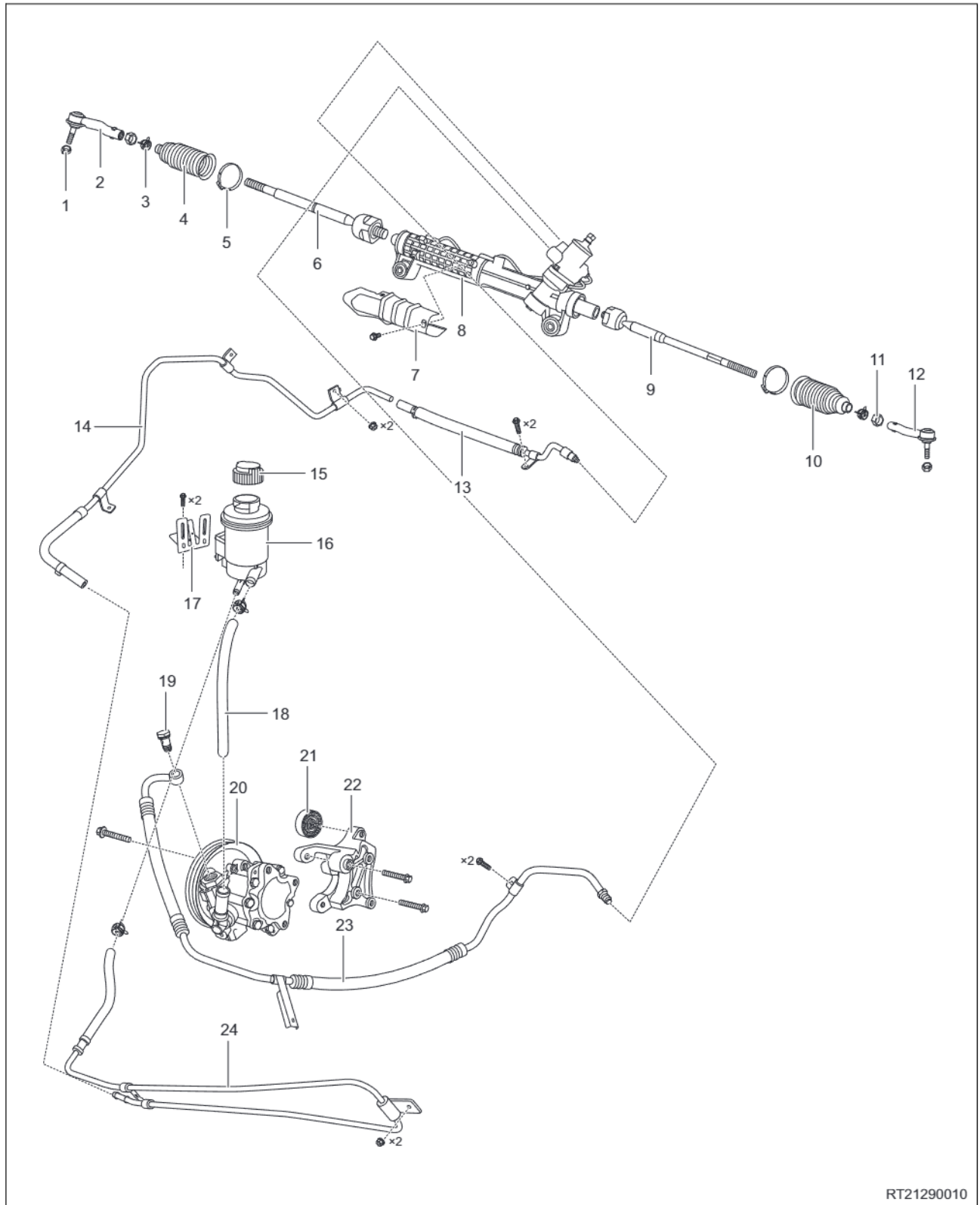


HYDRAULIC ASSIST STEERING

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GENERAL INFORMATION

Description



1 - Ball Pin Locking Nut	2 - Right Steering Tie Rod Ball Pin
3 - Elastic Clamp	4 - Right Steering Tie Rod Boot
5 - Clamping Ring	6 - Right Steering Tie Rod Assembly
7 - Steering Gear Heat Insulation Cover	8 - Steering Gear Assembly
9 - Left Steering Tie Rod Assembly	10 - Left Steering Tie Rod Boot
11 - Steering Tie Rod Adjustment Nut	12 - Left Steering Tie Rod Ball Pin
13 - Fluid Return Pipe 1	14 - Fluid Return Pipe 2
15 - Steering Fluid Reservoir Cap	16 - Steering Fluid Reservoir
17 - Steering Fluid Reservoir Bracket	18 - Fluid Suction Pipe
19 - Hollow Bolt	20 - Power Steering Pump Assembly
21 - Idler Pulley	22 - Power Steering Pump Bracket
23 - High Pressure Fluid Pipe	24 - Cooling Pipe

Hydraulic assist steering system consists of power steering pump assembly, steering gear assembly, steering fluid pipe and steering fluid reservoir assembly, etc. This system can reduce the steering effort 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. The piston-rod is integrated with rack, and there is a boot at the connection between steering tie rod assembly and rack. The 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 locking nut.

Power Steering Pump Assembly

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

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 according to the length and operating features of each component. Ferrule connection is adopted between steel pipe and hose of high pressure fluid pipe assembly. The Joint bolt and O-ring are used between steel pipe and component, and the hose and clamp are used between hose and component. And all these provide reliable sealing.

Steering Fluid Reservoir Assembly

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

Operation

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

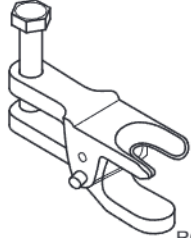
Specifications

Torque Specifications

Description	Torque (N·m)
Steering Gear Heat Insulation Cover Fixing Bolt	9 ± 1
High Pressure Fluid Pipe Bracket Bolt 1	9 ± 1
High Pressure Fluid Pipe Bracket Bolt 2	9 ± 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
Fluid Return Pipe Bracket Bolt 1	9 ± 1
Fluid Return Pipe Bracket Nut 2	7 ± 1
Fluid Return Pipe Bracket Bolt 3	7 ± 1
Fluid Return Pipe Bracket Nut 4	7 ± 1
High Pressure Fluid Pipe Joint Hollow Bolt	40 ± 3
Cooling Pipe Bracket Nut 1	7 ± 1
Cooling Pipe Bracket Nut 2	7 ± 1
Mounting Bolt Between Steering Gear and Sub Frame	120 ± 10
Steering Tie Rod Locking Nut	45 ± 5
Power Steering Pump Bracket Fixing Bolt	25 ± 3
Coupling Bolt Between Power Steering Pump Assembly and Steering Pump Bracket	25 ± 3
Locking Nut Between Ball Pin Assembly and Steering Knuckle Assembly	45 ± 5
Mounting Bolt Between Steering Gear Assembly and Front Sub Frame Welding Assembly	120 ± 10
Steering Tie Rod Adjustment Nut	55 ± 5

Tool

Special Tool

Ball Pin Separator	 RCH0000024
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DIAGNOSIS & TESTING

Problem Symptoms Table

HINT:

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

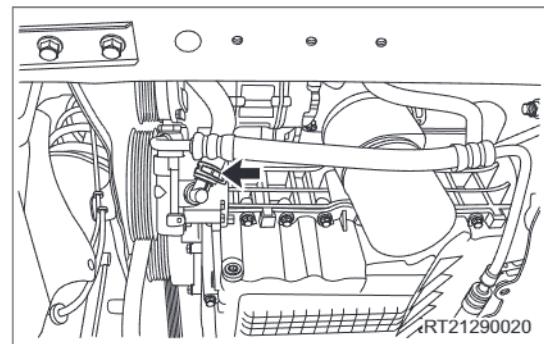
29

Symptom	Suspected Area	See page
Stuck or sticking occurs when steering in some position	Steering fluid (insufficient or dirty)	29-7
	Steering tie rod boot (damaged or worn)	29-21
	Steering tie rod assembly (rust)	29-21
	Steering gear assembly	29-23 30-25
	Accessory 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 (wrong)	23-50
	Ball pin assembly (worn or loose)	29-19
	Steering tie rod assembly (worn or loose)	29-21
	Intermediate shaft (twisted and deformed) or universal joint (worn, loose or insufficiently lubricated)	28-23
	Front sub frame welding assembly	22-17
	Steering knuckle	22-12
	Steering gear assembly (incorrect clearance)	29-23 30-25
Steering shudders	Tire (unevenly worn, deformed) or wheel (out of balance)	24-7
	Front wheel alignment (wrong)	23-50
	Ball pin assembly (worn or loose)	29-19
	Brake disc and lining (deformed)	26-27
	Intermediate shaft (twisted and deformed) or universal joint (worn, loose or insufficiently lubricated)	28-23
	Front sub frame welding assembly	22-17
	Steering knuckle assembly	22-12
	Steering gear assembly (incorrect clearance)	29-23 30-25

Symptom	Suspected Area	See page
Steering wheel turns heavily or steering effort is uneven	Tire (improperly inflated)	24-7
	Front wheel alignment (wrong)	23-50
	Steering fluid (insufficient)	29-7
	Fluid pipe (leakage or blocking)	29-12
	Ball pin assembly (worn or loose)	29-19
	Steering tie rod assembly (worn or loose)	29-21
	Front suspension	23-12
	Accessory drive belt (loose or damaged)	07-24
	Power steering pump assembly	29-17
	Steering gear assembly (incorrect clearance)	29-23 30-25
Abnormal noises from steering system	Steering fluid (insufficient, air or dirty)	29-7
	Steering system fluid pressure fluctuates abnormally	-
	Ball pin assembly (worn or loose)	29-19
	Steering tie rod assembly (worn or loose)	29-21
	Steering gear assembly (incorrect clearance)	29-23 30-25
	Power steering pump assembly	29-17

Steering Fluid Draining

1. Set steering wheel to straight-ahead position.
2. Turn off all the electrical equipment and ignition switch.
3. Disconnect the negative battery cable.
4. Turn ignition switch to ACC.
5. Open the steering fluid reservoir cap.
6. Remove the engine lower protector assembly (See page 48-29).
7. Remove the fluid suction pipe clamp (arrow) on the power steering pump assembly side.



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

⚠ WARNING

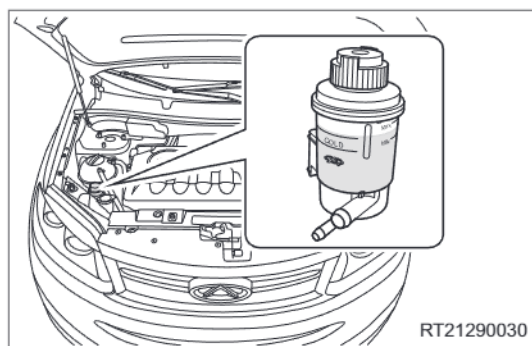
- If steering fluid sprays on your skin, immediately wash it off with water.
- It is harmful to your skin, if contacting with power steering fluid for a long time.
- Steering wheel should not be in the limit position for more than 5 seconds.

♻ ENVIRONMENTAL PROTECTION

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

Steering Fluid Adding

The proper steering fluid level is between "MAX" and "MIN" marks. It affects power steering system performance directly whether fluid level of the fluid reservoir is proper. If fluid level drops below "MIN" mark, it is necessary to add steering fluid.



RT21290030

👁 CAUTION

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

1. Open the steering fluid reservoir cap, and add steering fluid to reservoir until the level reaches "MAX" mark.
2. Start engine and run it at idle to drive the power steering pump assembly, thus filling 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 steering fluid reservoir, perform bleeding procedures. Check that 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 the 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 lifter (with front wheels off ground).
3. Start engine (idling) and turn steering wheel left and right to the limit positions (do not stay at the limit positions more than 2 seconds). Repeat several times to fully bleed air in system from the reservoir. Observe the 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 the steering wheel to the limit positions several times, center the steering wheel, run engine at idle for 3 or 5 minutes and observe whether there are still bubbles in fluid reservoir. If there are still bubbles, perform above procedures again 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 servicing.
- When removing and installing high temperature components and surrounding components, wait and operate until they drop to normal temperature to avoid being burned.
- Prevent skin and eyes from contacting with steering fluid.

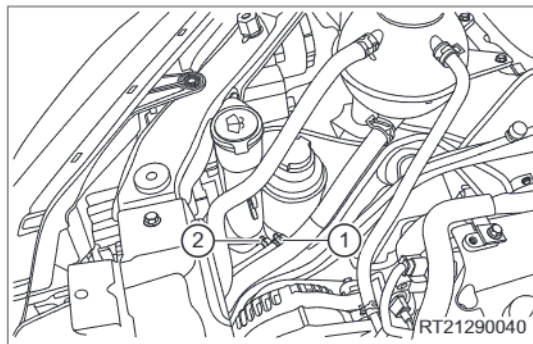
👁 CAUTION

- After disconnecting steering line, seal it immediately to prevent foreign matter from entering.
- Never run power steering pump assembly when the steering fluid is insufficient.
- Steering wheel should not be in limit positions 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 29-7](#)).
2. Remove the steering fluid reservoir assembly.
 - a. Remove the fluid suction pipe clamp (1) on steering fluid reservoir, and disconnect the connection between fluid suction pipe assembly and steering fluid reservoir assembly.
 - b. Remove the fluid return pipe clamp (2) on steering fluid reservoir, and disconnect the connection between fluid return pipe assembly and steering fluid reservoir assembly.



👁 CAUTION

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

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

Steering Fluid Pipe

Removal

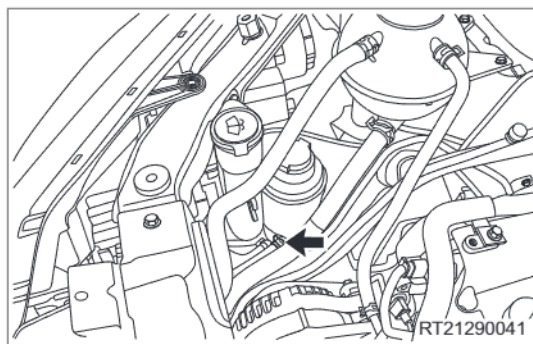


ENVIRONMENTAL PROTECTION

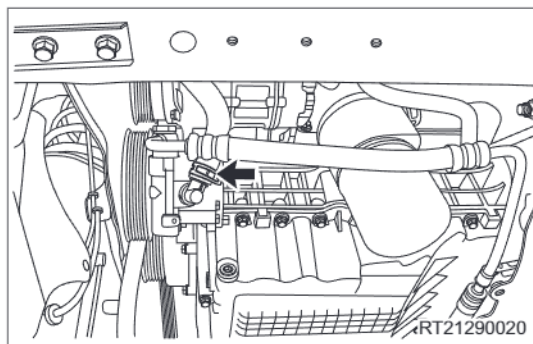
- Collect residual steering fluid in the line with a container when disconnecting the line.

29

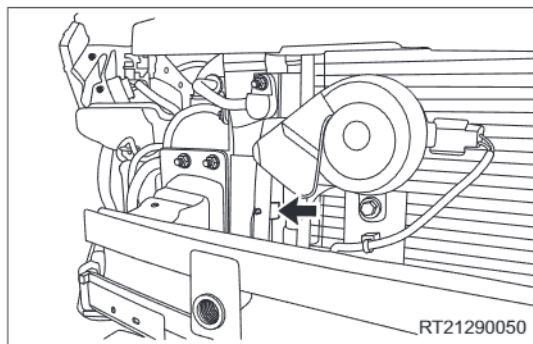
1. Drain the steering fluid (See page 29-7).
2. Remove the front bumper (See page 48-11).
3. Remove the fluid suction pipe.
 - a. Remove the fluid suction pipe clamp (arrow) on steering fluid reservoir, and disconnect the connection between fluid suction pipe and steering fluid reservoir assembly.



- b. Remove the fluid suction pipe clamp (arrow) on the power steering pump assembly side.



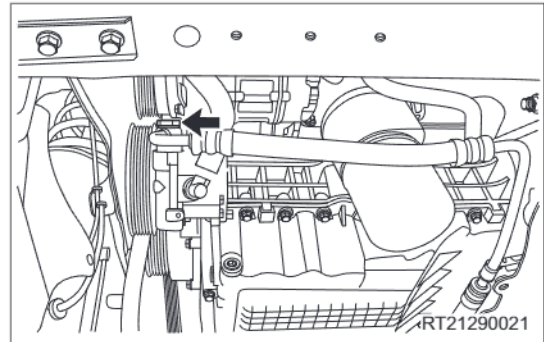
- c. Loosen the plastic pipe clamp from the front vertical board of body.



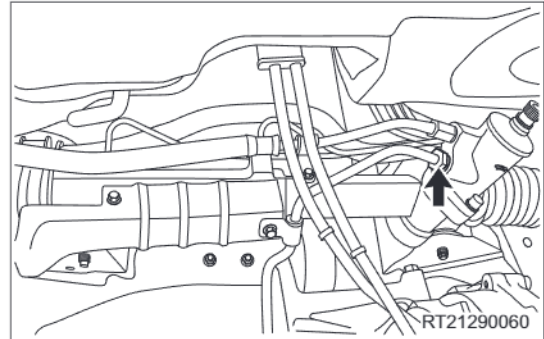
- d. Remove the fluid suction pipe.

4. Remove the high pressure fluid pipe.

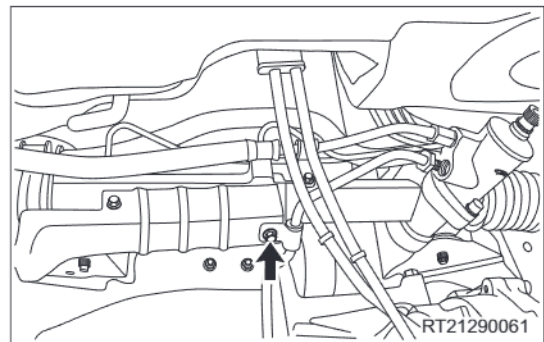
- a. Remove the high pressure fluid pipe joint hollow bolt (arrow) from the power steering pump assembly. (Tightening torque: 40 ± 3 N·m)



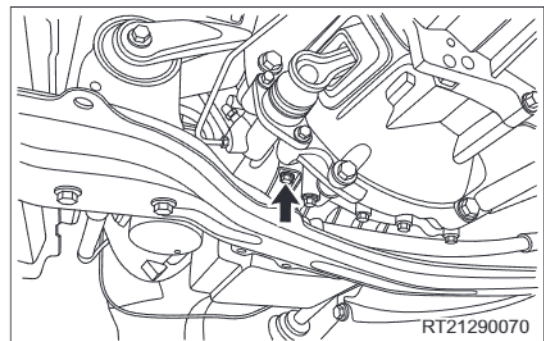
- b. Remove the high pressure fluid pipe clamping bolt from the steering gear assembly. (Tightening torque: 30 ± 3 N·m)



- c. Remove the high pressure fluid pipe bracket bolt 1 (arrow). (Tightening torque: 9 ± 1 N·m)



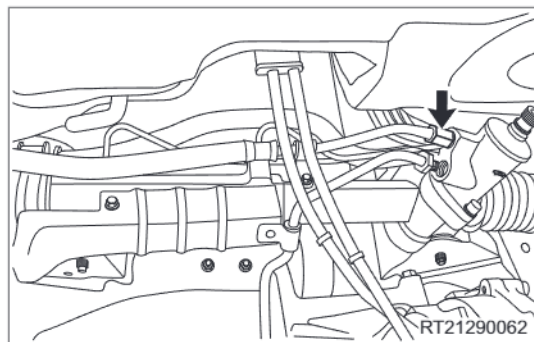
- d. Remove the high pressure fluid pipe bracket bolt 2 (arrow). (Tightening torque: 9 ± 1 N·m)



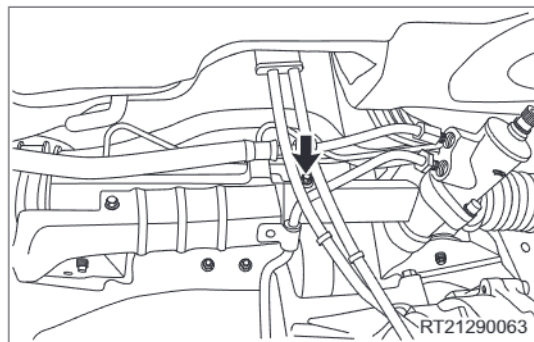
- e. Remove the high pressure fluid pipe.

5. Remove the fluid return pipe.

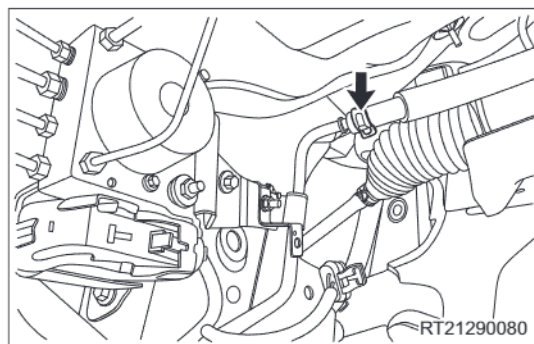
- a. Remove the fluid return pipe clamping bolt from the steering gear assembly.
(Tightening torque: $30 \pm 3 \text{ N}\cdot\text{m}$)



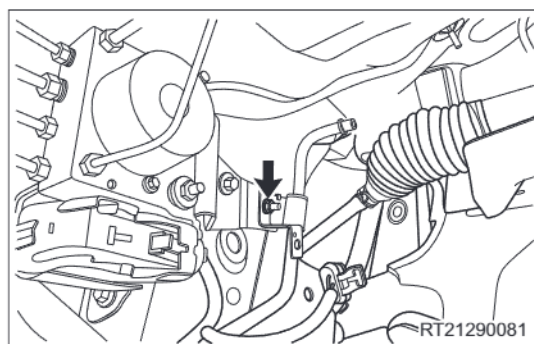
- b. Remove the fluid return pipe bracket bolt 1 (arrow).
(Tightening torque: $9 \pm 1 \text{ N}\cdot\text{m}$)



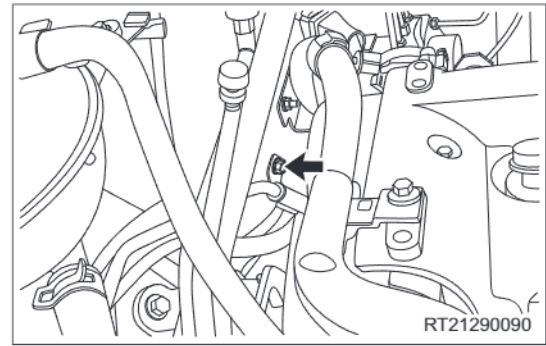
- c. Loosen the fluid return pipe 1 clamp and disconnect the fluid return pipe joint.



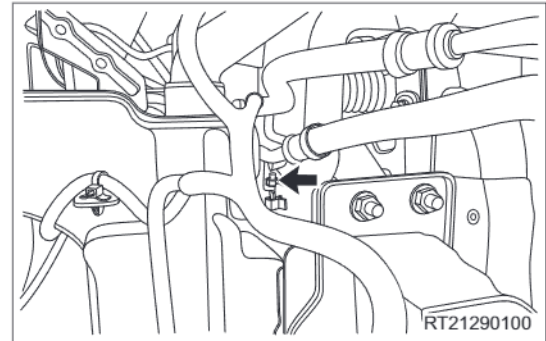
- d. Remove the fluid return pipe bracket nut 2 (arrow).
(Tightening torque: $7 \pm 1 \text{ N}\cdot\text{m}$)



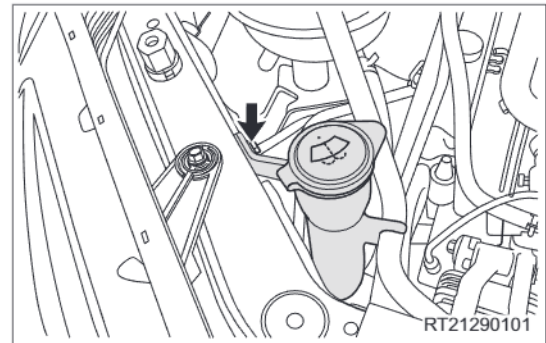
- e. Remove the fluid return pipe bracket bolt 3 (arrow).
(Tightening torque: 7 ± 1 N·m)



- f. Remove the fluid return pipe bracket nut 4 (arrow).
(Tightening torque: 7 ± 1 N·m)



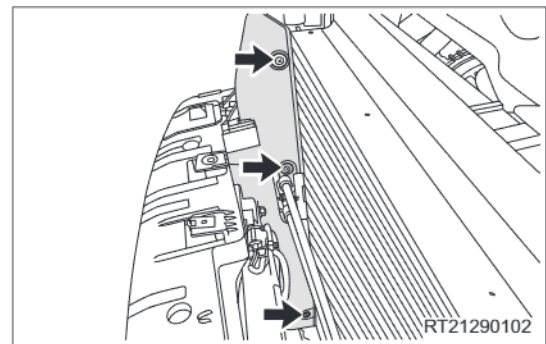
- g. Remove the fixing bolt (arrow) and remove the guide pipe.
(Tightening torque: 7 ± 1 N·m)



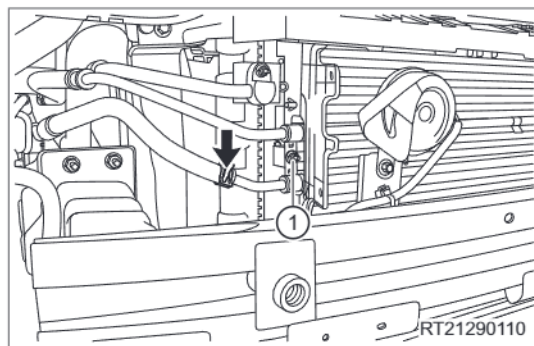
- h. Remove the fluid return pipe 2 carefully.

6. Remove the cooling pipe.

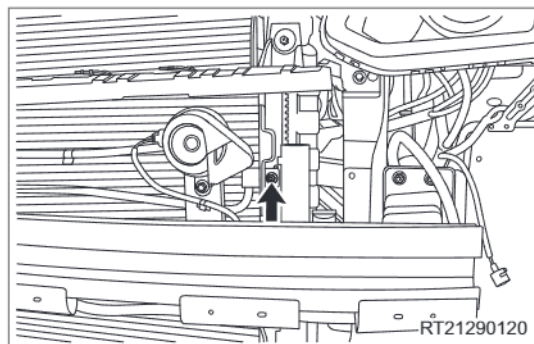
- a. Remove 3 plastic clamps (arrow) from the right radiator deflector, and remove the right radiator deflector.



- b. Remove the cooling pipe bracket nut 1.
(Tightening torque: 7 ± 1 N·m)
- c. Move away the clamp (arrow) between cooling pipe and fluid return pipe, and disconnect the connection between cooling pipe and fluid return pipe.



- d. Remove the cooling pipe bracket nut 2 (arrow).
(Tightening torque: 7 ± 1 N·m)



- e. Remove the cooling pipe carefully.

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 if necessary.

Installation

Installation is in the reverse order of removal.

CAUTION

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

Power Steering Pump Assembly

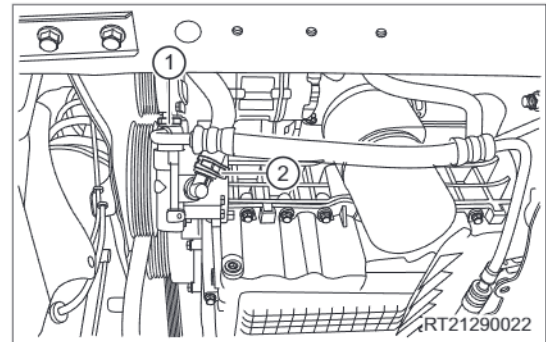
Removal



ENVIRONMENTAL PROTECTION

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

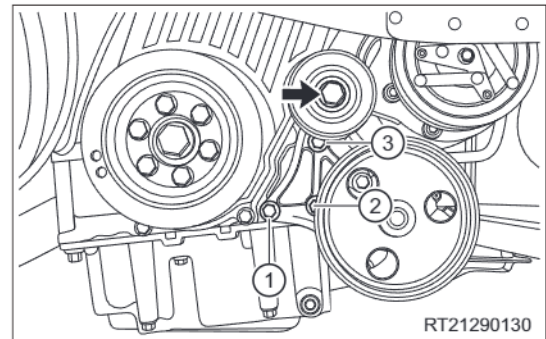
1. Drain steering fluid (See page 29-7).
2. Remove the accessory drive belt (See page 07-24).
3. Remove the power steering pump with bracket assembly.
 - a. Remove the high pressure fluid pipe joint hollow bolt (1).
(Tightening torque: $45 \pm 5 \text{ N}\cdot\text{m}$)
 - b. Loosen the elastic clamp (2), and disconnect the connection between fluid suction pipe and power steering pump assembly.



CAUTION

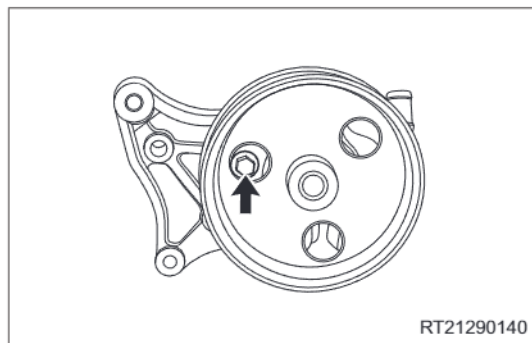
- Using a plug, clog the disconnected steering system line to prevent foreign matter from entering.

- c. Remove 3 fixing bolts (1), (2) and (3) from the steering pump bracket and the fixing bolt (arrow) from the idler pulley.
(Tightening torque for steering pump bracket fixing bolt: $25 \pm 3 \text{ N}\cdot\text{m}$)
(Tightening torque for idler pulley fixing bolt: $50 \pm 5 \text{ N}\cdot\text{m}$)

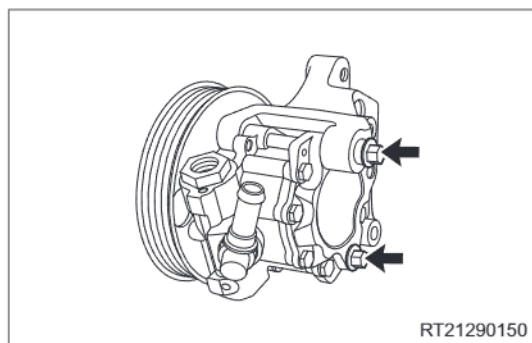


Disassembly

1. Separate the power steering pump assembly and steering pump bracket.
 - a. Remove the coupling bolt (arrow) between power steering pump assembly and pulley side of steering pump bracket.
(Tightening torque: $25 \pm 3 \text{ N}\cdot\text{m}$)



- b. Remove 2 coupling bolts (arrow) between power steering pump assembly and the other side of steering pump bracket.
(Tightening torque: $25 \pm 3 \text{ N}\cdot\text{m}$)



Inspection

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

Assembly

Assembly is in the reverse order of disassembly.

CAUTION

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

Installation

Installation is in the reverse order of removal.

CAUTION

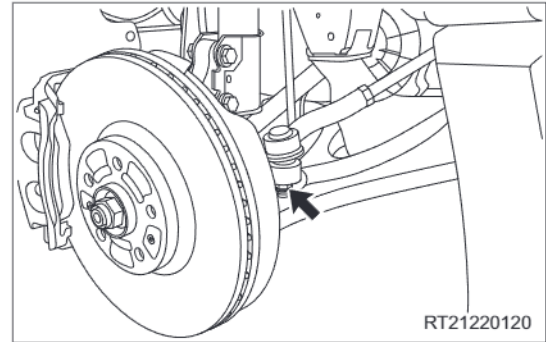
- Tighten the fixing bolts to the specified torque.
- DO NOT tap or hit power steering pump assembly.

Ball Pin Assembly

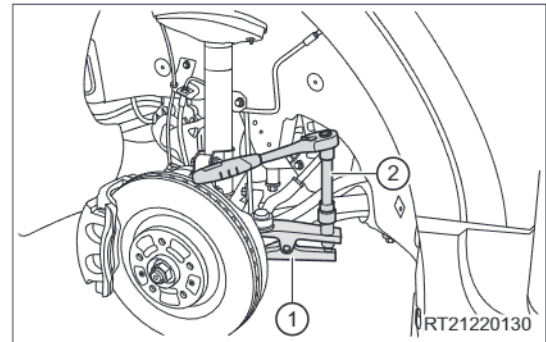
Removal

HINT:

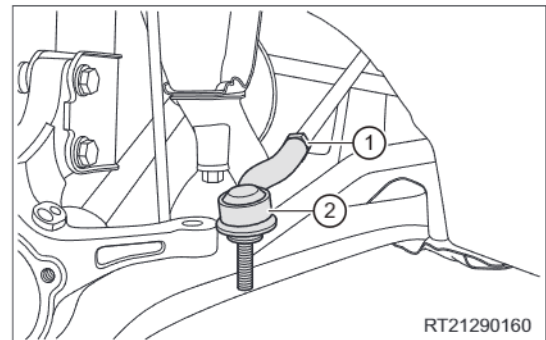
- Use the same procedures for the right side and left side.
 - Procedures listed below are for the left side.
1. Remove the front wheel (See page 24-9).
 2. Remove the ball pin assembly.
 - a. Remove the locking nut (arrow) between left steering tie rod assembly ball pin and front left steering knuckle assembly.
(Tightening torque: $35 \pm 3 \text{ N}\cdot\text{m}$)



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



- c. Loosen the steering tie rod adjustment nut (1), and turn the ball pin assembly (2) counterclockwise to remove it.
(Tightening torque: $55 \pm 5.5 \text{ N}\cdot\text{m}$)



HINT:

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

Inspection

Check ball pin assembly for looseness and insufficient lubrication and bush rubber for damage. Replace the ball pin assembly if necessary.

Installation

Installation is in the reverse order of removal.

CAUTION

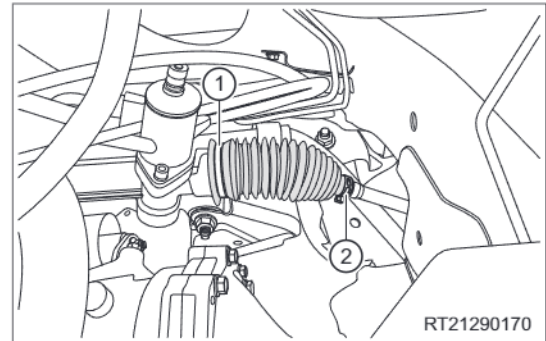
- After installation, it is necessary to perform wheel alignment procedure ([See page 23-50](#)).

Steering Tie Rod Assembly

Removal

HINT:

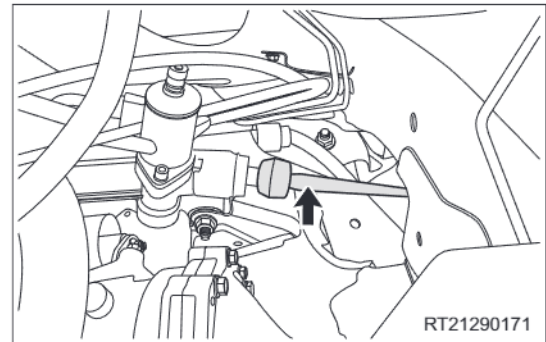
- Use the same procedures for the right side and left side.
 - Procedures listed below are for the left side.
1. Remove the battery (See page 16-7).
 2. Remove the battery tray (See page 16-7).
 3. Remove the front wheel (See page 24-9).
 4. Remove the ball pin assembly (See page 29-19).
 5. Remove the steering tie rod assembly.
 - a. Remove the steering tie rod boot clamp (2).
 - b. Remove the steering tie rod boot clamping ring (1) and remove the steering tie rod boot.



CAUTION

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

- c. Using a wrench, remove the steering tie rod ball pin (arrow).



Inspection

1. Check steering tie rod boot for damage, and clamp for normality. Replace the 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 seal gum to the ball pin.
- It is necessary to fit the steering tie rod ball pin face and rack face closely.

Steering Gear Assembly

⚠ WARNING

- Be sure to wear necessary safety equipment to prevent accidents when servicing.
- When removing and installing high temperature components and surrounding components, wait and operate them until they drops to the normal temperature to avoid being burned.
- Prevent skin and eyes from contacting with steering fluid when removing the steering system.

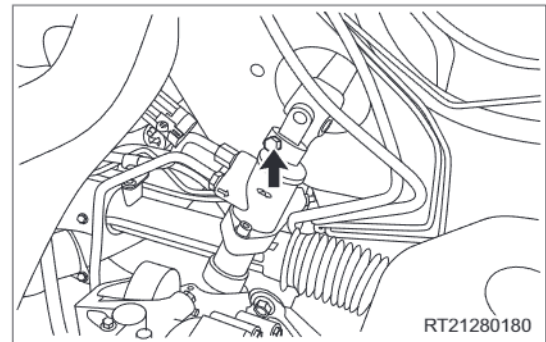
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👁 CAUTION

- 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 in limit positions 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 the electrical equipment and ignition switch.
3. Disconnect the negative battery cable.
4. Drain the steering fluid ([See page 29-7](#)).
5. Remove the front wheel ([See page 24-9](#)).
6. Remove the coupling bolt between steering column with intermediate shaft assembly and input shaft of steering gear.
(Tightening torque: $30 \pm 3 \text{ N}\cdot\text{m}$)

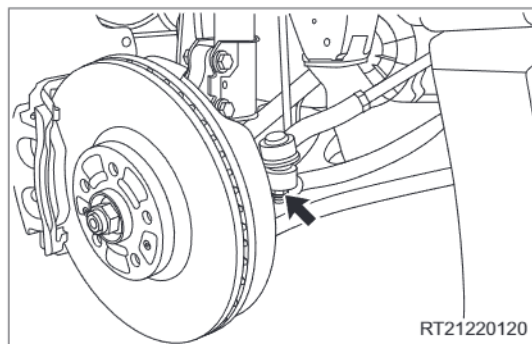


7. Separate the ball pin assembly and steering knuckle.

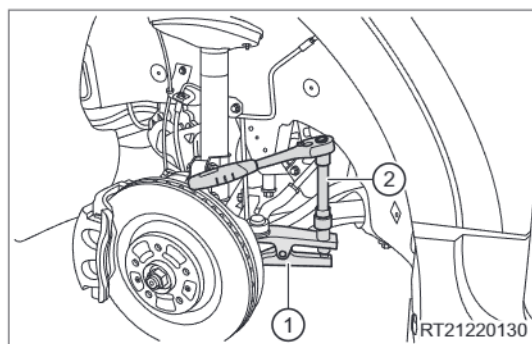
HINT:

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

- a. Remove the locking nut (arrow) between left steering tie rod assembly ball pin and front left steering knuckle assembly.
(Tightening torque: $35 \pm 3 \text{ N}\cdot\text{m}$)

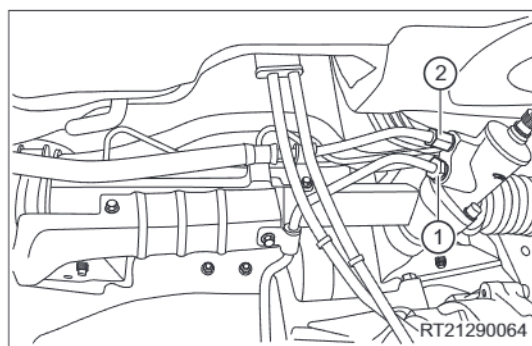


- b. Install the ball pin separator (1), and tighten the ball pin separator bolt with a wrench (2) to separate the steering tie rod ball pin and steering knuckle assembly.

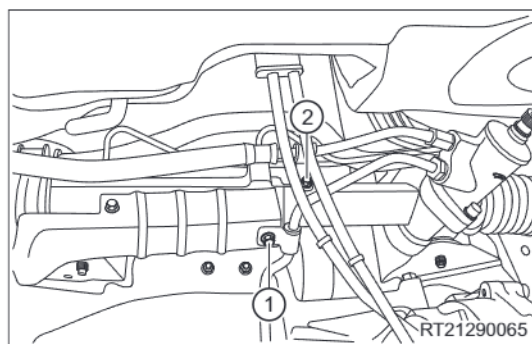


8. Remove the steering gear with tie rod assembly.

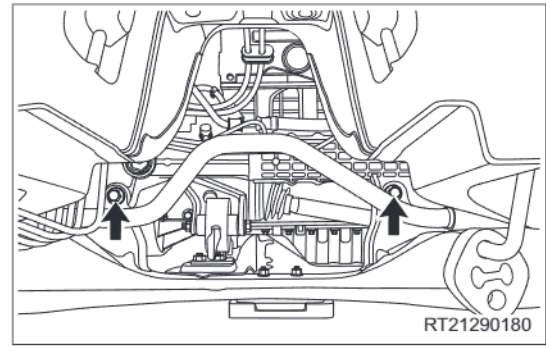
- a. Remove the high pressure fluid pipe clamping bolt (1) and fluid return pipe clamping bolt (2) from the steering gear assembly, and disconnect the connections between fluid return pipe, high pressure fluid pipe and steering gear assembly.
(Tightening torque for fluid return pipe clamping bolt: $30 \pm 3 \text{ N}\cdot\text{m}$)
(Tightening torque for high pressure fluid pipe clamping bolt: $30 \pm 3 \text{ N}\cdot\text{m}$)



- b. Remove the high pressure fluid pipe bracket bolt 1 and fluid return pipe bracket bolt 2 from the steering gear assembly.



- c. Remove 2 mounting bolts between steering gear and sub frame.
(Tightening torque: 120 ± 10 N·m)



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- d. Slowly remove the steering gear with tie rod assembly.

Inspection

1. Check steering gear assembly housing for damage or deformation, and rack and pinion for sticking. Replace the steering gear assembly if necessary.
2. Check if steering tie rod boot, clamp and clamping ring are normal. Replace 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 the steering tie rod assembly or ball pin assembly if necessary.

Installation

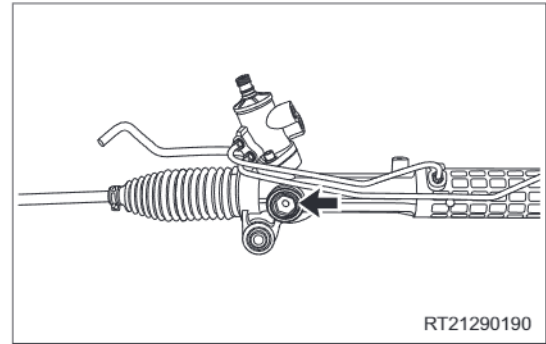
Installation is in the reverse order of removal.

CAUTION

- After installing the steering gear assembly, perform front wheel alignment procedure ([See page 23-50](#)).

Steering Gear Clearance Adjustment

1. Set wheels to straight-ahead position.
2. Loosen the adjustment bolt locking nut (arrow).



3. Turn steering wheel left and right. If sound is heard from steering gear assembly, adjust the adjustment bolt until no clattering noise is heard when turning the steering wheel.
4. Tighten the adjustment bolt for more 1/8 turn (approximately 45°).
5. Perform road test.
6. If steering mechanism cannot return to central position, unscrew the bolt by 15°.
7. Perform road test.

