run it at idle to drive power steering pump assembly, thus filling the whole steering system with steering fluid.
3. Observe fluid level of fluid reservoir while engine is running. If fluid level drops below "MIN" mark, add steering fluid to a proper level in time to prevent fluid level from dropping excessively and avoid air entering power steering pump assembly.
4. If bubbles occur in fluid reservoir, perform bleeding procedures. Check that steering fluid level is between "MAX" and "MIN" marks when there are no bubbles in fluid reservoir and fluid level does not change any longer.

WARNING

- If steering fluid sprays on your skin, immediately wash it off with water.
- It is harmful to your skin, if contacting with power steering fluid for a long time.

Bleeding Procedures

It is necessary to perform bleeding procedures when bubbles occur in steering fluid reservoir assembly and fluid has emulsified or there is excessive noise in power steering pump assembly.

Bleeding procedures are as follows:

1. Open the steering fluid reservoir cap.
2. Raise vehicle with a lift (with front wheels off ground).
3. Start engine (idling) and turn steering wheel left and right to limit positions (do not stay at the limit positions for more than 2 seconds). Repeat several times to completely bleed air in system from reservoir. Observe fluid level of fluid reservoir during bleeding. If fluid level drops below "MIN" mark, add steering fluid to proper level in time.
4. After repeatedly turning steering wheel to limit positions several times, center steering wheel, run engine at idle for 3 to 5 minutes and observe whether there are still bubbles in fluid reservoir. If there are still bubbles, perform above procedures repeatedly until no bubbles are bled. If there are still problems, perform steering system inspection.

ON-VEHICLE SERVICE

29

⚠ WARNING

- Be sure to wear necessary safety equipment to prevent accidents when repairing.
- When removing and installing high temperature components and surrounding components, do not operate until they cool down to normal temperature to avoid being burned.
- Prevent skin or eyes from contacting with steering fluid.

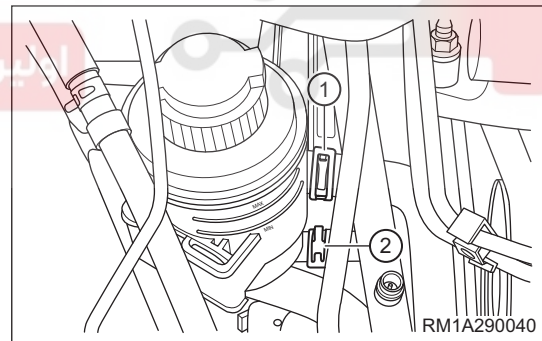
👁 CAUTION

- After disconnecting steering line, seal it immediately to prevent foreign matter from entering.
- Never run power steering pump assembly when steering fluid is insufficient.
- Steering wheel should not be at the limit position for more than 5 seconds.
- Never start engine with hose loosened or disconnected.
- Never allow hose to contact with high temperature exhaust pipe.

Steering Fluid Reservoir Assembly

Removal

1. Drain the steering fluid (See page 29-8).
2. Remove the steering fluid reservoir assembly.
 - a. Remove fluid suction pipe clamp (1) from steering fluid reservoir, and disconnect connection between fluid suction pipe assembly and steering fluid reservoir assembly.
 - b. Remove fluid return pipe clamp (2) from steering fluid reservoir, and disconnect connection between fluid return pipe assembly and steering fluid reservoir assembly.



👁 CAUTION

- Using a plug, clog disconnected pipe to prevent foreign matter from entering.

- c. Pull steering fluid reservoir assembly upward to remove it from steering pump bracket.

Inspection

1. Check steering fluid reservoir assembly for breakage or deformation. Replace fluid reservoir if necessary.
2. Check if there is contamination in steering fluid reservoir assembly. Clean or replace if necessary.

Installation

Installation is in the reverse order of removal.

CAUTION

- Install fluid suction pipe clamp and fluid return pipe clamp in place.
- Never tap or hit 1 fluid reservoir.

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Steering Fluid Pipe

Removal

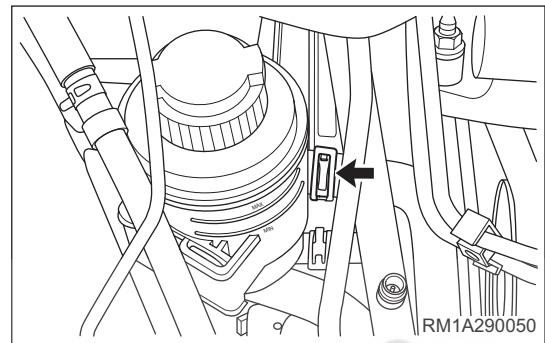


ENVIRONMENTAL PROTECTION

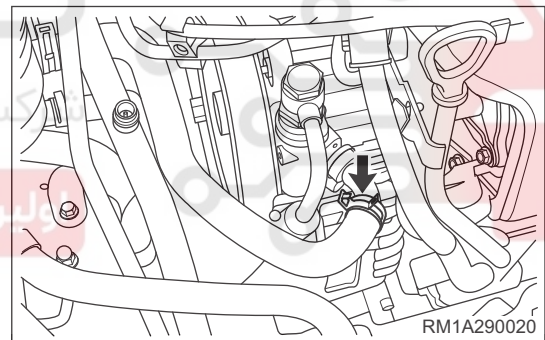
- Collect steering fluid residue in line with a container when disconnecting line.

29

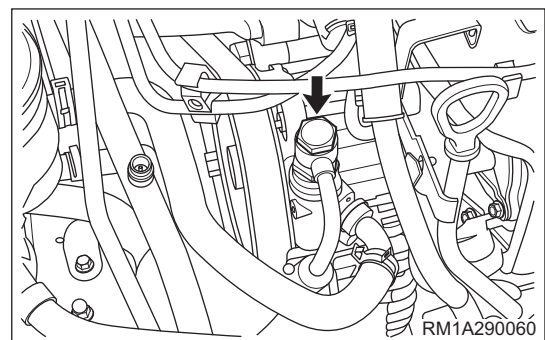
1. Drain the steering fluid (See page 29-8).
2. Remove the front bumper (See page 49-8).
3. Remove the fluid suction pipe.
 - a. Remove fluid suction pipe clamp (arrow) from steering fluid reservoir, and disconnect connection between fluid suction pipe and steering fluid reservoir assembly.



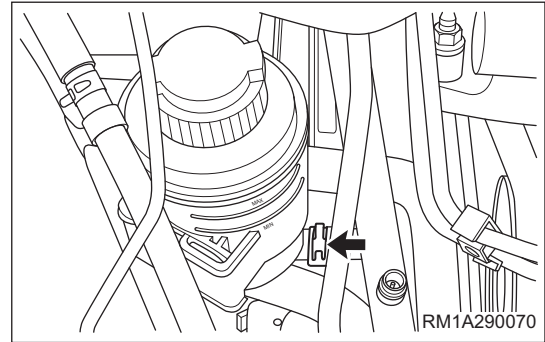
- b. Remove fluid suction pipe clamp (arrow) from power steering pump assembly side, and disconnect connection between fluid suction pipe and power steering pump assembly.



- c. Remove the fluid suction pipe.
4. Remove high pressure fluid pipe and fluid return pipe.
 - a. Remove high pressure fluid pipe joint hollow bolt (arrow) from power steering pump assembly. (Tightening torque: 45 ± 3 N·m)

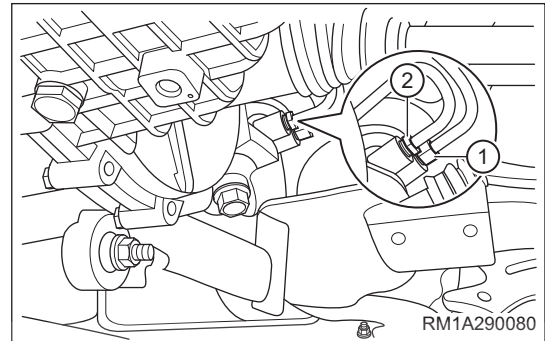


- b. Remove fluid return pipe clamp (arrow) from steering fluid reservoir assembly.

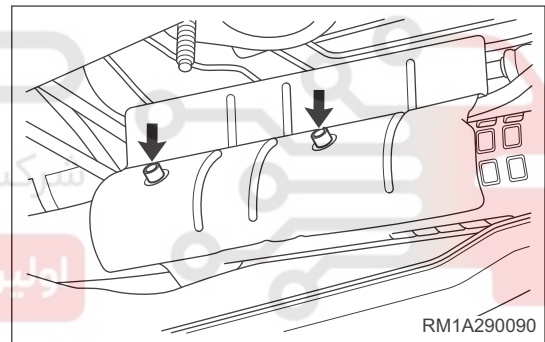


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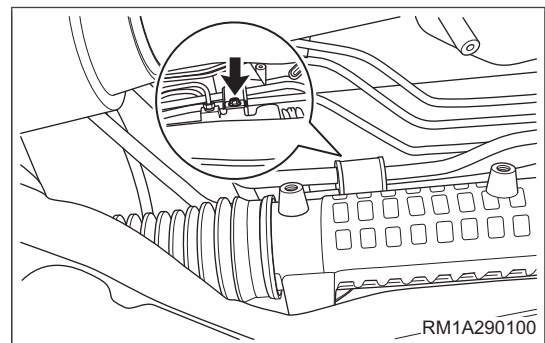
- c. Remove high pressure fluid pipe clamping bolt (1) and fluid return pipe clamping bolt (2) from power steering gear assembly.
(Tightening torque for high pressure fluid pipe clamping bolt: 30 ± 3 N·m)
(Tightening torque for fluid return pipe clamping bolt: 30 ± 3 N·m)



- d. Remove 2 fixing bolts (arrow) from heat insulator of steering gear.
(Tightening torque: 10 ± 1 N·m)



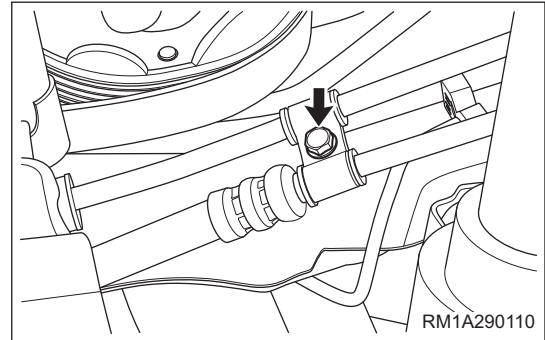
- e. Remove bracket bolt (arrow) between high pressure fluid pipe and fluid return pipe.
(Tightening torque: 10 ± 1 N·m)



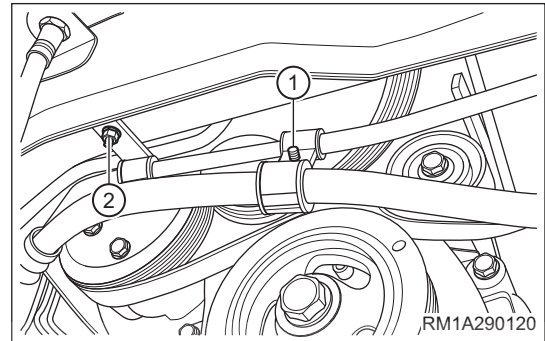
29 - HYDRAULIC ASSIST STEERING

29

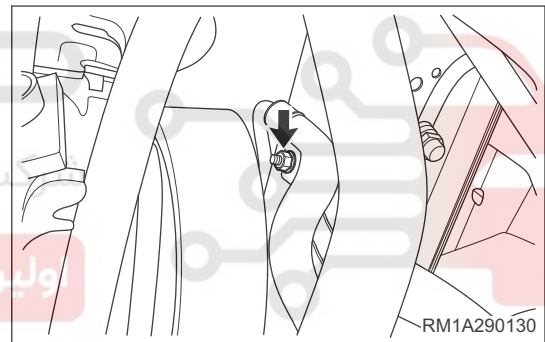
- f. Remove bracket bolt (arrow) between high pressure fluid pipe and fluid return pipe.
(Tightening torque: 7 ± 1 N·m)



- g. Remove bracket bolt (1) and bracket nut (2) between high pressure fluid pipe and fluid return pipe.
(Tightening torque: 7 ± 1 N·m)



- h. Remove bracket bolt (arrow) from fluid return pipe.



- i. Remove high pressure fluid pipe and fluid return pipe.

Inspection

1. Check steering fluid pipe for cracks, wear or blockage. Replace steering fluid pipe assembly if necessary.
2. Check steering fluid pipe joint and O-ring for deformation or damage. Replace steering fluid pipe assembly if necessary.
3. Check if steering fluid pipe bracket is normal. Replace it if necessary.

Installation

Installation is in the reverse order of removal.

CAUTION

- Never tap or squeeze steering fluid pipe.
- Tighten fixing nut and fixing bolts to specified torque.

Power Steering Pump Assembly

Removal

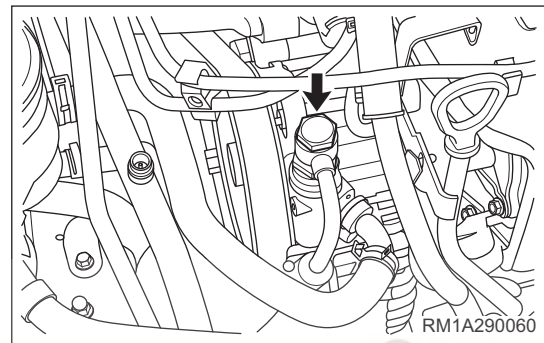


ENVIRONMENTAL PROTECTION

- Collect steering fluid flowing from line with a container when disconnecting line.

29

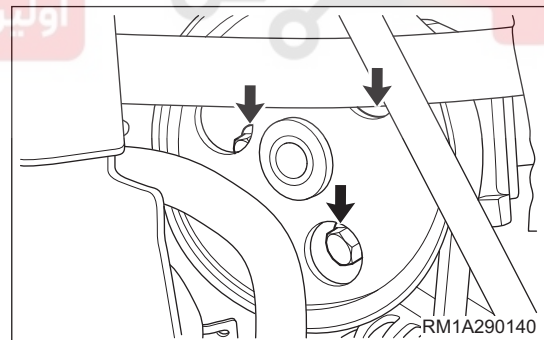
1. Drain the steering fluid (See page 29-8).
2. Remove the accessory drive belt (See page 07-24).
3. Remove the power steering pump assembly.
 - a. Remove the high pressure fluid pipe joint hollow bolt (arrow).



CAUTION

- Using a plug, clog disconnected steering system line to prevent foreign matter from entering.

- b. Remove 3 fixing bolts (arrow) from steering pump, and remove steering pump.
(Tightening torque: 20 + 5 N·m)



Inspection

1. Check power steering pump assembly for blockage or damage, and power steering pump bearing for looseness and abnormal noise. Replace power steering pump assembly if necessary.
2. Check if power steering pump pulley is normal. Replace power steering pump assembly if necessary.

Installation

Installation is in the reverse order of removal.

CAUTION

- Tighten fixing bolts to specified torque.
- DO NOT tap or hit power steering pump assembly.

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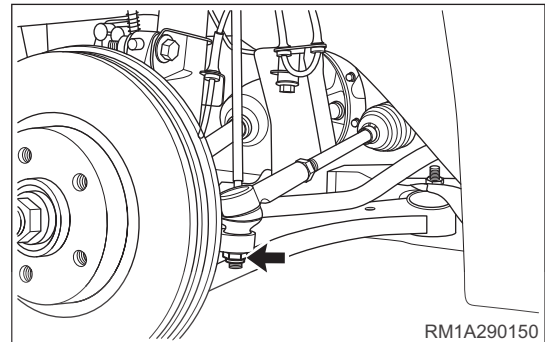


Ball Pin Assembly

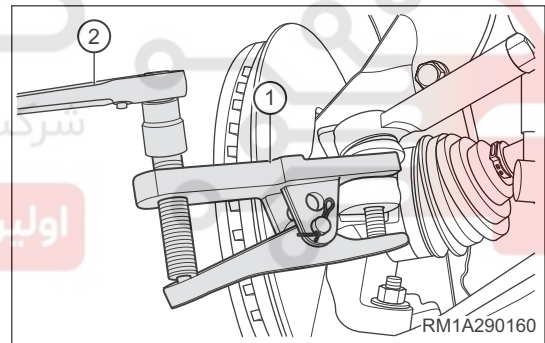
Removal

HINT:

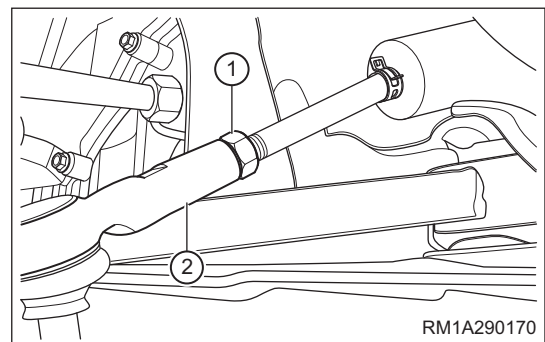
- Use same procedures for right and left sides.
 - Procedures listed below are for left side.
1. Set steering wheel to straight-ahead position.
 2. Turn off all electrical equipment and the ignition switch.
 3. Disconnect the negative battery cable.
 4. Remove the front left wheel (See page 24-9).
 5. Remove the ball pin assembly.
 - a. Remove locking nut (arrow) between left steering tie rod ball pin assembly and front left steering knuckle assembly.
(Tightening torque: $35 \pm 3 \text{ N}\cdot\text{m}$)



- b. Install ball pin separator (1), and tighten ball pin separator bolt with a wrench (2) to separate steering tie rod ball pin and steering knuckle assembly.



- c. Loosen steering tie rod adjustment nut (1), and turn ball pin assembly (2) counterclockwise to remove it.
(Tightening torque: $50 \sim 60 \text{ N}\cdot\text{m}$)



HINT:

When removing ball pin assembly, record the revolutions during removal, to make front wheel toe-in closer to setting value after installation.

Inspection

1. Check tie rod ball pin for looseness. Replace ball pin assembly if necessary.
2. Check tie rod ball pin rubber bushing for damage. Replace ball pin assembly if necessary.

Installation

Installation is in the reverse order of removal.

CAUTION

- After installing tie rod ball pin assembly, it is necessary to perform wheel alignment procedure (See page 23-33).

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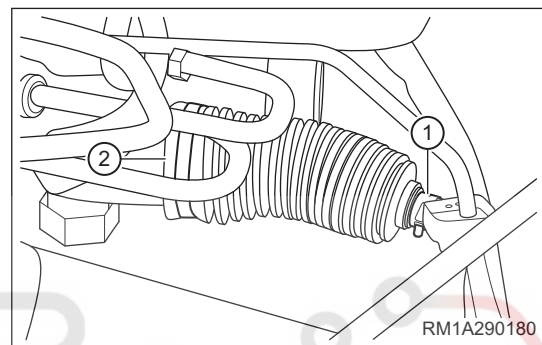


Steering Tie Rod Assembly

Removal

HINT:

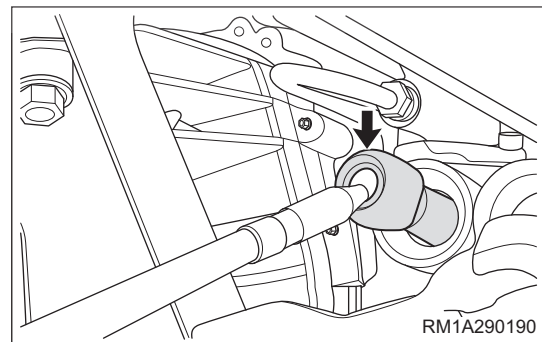
- Use same procedures for right and left sides.
 - Procedures listed below are for left side.
1. Turn off all electrical equipment and the ignition switch.
 2. Remove the battery assembly (See page 16-7).
 3. Remove the air filter assembly (See page 10-12).
 4. Remove the battery tray assembly (See page 16-9).
 5. Remove the front wheel (See page 24-9).
 6. Remove the tie rod ball pin assembly (See page 29-19).
 7. Remove the steering tie rod assembly.
 - a. Remove the steering tie rod boot elastic clamp (1).
 - b. Remove clamping ring (2) from steering tie rod boot, and remove steering tie rod boot.



CAUTION

- Operate carefully to prevent damage to boot.
- It is necessary to replace clamping ring with a new one when reinstalling steering tie rod boot.

- c. Using a wrench, remove tie rod assembly (arrow).



Inspection

1. Check steering tie rod boot for damage, and if clamp is normal. Replace steering tie rod boot and clamp if necessary, to prevent water and micro dust from entering and causing parts failure prematurely.
2. Check steering tie rod assembly for deformation or wear and ball for insufficient lubrication. Replace steering tie rod assembly or add grease if necessary.

Installation

Installation is in the reverse order of removal.

CAUTION

- It is necessary to apply thread locker to ball.
- It is necessary to fit steering tie rod ball face and rack face closely.
- After installing steering tie rod assembly, it is necessary to perform wheel alignment procedure.

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Steering Gear Assembly

⚠ WARNING

- Be sure to wear necessary safety equipment to prevent accidents when repairing.
- When removing and installing high temperature components and surrounding components, do not operate until they cool down to normal temperature to avoid being burned.
- Prevent skin and eyes from contacting with steering fluid when removing steering system.

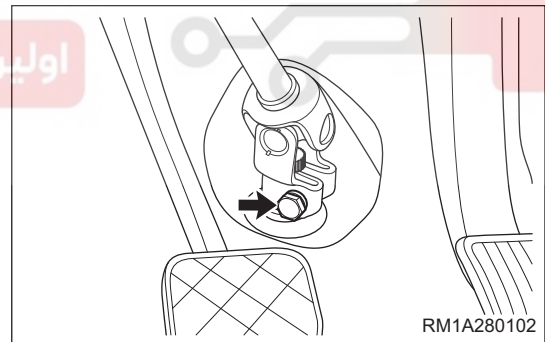
29

👁 CAUTION

- After disconnecting steering system line, seal it immediately to prevent foreign matter from entering.
- Never run power steering pump assembly when steering fluid is insufficient.
- Steering wheel should not be at the limit position for more than 5 seconds.
- Never start engine with hose loosened or disconnected.
- Never allow hose to contact with high temperature exhaust manifold or catalyst.

Removal

1. Set steering wheel to straight-ahead position.
2. Turn off all electrical equipment and the ignition switch.
3. Disconnect the negative battery cable.
4. Drain the steering fluid (See page 29-8).
5. Remove the front wheel (See page 24-9).
6. Remove coupling bolt (arrow) between steering column with intermediate shaft assembly and steering gear input shaft.
(Tightening torque: $30 \pm 3 \text{ N}\cdot\text{m}$)



7. Separate ball pin assembly and steering knuckle.

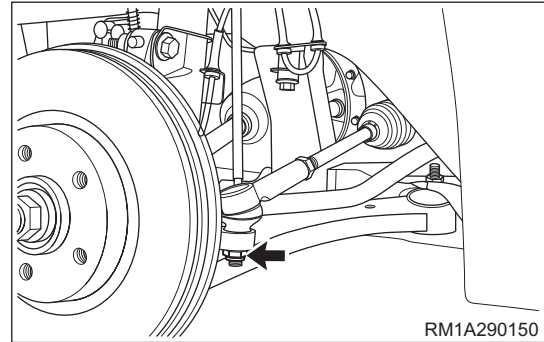
HINT:

- Use same procedures for right and left sides.
- Procedures listed below are for left side.

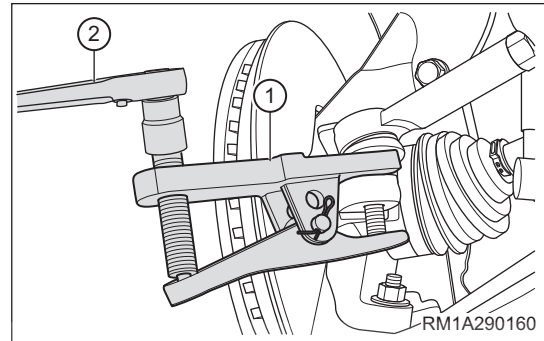
29 - HYDRAULIC ASSIST STEERING

29

- a. Remove locking nut (arrow) between left steering tie rod assembly ball pin and front left steering knuckle assembly.
(Tightening torque: 35 ± 3 N·m)

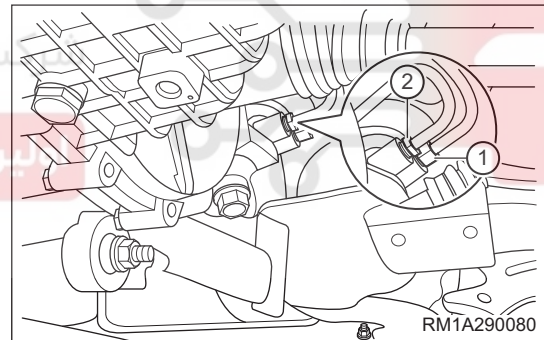


- b. Install ball pin separator (1), and tighten ball pin separator bolt with a wrench (2) to separate steering tie rod ball pin and steering knuckle assembly.

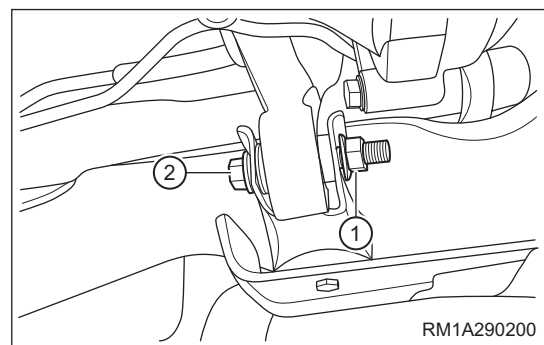


8. Use an engine equalizer to hang engine.
9. Support front sub frame welding assembly with a transmission carrier.
10. Remove the steering gear with tie rod assembly.

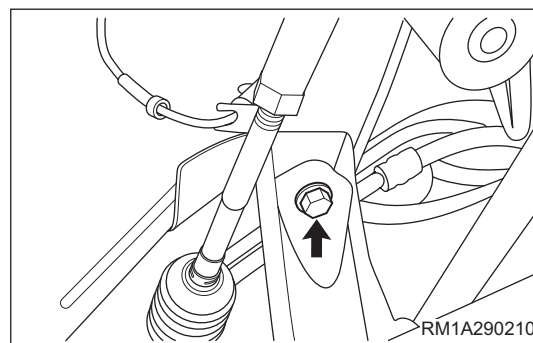
- a. Remove high pressure fluid pipe clamping bolt (1) and fluid return pipe clamping bolt (2) from steering gear assembly. Disconnect connection between fluid return pipe/high pressure pipe and steering gear assembly separately.
(Tightening torque for high pressure fluid pipe clamping bolt: 30 ± 3 N·m)
(Tightening torque for fluid return pipe clamping bolt: 30 ± 3 N·m)



- b. Remove 2 fixing bolts from heat insulator of steering gear (See page 29-12).
c. Remove bracket bolt between high pressure fluid pipe and fluid return pipe (See page 29-12).
d. Remove locking nut (1) of through bolt between rear mounting bracket and rear mounting cushion assembly, and remove through bolt (2).
(Tightening torque: 80 ± 8 N·m)

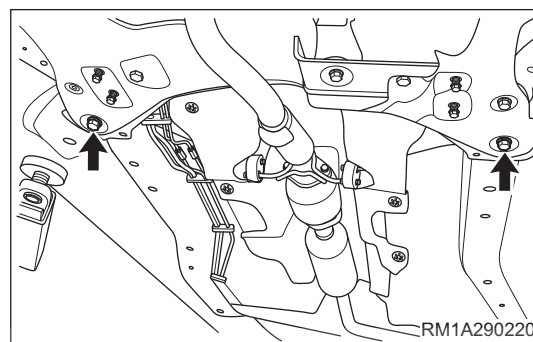


- e. Loosen coupling nut (arrow) between front right part of front sub frame welding assembly and body. Use same procedure to loosen nut on left side.
(Tightening torque: 180 ± 18 N·m)

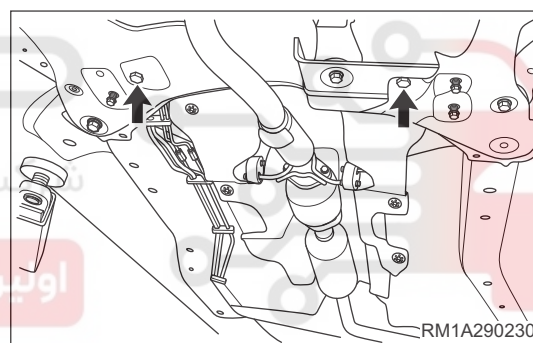


29

- f. Loosen coupling bolt between front sub frame welding assembly and body.
(Tightening torque: 180 ± 18 N·m)



- g. Remove 2 fixing bolts (arrow) between steering gear and front sub frame welding assembly.
(Tightening torque: 120 ± 10 N·m)



- h. Lower front sub frame welding assembly (descending distance is about 40 mm), and remove steering gear with tie rod assembly.

Inspection

1. Check steering gear assembly housing for damage or deformation, and rack and pinion for sticking. Replace steering gear assembly if necessary.
2. Check if steering tie rod boot, clamp and clamping ring are normal. Replace them if necessary to prevent water and micro dust from entering and causing parts failure prematurely.
3. Check steering tie rod assembly and ball pin assembly for serious wear. Replace steering tie rod assembly and ball pin assembly if necessary.

Installation

Installation is in the reverse order of removal.

CAUTION

- After installing steering gear assembly, perform front wheel alignment procedure (See page 23-33).

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