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

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER" used along with a seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. The SRS composition which is available to NISSAN MODEL L30 is as follows (the composition varies according to the destination and optional equipment):

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

Information necessary to service the system safely is included in the **RS section** of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance should be performed by an authorized NISSAN dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the RS section.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. Spiral cable and wiring harnesses (except "SEAT BELT PRE-TENSIONER") covered with yellow insulation either just before the harness connectors or for the complete harness are related to the SRS.**

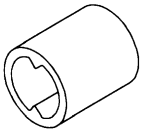
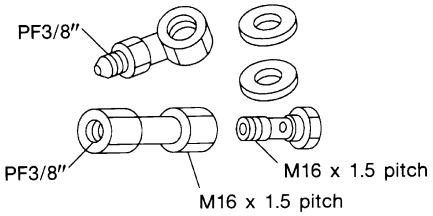
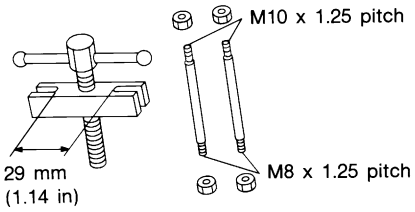
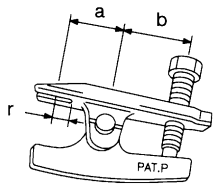
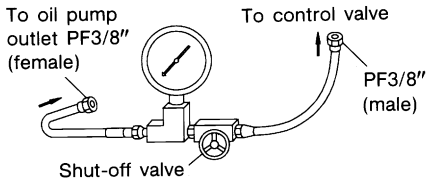
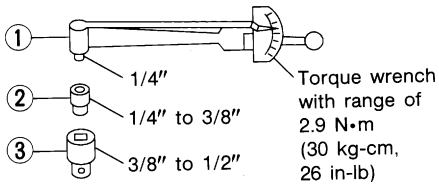
Precautions for Steering System

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

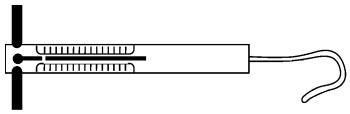
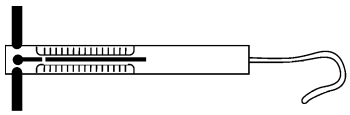
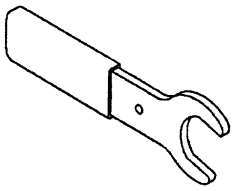
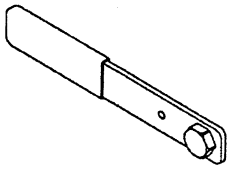
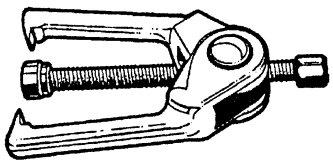
***: Genuine NISSAN PSF, Canada NISSAN Automatic Transmission Fluid, Dexron™III/Mercon™, or equivalent ATF may also be used.**

Special Service Tools

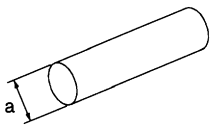
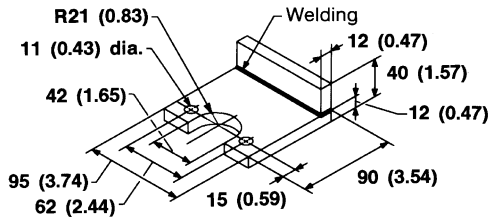
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description	
KV48100700 (J26364) Torque adapter	 NT169	Measuring pinion rotating torque
KV48102500 (J33914) Pressure gauge adapter	 NT542	Measuring oil pressure
ST27180001 (J25726-A) Steering wheel puller	 NT544	Removing steering wheel
HT72520000 (J25730-B) Ball joint remover	 NT546	Removing ball joint **a: 33 mm (1.30 in)** **b: 50 mm (1.97 in)** **r: R11.5 mm (0.453 in)**
KV48103500 (J26357 and J26357-10) Pressure gauge	 NT547	Measuring oil pressure
ST3127S000 (See J25765-A) ① GG91030000 (J25765-A) Torque wrench ② HT62940000 (—) Socket adapter ③ HT62900000 (—) Socket adapter	 NT541	Measuring turning torque

Special Service Tools (Cont'd)

(J44372) 5-60 Pound pull gauge	 WST052	Measuring steering wheel turning force
(J44183-A) 20-100 Pound pull gauge	 WST052	Measuring rack sliding force
(J-45033) Steering rack lock nut remover	 LST079	Loosen steering rack sliding force adjustment screw lock nut
(J-44946) Steering rack hex tool	 LST080	Adjust steering rack sliding force
(J-24319-B) Tie rod puller	 LST081	Remove outer tie rod

Commercial Service Tools

Tool name	Description	
Pump oil seal drift	 NT063	Installing pump oil seal **a: 28 mm (1.10 in) dia.**
Oil pump attachment	 NT179	Disassembling and assembling oil pump Unit: mm (in)

NVH Troubleshooting Chart

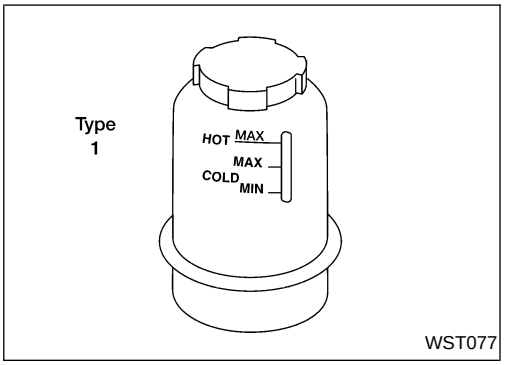
Use the chart below to help you find the cause of the symptom. If necessary, repair or replace these parts.

Reference page		ST-7	ST-6	ST-17	ST-17	ST-17	ST-6	ST-8	ST-7	Refer to MA section	—	ST-13	ST-14	ST-13	ST-10	ST-14	NVH in FA section	NVH in FA, RA section	NVH in FA section	NVH in FA section	NVH in BR section
Possible cause and SUSPECTED PARTS		Air in hydraulic system	Fluid level	Tie-rod ball joint swinging force	Tie-rod ball joint rotating torque	Tie-rod ball joint end play	Fluid leakage	Steering wheel play	Steering gear rack sliding force	Drive belt looseness	Incorrect steering wheel (Not genuine Nissan part)	Improper installation or looseness of tilt lock lever	Mounting insulator deterioration	Steering column deformation or damage	Improper installation or looseness of steering column	Steering linkage looseness	DRIVE SHAFT	AXLE AND SUSPENSION	TIRES	ROAD WHEEL	BRAKES
Symptom	Noise	X	X	X	X	X	X	X	X	X							X	X	X	X	X
	Shake										X	X	X				X	X	X	X	X
	Vibration										X	X	X	X	X		X	X	X		
	Shimmy										X	X	X			X		X	X	X	X
	Judder												X			X		X	X	X	X

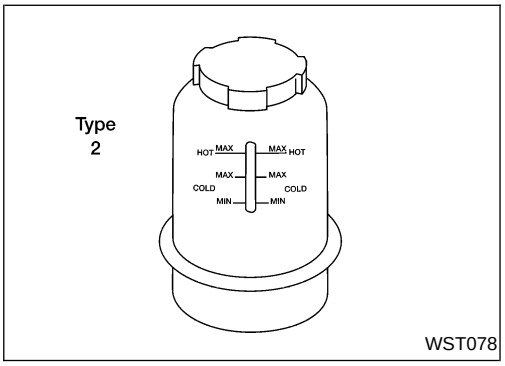
X : Applicable

Checking and Adjusting Drive Belts

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



WST077



WST078

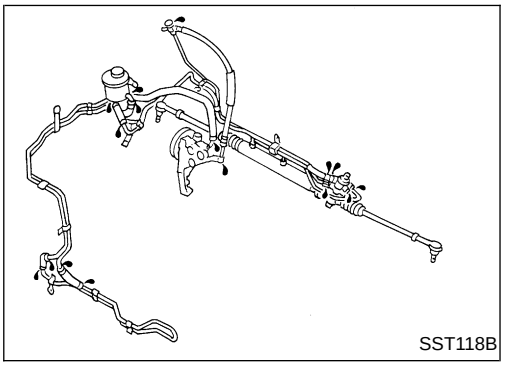
Checking Fluid Level

Check fluid level with engine OFF.
Check fluid level referring to the scale on the reservoir tank.
Use HOT range at fluid temperatures of 50 to 80°C (122 to 176°F). Use COLD range at fluid temperatures of 0 to 30°C (32 to 86°F).

CAUTION:

- **Do not overfill.**
- **Recommended fluid is Genuine NISSAN PSF II or equivalent*.**

*: Genuine **NISSAN PSF, Canada NISSAN Automatic Transmission Fluid, Dexron™III/Mercon™** or equivalent ATF may also be used.


SST118B

Checking Fluid Leakage

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

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

CAUTION:

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

4. If fluid leakage at any line is noticed, loosen flare nut and then retighten.
- **Do not overtighten flare nut as this can damage O-ring, washer and threads.**
5. If fluid leakage from power steering pump is noticed, check power steering pump. Refer to ST-20.
6. Check rack boots for accumulation of power steering fluid.

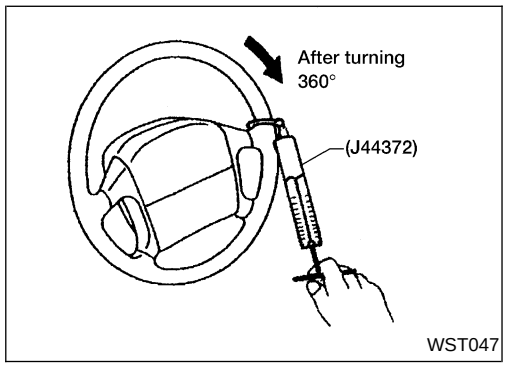
Bleeding Hydraulic System

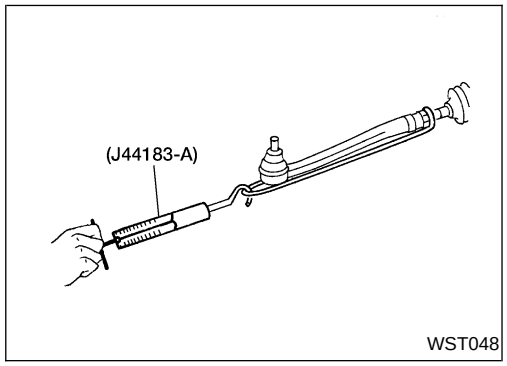
1. Raise front end of vehicle until wheels are clear of the ground.
2. Add fluid into reservoir tank to specified level. Then quickly turn steering wheel fully to right and left and lightly touch steering stoppers.
   Repeat steering wheel operation until fluid level no longer decreases.
3. Start engine.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

- Incomplete air bleeding will cause the following to occur:

a. Air bubbles in reservoir tank
b. Clicking noise in power steering pump
c. Excessive buzzing in power steering pump

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





Checking Steering Wheel Turning Force

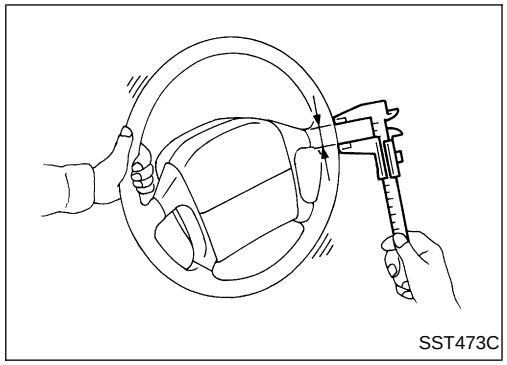
1. Park vehicle on a level, dry surface and set parking brake.
2. Run engine at idle speed or 1,000 RPM.
3. Bring power steering fluid up to operating temperature.

- **Make sure fluid temperature in reservoir tank rises to 60 to 80°C (140 to 176°F).**
- **Tires need to be inflated to normal pressure.**

4. Check steering wheel turning force when steering wheel has been turned 360° from neutral position.
   Steering wheel turning force:
   39 N (4 kg, 9 lb) or less
5. If steering wheel turning force is out of specification, check rack sliding force.

a. Disconnect steering column lower joint and knuckle arms from the gear.
b. Start and run engine at idle to make sure steering fluid has reached normal operating temperature.
c. Pull tie-rod slowly to move it from neutral position to ± 11.5 mm (± 0.453 in) at a speed of 3.5 mm (0.138 in)/s. Check that rack sliding force is within specification.
   Rack sliding force:
   226 - 284 N (23 - 29 kg, 51 - 64 lb)

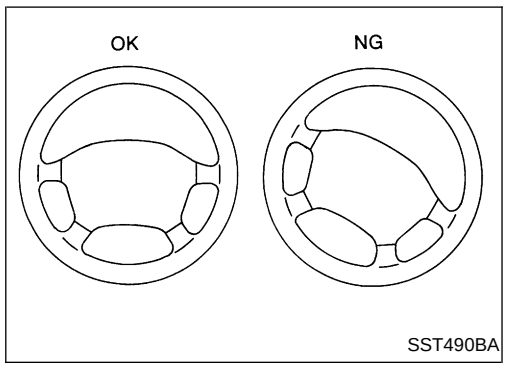
6. If rack sliding force is not within specification, refer to ‘‘Checking Hydraulic System’’, ST-9.
7. If rack sliding force is OK, inspect steering column. Refer to ST-13.


SST473C

Checking Steering Wheel Play

- With wheels in a straight-ahead position, check steering wheel play.
  Steering wheel play:
  35 mm (1.38 in) or less
- If it is not within specification, check the following for loose or worn components.

a. Steering gear assembly. Refer to ST-14.
b. Steering column. Refer to ST-10.
c. Front suspension and axle. Refer to FA section (''Front Axle and Front Suspension'').



SST490BA

Checking Neutral Position on Steering Wheel

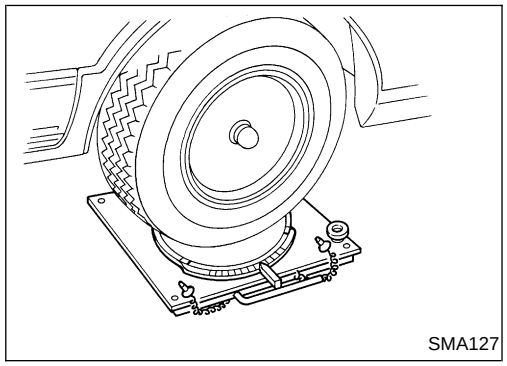
Pre-checking

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

Checking

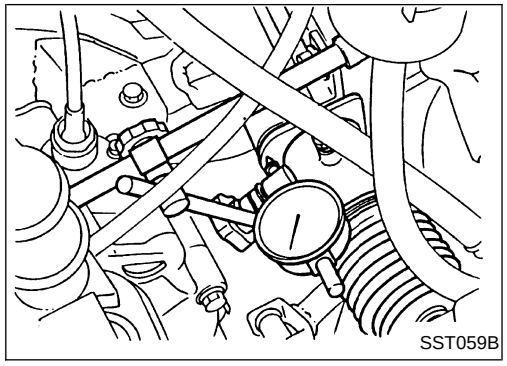
1. Check that the steering wheel is in the neutral position when driving straight ahead.
2. If it is not in the neutral position, remove the steering wheel and reinstall it correctly.
3. If the neutral position is still not correct:

a. Loosen tie-rod lock nuts.
b. Move tie-rods in the opposite direction by the same amount on both left and right sides.
This will compensate for error in the neutral position.


SMA127

Front Wheel Turning Angle

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

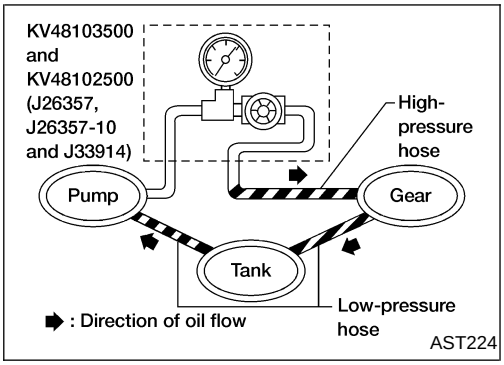

SST059B

Checking Gear Housing Movement

1. Check the movement of steering gear housing during stationary steering on a dry paved surface.

- Apply a force of 49 N (5 kg, 11 lb) to steering wheel to check the gear housing movement.
  Turn ignition key OFF while checking.
  Movement of gear housing:
  ±2 mm (±0.08 in) or less

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



Checking Hydraulic System

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

1. Set Tool. Open shut-off valve. Then bleed air. Refer to "Bleeding Hydraulic System", ST-7.
2. Run engine, at idle speed or 1,000 RPM.

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

WARNING:

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

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

CAUTION:

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

Power steering pump maximum operating pressure:

7,649 - 8,238 kPa (78 - 84 kg/cm^2, 1,109 - 1,194 psi)

- If pressure reaches maximum operating pressure, system is OK.
- If pressure increases above maximum operating pressure, check power steering pump flow control valve. Refer to ST-21.

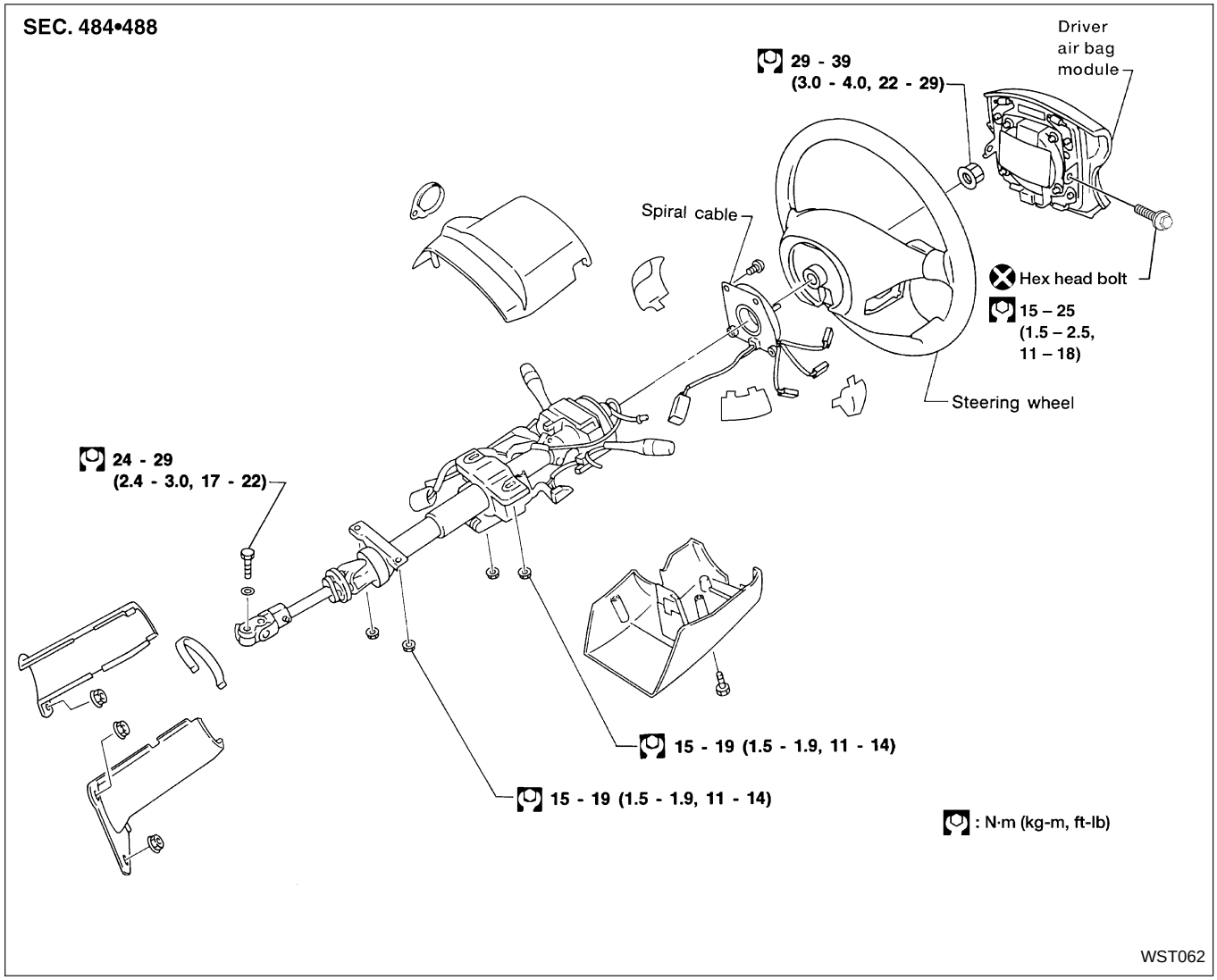
4. If power steering pressure is below the maximum operating pressure, slowly close shut-off valve and check pressure again.

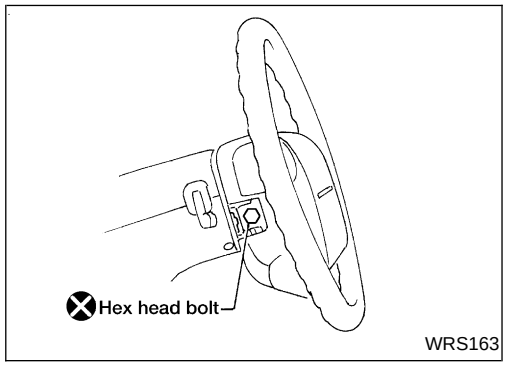
CAUTION:

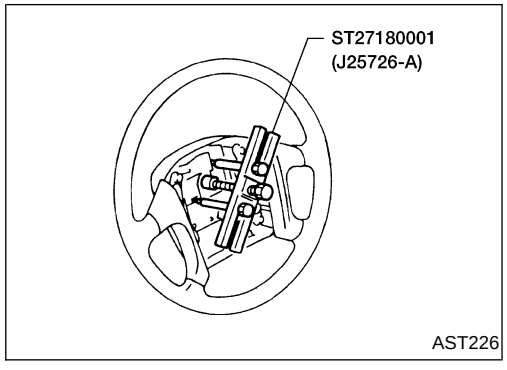
Do not close shut-off valve for more than 15 seconds.

- If pressure increases to maximum operating pressure, gear is damaged. Refer to "Removal and Installation, ST-14.
- If pressure remains below maximum operating pressure, pump is damaged. Refer to "Disassembly", ST-21.

5. After checking hydraulic system, remove Tool and add fluid as necessary. Then completely bleed air out of system. Refer to ST-7.







Steering Wheel

REMOVAL AND INSTALLATION

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

- For installation, refer to RS section [“Driver Air Bag Module and Spiral Cable”, “SUPPLEMENTAL RESTRAINT SYSTEM (SRS)”].

CAUTION:

The spiral cable may snap due to steering operation if the cable is installed improperly.

Also, with the steering linkage disconnected, the cable may snap by turning the steering wheel more than 2.5 turns to the left or right of the neutral position.

Steering Column

REMOVAL

CAUTION:

- **The rotation of the spiral cable (SRS "AIR BAG" component part) is limited. If the steering gear must be removed, set the front wheels in the straight-ahead direction. Do not rotate the steering column while the steering gear is removed.**
- **Remove the steering wheel before removing the steering lower joint to avoid damaging the SRS spiral cable.**

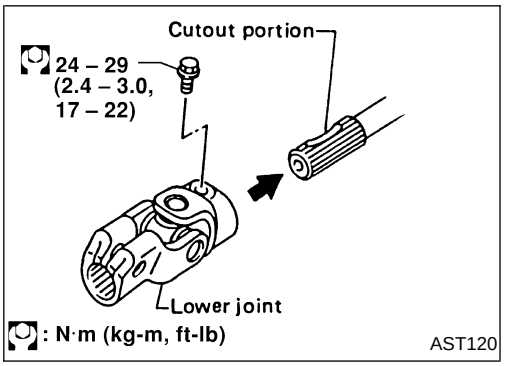
1. Remove steering wheel, ST-10.
2. Disconnect electrical connectors from the ignition switch and combination switch.
3. Remove three screws securing combination switch and remove combination switch.
4. Remove key interlock cable (A/T models).
5. Remove bolt from lower coupling joint.
6. Remove four nuts securing steering column and remove steering column.

INSTALLATION

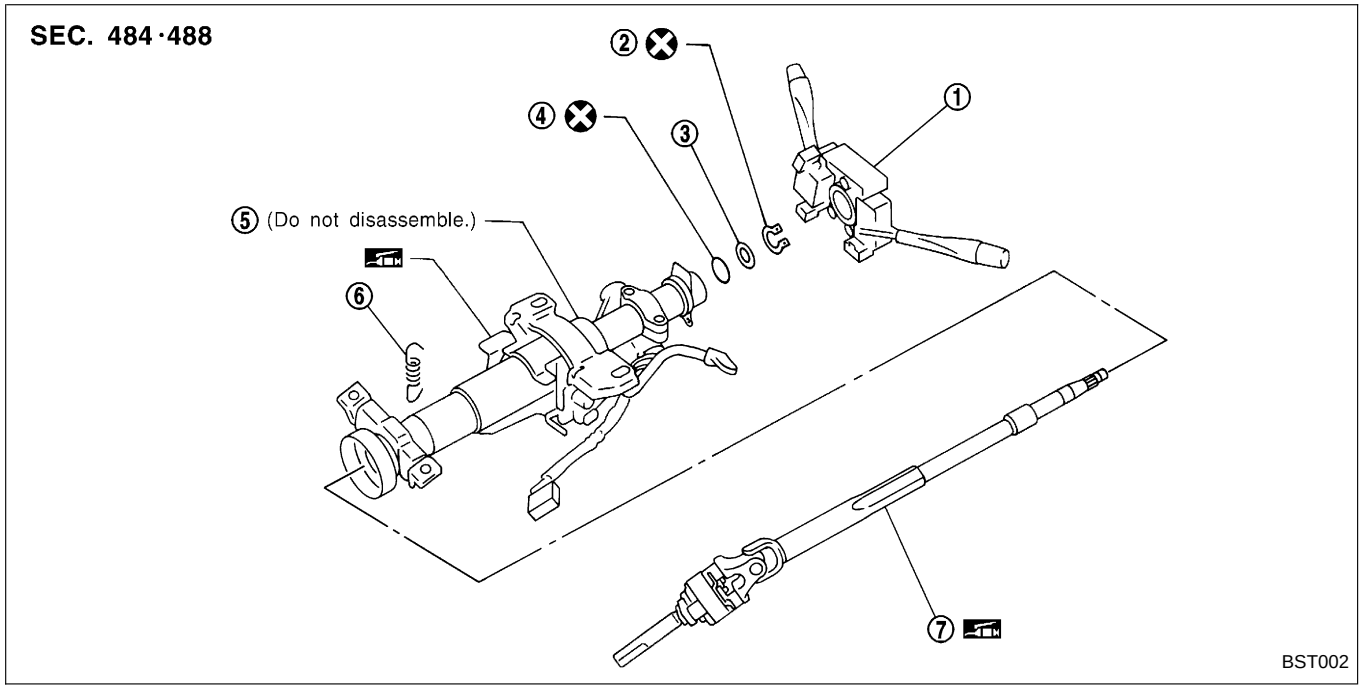
- When installing steering column, finger tighten all lower bracket and clamp retaining nuts; then tighten them securely. Do not apply undue stress to steering column.
- When attaching lower coupling joint, be sure tightening bolt faces cutout portion.

CAUTION:

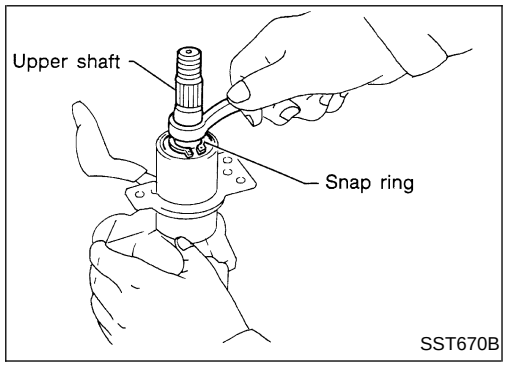
After installation, turn steering wheel to make sure it moves smoothly. Ensure the number of turns from the straight forward position to left and right locks are the same. Be sure that the steering wheel is in a neutral position when driving straight ahead.



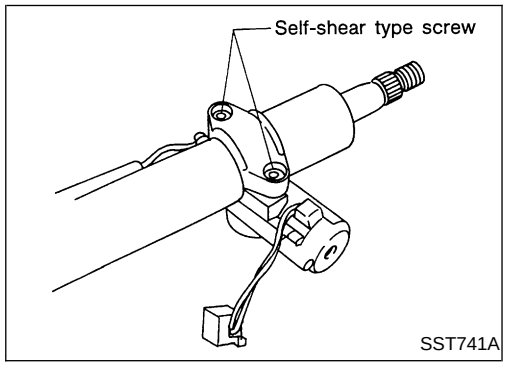
Disassembly and Assembly



① Combination switch
② Snap ring
③ Washer
④ O-ring
⑤ Jacket tube assembly
⑥ Spring
⑦ Column shaft assembly



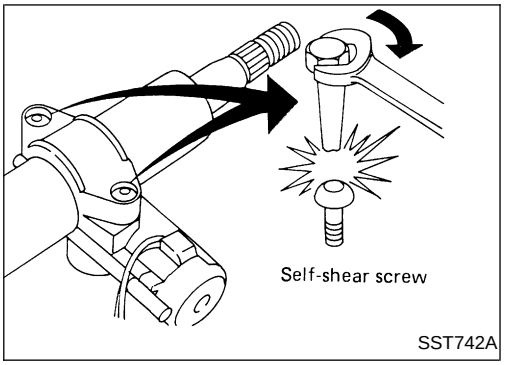
- When disassembling and assembling, unlock steering lock with key.
- Remove combination switch.
- Ensure that rounded surface of snap ring faces toward bearing when snap ring is installed.
- Install snap ring on upper shaft with a suitable tool.



- Steering lock

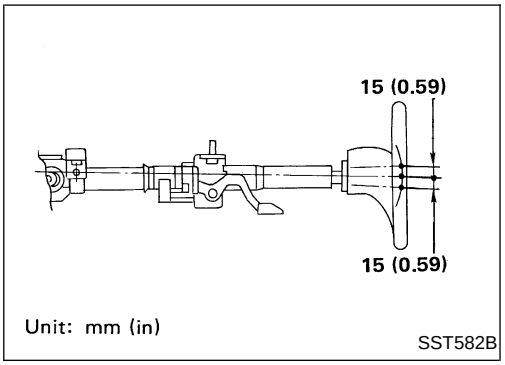
a. Break self-shear type screws with a drill or other appropriate tool.

Disassembly and Assembly (Cont'd)



SST742A

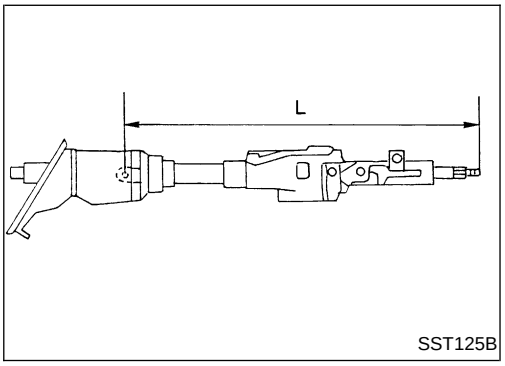
b. Install self-shear type screws and then tighten until screw heads break off.



SST582B

Tilt mechanism

- After installing steering column, check tilt mechanism operation.



SST125B

Inspection

- When steering wheel does not turn smoothly, check the steering column as follows and replace damaged parts.

a. Check column bearings for damage or unevenness. Lubricate with recommended multi-purpose grease or replace steering column as an assembly, if necessary.

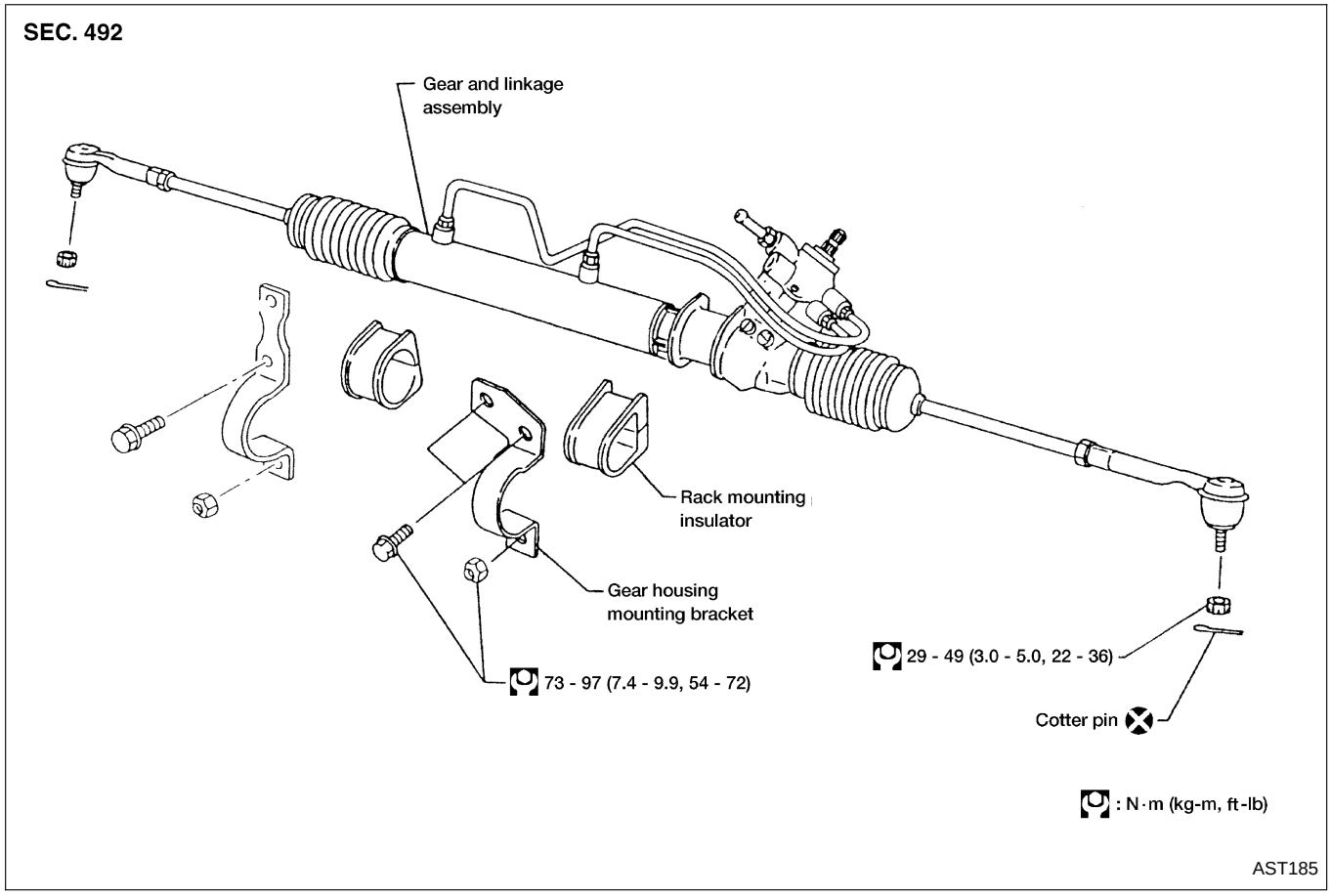
b. Check jacket tube for deformation or breakage.

- When the vehicle is involved in a light collision, check column length "L". If it is not within specifications, replace steering column as an assembly.

Column length "L":

525.9 - 528.1 mm (20.70 - 20.79 in)

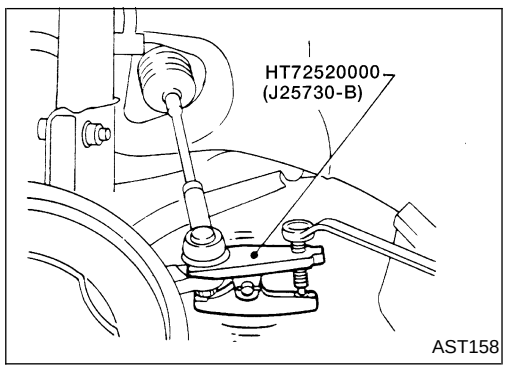
Removal and Installation



CAUTION:

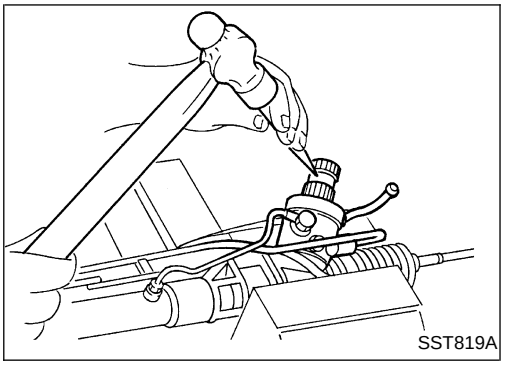
The rotation of the spiral cable (SRS "AIR BAG" component part) is limited. If the steering gear must be removed, set the front wheels in the straight-ahead direction. Do not rotate the steering column while the steering gear is removed.

- Loosen upper clamp on dust boot in engine compartment.
- Remove lower bolt from coupling joint.

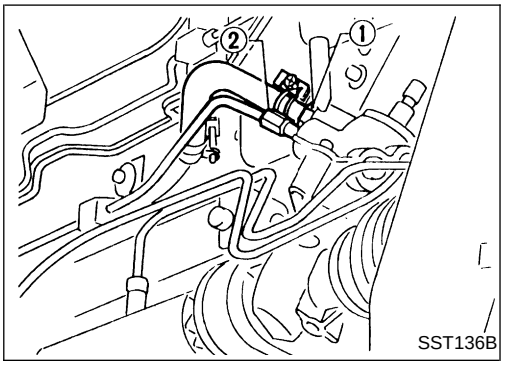


- Detach tie-rod outer sockets from knuckle arms with Tool.

Removal and Installation (Cont'd)


SST819A

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



SST136B

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

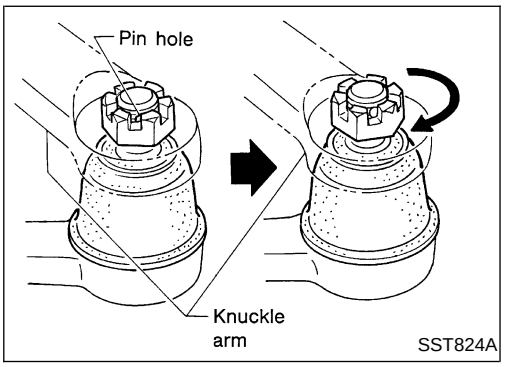
  Flare nut tightening torque:

  Low-pressure side ①

  29 - 39 N·m (3.0 - 4.0 kg-m, 20 - 29 ft-lb)

  High-pressure side ②

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

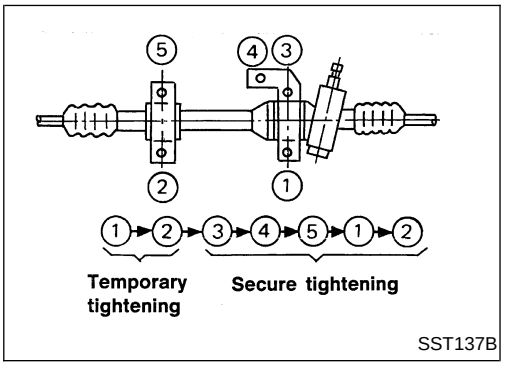


SST824A

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

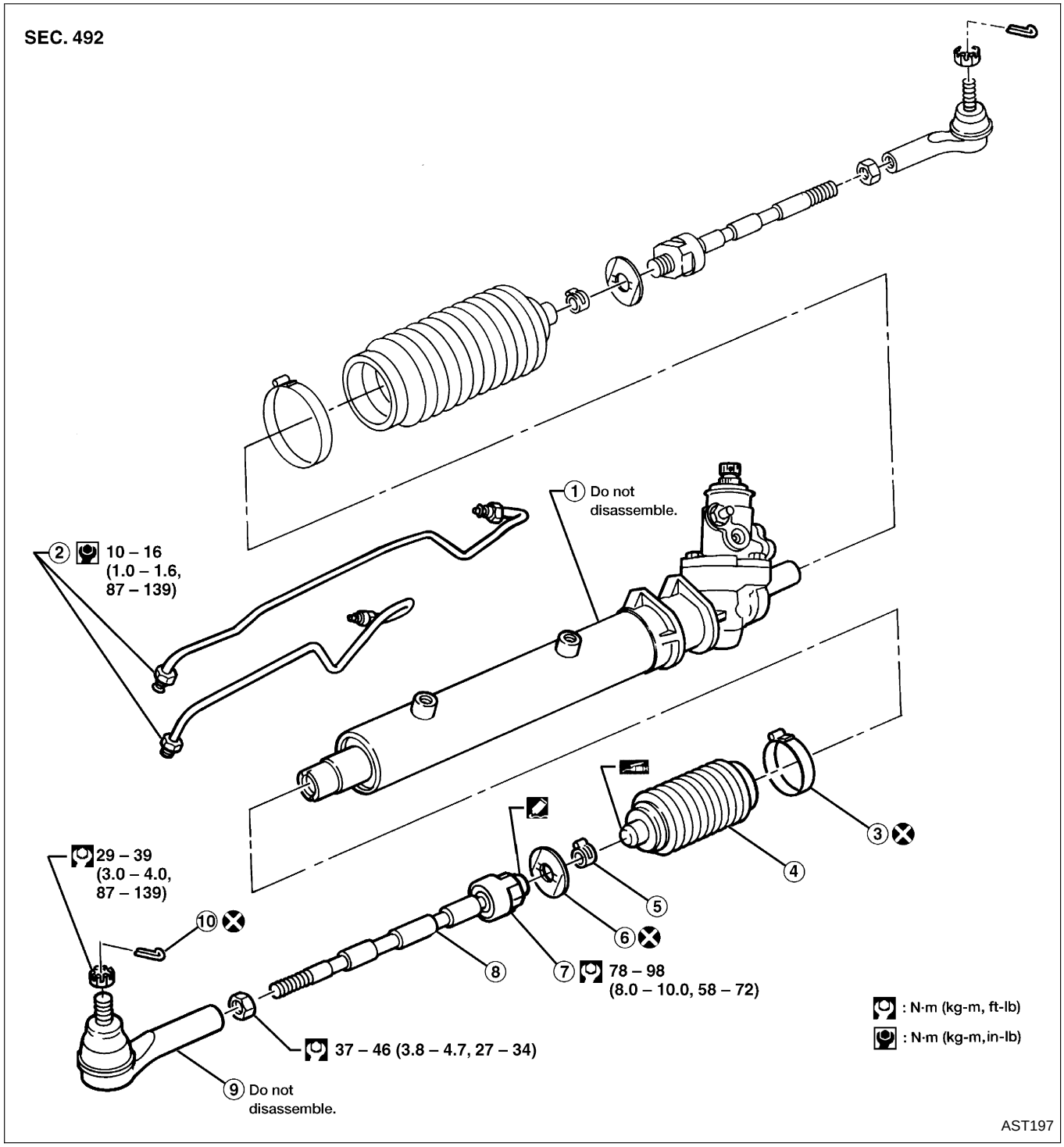
CAUTION:

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

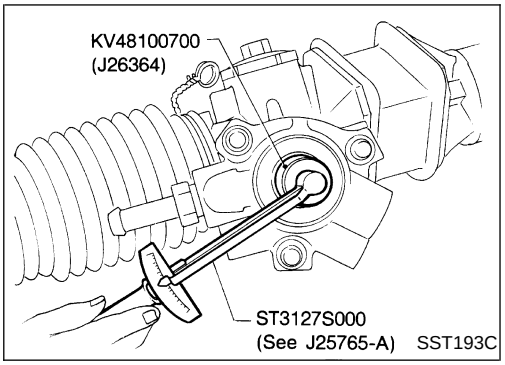


SST137B

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



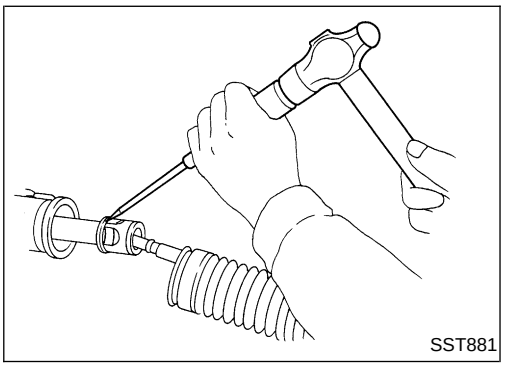
① Steering gear
② Gear housing tube
③ Boot clamp
④ Dust boot
⑤ Boot band
⑥ Lock plate
⑦ Tie-rod inner socket
⑧ Tie-rod
⑨ Tie-rod outer socket
⑩ Cotter pin



Disassembly

1. Prior to disassembling, measure pinion rotating torque. Record the pinion rotating torque as a reference.

- **Before measuring, disconnect gear housing tube and drain fluid.**
  Within ±100° from the neutral position:
  Average rotating torque
  0.78 - 1.47 N·m (8.0 - 15.0 kg-cm, 6.9 - 13.0 in-lb)
  Maximum torque deviation
  0.4 N·m (4 kg-cm, 3.5 in-lb)
  Except for above measuring range:
  Maximum rotating torque
  2.1 N·m (21 kg-cm, 18 in-lb)
  Maximum torque deviation
  0.6 N·m (6 kg-cm, 5.2 in-lb)
- **If pinion rotating torque is not within the specifications, replace steering gear assembly.**
- **Use soft jaws when holding steering gear housing. Handle gear housing carefully, as it is made of aluminum. Do not grip cylinder in a vise.**



2. Remove tie-rod outer sockets and boots.
3. Loosen tie-rod inner socket by prying up staked portion, and removing socket.

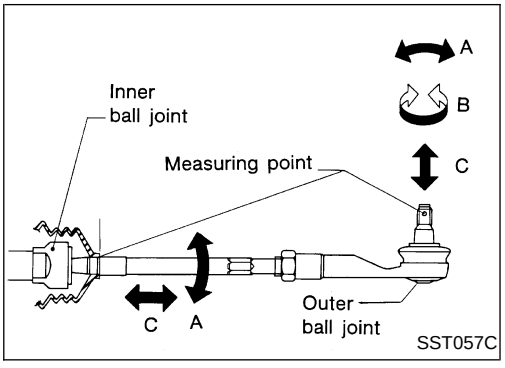
Inspection

Thoroughly clean all parts with cleaning solvent or Genuine **NISSAN PSF II** or equivalent*. Blow dry with compressed air, if available.

*: Genuine **NISSAN PSF, Canada NISSAN Automatic Transmission Fluid, Dexron™III/Mercon™,** or equivalent ATF may also be used.

BOOT

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



TIE-ROD OUTER AND INNER SOCKETS

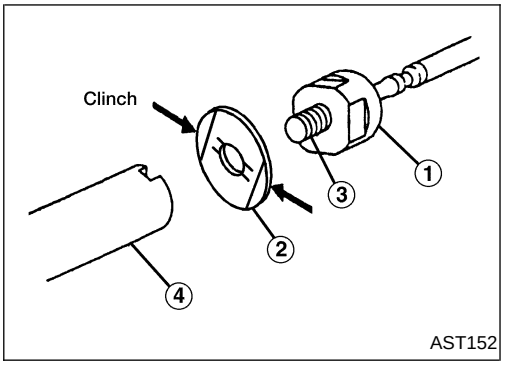
- Check outer and inner ball joints for swinging force "A" and axial end play "C".

Refer to SDS, ST-24.

- Check outer ball joint for rotating torque "B".

Refer to SDS, ST-24.

- Check condition of dust cover. If excessively cracked, replace outer tie-rod.



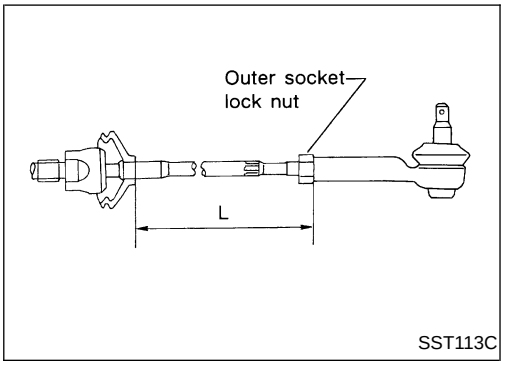
AST152

Assembly

1. Install new lock plate.
- Attach lock plate ② to tie-rod inner socket ①.
- Apply locking sealant to inner socket threads ③. Screw inner socket into rack ④ and tighten to specified torque.
- Clinch two places of lock plate at tie-rod inner socket.

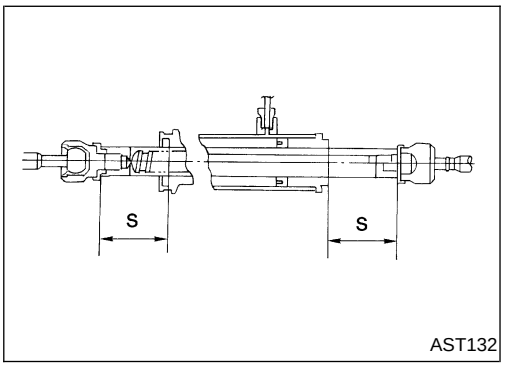
CAUTION:

To prevent scratching the boot, remove burrs from lock plate.



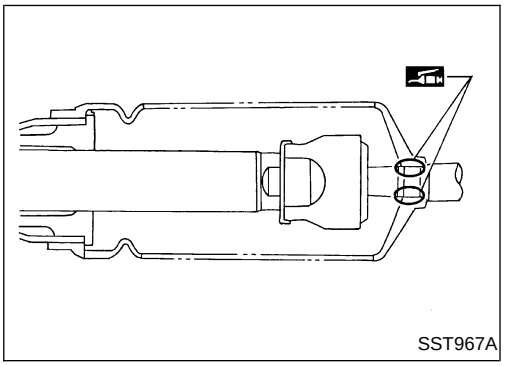
SST113C

2. Tighten outer socket lock nut to specified torque.
   Tie-rod standard length "L":
   Refer to SDS, ST-24.



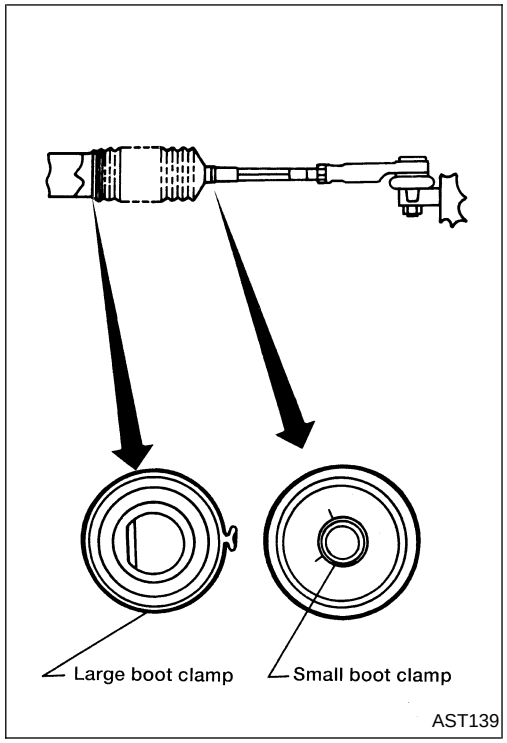
AST132

3. Measure rack stroke.
   Rack stroke "S":
   Refer to SDS, ST-25.


SST967A

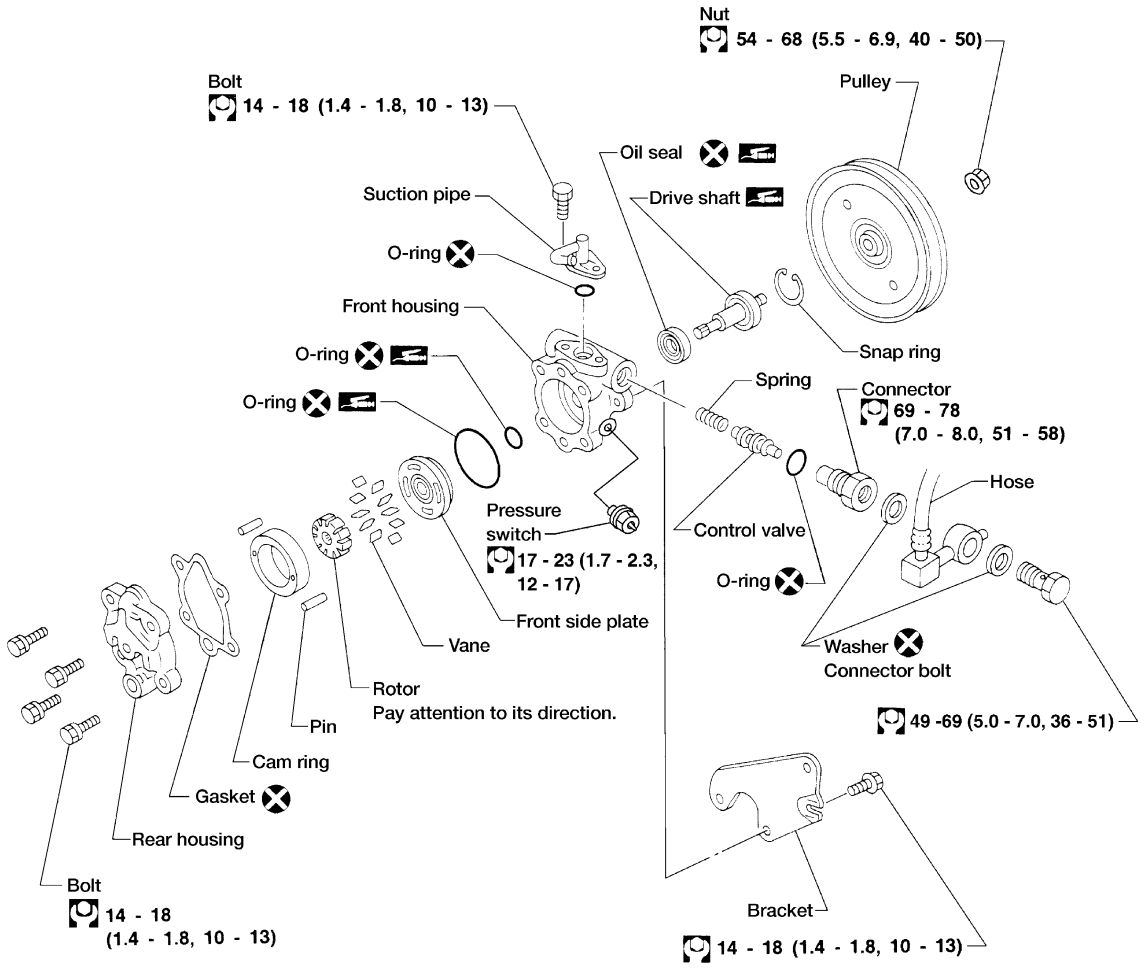
4. Before installing boot, coat the contact surfaces between boot and tie-rod with grease.

Assembly (Cont'd)



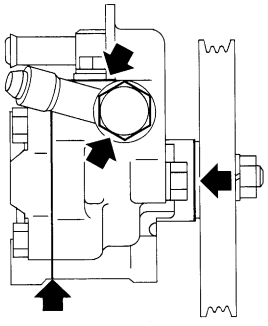
5. Install boot clamps.
- Install large boot clamp using suitable tool and crimp securely.
- Install small boot clamp as shown.

SEC. 490



: N·m (kg-m, ft-lb)
: Lubrication points (Type **Genuine NISSAN PSF II** or equivalent*)
* : **Genuine NISSAN PSF, Canada NISSAN Automatic Transmission Fluid**, Dexron™ III/Mercon™, or equivalent ATF may also be used.

WST061



SST984A

Pre-disassembly Inspection

Disassemble the power steering pump only if the following items are found:

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

Inspection

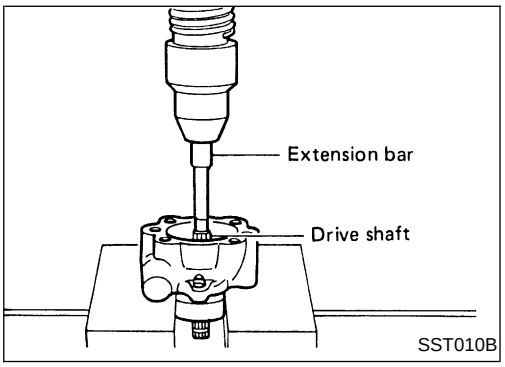
PULLEY AND PULLEY SHAFT

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

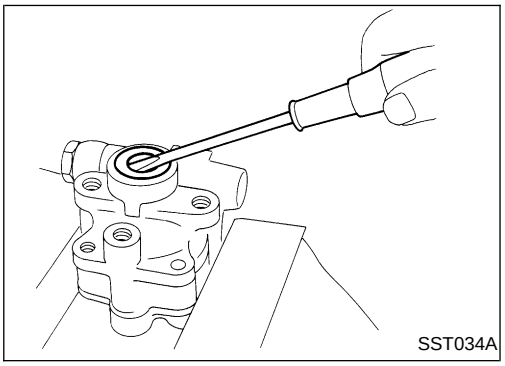
Disassembly

CAUTION:

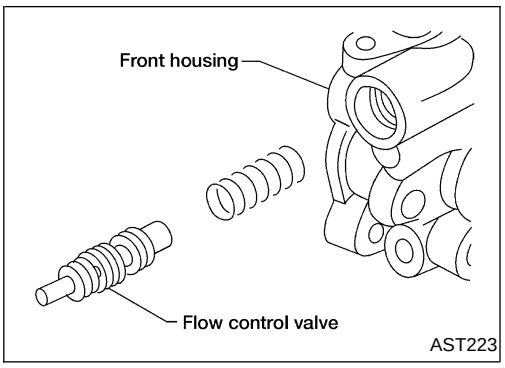
- **Parts which can be disassembled are strictly limited. Never disassemble parts other than those specified.**
- **Disassemble in as clean a place as possible.**
- **Clean your hands before disassembly.**
- **Do not use rags; use nylon cloths or paper towels.**
- **When disassembling and reassembling,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



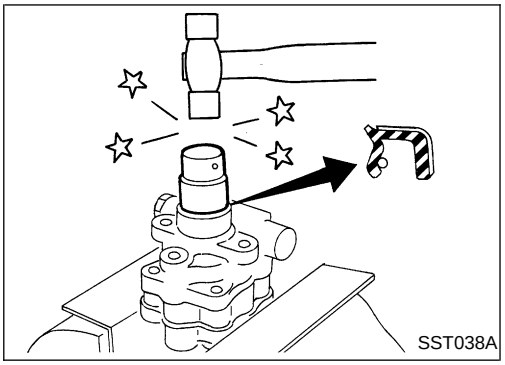
1. Remove snap ring, then draw drive shaft out.
- **Be careful not to drop drive shaft.**



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



3. Remove connector and flow control valve with spring.
- **Be careful not to drop flow control valve.**

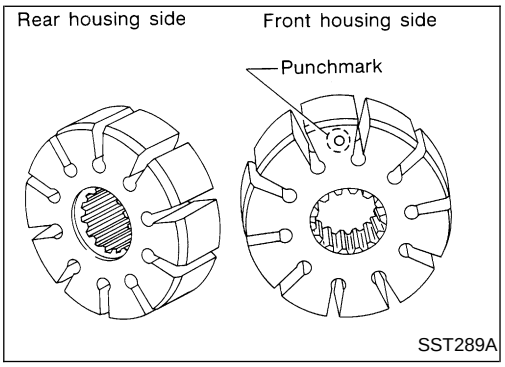


Assembly

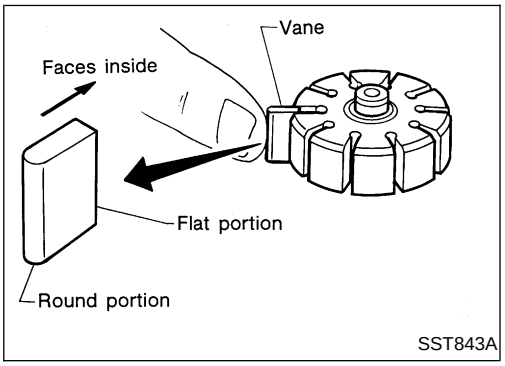
Assemble power steering pump, noting the following instructions:

- Make sure O-rings and oil seal are properly installed.
- Always install new O-rings and oil seal.
- Be careful of oil seal direction.
- Cam ring, rotor and vanes must be replaced as a set if necessary.
- Coat each part with Genuine **NISSAN PSF II** or equivalent* when assembling.

*: Genuine **NISSAN PSF, Canada NISSAN Automatic Transmission Fluid, Dextron™III/Mercon™** or equivalent ATF may also be used.

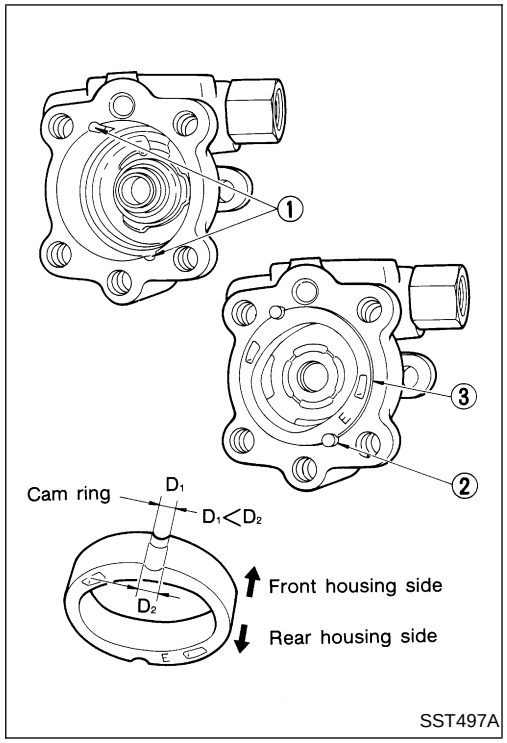


- Pay attention to the direction of rotor.



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

Assembly (Cont'd)



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

  Cam ring:

  D_1 is less than D_2

General Specifications

Applied model	All
Steering model	Power steering
Steering gear type	PR26K
Steering overall gear ratio	17.2
Turns of steering wheel (Lock to lock)	2.83
Steering column type	Collapsible, tilt

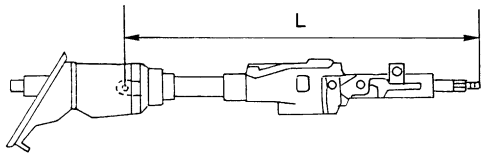
Inspection and Adjustment

GENERAL

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

STEERING COLUMN

Steering column length "L" mm (in)	525.9 - 528.1 (20.70 - 20.79)

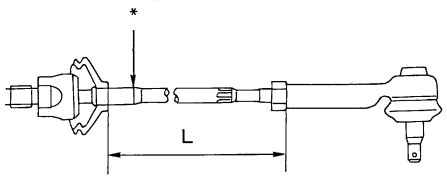


SST125B

STEERING GEAR AND LINKAGE

Steering gear type		PR26K
Tie-rod outer ball joint		
Swinging force "A" at cotter pin hole	N (kg, lb)	6.9 - 64.7 (0.7 - 6.6, 1.5 - 14.6)
Rotating torque "B"	N·m (kg-cm, in-lb)	0.3 - 2.9 (3 - 30, 2.6 - 26.0)
Axial end play limit "C"	mm (in)	0.1 (0.004) or less
Tie-rod inner ball joint		
Swinging force* "A"	N (kg, lb)	15.7 - 140.2 (1.6 - 14.3, 3.5 - 31.5)
Axial end play limit "C"	mm (in)	0.3 (0.012) or less
Tie-rod standard length "L"	mm (in)	181.0 (7.13)

*: Measuring point

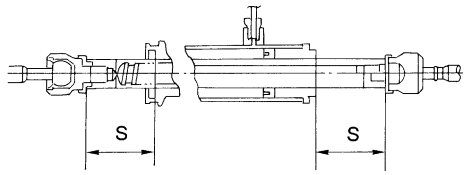


SST371B

Inspection and Adjustment (Cont'd)

STEERING GEAR AND LINKAGE (Cont'd)

Steering gear type	PR26K
Rack stroke "S" mm (in)	66 (2.60)



SST086BA

Pinion gear preload without gear fluid N·m (kg-cm, in-lb)	
Within ±100° from the neutral position	
Average rotating torque	0.78 - 1.47 (8.0 - 15.0, 6.9 - 13.0)
Maximum torque deviation	0.4 (4, 3.5)
Except above range	
Maximum rotating torque	2.1 (21, 18)
Maximum torque deviation	0.6 (6, 5.2)

POWER STEERING

Rack sliding force N (kg, lb)	
Under normal operating oil pressure	226 - 284 (23 - 29, 51 - 64)
Steering wheel turning force (Measured at one full turn from the neutral position) N (kg, lb)	39 (4, 9) or less
Fluid capacity (Approximate) ℓ (US qt, Imp qt)	0.9 (1, 3/4)
Power steering pump maximum pressure kPa (kg/cm^2, psi)	7,649 - 8,238 (78 - 84, 1,109 - 1,194)

NOTES