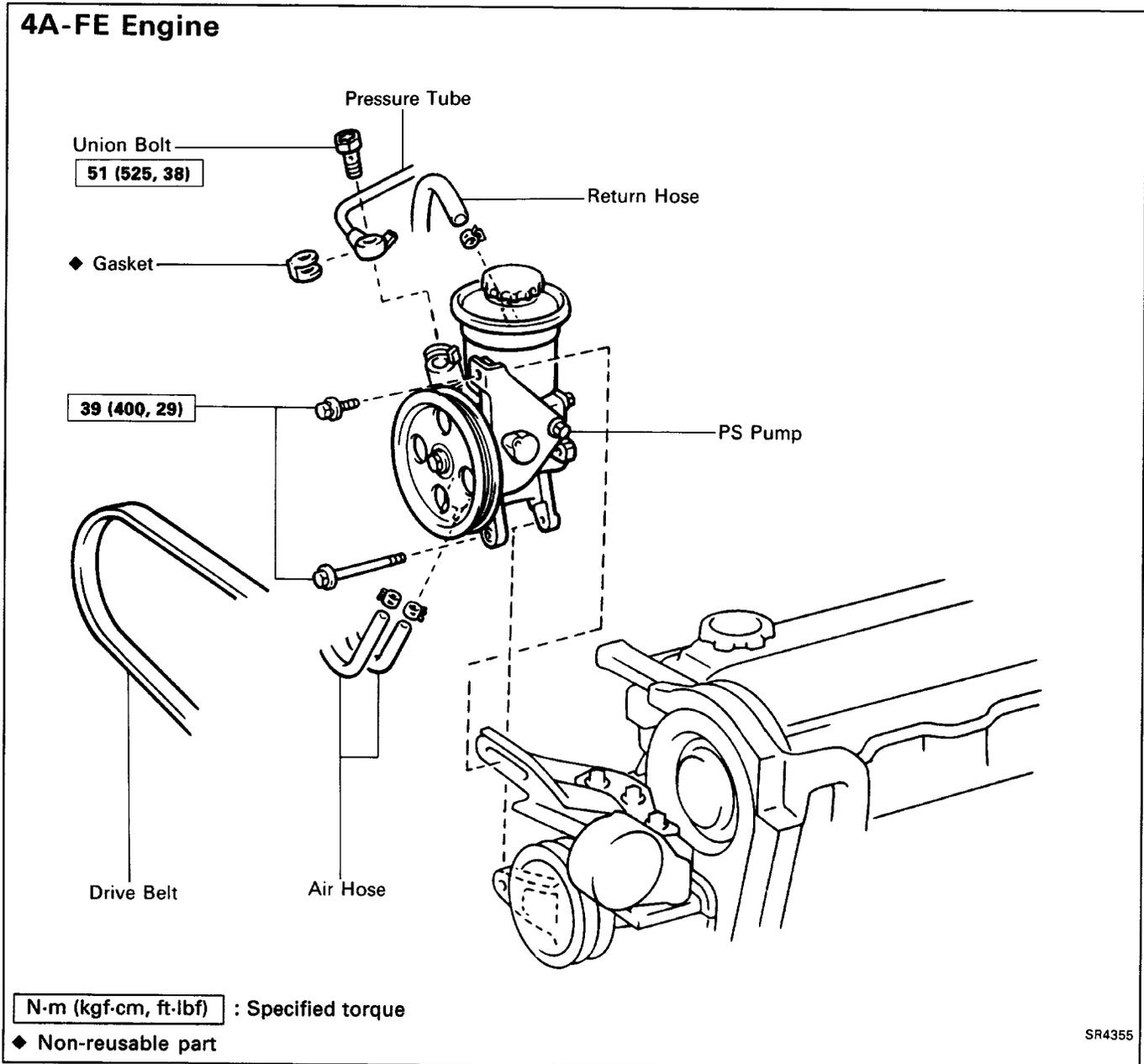


Power Steering Pump REMOVAL AND INSTALLATION OF POWER STEERING PUMP

Remove and install the parts as shown.

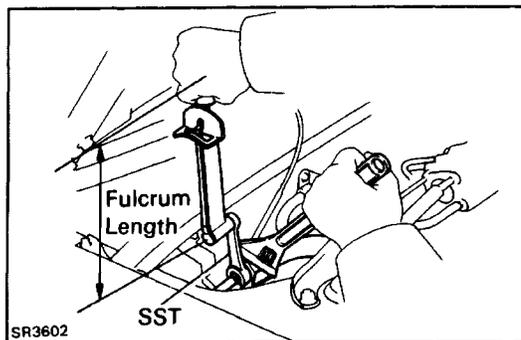
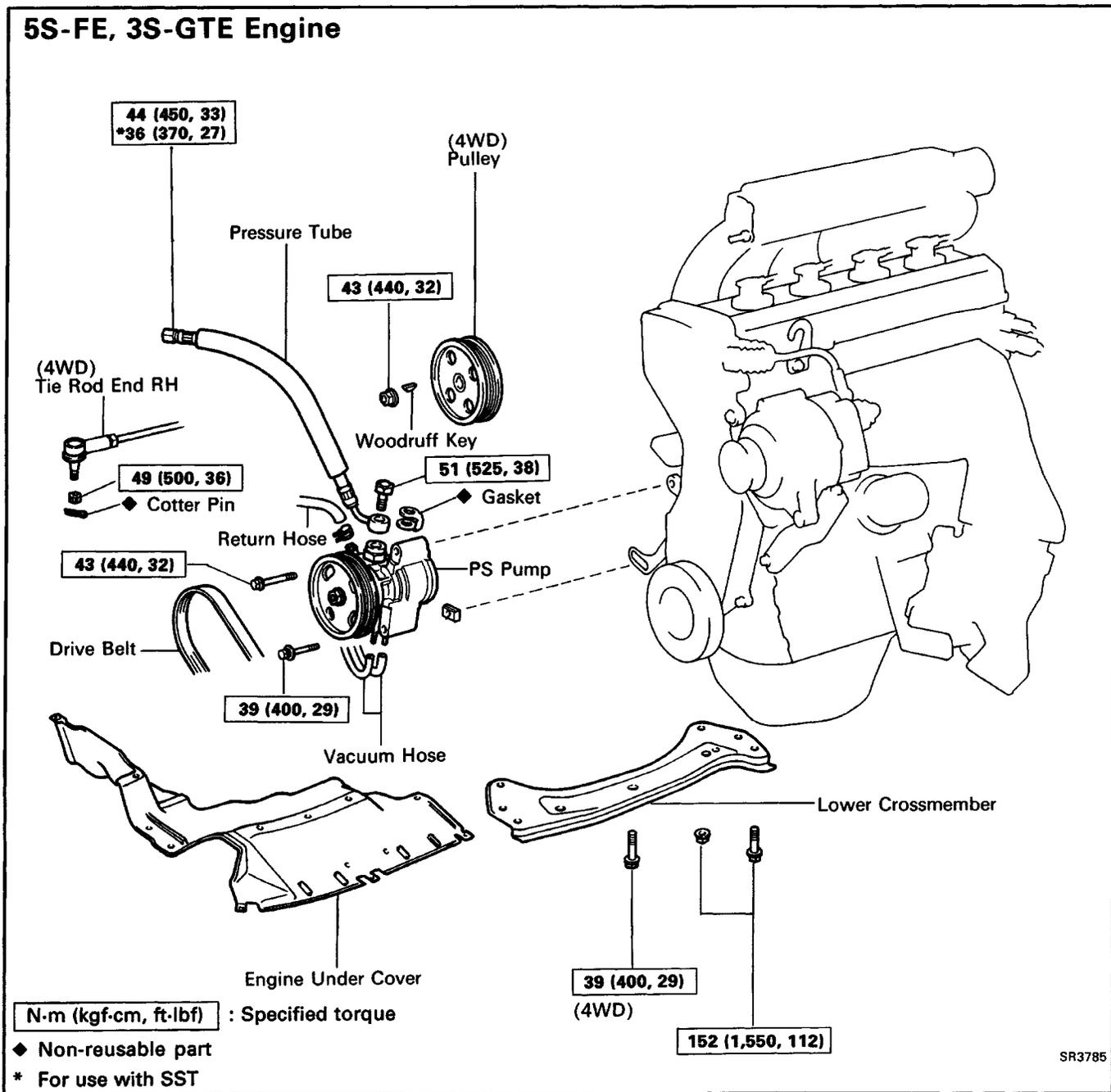


(MAIN POINTS OF REMOVAL AND INSTALLATION)

1. ADJUST DRIVE BELT TENSION AFTER INSTALLING PS PUMP (See page [SR-38](#))
2. BLEED POWER STEERING SYSTEM (See page [SR-40](#))

REMOVAL AND INSTALLATION OF POWER STEERING PUMP (CONT'D)

Remove and install the parts as shown.



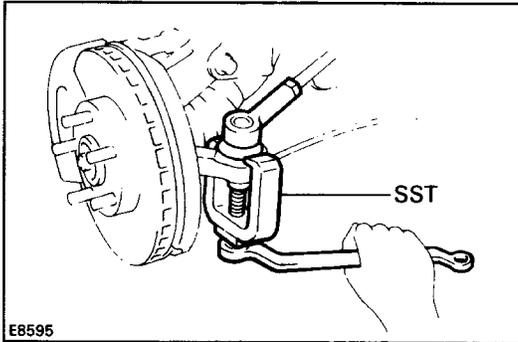
(MAIN POINTS OF REMOVAL AND INSTALLATION)

1. DISCONNECT AND CONNECT PRESSURE LINE

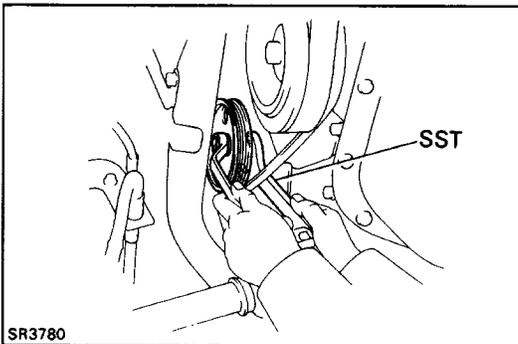
Using SST, disconnect and connect the pressure line.
SST 09631-22020

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

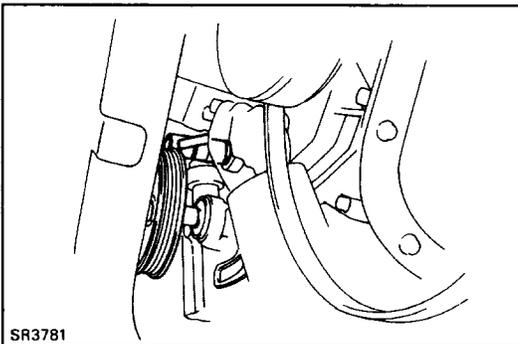
HINT: When connecting, use a torque wrench with a fulcrum length of 300 mm (11.81 in.).

**2. (4WD)****DISCONNECT TIE ROD END RH**

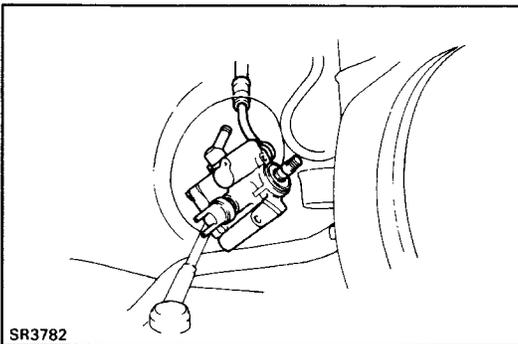
- (a) Remove the cotter pin and nut.
- (b) Using SST, disconnect the tie rod end RH.
SST 09611-22012

**3. (4WD)****REMOVE PS PUMP WITH PRESSURE TUBE**

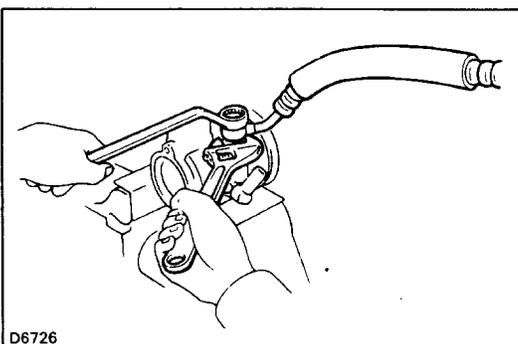
- (a) Using SST to hold the pulley, loosen the pulley set
SST 09616-30020



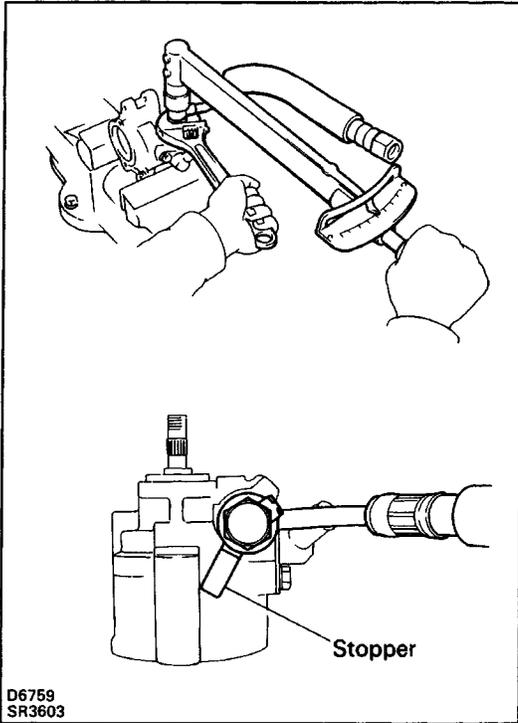
- (b) Slide the pump pulley, and loosen the through bolt.



- (c) Remove the PS pump from the tie rod end hole.

**4. REMOVE PRESSURE TUBE**

- (a) Mount the PS pump in the vise.
NOTICE: Do not tighten the vise too tight.
- (b) Remove the union bolt and pressure tube.



5. INSTALL PRESSURE TUBE

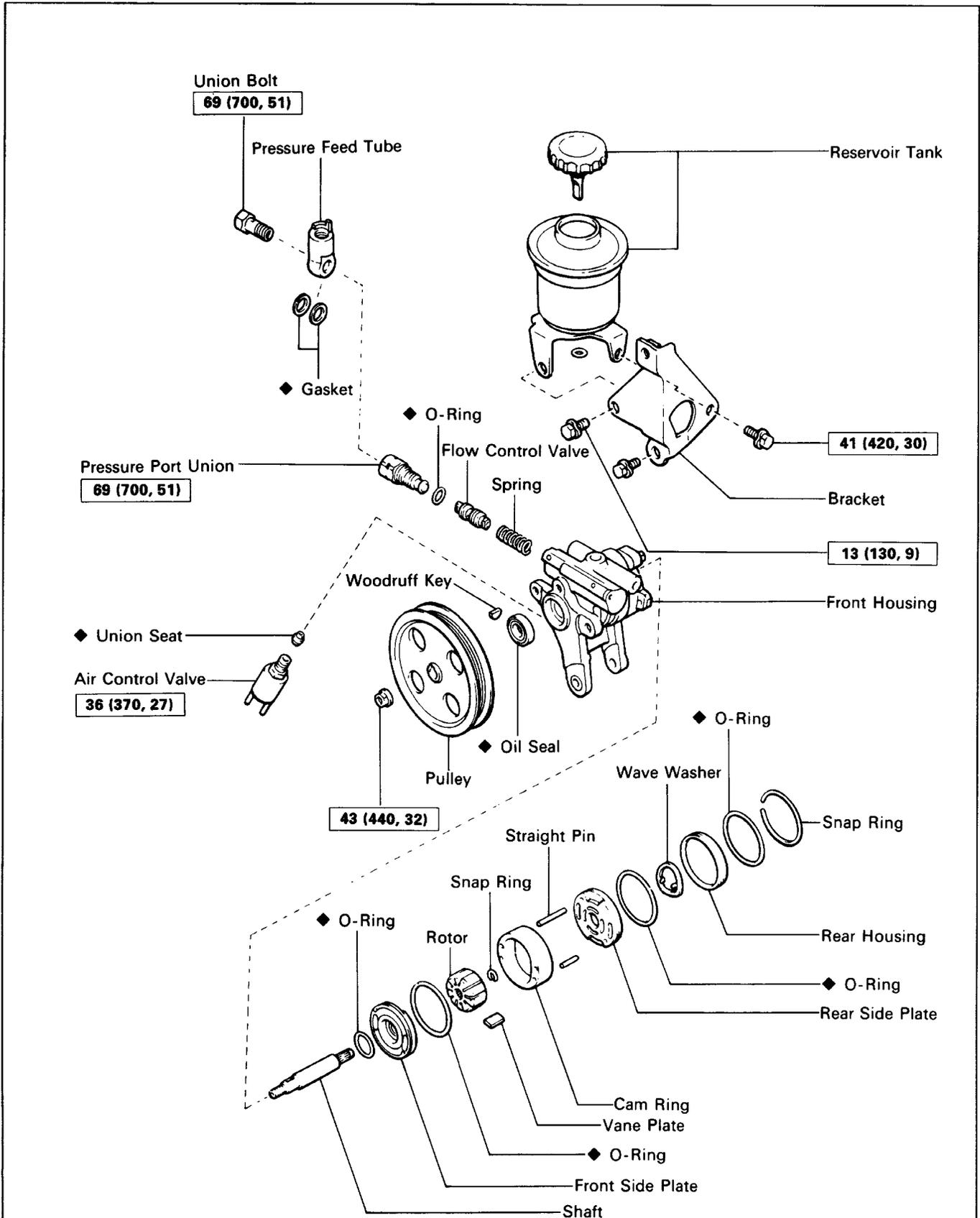
- (a) Install the pressure tube with the union bolt and a new gasket.
- (b) Make sure the stopper is touching the pump housing as shown, then torque the union bolt.

Torque: 51 N-m (525 kgf-cm, 38 ft-lbf)

6. ADJUST DRIVE BELT TENSION AFTER INSTALLING PS PUMP

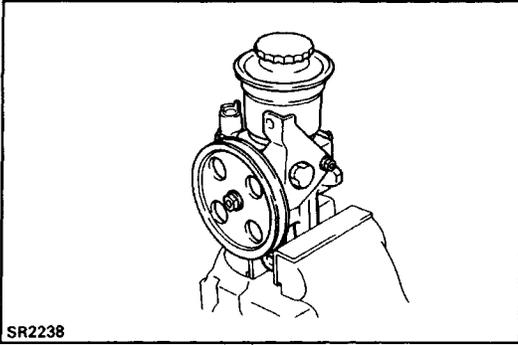
7. BLEED POWER STEERING SYSTEM

COMPONENTS (4A-FE ENGINE)



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

◆ Non-reusable part

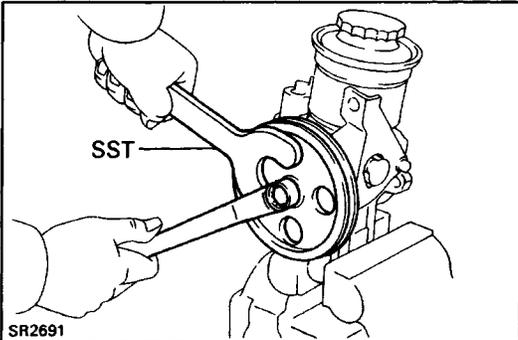


SR2238

DISASSEMBLY OF POWER STEERING PUMP

1. MOUNT POWER STEERING PUMP IN VISE

NOTICE: Do not tighten the vise too tight.



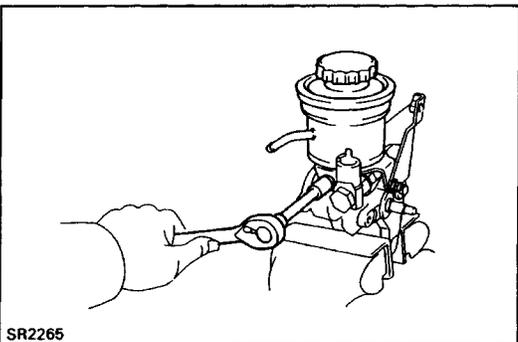
SR2691

2. REMOVE DRIVE PULLEY

(a) Using SST to hold the pulley, remove the pulley set nut.

SST 09616-22010

(b) Remove the pulley and woodruff key.



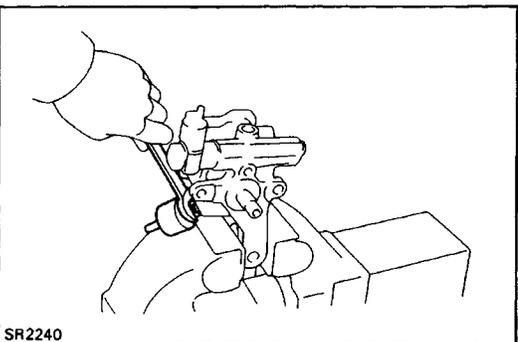
SR2265

3. REMOVE RESERVOIR TANK AND BRACKET

(a) Remove the three bolts and bracket.

(b) Remove the bolt and reservoir tank.

(c) Remove the O-ring from the reservoir tank.

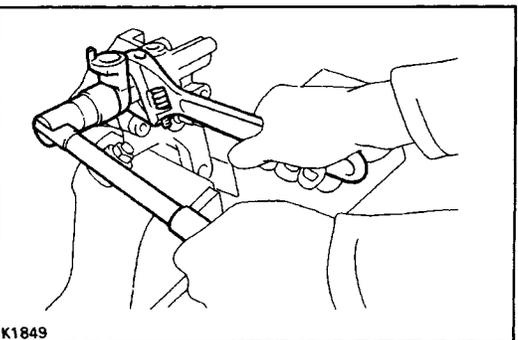


SR2240

4. REMOVE AIR CONTROL VALVE

Remove the air control valve.

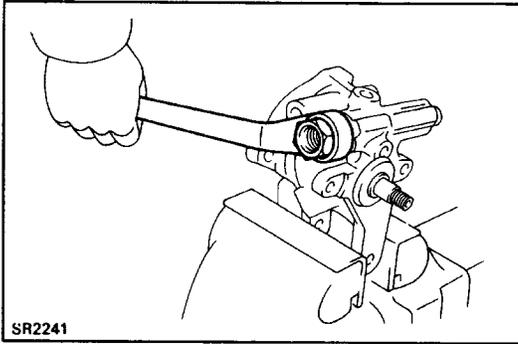
HINT: Replace the union seat with a new one only when it is damaged.



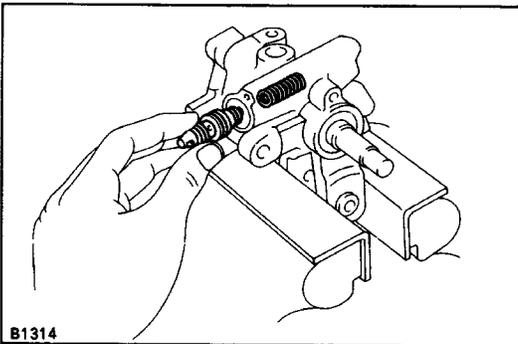
K1849

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

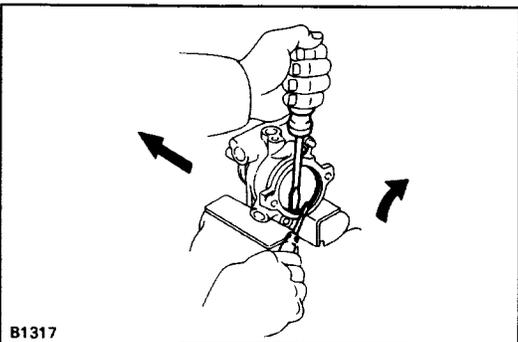
(a) Remove the union bolt, gaskets and pressure feed tube.



- (b) Remove the pressure port union.
- (c) Remove the O-ring from the union.

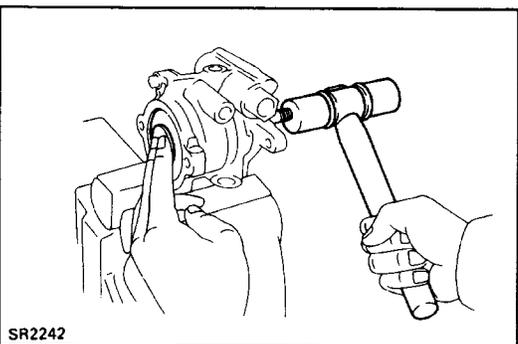


- (d) Remove the flow control valve and spring.

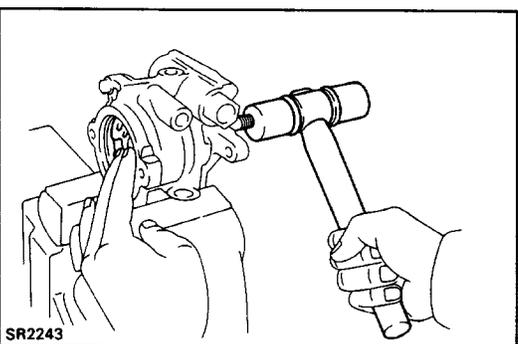


6. REMOVE REAR HOUSING

- (a) Using two screwdrivers, remove the snap ring.

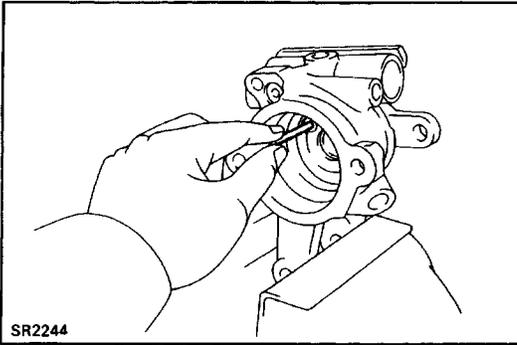


- (b) Using a plastic hammer, tap out the rear housing and wave washer.
- (c) Remove the O-ring from the rear housing.



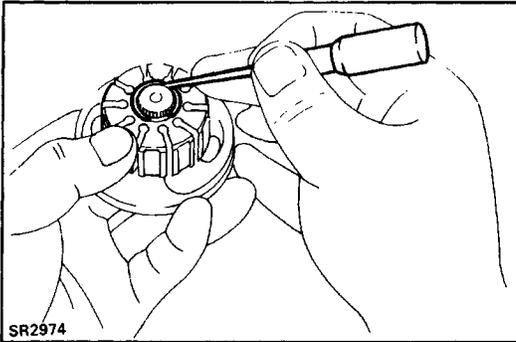
7. REMOVE REAR SIDE PLATE

- (a) Using a plastic hammer, tap the shaft end and remove the rear plate.
- (b) Remove the O-ring from the rear plate.



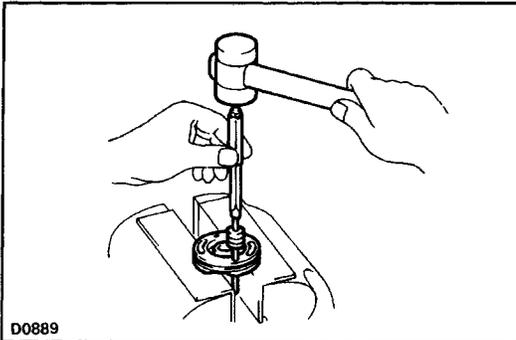
8. REMOVE VANE PUMP SHAFT, CAM RING AND VANE PLATES

- (a) Remove the pump shaft with cam ring, vane plates from the front housing.
- (b) Remove the cam ring and ten vane plates from the pump shaft.
- (c) Remove the longer straight pin from the front housing.

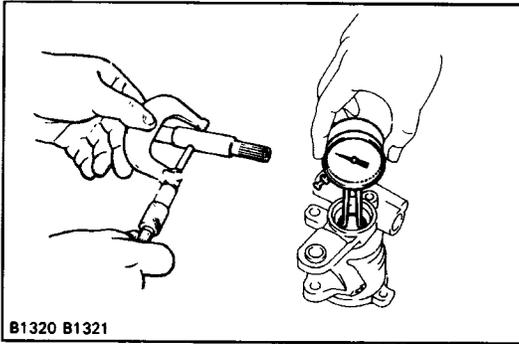


9. REMOVE ROTOR AND FRONT SIDE PLATE

- (a) Using a screwdriver, remove the snap ring.
- (b) Remove the rotor and front plate from the pump shaft.
- (c) Remove the two O-rings from the front plate.



- (d) Using a pin punch and hammer, drive out the straight pin.



INSPECTION OF POWER STEERING PUMP

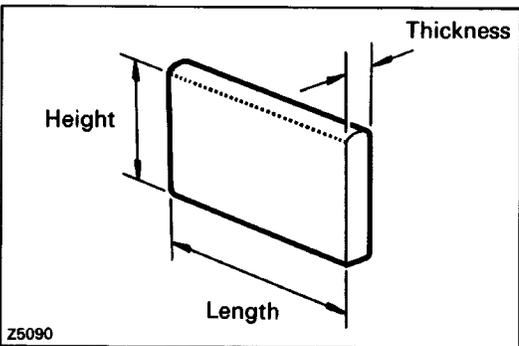
1. MEASURE OIL CLEARANCE OF SHAFT AND BUSHING

Using a micrometer and calipers, measure the oil clearance.

**Standard clearance: 0.01 – 0.03 mm
(0.0004 – 0.0012 in.)**

Maximum clearance: 0.07 mm (0.0028 in.)

If more than maximum, replace the entire power steering pump.



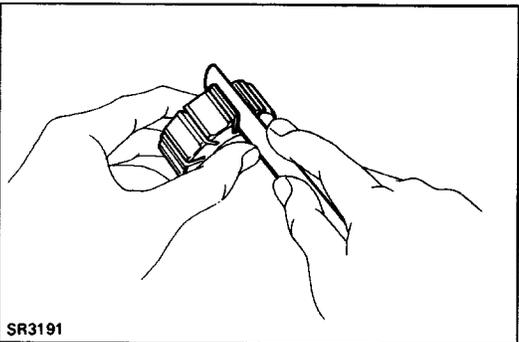
2. INSPECT ROTOR AND VANE PLATES

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

Minimum height: 8.00 mm (0.3150 in.)

Minimum thickness: 1.77 mm (0.0697 in.)

Minimum length: 14.97 mm (0.5894 in.)



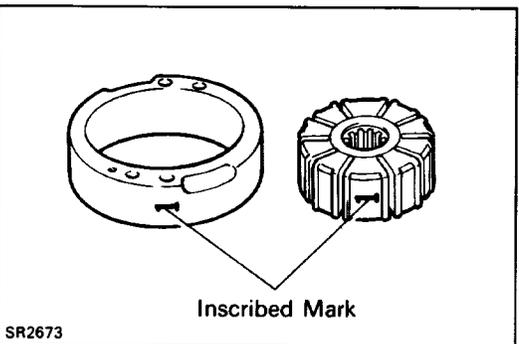
(b) Using a feeler gauge, measure the clearance between the rotor groove and vane plate.

Maximum clearance: 0.03 mm (0.0012 in.)

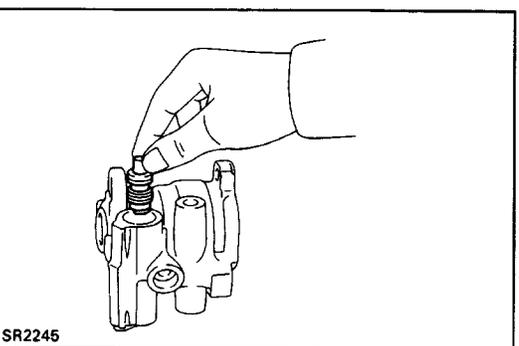
If more than maximum, replace the vane plate and/or rotor with one having the same mark stamped on the cam ring.

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

HINT: There are five vane lengths with the following rotor and cam ring marks:

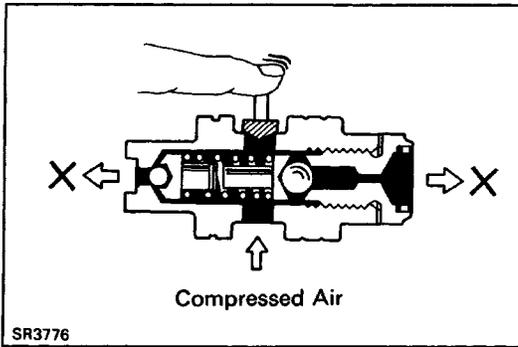


Rotor and cam ring mark	Vane length	mm tiny
None	14.996 – 14.998	(0.59039 – 0.59047)
1	14.994 – 14.996	(0.59032 – 0.59039)
2	14.992 – 14.994	(0.59024 – 0.59032)
3	14.990 – 14.992	(0.59016 – 0.59024)
4	14.988 – 14.990	(0.59008 – 0.59016)

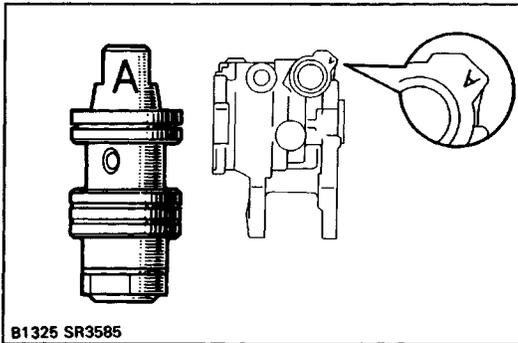


3. INSPECT FLOW CONTROL VALVE

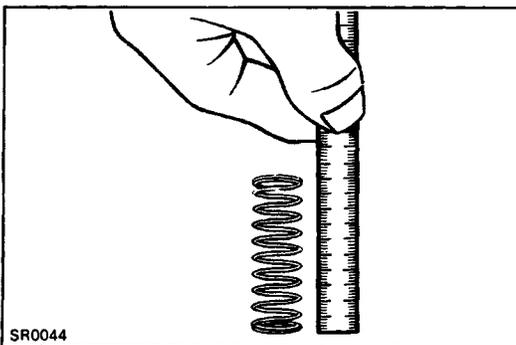
(a) Coat the valve with power steering fluid and check that it falls smoothly into the valve hole by its own weight.



(b) Check the flow control valve for leakage. Close one of the holes and apply compressed air [392 – 490 kPa 14 – 5 kgf-cm², 57 – 71 psi] into the opposite side, and confirm that air does not come out from the end hole.



If necessary, replace the valve with one having the same letter as inscribed on the front housing. Inscribed mark: A,B,C,D,E or F

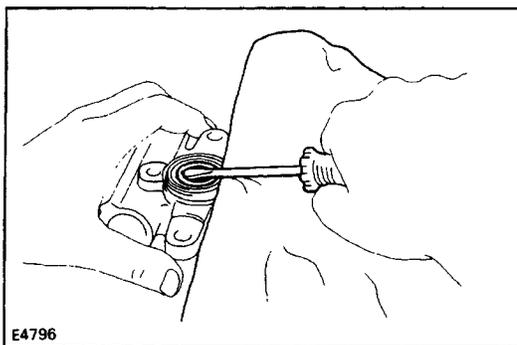


4. INSPECT FLOW CONTROL SPRING

Using a scale, measure the free length of the spring.

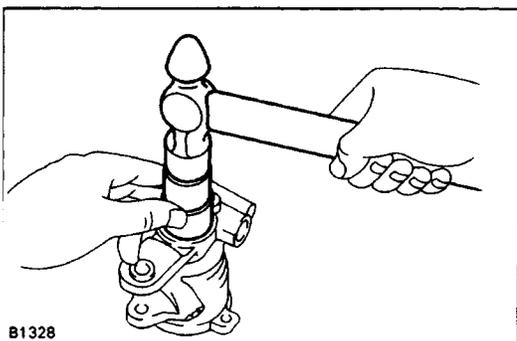
Spring length: 36 – 38 mm (1.42 –1.49 in.)

If not within specification, replace the spring.

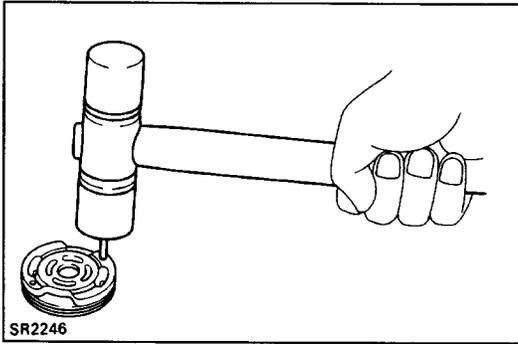


5. IF NECESSARY, REPLACE OIL SEAL

(a) Using a screwdriver, pry out the oil seal.



(b) Using a socket wrench and hammer, drive in a new oil seal.



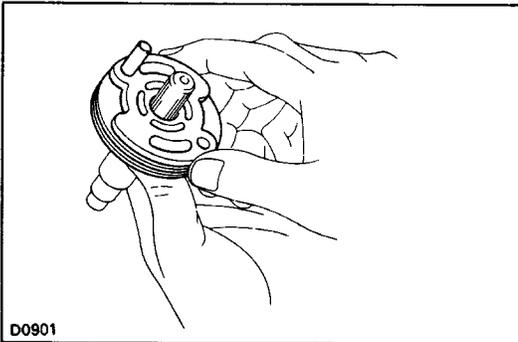
ASSEMBLY OF POWER STEERING PUMP

(See page [SR-48](#))

1. COAT ALL SLIDING SURFACES WITH POWER STEERING FLUID BEFORE ASSEMBLY

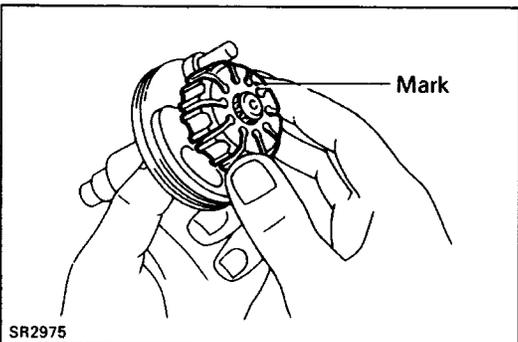
2. INSTALL FRONT SIDE PLATE AND ROTOR TO PUMP SHAFT

(a) Install the shorter straight pin to the front plate.



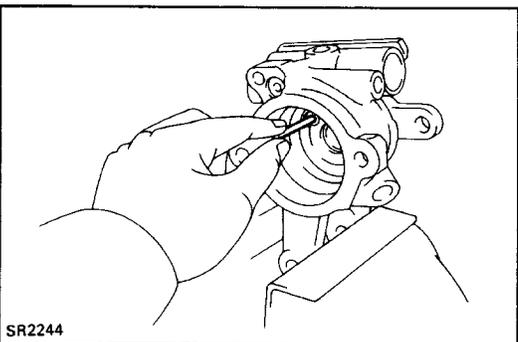
(b) Install two new O-rings to the front plate.

(c) Install the front plate to the pump shaft.



(d) Install the rotor to the shaft with the inscribed mark on the rotor facing toward the rear.

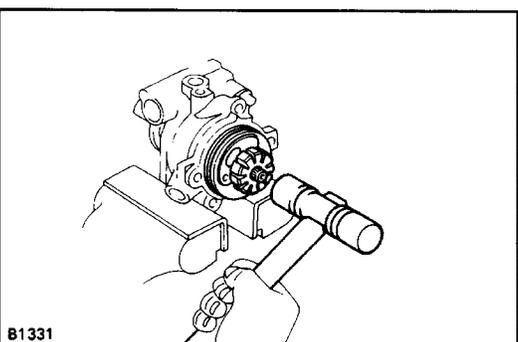
(e) Install the snap ring.



3. INSTALL PS PUMP SHAFT TO FRONT HOUSING

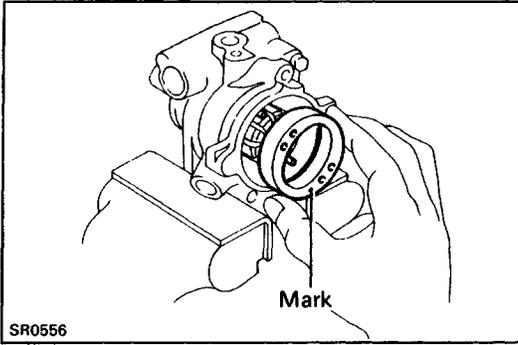
(a) Coat the oil seal lip with MP grease.

(b) Install the longer straight pin to the front housing.



(c) Align the hole of the front plate and straight pin and tap in the pump shaft with a plastic hammer.

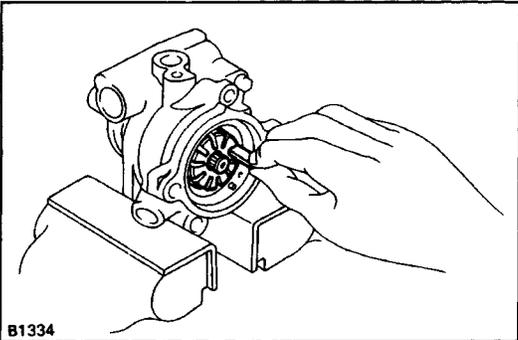
NOTICE: Be careful not to damage the oil seal and O-rings.



4. INSTALL CAM RING

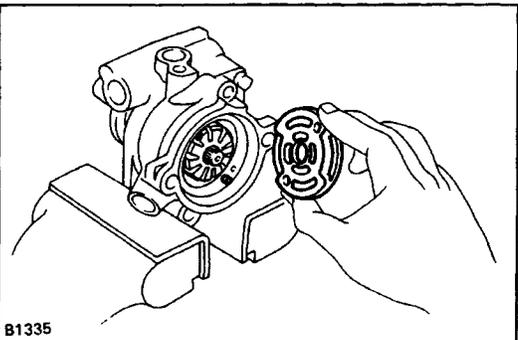
Match the wide hole of the cam ring with the longer straight pin, and install the cam ring.

HINT: Install the cam ring with the inscribed mark facing the rear.



5. INSTALL VANE PLATES

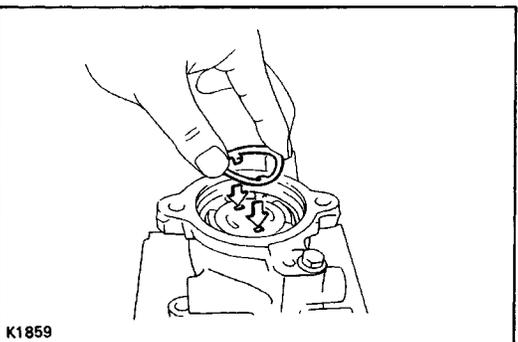
Install the vane plates with the round end facing outward.



6. INSTALL REAR SIDE PLATE

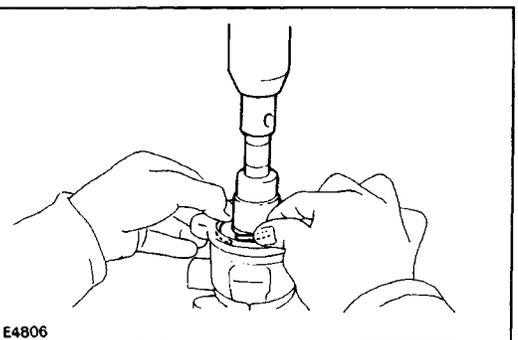
(a) Install a new O-ring to the side plate.

(b) Match the wide hole with the longer straight pin and install the plate.



7. INSTALL WAVE WASHER

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



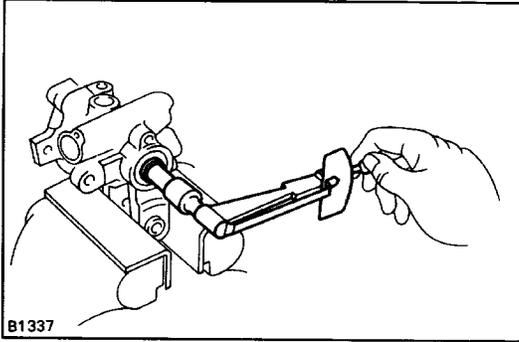
8. INSTALL REAR HOUSING

(a) Install a new O-ring to the rear housing.

(b) Install the rear housing and use a press to push down on the wave washer hard enough to compress it.

NOTICE: Do not apply too much pressure.

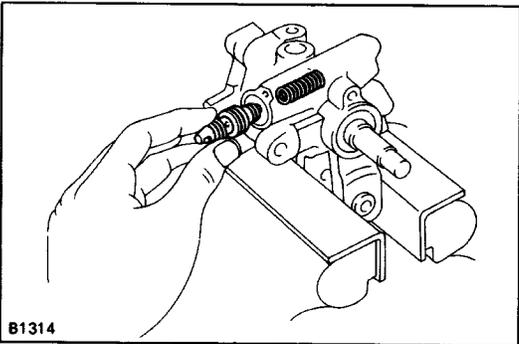
(e) Install the snap ring.



9. MEASURE PUMP SHAFT PRELOAD

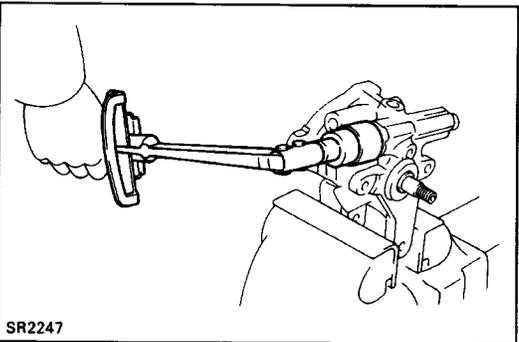
- (a) Check that the shaft rotates smoothly without abnormal noise.
- (b) Temporarily install the pulley nut and check the rotating torque.

Rotating torque: 0.3 N-m (2.8 kgf-cm, 2.4in -lbf) or less

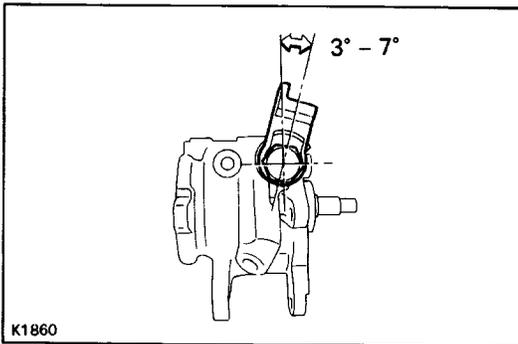


10. INSTALL SPRING, FLOW CONTROL VALVE, PRESSURE PORT UNION AND PRESSURE FEED TUBE

- (a) Install the spring and the valve into the housing.
- (b) Install a new O-ring in the groove of the pressure port union.

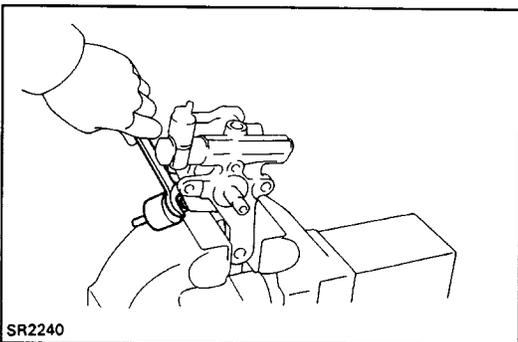


- (c) Install and torque the pressure port union.
- Torque: 69 N-m (700 kgf-cm, 51 ft-lbf)**



- (d) Install the pressure feed tube, new gaskets and union bolt.

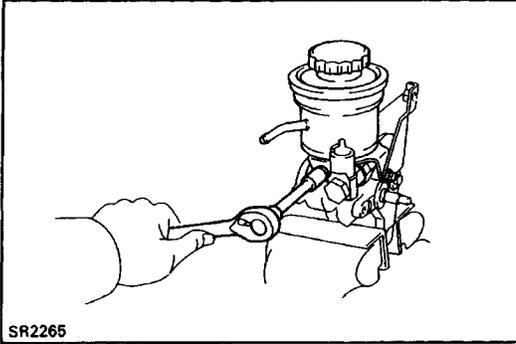
Torque: 69 N-m (700 kgf-cm, 51 ft-lbf)



11. INSTALL AIR CONTROL VALVE

Install and tighten the valve.

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



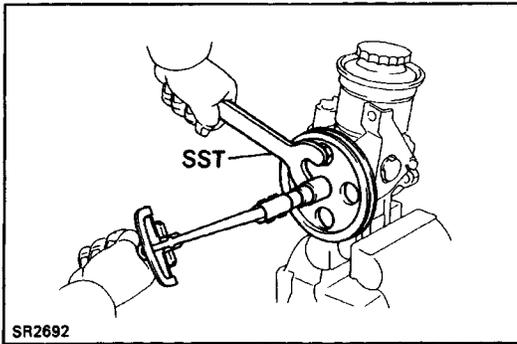
12. INSTALL RESERVOIR TANK AND BRACKET

- Install a new O-ring to the reservoir tank.
- Install the reservoir tank and bracket and torque the bolts.

Torque:

72 mm head bolt 13 N-m (130 kgf-cm, 9 in-lbf)

14 mm head bolt 41 N-m (420 kgf-cm, 30 ft-lbf)



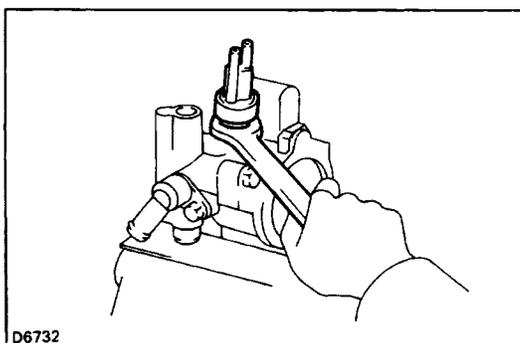
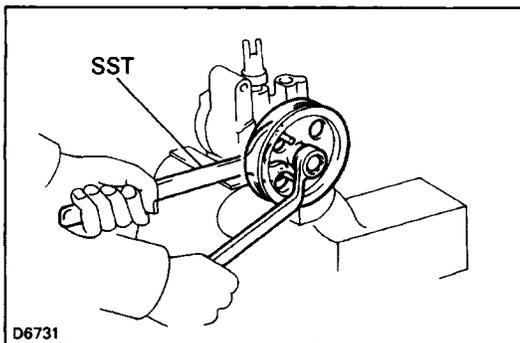
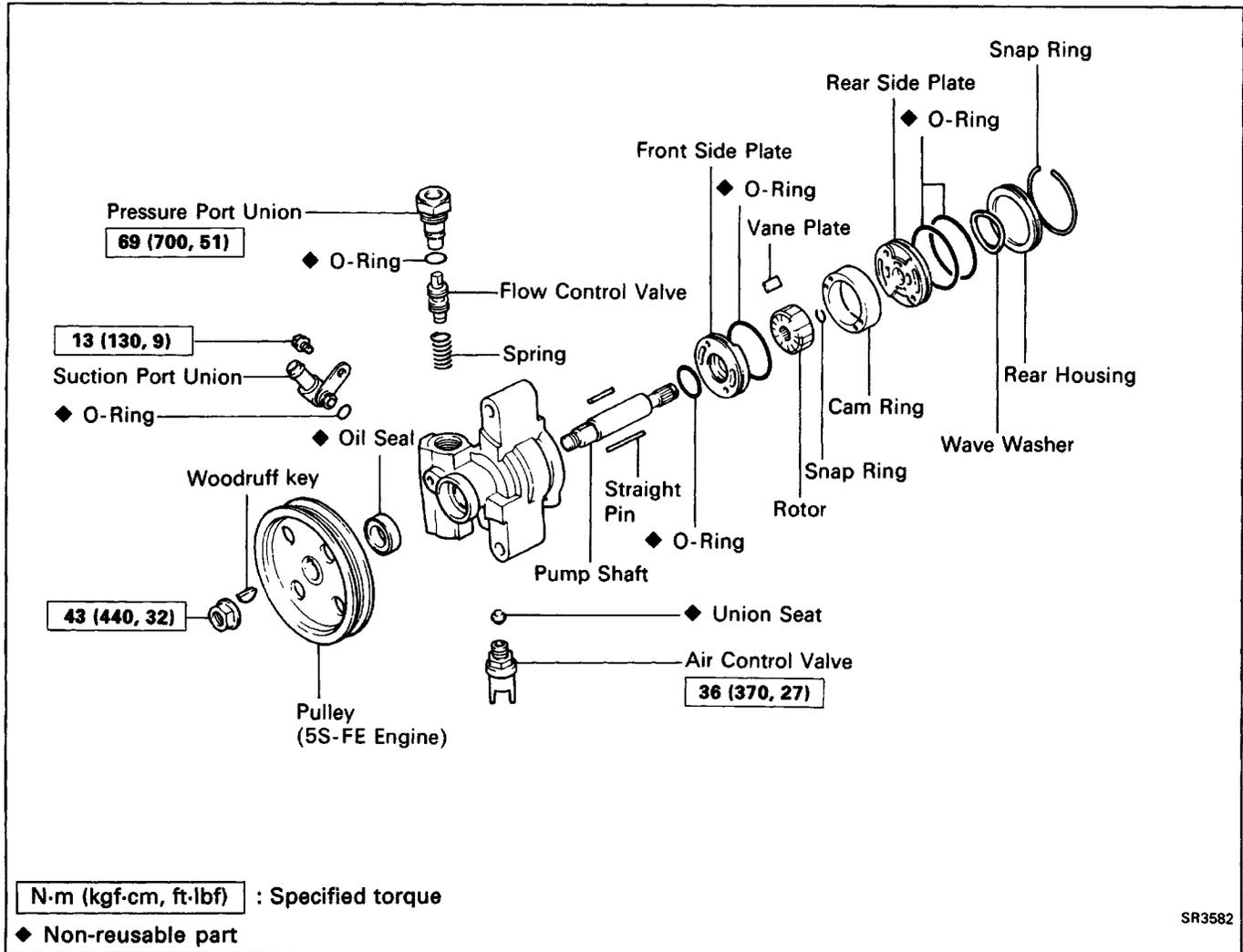
13. INSTALL DRIVE PULLEY

- install the woodruff key to the shaft.
- Install the pulley and nut to the shaft.
- Using SST to hold the pulley, torque the nut.

SST 09616-22010

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

COMPONENTS (5S-FE, 3S-GTE ENGINE)



DISASSEMBLY OF POWER STEERING PUMP

1. MOUNT POWER STEERING PUMP IN VISE

NOTICE: Do not tighten the vise too tight.

2. (5S-FE Engine)

REMOVE PS PUMP PULLEY

(a) Using SST, remove the pulley set nut.

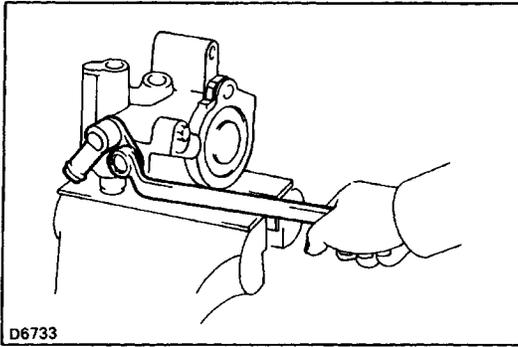
SST 09616-30020

(b) Remove the pulley and woodruff key.

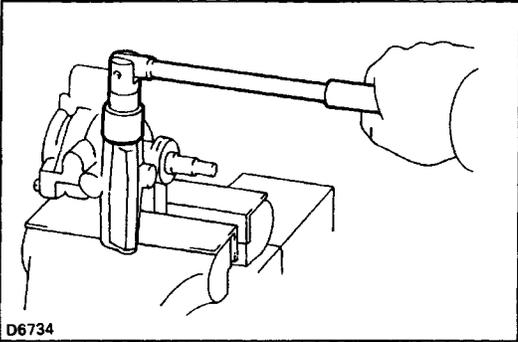
3. REMOVE AIR CONTROL VALVE

Remove the air control valve.

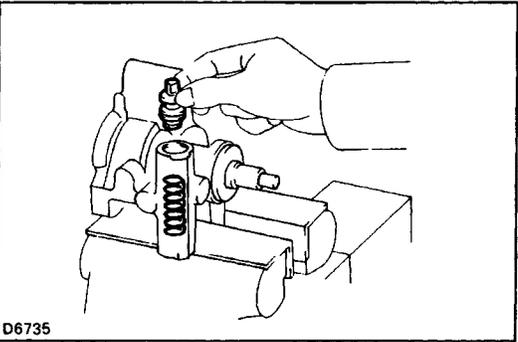
HINT: Replace the union seat with a new one only when it is damaged.

**4. REMOVE SUCTION PORT UNION**

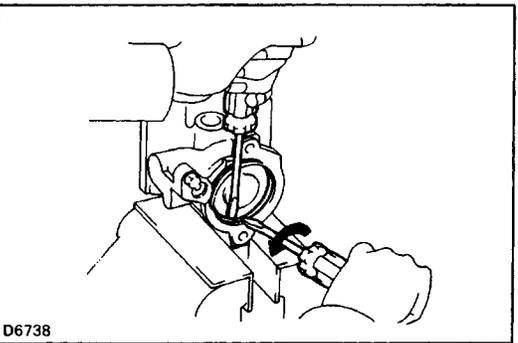
- (a) Remove the bolt and union.
- (b) Remove the O-ring from the union.

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

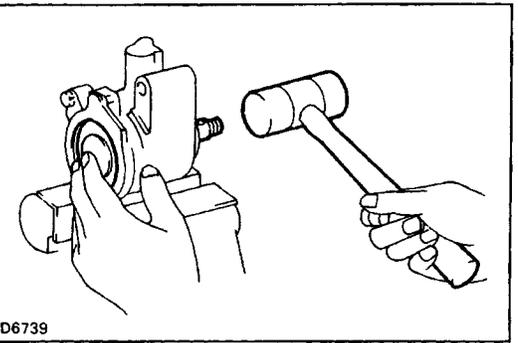
- (a) Remove the pressure port union.
- (b) Remove the O-ring from the union.



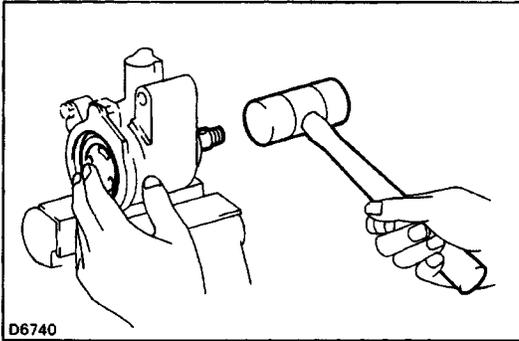
- (c) Remove the flow control valve and spring.

**6. REMOVE REAR HOUSING**

- (a) Using two screwdrivers, remove the snap ring.

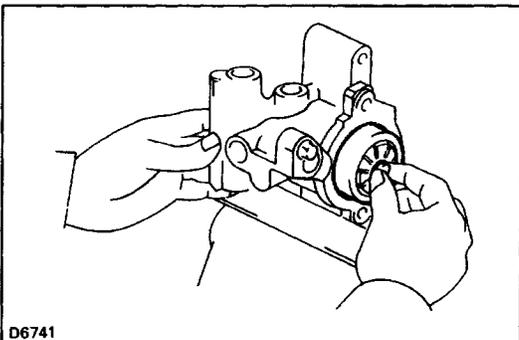


- (b) Using a plastic hammer, tap out the rear housing and wave washer.
- (c) Remove the O-ring from the rear housing.



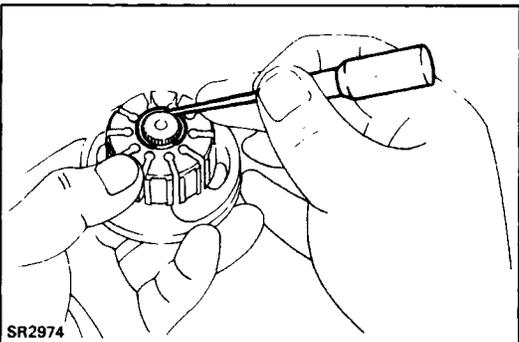
7. REMOVE REAR SIDE PLATE

- (a) Using a plastic hammer, tap the shaft end and remove the rear plate.
- (b) Remove the O-ring from the rear plate.



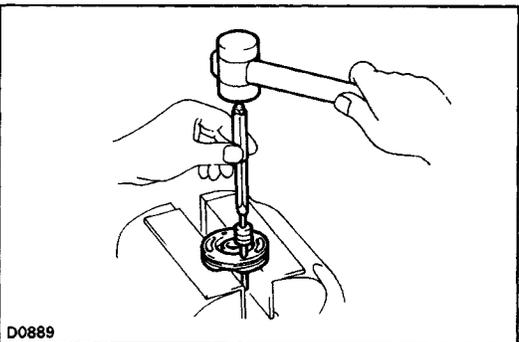
8. REMOVE VANE PUMP SHAFT, CAM RING AND VANE PLATES

- (a) Remove the pump shaft with cam ring and vane plates from the front housing.
- (b) Remove the cam ring and ten vane plates from the pump shaft.
- (c) Remove the longer straight pin from the front housing.

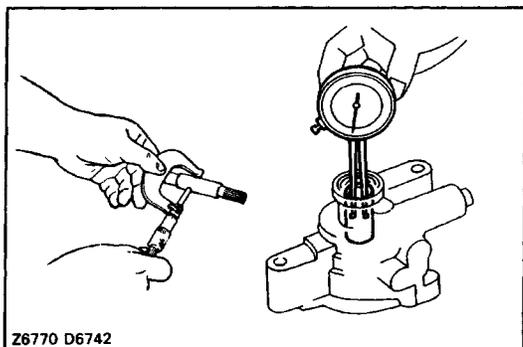


9. REMOVE ROTOR AND FRONT SIDE PLATE

- (a) Using a screwdriver, remove the snap ring.
- (b) Remove the rotor and front plate from the pump shaft.
- (c) Remove the two O-rings from the front plate.



- (d) Using a pin punch and hammer, driver out the straight pin.



INSPECTION OF POWER STEERING PUMP

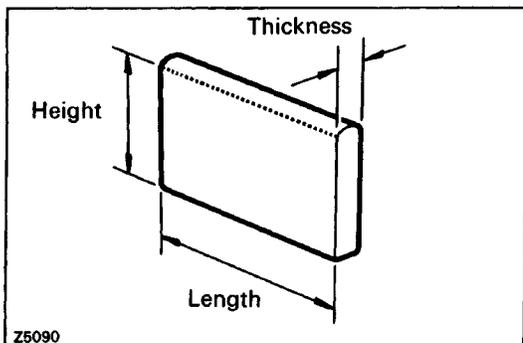
1. MEASURE OIL CLEARANCE OF SHAFT AND BUSHING

Using a micrometer and calipers, measure the oil clearance.

Standard clearance: 0.01 – 0.03 mm
(0.0004 – 0.0012 in.)

Maximum clearance: 0.07 mm (0.0028 in.)

If more than maximum, replace the entire power steering pump.



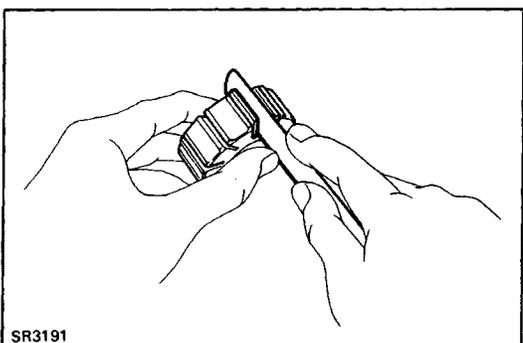
2. INSPECT ROTOR AND VANE PLATES

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

Minimum height: 8.0 mm (0.315 in.)

Minimum thickness: 1.77 mm (0.0697 in.)

Minimum length: 14.97 mm (0.5894 in.)



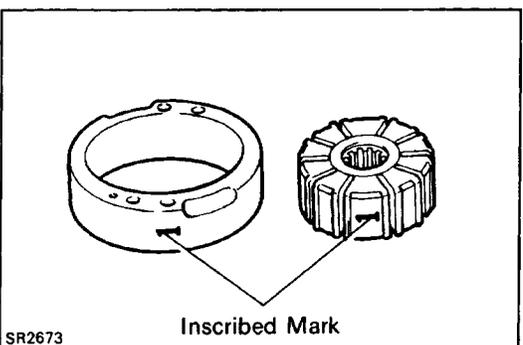
(b) Using a feeler gauge, measure the clearance between the rotor groove and vane plate.

Maximum clearance: 0.03 mm (0.0012 in.)

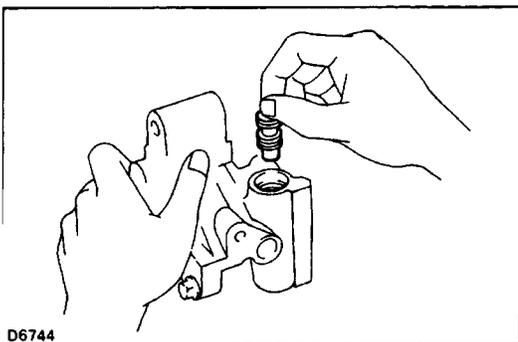
If more than maximum, replace the vane plate and/or rotor with one having the same mark stamped on the cam ring.

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

HINT: There are five vane lengths with the following rotor and cam ring marks:

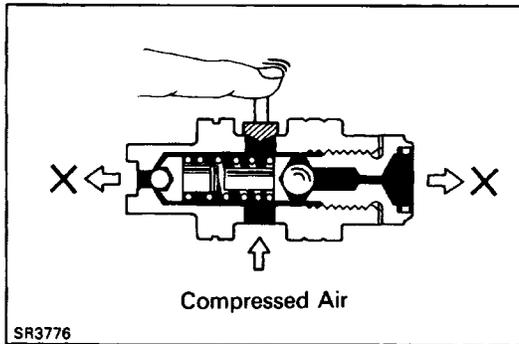


Rotor and cam ring mark	Vane length	mm (in.)
None	14.996 – 14.998	(0.59039 – 0.59047)
1	14.994 – 14.996	(0.59032 – 0.59039)
2	14.992 – 14.994	(0.59024 – 0.59032)
3	14.990 – 14.992	(0.59016 – 0.59024)
4	14.988 – 14.990	(0.59008 – 0.59016)



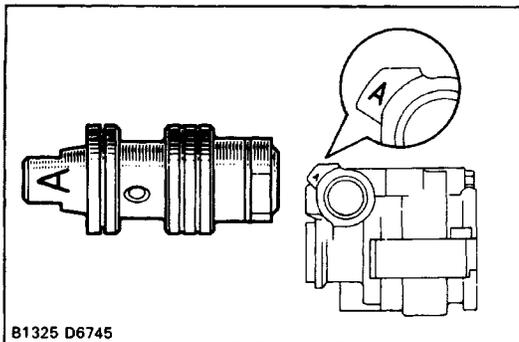
3. INSPECT FLOW CONTROL VALVE

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



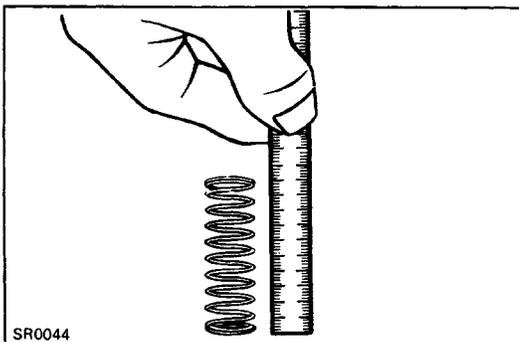
(b) Check the flow control valve for leakage.

Close one of the holes and apply compressed air [392 – 490 kPa (4 – 5 kgf/cm², 57 – 71 psi)] into the opposite side, and confirm that air does not come out from the end hole.



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

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

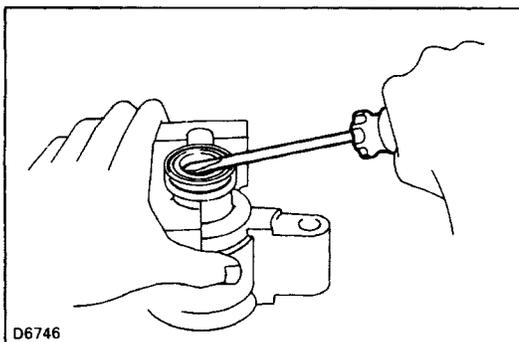


4. INSPECT FLOW CONTROL SPRING

Using a scale, measure the free length of the spring.

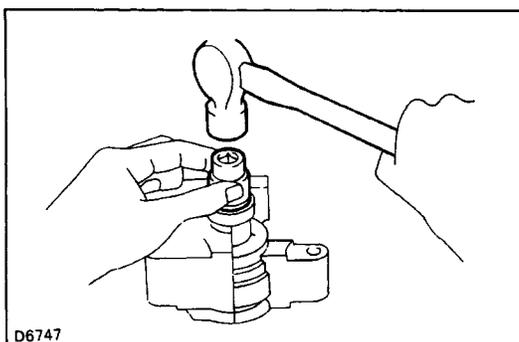
Spring length: 36 – 38 mm (1.42 – 1.49 in.)

If not within specification, replace the spring.



5. IF NECESSARY, REPLACE OIL SEAL

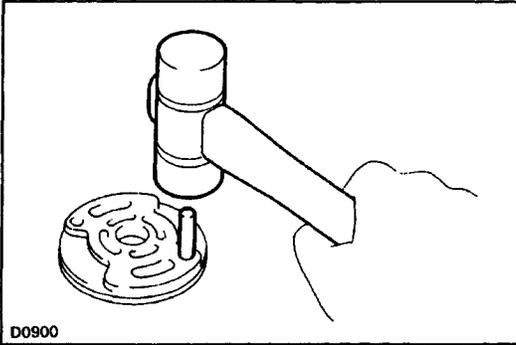
(a) Using a screwdriver, pry out the oil seal.



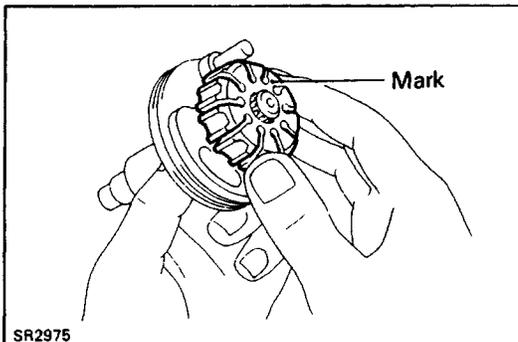
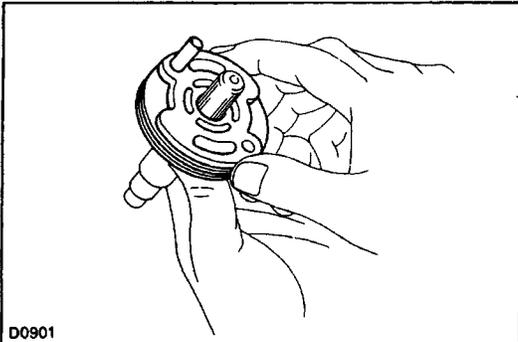
(b) Using a socket wrench and hammer, drive in a new oil seal.

ASSEMBLY OF POWER STEERING PUMP(See page [SR-58](#))

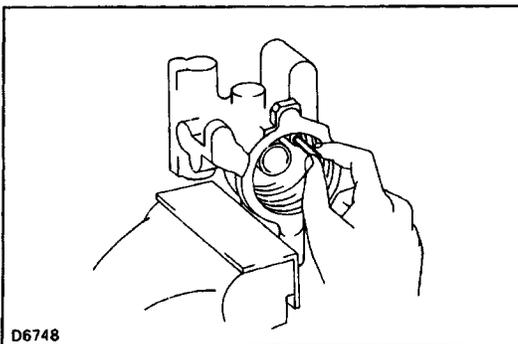
1. COAT ALL SLIDING SURFACES WITH POWER STEERING FLUID BEFORE ASSEMBLY
2. INSTALL FRONT SIDE PLATE AND ROTOR TO PUMP SHAFT



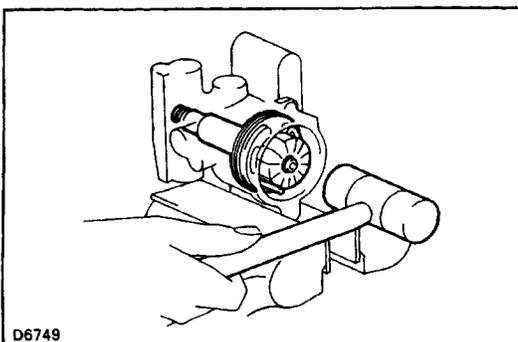
- (a) Using a plastic hammer, drive in the shorter straight pin to the front plate.
- (b) Install two new O-rings to the front plate.
- (c) Install the front plate to the pump shaft.



- (d) Install the rotor to the shaft with the inscribed mark on the rotor facing toward the rear.
- (e) Install the snap ring.

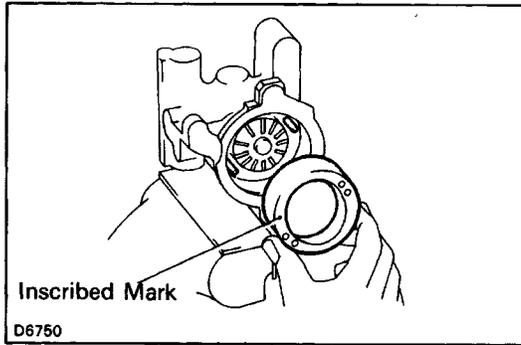
**3. INSTALL PS PUMP SHAFT TO FRONT HOUSING**

- (a) Coat the oil seal lip with MP grease.
- (b) Install the longer straight pin to the front housing.



- (c) Align the hole of the front plate and straight pin and tap in the pump shaft with a plastic hammer.

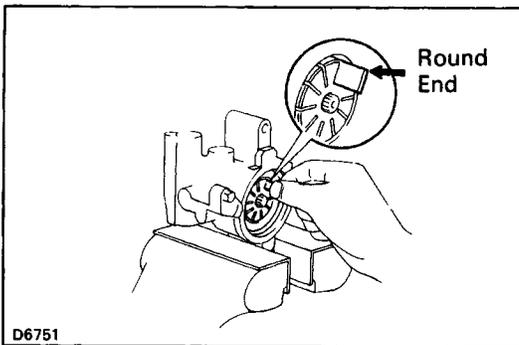
NOTICE: Be careful not to damage the oil seal and O-rings.



4. INSTALL CAM RING

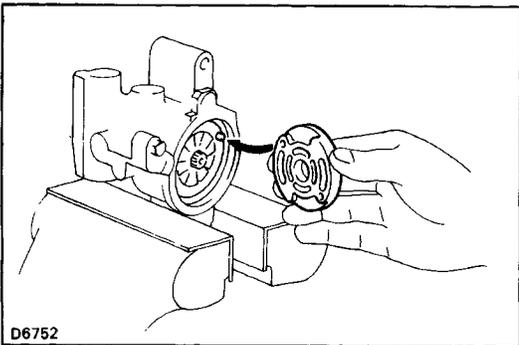
Match the wide hole of the cam ring with the longer straight pin, and install the cam ring.

HINT: Install the cam ring with the inscribed mark facing the rear.



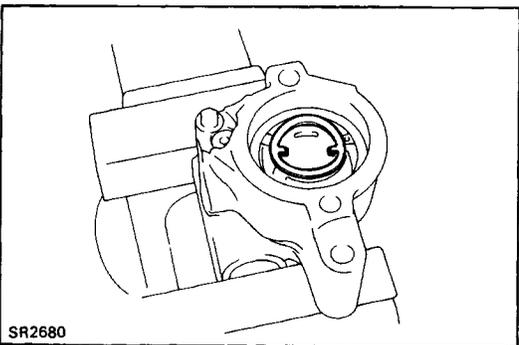
5. INSTALL VANE PLATES

Install the vane plates with the round end facing outward.



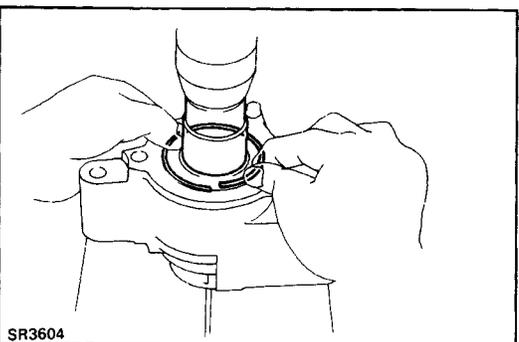
6. INSTALL REAR SIDE PLATE

- (a) Install a new O-ring to the side plate.
- (b) Match the wide hole with the longer straight pin and install the plate.



7. INSTALL WAVE WASHER

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

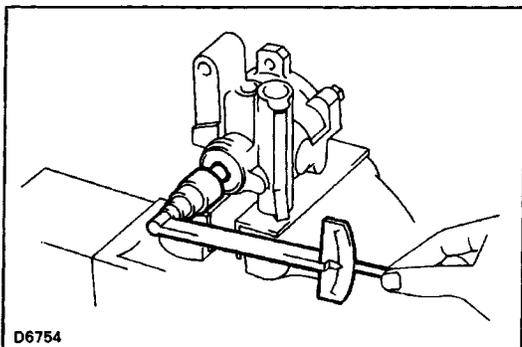


8. INSTALL REAR HOUSING

- (a) Install a new O-ring to the rear housing.
- (b) Install the rear housing and use a press to push down on the wave washer hard enough to compress it.

NOTICE: Do not apply too much pressure.

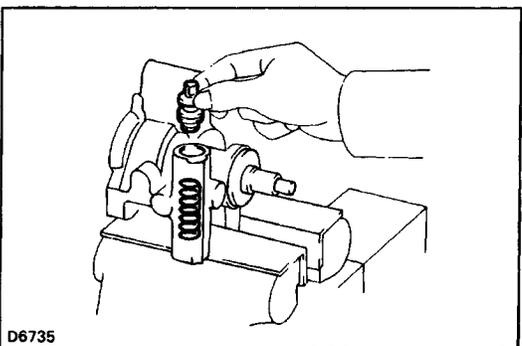
- (c) Install the snap ring.



9. MEASURE PUMP SHAFT PRELOAD

- (a) Check that the shaft rotates smoothly without abnormal noise.
- (b) Temporarily install the pulley nut and check the rotating torque.

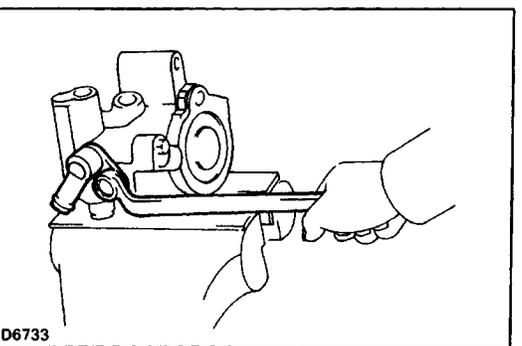
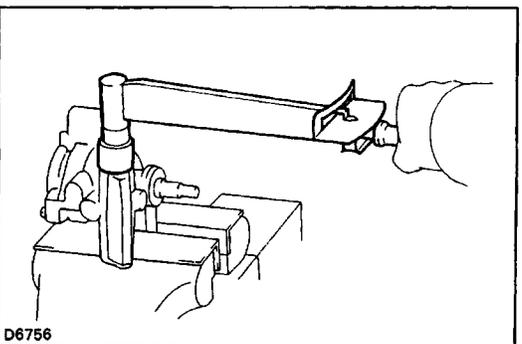
Rotating torque: 0.3 N-m (2.8 kgf-cm, 2.4 in.-lbf) or less



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

- (a) Install the spring and the valve into the housing.
- (b) Install a new O-ring in the groove of the pressure port union.

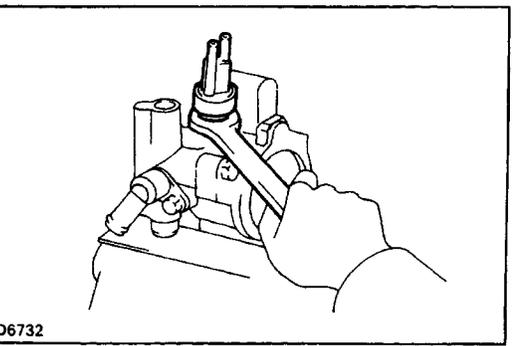
- (c) Install and torque the pressure port union.
- Torque: 69 N-m (700 kgf-cm, 51 ft-lbf)**



11. INSTALL SUCTION PORT UNION

- (a) Install a new O-ring to the suction port union.
- (b) Install the suction port union into the housing.
- (c) Install and torque the bolt.

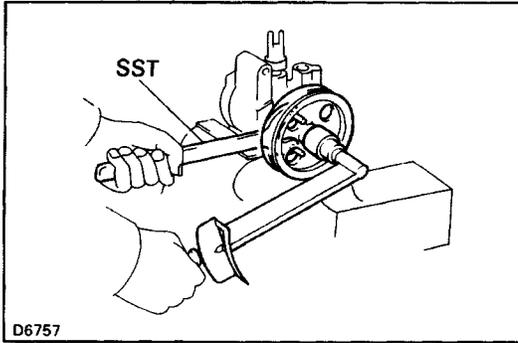
Torque: 13 N-m (130 kgf-cm, 9 ft-lbf)



12. INSTALL AIR CONTROL VALVE

Install and tighten the valve.

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



13. (5S-FE Engine)

INSTALL PS PUMP PULLEY

- (a) Install the woodruff key to the shaft.
- (b) Install the pulley and nut to the shaft.
- (c) Using SST, torque the nut.

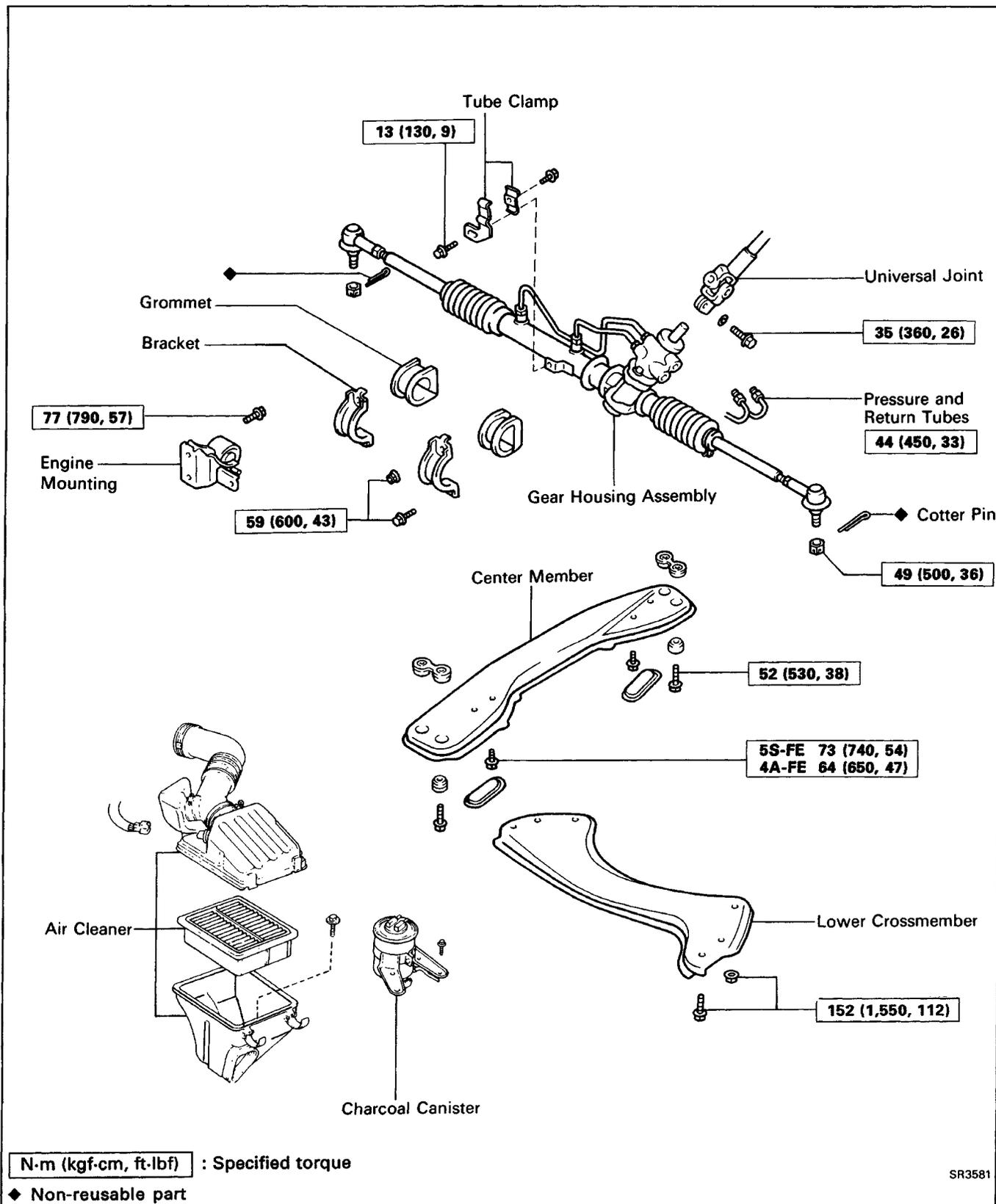
SST 09616-30020

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

Gear Housing

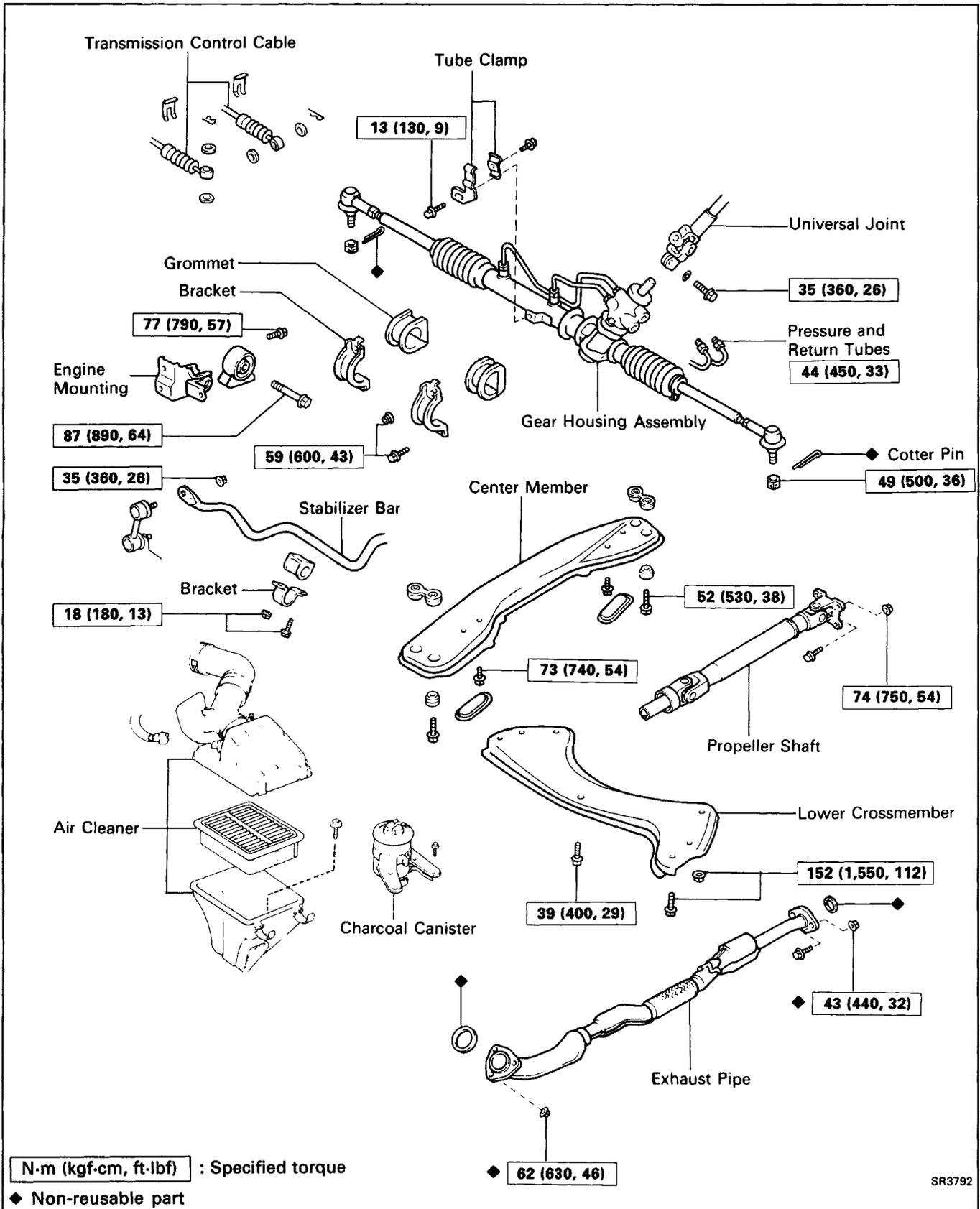
REMOVAL AND INSTALLATION OF STEERING GEAR HOUSING (2WD)

Remove and install the parts as shown.



REMOVAL AND INSTALLATION OF STEERING GEAR HOUSING (4WD)

Remove and install the parts as shown.

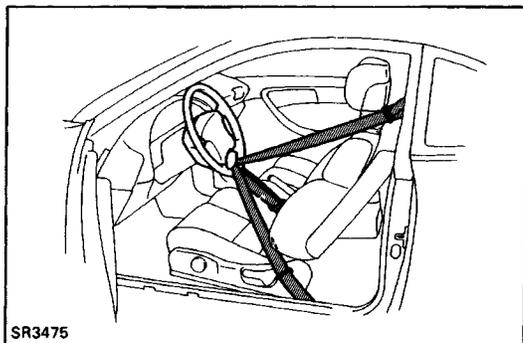


MAIN POINTS OF REMOVAL AND INSTALLATION) (USA)

NOTICE: When disconnecting the universal joint during removal of the gear housing, remove the steering wheel and perform centering of the spiral cable.

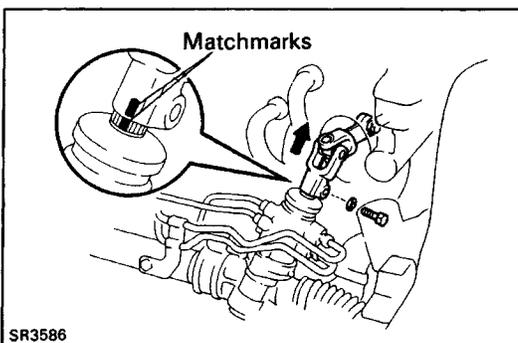
(See page AB-15)

If the operation is performed without removing the steering wheel, use the procedure below to make sure the steering wheel is firmly fixed in position and cannot turn.

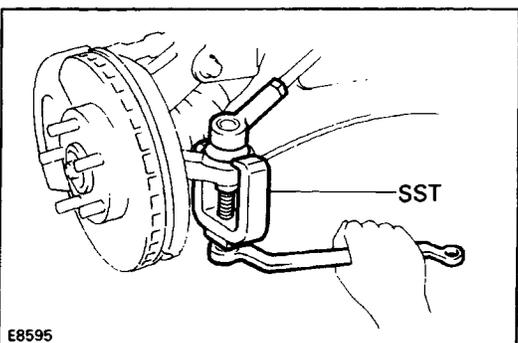


1. DISCONNECT UNIVERSAL JOINT

- (a) Position the front wheels facing straight ahead.
- (b) Using the seat belt of the driver's seat, fix the steering wheel so that it does not turn.

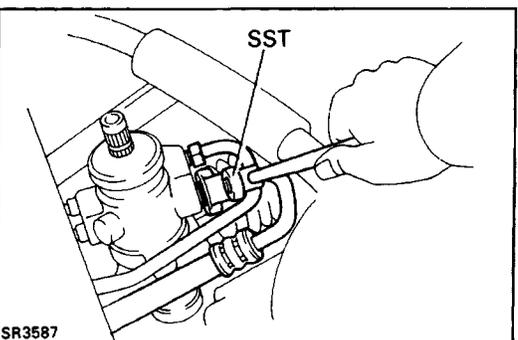


- (c) Place matchmarks on the universal joint and control valve shaft.
- (d) Loosen the bolt on the upper side of the universal joint, remove the bolt on the lower side and disconnect the universal joint.



2. DISCONNECT TIE ROD ENDS

- (a) Remove the cotter pin and nut.
- (b) Using SST, disconnect the tie rod end from the knuckle arm.
SST 09611-22012

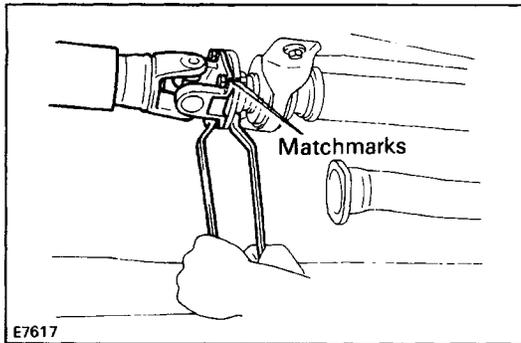


3. DISCONNECT AND CONNECT PRESSURE AND RETURN LINE

Using SST, disconnect and connect the pressure and return line.

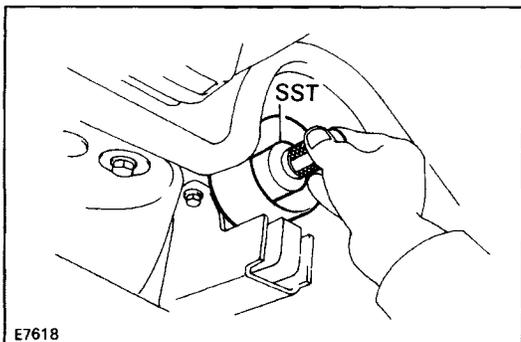
SST 09631-22020

Torque: 44 N-m (450 kgf-cm, 33 ft-lbf)

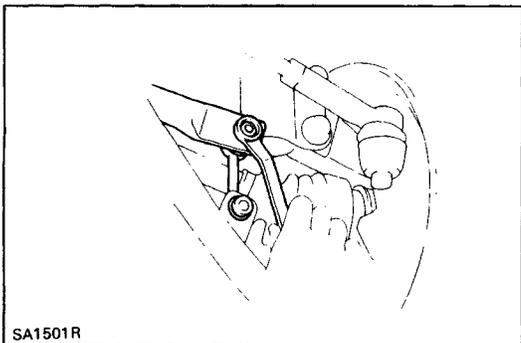
**4. (4WD)****REMOVE PROPELLER SHAFT**

- (a) Place matchmarks to the propeller shaft flange and intermediate shaft flange.
- (b) Remove the four bolts and nuts.

- (c) Pull out the propeller shaft and install SST.
- SST 09325-20010

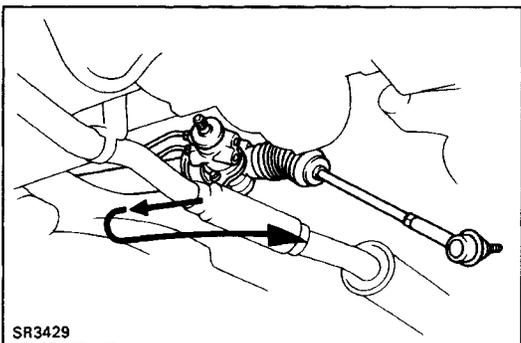
**5. (4WD)****DISCONNECT STABILIZER BAR RH**

- (a) Remove the stabilizer bar bracket RH.
- (b) Disconnect the stabilizer bar from the link.

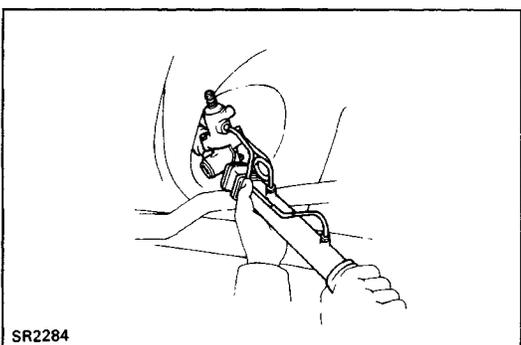
**6. (2WD)****REMOVE GEAR HOUSING**

- (a) Slide the gear housing to the RH side of the vehicle.
- (b) Pull the gear housing out through the LH lower side of vehicle body.

NOTICE: Do not damage the turn pressure tubes.

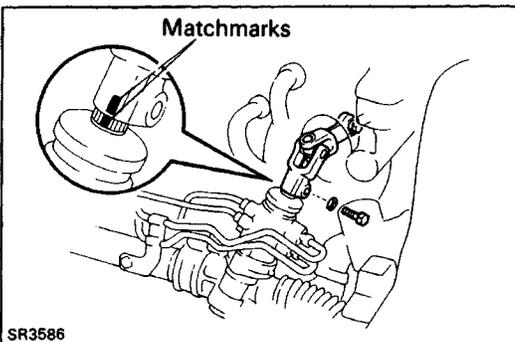
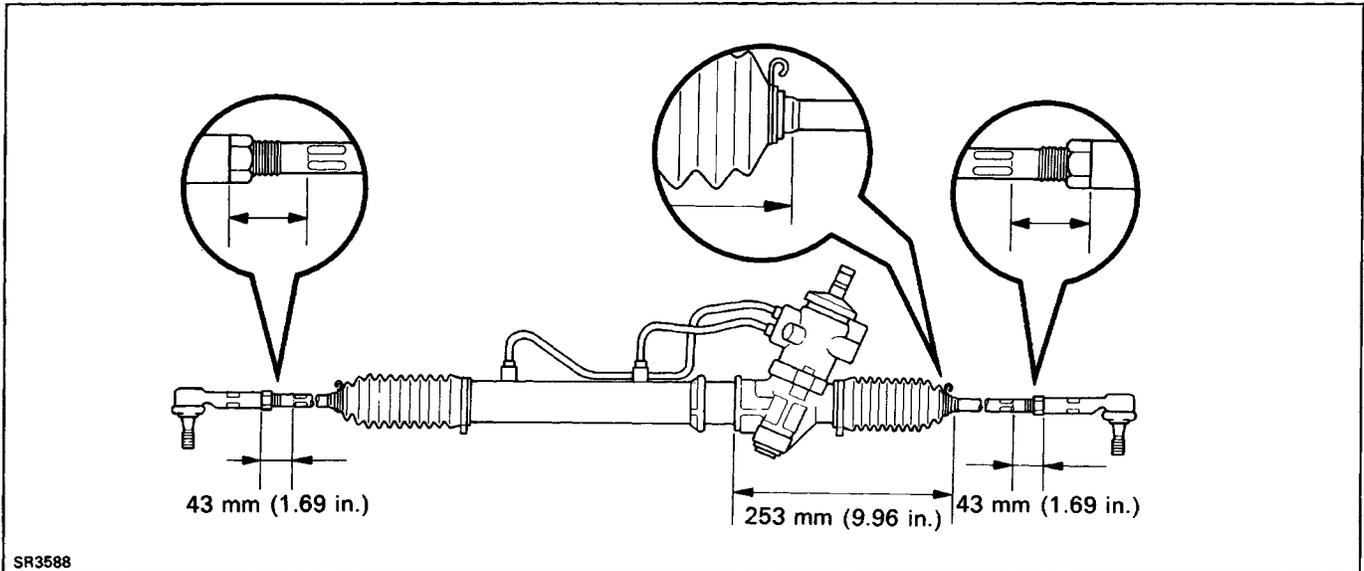
**7. (4WD)****REMOVE GEAR HOUSING**

- (a) Remove the two bolts, two nuts and the two brackets.
- (b) Remove the PS tube clamp bolt.
- (c) Move the gear housing to the right side.
- (d) Remove the gear housing through the RH hole.



8. CONNECT UNIVERSAL JOINT

- (a) Set the gear housing so that it matches the dimensions shown below, with the gear housing at the center point.



HINT: The dimension of the tie rod end is a reference value, so always adjust the toe-in before tightening the lock nut.

- (b) Align matchmarks on the universal joint and control valve shaft and connect them.

9. CENTER SPIRAL CABLE

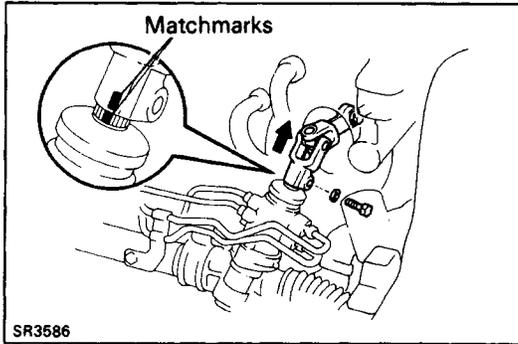
If the steering wheel has been removed, or the steering wheel may have moved during the operation, always perform centering of the spiral cable.

(See page [AB-16](#))

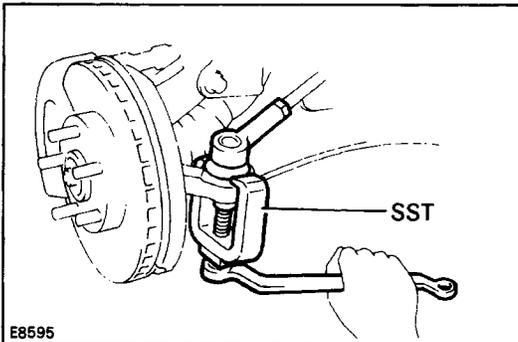
10. CHECK STEERING WHEEL CENTER POINT

11. CHECK TOE-IN

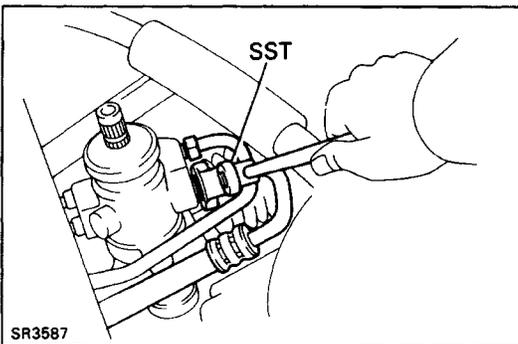
(See page [SA-4](#))

**(CANADA)****1. DISCONNECT UNIVERSAL JOINT**

- (a) Place matchmarks on the universal joint and control valve shaft.
- (b) Loosen the bolt on the upper side of the universal joint. remove the bolt on the lower side and disconnect the universal joint.

**2. DISCONNECT TIE ROD ENDS**

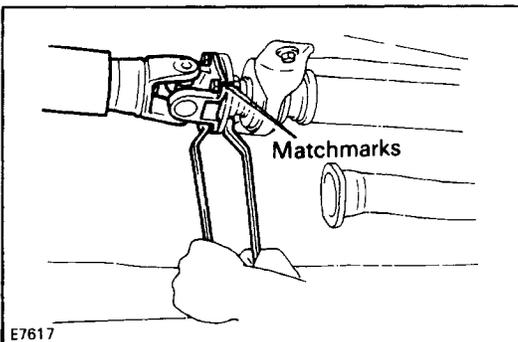
- (a) Remove the cotter pin and nut.
- (b) Using SST, disconnect the tie rod end from the knuckle arm.
SST 09611-22012

**3. DISCONNECT AND CONNECT PRESSURE AND RETURN LINE**

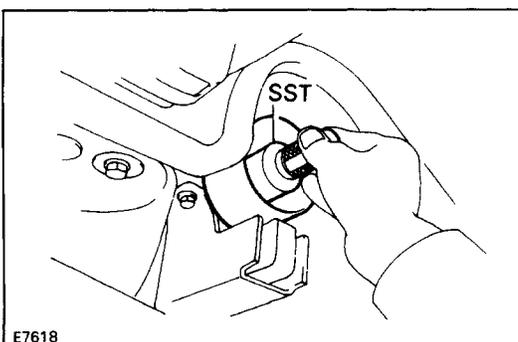
Using SST, disconnect and connect the pressure and return line.

SST 09631-22020

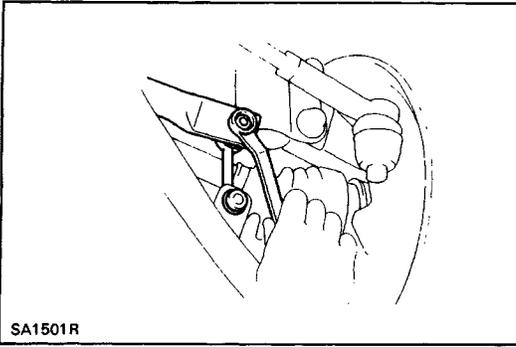
Torque: 44 N·m (450 kgf·cm, 33 ft·lbf)

**4. (4WD)****REMOVE PROPELLER SHAFT**

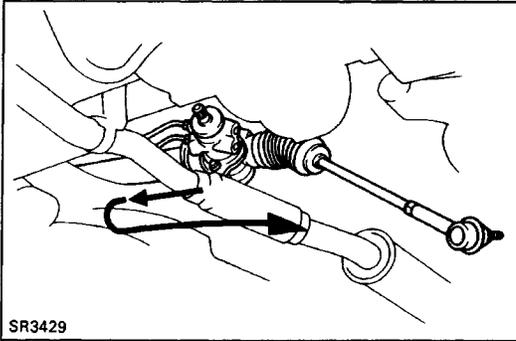
- (a) Place matchmarks to the propeller shaft flange and intermediate shaft flange.
- (b) Remove the four bolts and nuts.



- (c) Pull out the propeller shaft and install SST.
SST 09325-20010

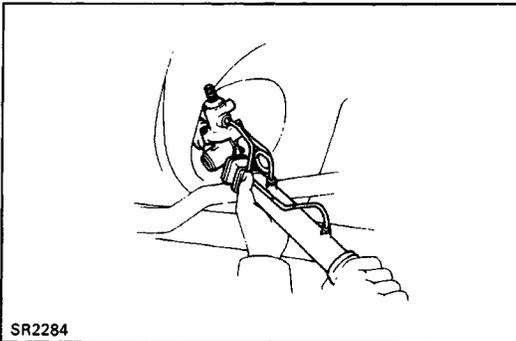
**5. (4WD)****DISCONNECT STABILIZER BAR RH**

- (a) Remove the stabilizer bar bracket RH.
- (b) Disconnect the stabilizer bar from the link.

**6. (2WD)****REMOVE GEAR HOUSING**

- (a) Slide the gear housing to the RH side of the vehicle.
- (b) Pull the gear housing out through the LH lower side of vehicle body.

NOTICE: Do not damage the turn pressure tubes.

**7. (4WD)****REMOVE GEAR HOUSING**

- (a) Remove the two bolts, two nuts and the two brackets.
- (b) Remove the PS tube clamp bolt.
- (c) Move the gear housing to the right side.
- (d) Remove the gear housing through the RH hole.

8. CHECK STEERING WHEEL CENTER POINT**9. CHECK TOE-IN**

(See page [SA-4](#))