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SECTION

POWER STEERING SYSTEM

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PRECAUTIONS

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SERVICE INFORMATION

PRECAUTIONS

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

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The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SRS and SB 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 must be performed by an authorized NISSAN/INFINITI 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 SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

Precaution for Steering System

INFOID:000000001720951

- 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 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.

PREPARATION

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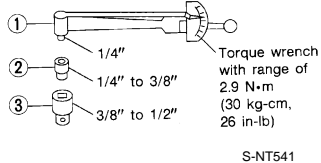
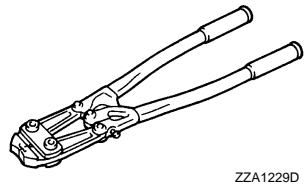
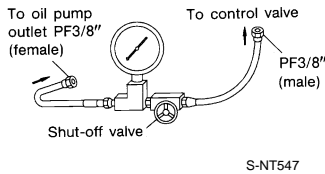
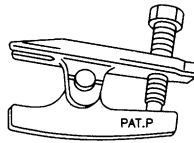
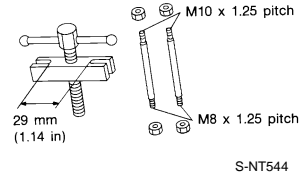
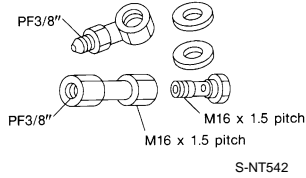
PREPARATION

Special Service Tool

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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
KV48102500 (J-33914) Pressure gauge adapter	Measuring oil pressure
ST27180001 (J-25726-A) Steering wheel puller	Removing steering wheel
HT72520000 (J-25730-A) Ball joint remover	Removing ball joint
KV48103500 (J-26357 and J-26357-10) Pressure gauge	Measuring oil pressure
KV40107300 (—) Boot clamp crimping tool	Installing boot clamps
ST3127S000 1 GG91030000 (See J-25765-A) Torque wrench 2 HT62940000 (—) Socket adapter 3 HT62900000 (—) Socket adapter	Measuring rotating torque



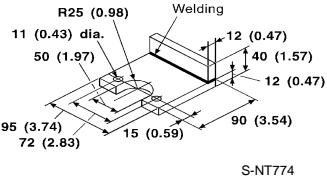
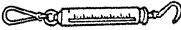
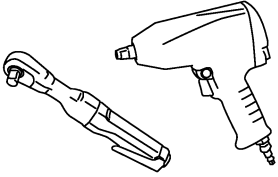
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PREPARATION

< SERVICE INFORMATION >

Commercial Service Tool

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Tool number	Description
<p>Oil pump attachment</p>  <p>S-NT774</p>	<p>Disassembling and assembling oil pump Unit: mm (in)</p>
<p>Spring gauge</p>  <p>LST025</p>	<p>Measuring steering wheel turning force or rack sliding force</p>
<p>Power tool</p>  <p>PBIC0190E</p>	<p>Loosening bolts and nuts</p>

NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

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NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

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

Symptom	Possible cause and SUSPECTED PARTS																	Reference page											
	Noise	Shake	Vibration	Shimmy	Shudder	Fluid level	Air in hydraulic system	Tie-rod ball joint swinging force	Tie-rod ball joint rotating torque	Tie-rod ball joint end play	Steering gear fluid leakage	Steering wheel play	Steering gear rack sliding force	Drive belt looseness	Improper steering wheel	Improper installation or looseness or tilt lock lever	Rubber mount deterioration		Steering column deformation or damage	Improper installation or looseness of steering column	Steering linkage looseness	DRIVE SHAFT	AXLE	SUSPENSION	TIRES	ROAD WHEEL	BRAKES		
	x					x	x	x	x	x	x	x	x	x															PS-6
	x					x																						PS-6	
	x					x																						FSU-5	
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		x																										PS-18	
																												FAX-4, "NVH Troubleshooting Chart"	
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POWER STEERING FLUID

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POWER STEERING FLUID

Checking Fluid Level

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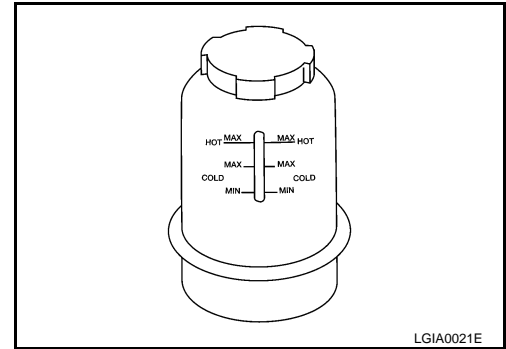
Check fluid level, referring to the scale on reservoir tank, with the engine off.

Use HOT range for fluid temperatures of 50° to 80°C (122° to 176°F).

Use COLD range for fluid temperatures of 0° to 30°C (32° to 86° F).

CAUTION:

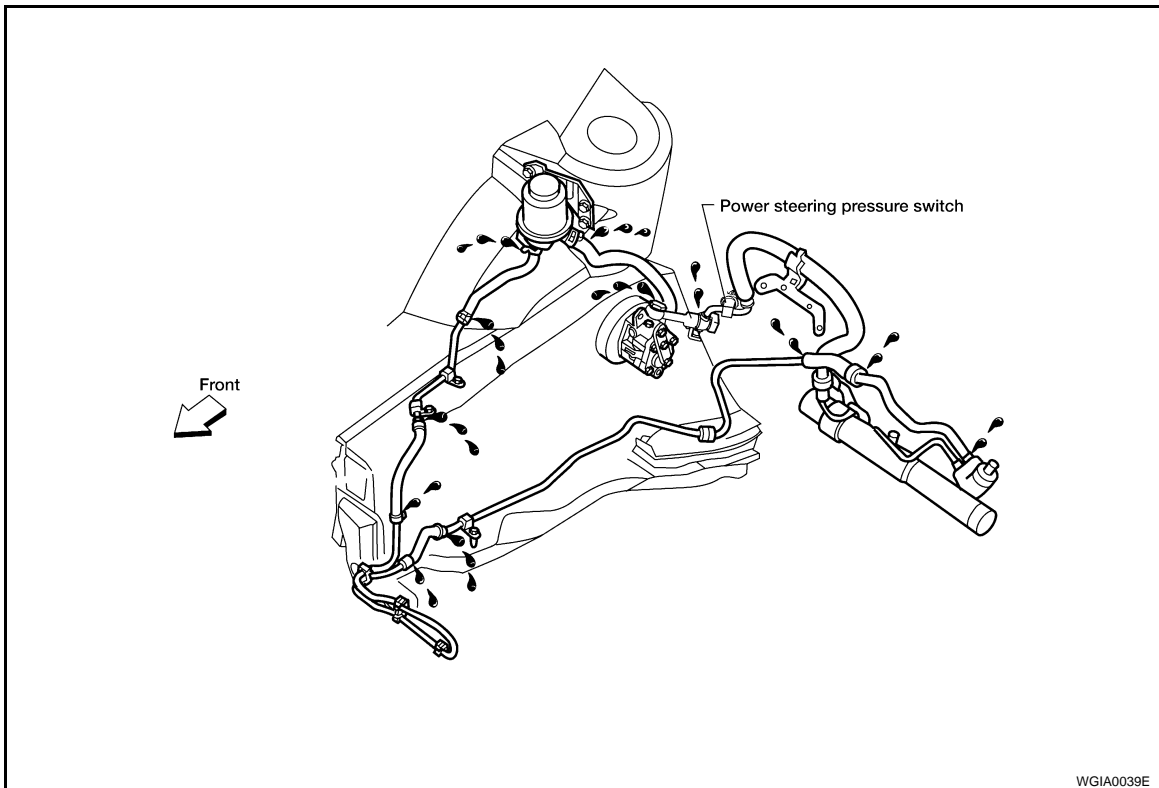
- Do not overfill.
- Recommended fluid is Genuine NISSAN PSF or equivalent refer to [MA-11](#).



Checking Fluid Leakage

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Check the lines for improper attachment and for leaks, cracks, damage, loose connections, chafing and deterioration.



1. Run engine between idle speed and 1,000 rpm.
Make sure temperature of fluid in oil 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 connectors is noticed, loosen flare nut and then retighten.
CAUTION:
Do not overtighten connector as this can damage O-ring, washer and connector.
5. If fluid leakage from power steering oil pump is noticed, check the power steering oil pump. Refer to [PS-28](#). "Inspection After Disassembly".
6. Check steering gear boots for accumulation of power steering fluid indicating a steering gear leak.

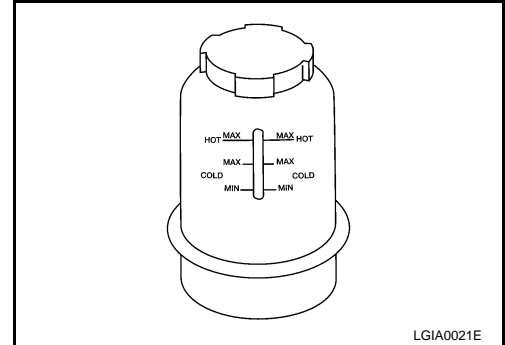
POWER STEERING FLUID

< SERVICE INFORMATION >

Bleeding Hydraulic System

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1. Raise the front end of vehicle until the wheels are clear of the ground.
2. Add Genuine NISSAN PSF or equivalent, refer to [MA-11](#), into the steering fluid reservoir tank to the specified level. Then quickly turn the steering wheel fully to right and left and lightly touch steering stoppers. Repeat steering wheel operation until the fluid level no longer decreases.



3. Start the engine then repeat step 2 above. Incomplete air bleeding will cause the following symptoms:
 - Air bubbles in reservoir tank
 - Clicking noise in oil pump
 - Excessive buzzing in oil pumpIf this happens, bleed out the air repeating step 2 above. Fluid noise may occur in the valve or oil pump. This is common when the vehicle is stationary or while turning the steering wheel slowly. This does not affect the performance or durability of the system.

STEERING WHEEL

< SERVICE INFORMATION >

STEERING WHEEL

On-Vehicle service

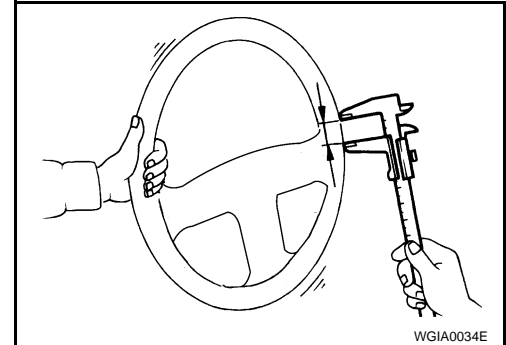
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CHECKING STEERING WHEEL PLAY

- 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 looseness or worn components.
 - Steering gear assembly
 - Steering column
 - Front suspension and axle
- Check steering system for looseness while moving the steering wheel in all directions.



Axial end play : 0 mm (0 in)

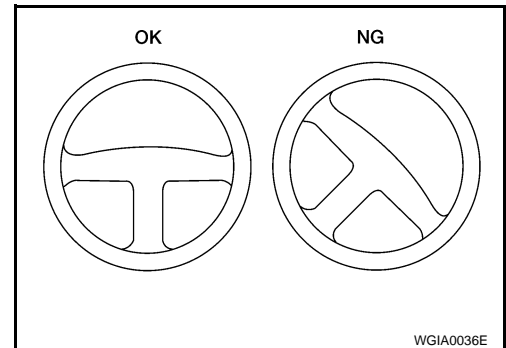
CHECKING NEUTRAL POSITION ON STEERING WHEEL

Pre-checking

- Make sure that wheel alignment is correct. Refer to [FSU-19. "Front Wheel Alignment \(Unladen*1\)"](#).
- Verify that the steering gear is centered before removing the steering wheel.

Checking

1. Check that the steering wheel is in neutral position when driving straight ahead.
2. If it is not in neutral position, remove the steering wheel and reinstall it correctly.
3. If the neutral position is between two teeth, loosen tie-rod lock nuts. Turn the tie-rods by the same amount in opposite directions on both left and right sides.

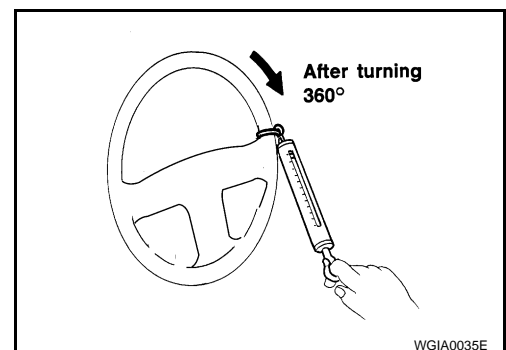


CHECKING STEERING WHEEL TURNING FORCE

1. Park vehicle on a level, dry surface and set parking brake.
2. Start engine.
3. Bring power steering fluid up to adequate operating temperature. Make sure the fluid temperature is approximately 60° to 80°C (140° to 176°F). Tires need to be inflated to normal pressure.
4. Check steering wheel turning force using a commercially available spring gauge, when steering wheel has been turned 360° from the neutral position.

Steering wheel turning force : 39 N (4 kg-f, 9 lb-f) or less

5. If steering wheel turning force is out of specification, check rack sliding force. Refer to [PS-18. "On-Vehicle Service"](#).
6. If rack sliding force is not within specifications, adjust rack sliding force. Refer to [PS-23. "Adjustment of Rack Sliding Force"](#).
7. If rack sliding force is OK, inspect steering column. Refer to [PS-16. "Inspection"](#).

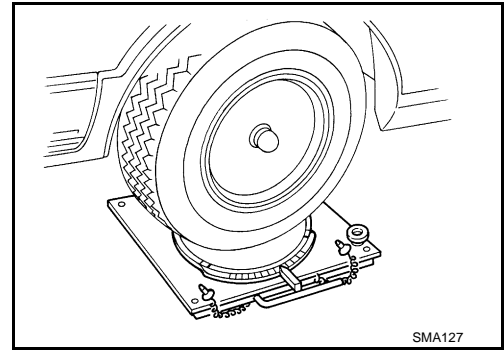


FRONT WHEEL TURNING ANGLE

STEERING WHEEL

< SERVICE INFORMATION >

1. Rotate steering wheel all the way right and left; measure turning angle. Refer to [FSU-19, "General Specification"](#).
2. If it is not within specifications, check rack stroke. Refer to [PS-30, "Steering Gear and Linkage"](#).



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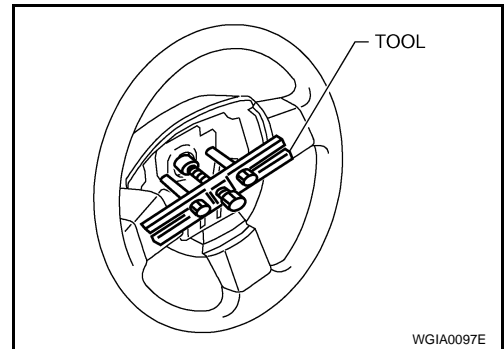
Removal and Installation

REMOVAL

1. Set the front wheels in the straight-ahead position.
2. Remove the driver air bag module. Refer to [SRS-33, "Removal and Installation"](#).
3. Remove the steering wheel center nut.
4. Remove the steering wheel using Tool.

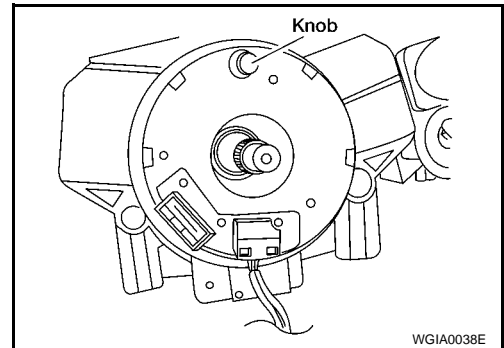
Tool number: ST27180001 (J-25726-A)

5. Place a piece of tape across the spiral cable so it will not be rotated out of position.



INSTALLATION

1. Installation is in the reverse order of removal.
 - Align spiral cable correctly when installing steering wheel. Make sure that the spiral cable is in the neutral position. The neutral position is detected by turning left 2.5 revolutions from the right end position and ending with the knob at the top.



CAUTION:

The spiral cable may snap due to steering operation if the cable is installed in an improper position. Also, with the steering linkage disconnected, the cable may snap by turning the steering wheel beyond the limited number of turns. (The spiral cable can be turned up to 2.5 turns from the neutral position to both the right and left.)

Steering wheel center nut : 34 N-m (3.5 kg-m, 25 ft-lb)

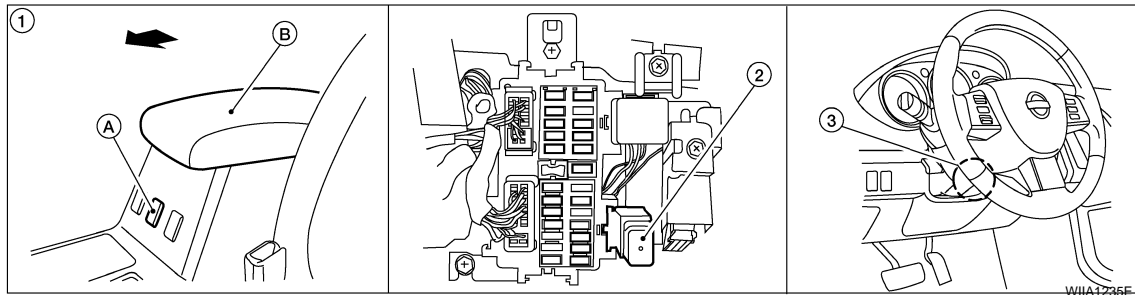
HEATED STEERING WHEEL

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HEATED STEERING WHEEL

Component Parts and Harness Connector Location

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1. A: Heated steering wheel switch M173 2. Heated steering relay M13 3. Heated steering wheel M38
B: Center console

System Description

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NOTE:

The heated steering system will operate **ONLY** when the steering wheel surface is below approximately 20° C (68° F). If the weather is warm enough, the heated steering system may not turn ON giving the appearance that the system does not operate.

Power is supplied at all times

- through 10A fuse (No. 30, located in the fuse and fusible link box)
- to heated steering relay terminals 1 and 3.

With the ignition switch in the ON or START position, power is supplied

- through 10A fuse [No. 12, located in the fuse block (J/B)]
- to heated steering wheel switch terminal 1.

Ground is supplied

- to heated steering wheel switch terminal 6 and
- to heated steering wheel terminal 2
- through grounds M57, M61 and M79.

When the heated steering wheel switch is pressed, ground is supplied

- to heated steering relay terminal 2
- through heated steering wheel switch terminal 2
- through heated steering wheel switch terminal 6
- through grounds M57, M61 and M79.

Then the heated steering relay is energized and power is supplied

- from heated steering relay terminal 5
- to heated steering wheel terminal 1 and
- to heated steering wheel switch terminal 5 (ON indicator).

With power and ground supplied, the heated steering system will operate. The heated steering system will turn OFF when the steering wheel temperature reaches approximately 30° C (86° F).

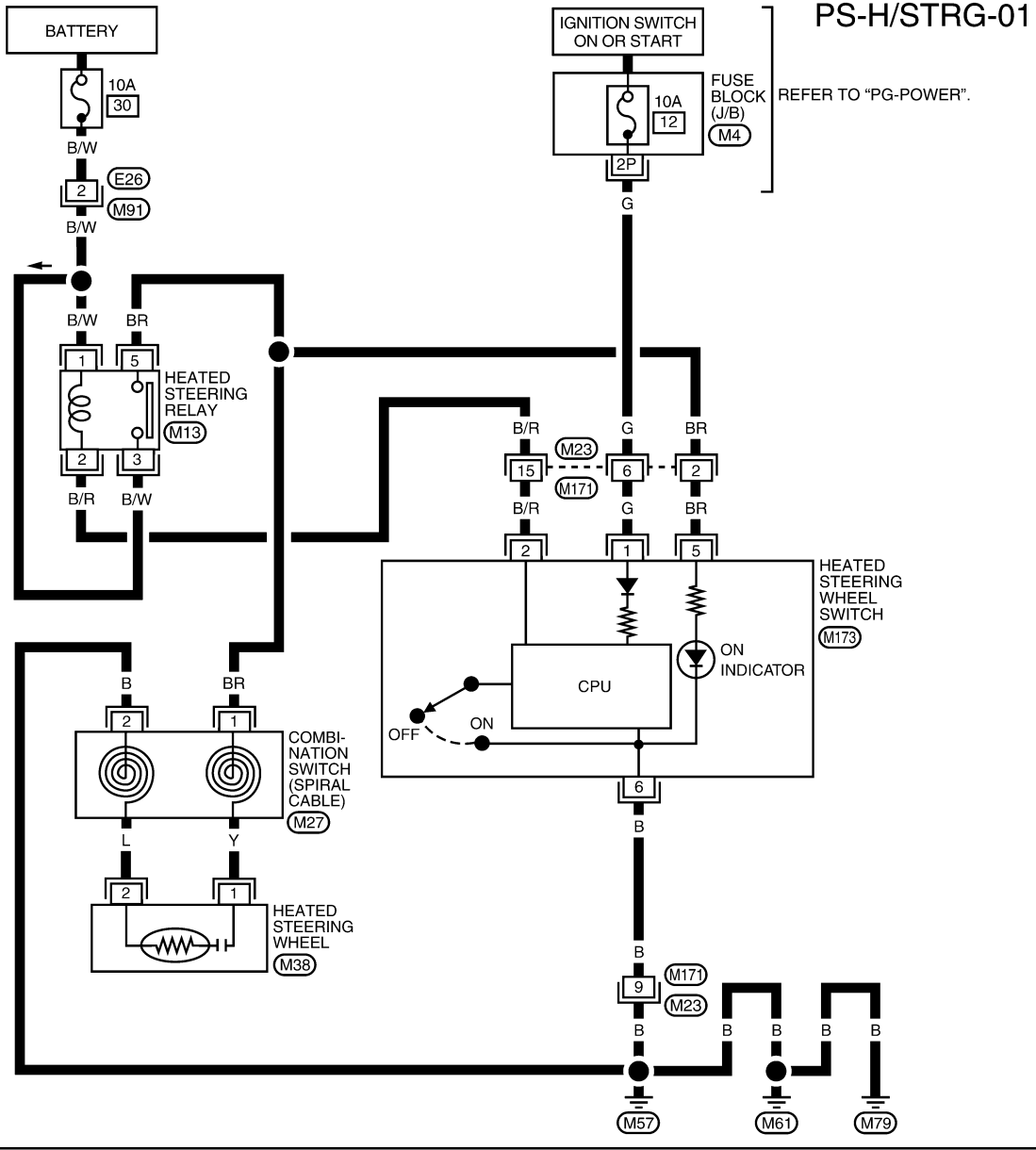
Heated steering system operation can also be cancelled by pressing the heated steering wheel switch.

HEATED STEERING WHEEL

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Wiring Diagram - H/STRG -

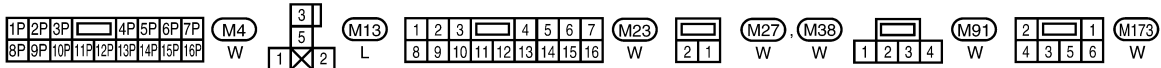
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PS-H/STRG-01

REFER TO "PG-POWER".

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TILT & TELESCOPIC SYSTEM

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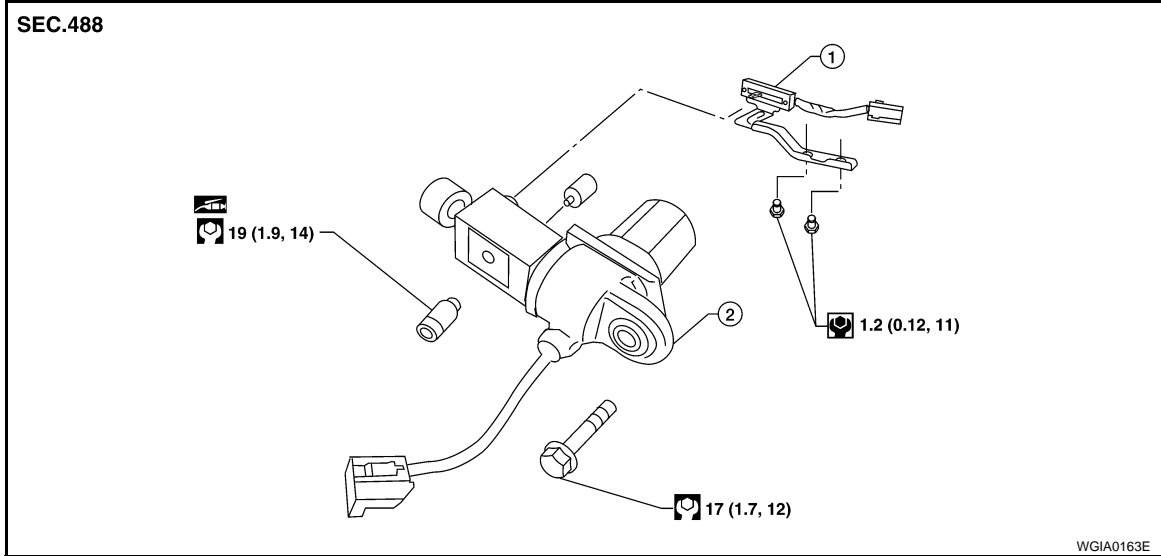
TILT & TELESCOPIC SYSTEM

Removal and Installation

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TILT MOTOR AND TILT SENSOR

Removal



1. Tilt sensor

2. Tilt motor

1. Remove the instrument column cover and lower driver instrument panel. Refer to [IP-10](#).
2. Remove LH lower knee protector. Refer to [IP-10](#).
3. Disconnect the tilt sensor electrical connector.
4. Remove the two tilt sensor screws and the tilt sensor.
5. Disconnect the tilt motor electrical connector.
6. Remove the tilt motor bolt and the tilt motor.

Installation

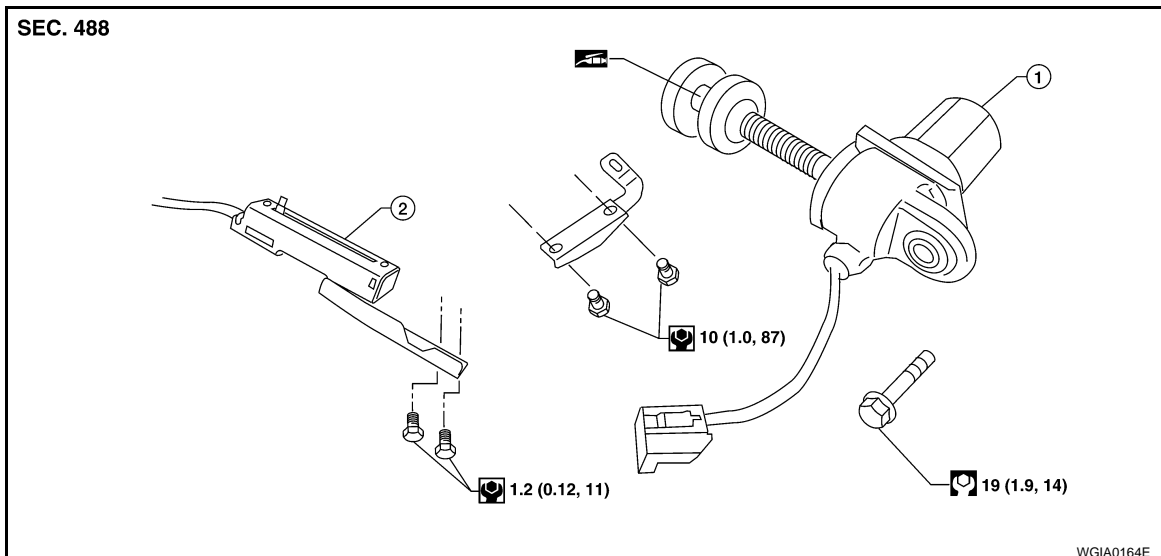
Installation is in reverse order of removal.

NOTE:

Make sure the tab in the tilt sensor is engaged with the bracket on the tilt motor.

TELESCOPIC MOTOR AND TELESCOPIC SENSOR

Removal



TILT & TELESCOPIC SYSTEM

< SERVICE INFORMATION >

1. Telescopic motor

2. Telescopic sensor

1. Remove the instrument column cover and lower driver instrument panel. Refer to [IP-10](#).
2. Remove LH lower knee protector. Refer to [IP-10](#).
3. Disconnect the telescopic sensor electrical connector.
4. Remove the two telescopic sensor screws and the telescopic sensor.
5. Disconnect the telescopic motor electrical connector.
6. Remove the two telescopic motor bushing bracket screws.
7. Remove the telescopic motor bolt and the telescopic motor.

Installation

Installation is in reverse order of removal.

NOTE:

Make sure the tab in the telescopic sensor is engaged with the telescopic motor bushing bracket.

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STEERING COLUMN

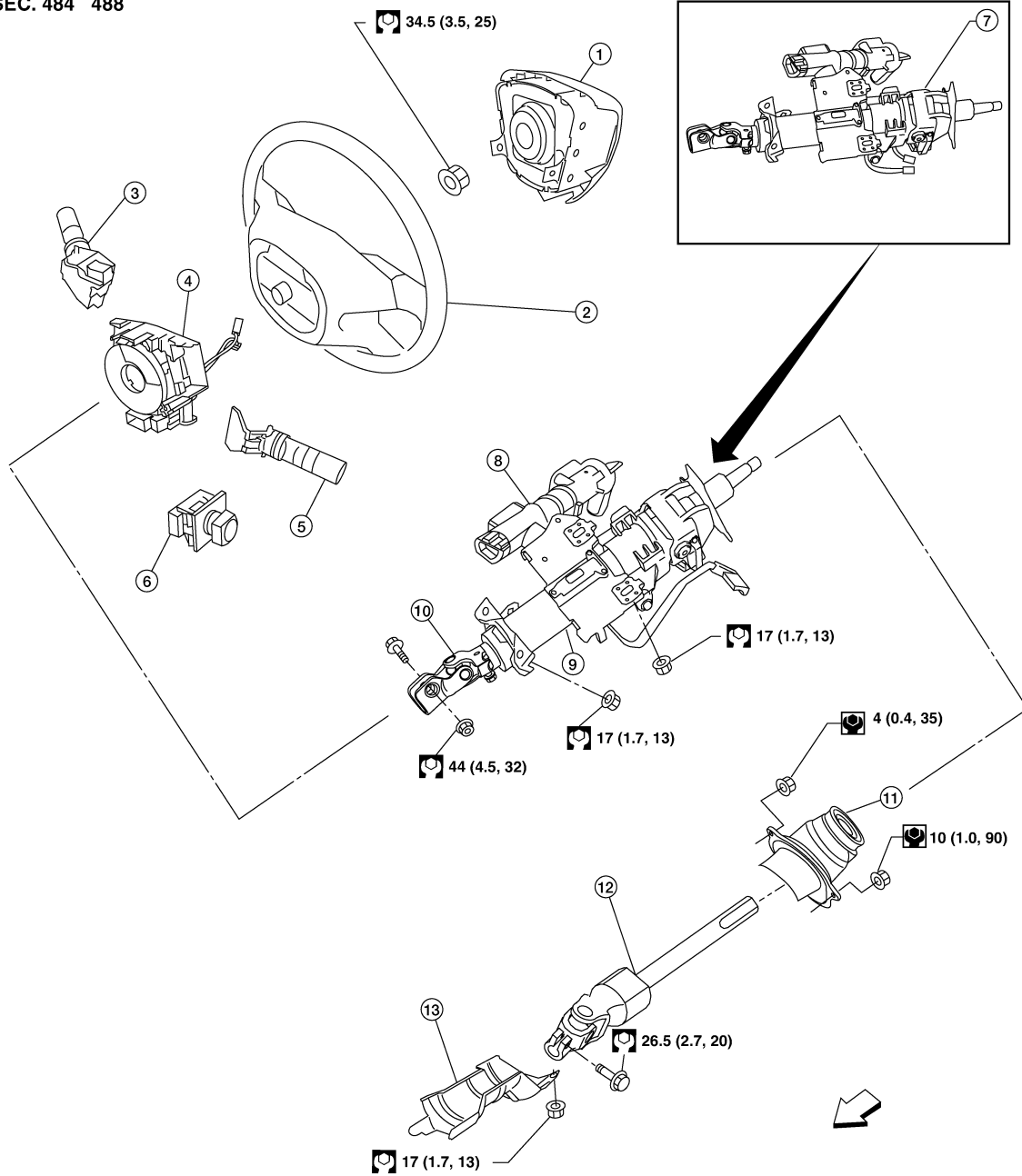
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STEERING COLUMN

Removal and Installation

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| 1. Driver air bag module | 2. Steering wheel | 3. Head lamp switch |
| 4. Spiral cable | 5. Combination switch | 6. ADP steering switch |
| 7. Steering column (electric tilt/telescopic type) | 8. Ignition switch | 9. Steering column (manual tilt/telescope type) |
| 10. Upper joint | 11. Hole cover | 12. Lower Joint and shaft assembly |
| 13. Shaft lower cover | ⇐ Front | |

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STEERING COLUMN

< SERVICE INFORMATION >

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 disconnecting the coupling joint to avoid damaging the spiral cable.

1. Disconnect battery negative terminal.
2. If necessary, remove the steering wheel. Refer to [PS-9, "Removal and Installation"](#).
3. Remove both upper and lower steering column covers and lower driver instrument panel. Refer to [IP-10](#).
4. Remove the combination meter. Refer to [DI-24, "Combination Meter"](#).
5. Remove the cluster lid and center console assembly. Refer to [IP-10](#) and [IP-17](#).
6. Remove the instrument panel screws from the LH side of the instrument panel to allow the ignition switch to clear the instrument panel during removal.
7. Remove LH lower knee protector. Refer to [IP-10](#).
8. Disconnect the following:
 - Telescopic motor, if equipped
 - Telescopic sensor, if equipped
 - Tilt motor, if equipped
 - Tilt sensor, if equipped
 - Headlamp switch
 - Combination switch
 - Spiral cable
 - Key in reminder
 - Immobilizer
 - Illumination lamp
 - Ignition switch
 - Column harness clips, position aside
9. Remove the shaft lower cover.
10. Remove the pinch bolt.
11. Remove the steering column nuts and steering column.

INSTALLATION

Installation is in the reverse order of removal.

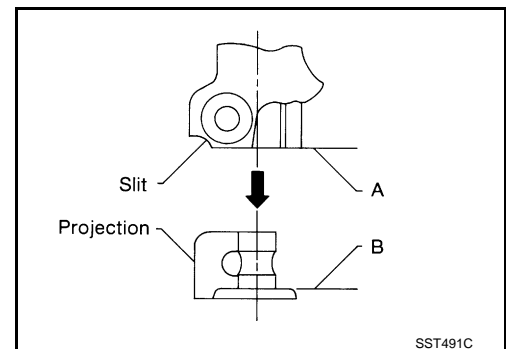
CAUTION:

When installing the steering column, finger-tighten all of the lower bracket and joint retaining bolts; then tighten them to specification. Do not apply undue stress to the steering column.

NOTE:

Align slit of the coupling joint with projection on dust cover. Insert the joint until surface A contacts surface B.

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

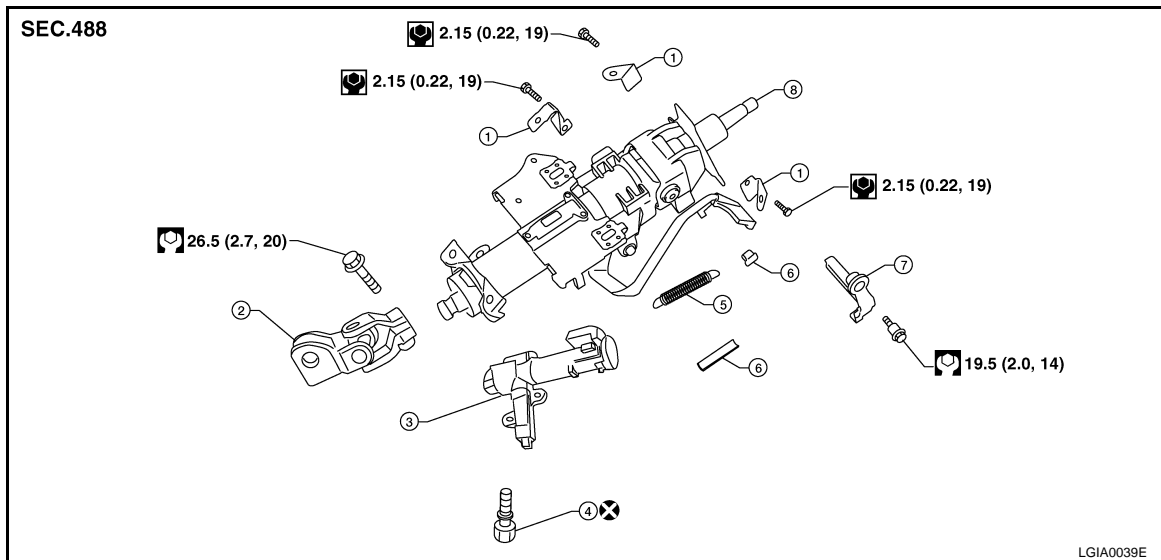


STEERING COLUMN

< SERVICE INFORMATION >

Disassembly and Assembly

INFOID:000000001720965



- | | | |
|---------------------|-----------------------------|--------------------|
| 1. Bracket | 2. Upper joint | 3. Ignition switch |
| 4. Self-shear screw | 5. Spring | 6. Bushing |
| 7. Tilt lever | 8. Steering column assembly | |

DISASSEMBLY

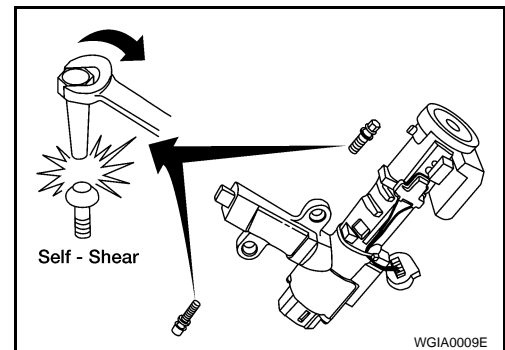
1. Remove the bolt from the upper joint, then remove the upper joint from the steering column assembly.
2. Remove the ignition switch tamper resistant self-shear screws, using a drill.
3. Disconnect key interlock cable then remove the ignition switch from the steering column.
4. Remove spring, tilt lever, brackets and bushings as necessary.

ASSEMBLY

Assembly is in the reverse order of disassembly.

NOTE:

Install new tamper resistant self-shear screws.



Inspection

INFOID:000000001720966

- When the steering wheel does not turn smoothly, check the steering column as follows:
 1. Check the column bearings for damage or unevenness. Lubricate with recommended multi-purpose grease. Replace the steering column as an assembly, if necessary.
 2. Check the column tube for deformation or breakage. Replace the steering column as an assembly, if necessary.

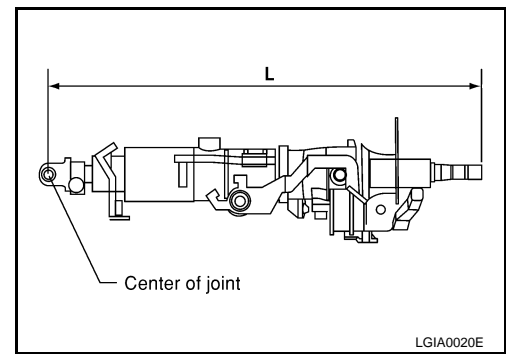
STEERING COLUMN

< SERVICE INFORMATION >

- If the vehicle has been involved in a collision, or if noise and rattles are heard during a turn, check the length (L) of the column. If out of specification, replace the steering column as an assembly.

Steering column length (L) : 493 mm (19.4 in)

- Check for proper lubrication, apply grease as necessary.
- Check for wear around the seal edges, replace as necessary.
- Check for corrosion or pitting around the seal sliding area.
- Replace the seal and shaft in case of seal edge wear or damage.

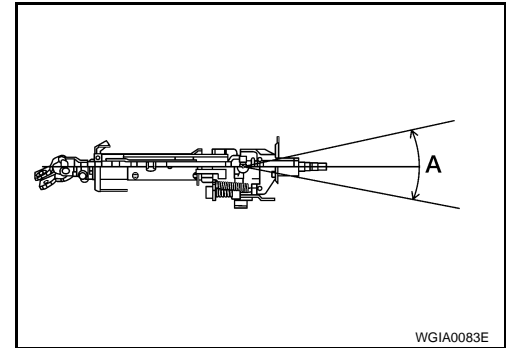


- After installing the steering column, check the tilt mechanism for proper operation.

Manual tilt mechanism : 3° per notch at 7 steps range (A)

CAUTION:

- Do not exert any load or impact in the axial direction immediately before or after column removal.
- After installation check for smooth steering wheel rotation, without any catches or noise.
- Replace the column if it is depleted of grease, worn, damaged, or if any scratches or coating separation is present on the shaft seal area.
- The nut on the upper joint may not be reused.
- During lower joint detachment, insert a tool into the yoke groove to prevent gouging damage.
- A washer must be used on all fastener bolts.



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POWER STEERING GEAR AND LINKAGE

< SERVICE INFORMATION >

POWER STEERING GEAR AND LINKAGE

On-Vehicle Service

INFOID:000000001720967

CHECKING STEERING GEAR

- Check gear housing and boots for looseness and damage, and fluid leakage.
- Check gear housing and boots for fluid leakage. Refer to [PS-6, "Checking Fluid Leakage"](#).
- Check connection with steering column for looseness.
- Prior to removing the steering gear from the vehicle, check rack sliding force. Refer to "Checking rack sliding force".
- If rack sliding force is not within specification, adjust rack sliding force. Refer to [PS-23, "Adjustment of Rack Sliding Force"](#).

CHECKING STEERING LINKAGE

- Check ball joint, and other component parts for looseness, wear, and damage.

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-f, 11 lb-f) to steering wheel to check the gear housing movement.
Turn off ignition key while checking.

Movement of gear housing : ± 2 mm (± 0.08 in) or less

2. If movement exceeds the limit, replace or repair as necessary.

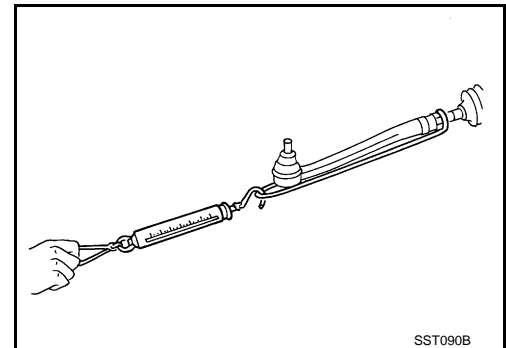
CHECKING RACK SLIDING FORCE

1. Disconnect steering column lower joint and knuckle arms from the gear.
2. Start and run engine at idle to make sure steering fluid has reached normal operating temperature.
3. Pull tie-rod slowly, using a commercially available spring gauge, to move it from neutral position to ± 11.5 mm (± 0.453 in) at speed of 3.5 mm (0.138 in)/s. Check that rack sliding force is within specification.

Average rack sliding force : 235 - 314 N (24 - 32 kg-f, 55 - 71 lb-f)

Maximum force deviation : 98 N (10 kg-f, 22 lb-f)

4. Check sliding force outside the above range at rack speed 40 mm (1.57 in)/s.



Rack sliding force

Maximum : Not more than 294 N (30 kg-f, 66 lb-f)

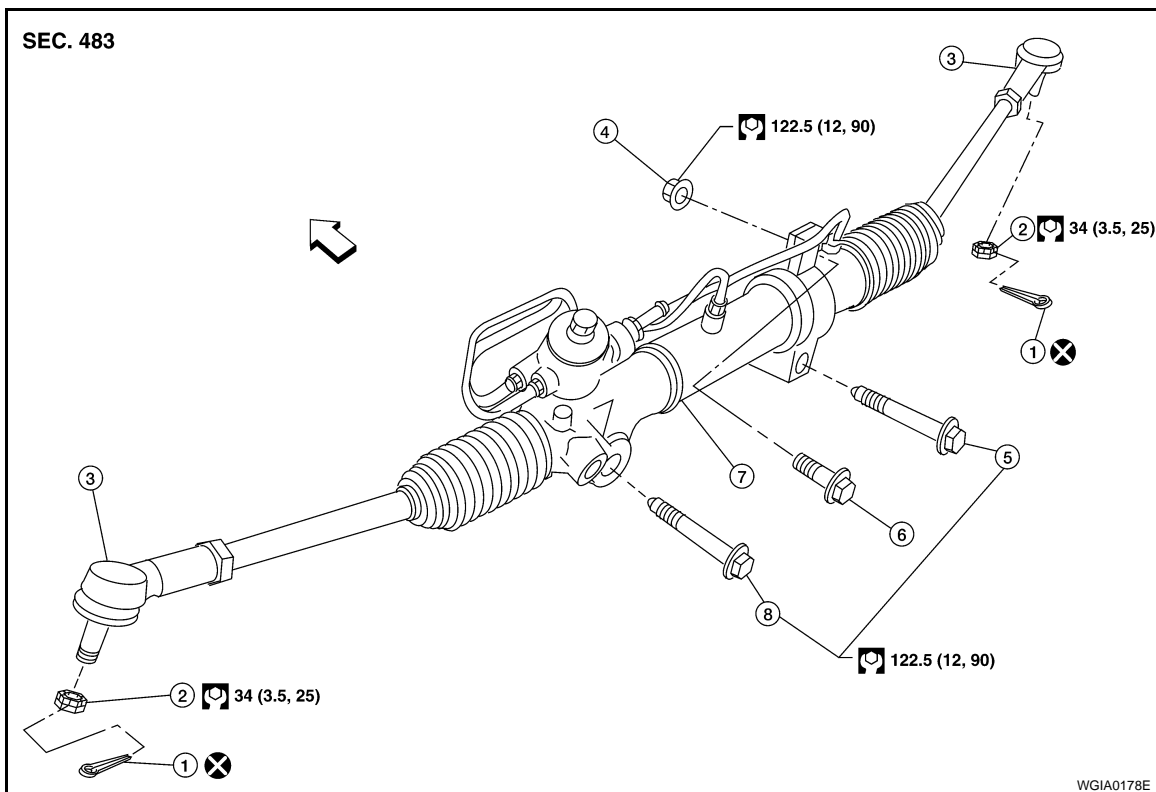
Maximum force deviation : 147 N (15 kg-f, 33 lb-f)

POWER STEERING GEAR AND LINKAGE

< SERVICE INFORMATION >

Removal and Installation

INFOID:000000001720968



- | | | |
|---|----------------------------------|------------------------------|
| 1. Cotter pin | 2. Castellated nut | 3. Outer tie rod end |
| 4. Gear housing bracket nut | 5. RH gear housing bolt | 6. Gear housing bracket bolt |
| 7. Power steering gear and linkage assembly | 8. LH gear housing mounting bolt | ← Front |

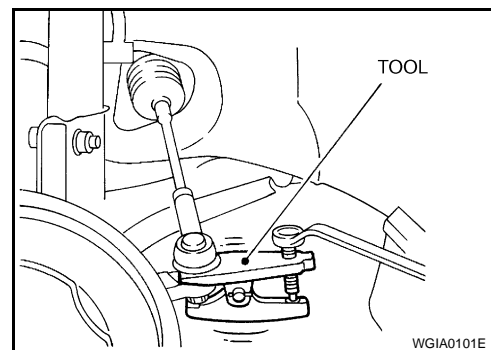
REMOVAL

CAUTION:

- The rotation of the driver air bag spiral cable is limited. If the power 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 and spiral cable before removing the steering lower joint to avoid damaging the SRS spiral cable.

1. Remove the two front tires with power tool.
2. Remove cotter pin and nut. Discard cotter pin.
3. Disconnect the outer tie-rod ends using Tool.

Tool number : HT72520000 (J-25730-A)

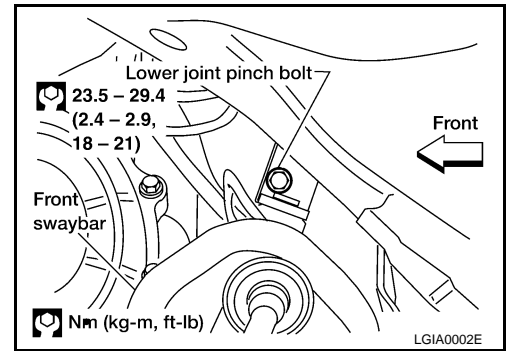


4. Disconnect the outer stabilizer bar ends with power tool. Refer to [FSU-12, "Removal and Installation"](#).
5. Remove the stabilizer bracket rear bolts and loosen the front bolts with power tool.

POWER STEERING GEAR AND LINKAGE

< SERVICE INFORMATION >

6. Remove the lower joint pinch bolt.



7. Disconnect the power steering high and low pressure lines from the power steering gear.

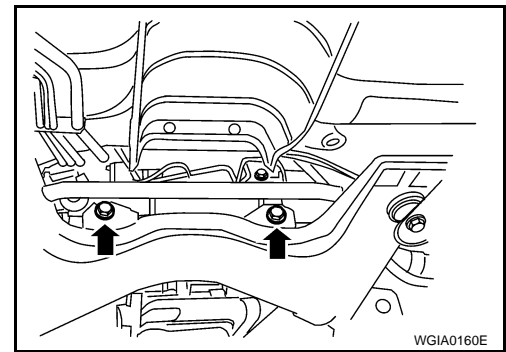
8. Reposition the stabilizer bar up and out of the way.

9. Remove the two gear housing mounting bolts as shown.
• Do not remove the gear housing mounting bracket from the gear housing.

NOTE:

The front exhaust tube is removed for clarity.

10. Remove the power steering gear and linkage assembly.



INSTALLATION

Installation is in the reverse order of removal.

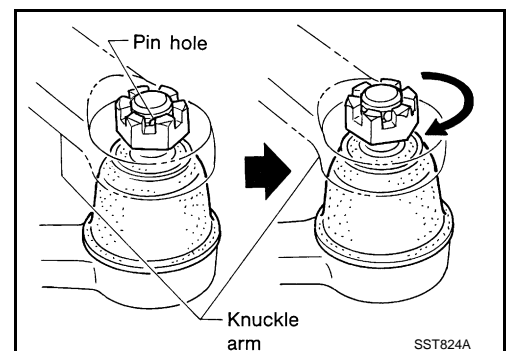
• Install high and low pressure pipe connections to power steering gear. Refer to [PS-29, "Removal and Installation"](#).

CAUTION:

- Use the specified tightening torque when installing the high-pressure and low-pressure pipe connections. Excessive tightening will damage threads of connection or O-ring.
- The O-ring in low-pressure pipe connector is larger than that in high-pressure connector. Take care to install the proper O-ring.
- Initially, tighten nut on tie-rod outer socket and knuckle arm to specification. Then tighten further to align nut groove with first pin hole so that the cotter pin can be installed.

CAUTION:

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



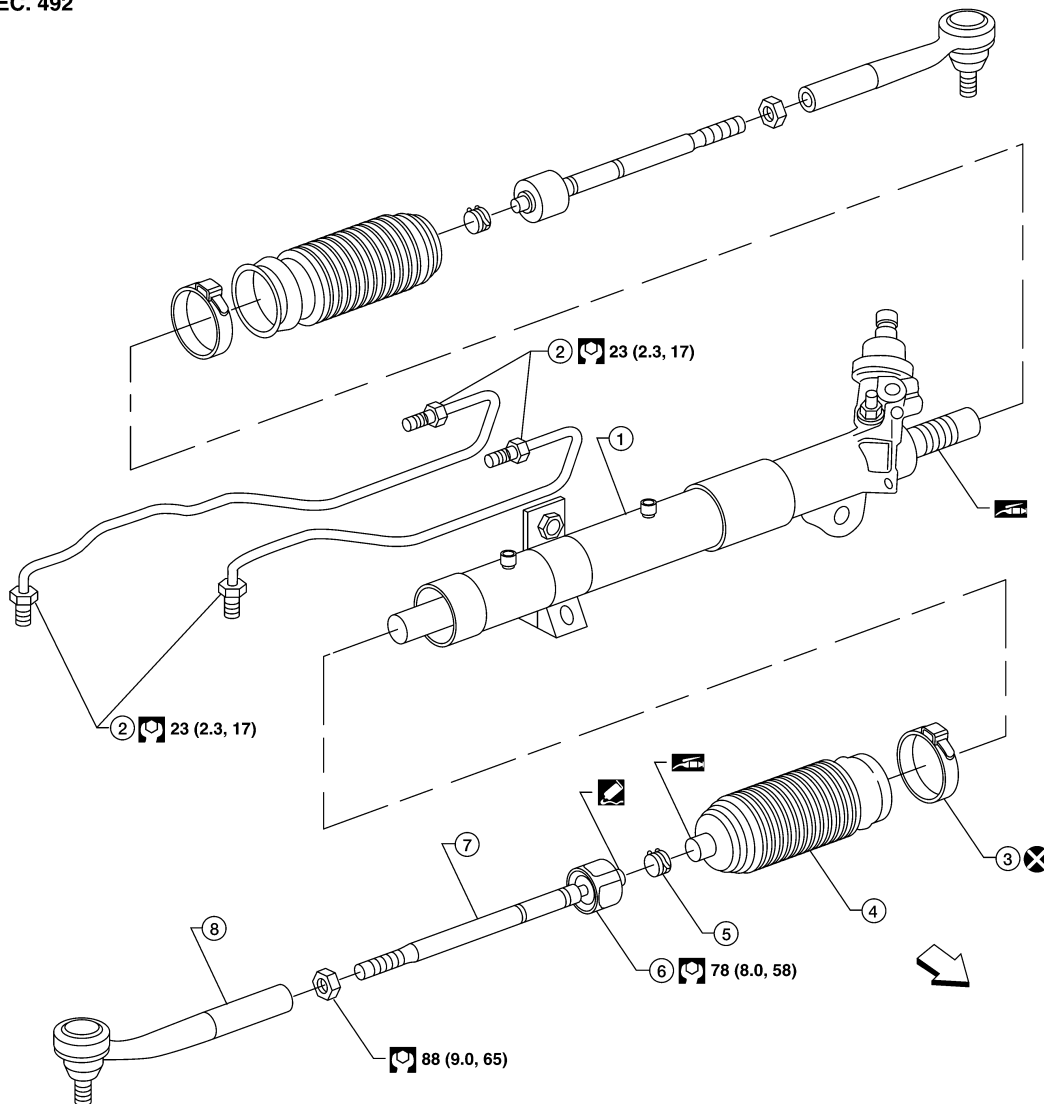
POWER STEERING GEAR AND LINKAGE

< SERVICE INFORMATION >

Disassembly and Assembly

INFOID:000000001720969

SEC. 492



- 1. Steering gear
- 4. Dust boot
- 7. Inner tie-rod socket

- 2. Gear housing fluid tube
- 5. Small boot clamp
- 8. Outer tie-rod socket

- 3. Large boot band
- 6. Inner ball joint
- ← Front

DISASSEMBLY

CAUTION:

- 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.
- Do not disassemble steering gear.
- Do not disassemble outer tie-rod.

1. Remove the outer tie-rod sockets.
2. Remove the inner tie-rod sockets and dust boots.
3. Remove fluid tubes.

INSPECTION AFTER DISASSEMBLY

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POWER STEERING GEAR AND LINKAGE

< SERVICE INFORMATION >

Thoroughly clean all parts in cleaning solvent or Genuine NISSAN PSF or equivalent. Blow dry with compressed air.

Dust Boot

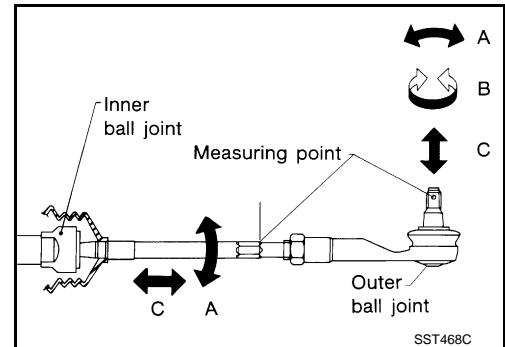
- Check condition of boot. If cracked, replace it.
- Check dust boots for accumulation of power steering fluid indicating power steering gear leak and replace the power steering gear as necessary.

Power Steering Gear

- Thoroughly examine steering gear. If damaged, cracked, leaking, or worn, replace it.

Inner and outer tie-rods

- Check ball joints for swinging force:
Tie-rod outer and inner ball joints swinging force A. Refer to [PS-30, "Steering Gear and Linkage"](#).
- Check ball joint for rotating torque:
Tie-rod socket outer ball joint rotating torque B. Refer to [PS-30, "Steering Gear and Linkage"](#).
- Check ball joints for axial end play:
Tie-rod socket outer and inner ball joints axial end play C. Refer to [PS-30, "Steering Gear and Linkage"](#).
- Check condition of dust cover. If cracked, replace outer tie-rod.

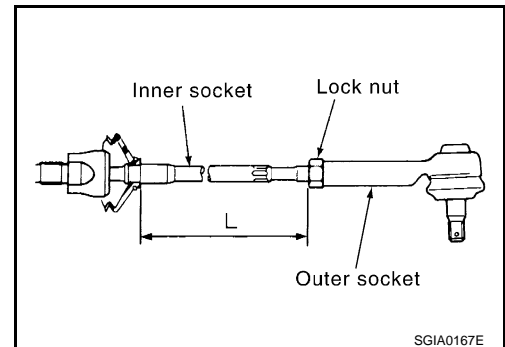


ASSEMBLY

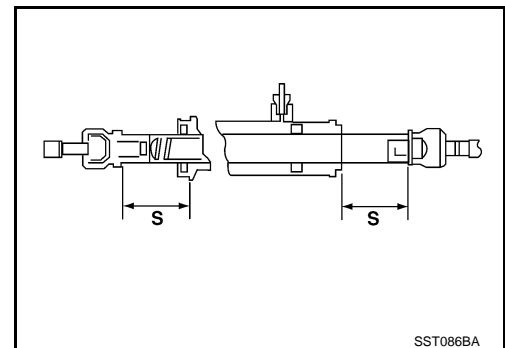
1. Install the inner tie-rod sockets.
2. Install the outer tie-rod sockets to the specified length L and tighten the outer tie-rod socket lock nut to specification.

NOTE:

Use Genuine High Temperature, High Strength Thread Locking Sealant (Red) or equivalent. Refer to [GI-42](#).



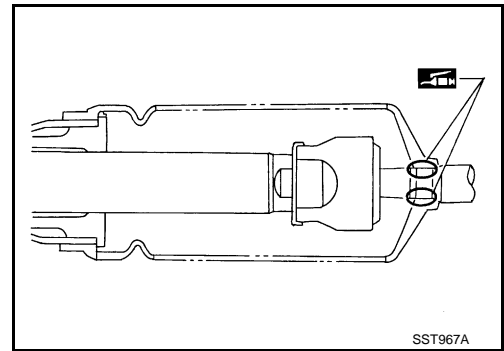
3. Measure rack stroke. Refer to [PS-30, "Steering Gear and Linkage"](#).



POWER STEERING GEAR AND LINKAGE

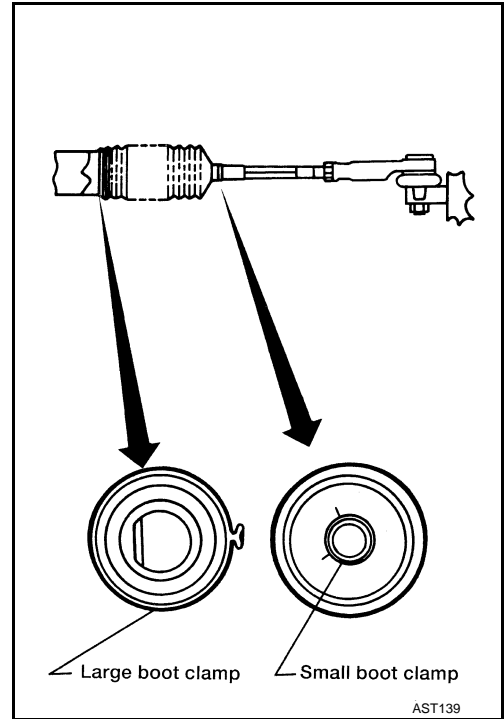
< SERVICE INFORMATION >

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



5. Install the large boot clamp and crimp securely using Tool, then install the small boot clamp.

Tool number : KV40107300 (—)



Adjustment of Rack Sliding Force

INFOID:000000001720970

DECREASE

Decrease rack sliding force as follows:

1. Loosen adjusting screw two rotations counterclockwise.

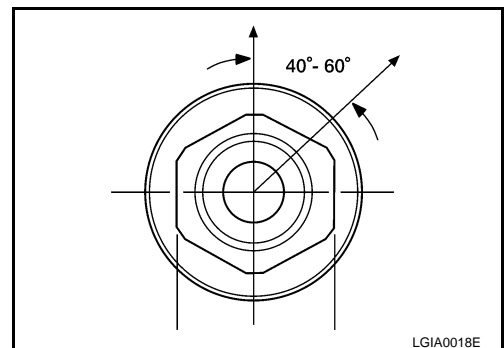
CAUTION:

- Do not remove adjusting screw.
- Steering gear must be replaced if adjusting screw is removed or loosened more than two rotations.

2. Tighten adjusting screw in 40° - 60° increments until rack sliding force is within specification. Refer to [PS-30, "Steering Gear and Linkage"](#).

NOTE:

Steering gear must be replaced if adjusting screw rotation torque is less than 5.0 N·m (0.9 kg·m, 44 in·lb).



3. Verify rack sliding force. Refer to [PS-18, "On-Vehicle Service"](#).
4. If rack sliding force is out of specification adjust rack sliding force again.

POWER STEERING GEAR AND LINKAGE

< SERVICE INFORMATION >

5. If rack sliding force can not be adjusted within specification replace steering gear. Refer to [PS-19, "Removal and Installation"](#).

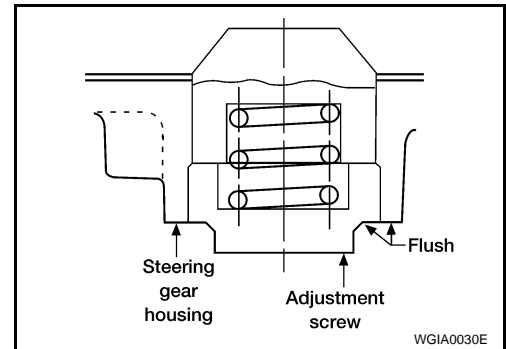
INCREASE

Increase rack sliding force as follows:

1. Tighten adjusting screw until it is flush with housing surface.

CAUTION:

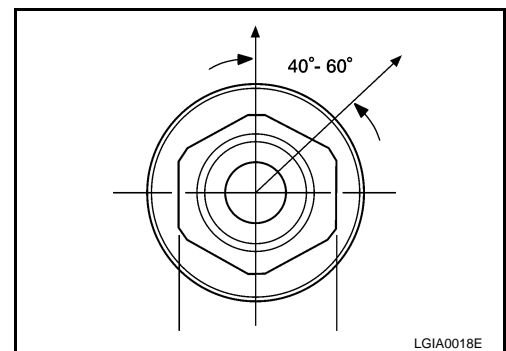
- Do not remove adjusting screw.
- Steering gear must be replaced if adjusting screw is removed or loosened more than two rotations.



2. Loosen adjusting screw in 40° - 60° increments until rack sliding force is within specification. Refer to [PS-30, "Steering Gear and Linkage"](#).

NOTE:

Steering gear must be replaced if adjusting screw rotation torque is less than 5.0 N·m (0.9 kg·m, 44 in·lb).



3. Verify rack sliding force. Refer to [PS-18, "On-Vehicle Service"](#).
4. If rack sliding force is out of specification adjust rack sliding force again.
5. If rack sliding force cannot be adjusted within specification replace steering gear. Refer to [PS-19, "Removal and Installation"](#).

POWER STEERING OIL PUMP

< SERVICE INFORMATION >

POWER STEERING OIL PUMP

On-Vehicle Service

INFOID:000000001720971

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 [PS-7, "Bleeding Hydraulic System"](#).

Tool numbers : KV48103500 (J26357 and J26357-10),
KV48102500 (J33914)

2. Run engine at idle speed or 1,000 rpm.
Make sure temperature of fluid in tank rises to 60 - 80°C (140 - 176°F).

WARNING:

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

Oil pump maximum standard pressure : 8,000 - 8,800 kPa (82 - 90 kg/cm, 1,160 - 1,276 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 [PS-31, "Power Steering"](#).

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 [PS-19, "Removal and Installation"](#).
- If pressure remains below maximum operating pressure, pump is damaged. Refer to [PS-25, "Removal and Installation"](#).

5. After checking hydraulic system, remove Tool and add fluid as necessary. Then completely bleed air out of system. Refer to [PS-7, "Bleeding Hydraulic System"](#).

Removal and Installation

INFOID:000000001720972

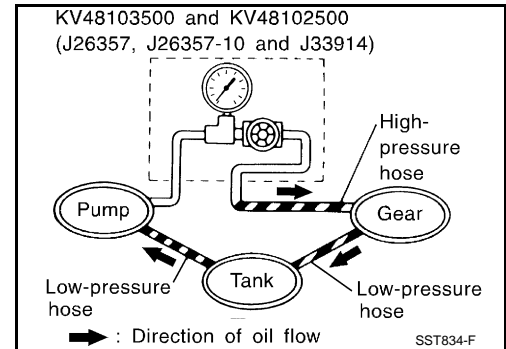
REMOVAL

1. Loosen adjustment screw and oil pump through bolt, then remove belt.
2. Remove oil pump union bolts and hose.
3. Remove oil pump bracket bolts.
4. Remove oil pump.

INSTALLATION

Installation is in the reverse order of removal.

- Adjust belt tension. Refer to [MA-13, "Drive Belts"](#).
- Bleed air after installation. Refer to [PS-7, "Bleeding Hydraulic System"](#).
- Tighten oil pump bracket bolts to specifications. Refer to [PS-26, "Disassembly and Assembly"](#).



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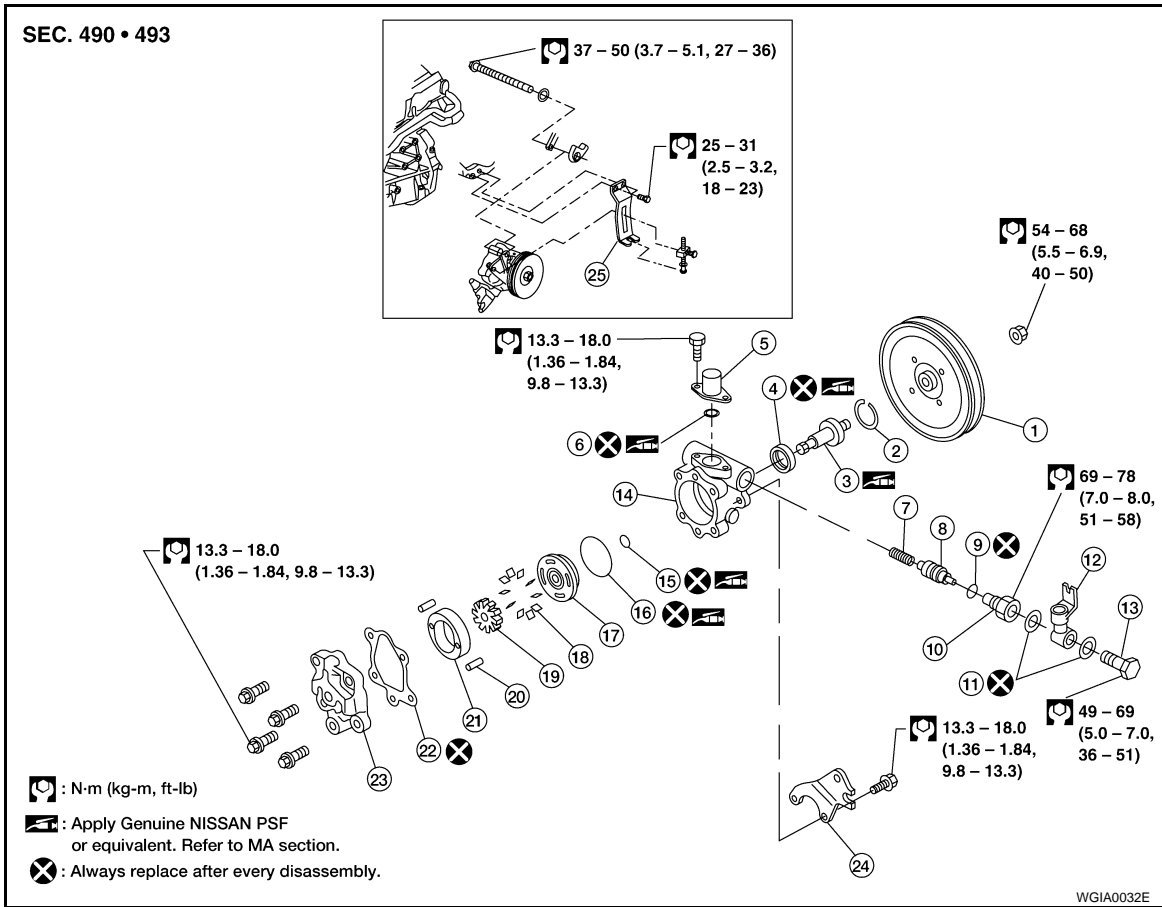
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POWER STEERING OIL PUMP

< SERVICE INFORMATION >

Disassembly and Assembly

INFOID:000000001720973

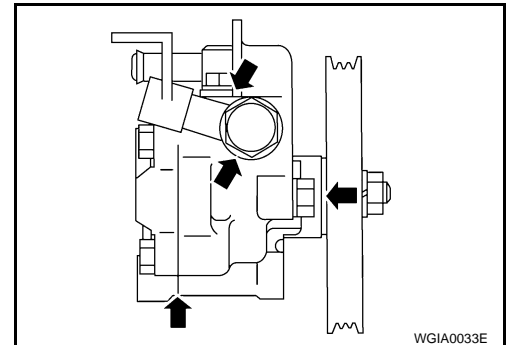


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| 1. Pulley | 2. Snap ring | 3. Drive shaft |
| 4. Oil seal | 5. Suction pipe | 6. O-ring |
| 7. Spring | 8. Flow control valve | 9. O-ring |
| 10. Connector | 11. Washer | 12. Joint |
| 13. Connector bolt | 14. Front housing | 15. O-ring |
| 16. O-ring | 17. Front side plate | 18. Vane |
| 19. Rotor | 20. Pin | 21. Cam ring |
| 22. Gasket | 23. Rear cover | 24. Oil pump bracket |
| 25. Oil pump adjusting bracket | | |

PRE-DISASSEMBLY INSPECTION

Disassemble the power steering oil pump only if the following items are found.

- Oil leak from any point as shown
- Deformed or damaged pulley
- Poor performance



DISASSEMBLY

CAUTION:

POWER STEERING OIL PUMP

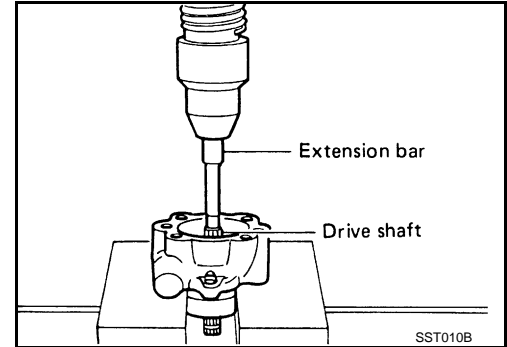
< SERVICE INFORMATION >

- 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.
- Follow the procedures and cautions in the Service Manual.
- When disassembling and reassembling, do not let foreign matter enter or contact the parts.

1. Remove snap ring, then draw drive shaft out.

CAUTION:

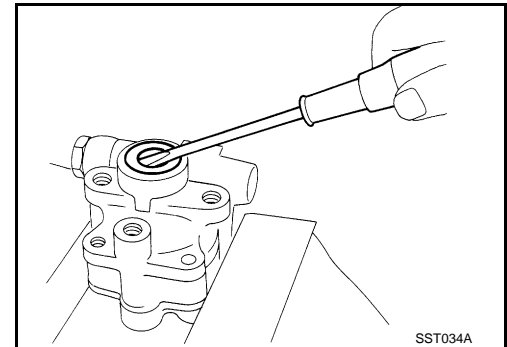
Be careful not to drop drive shaft.



2. Remove oil seal.

CAUTION:

Be careful not to damage front housing.

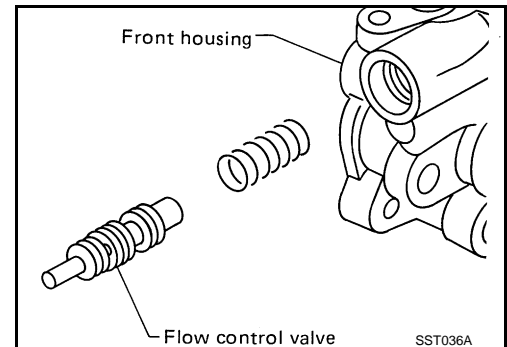


3. Remove connector and flow control valve with spring.

CAUTION:

Be careful not to drop flow control valve.

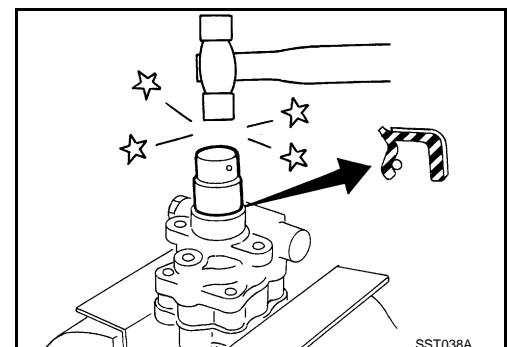
4. Inspect all of the power steering oil pump components, and repair or replace as necessary. Refer to [PS-28, "Inspection After Disassembly"](#).



ASSEMBLY

Assembly is in the reverse order of disassembly, 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, refer to [GI-42](#) when assembling.

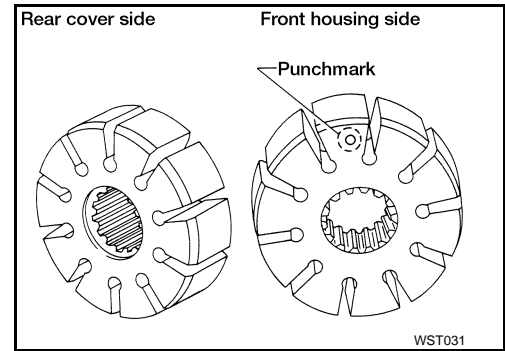


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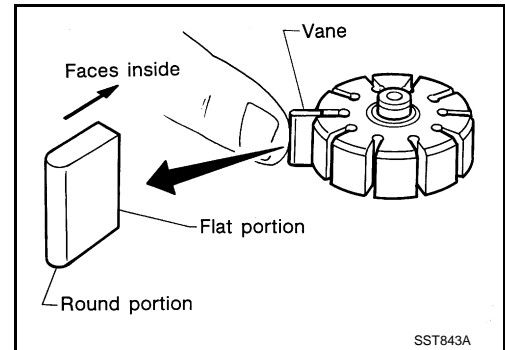
POWER STEERING OIL PUMP

< SERVICE INFORMATION >

- Pay attention to the direction of rotor.

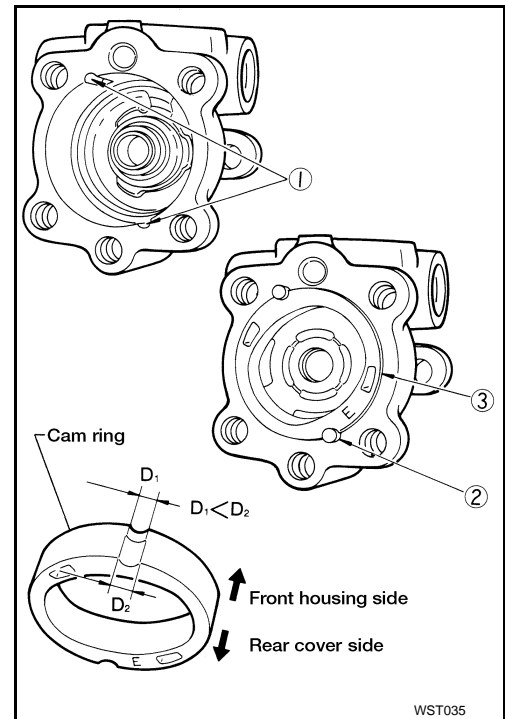


- When assembling vanes to rotor, rounded surfaces of vanes must face cam ring side.



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

Cam ring : D_1 is less than D_2



Inspection After Disassembly

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

INFOID:000000001720974

HYDRAULIC LINE

< SERVICE INFORMATION >

HYDRAULIC LINE

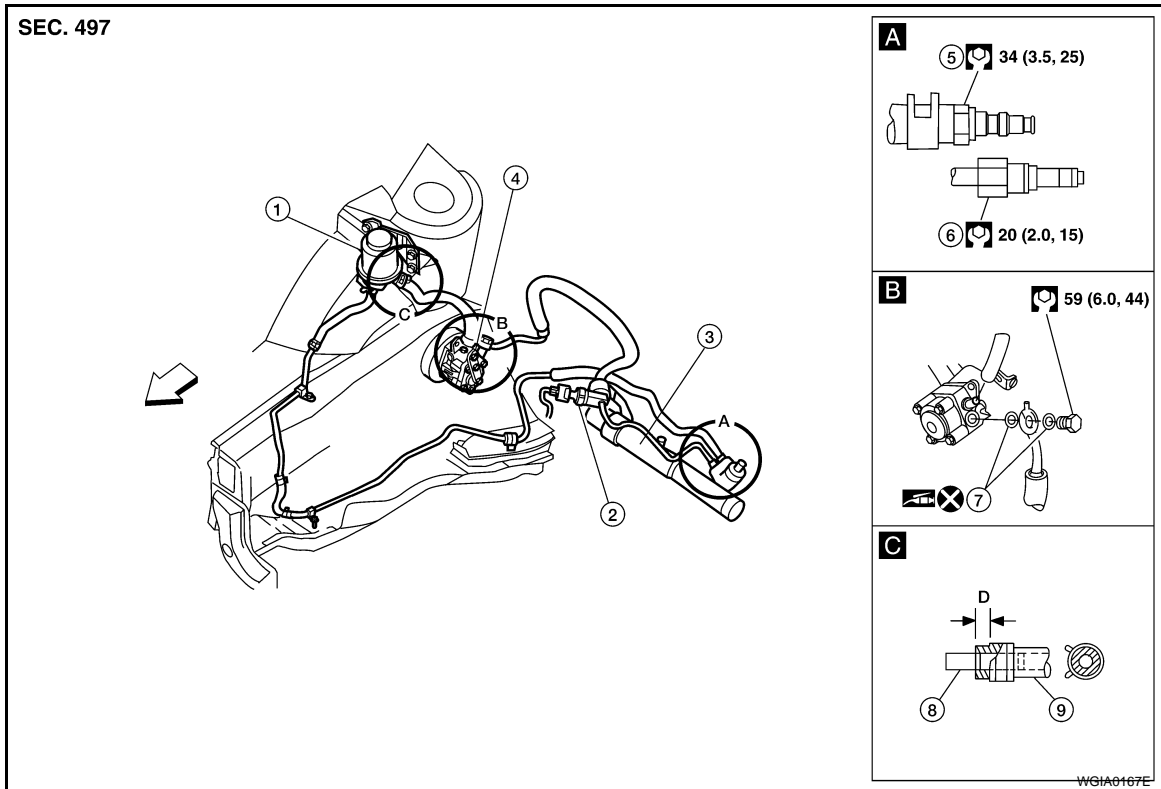
Removal and Installation

INFOID:000000001720975

Refer to illustration for hydraulic line routing. Remove any components to access lines.

CAUTION:

Be careful to not kink or bend lines.



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| 1. Power steering fluid reservoir | 2. Power steering pressure switch | 3. Power steering gear |
| 4. Power steering oil pump | 5. Low-pressure pipe connection | 6. High-pressure pipe connection |
| 7. Washer | 8. Tube | 9. Hose |
| D 3 - 8 mm (0.1 - 0.3 in) | ← Front | |

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SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE INFORMATION >

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specification

INFOID:000000001720976

Steering model	Power steering	
	17 inch tire	18 inch tire
Steering gear type	PR26AD	
Steering overall gear ratio	16.1	
Turns of steering wheel (Lock to lock)	2.6	
Steering column type	Standard	Collapsible, tilt, non-motorized telescoping
	Optional	Collapsible, tilt, motorized telescoping

Steering Wheel

INFOID:000000001720977

Unit: mm (in)

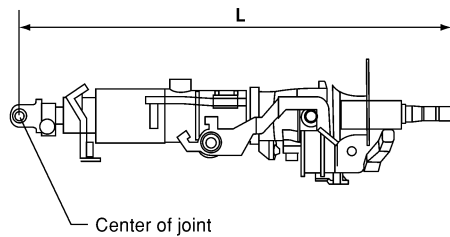
Steering wheel axial end play	0 (0)
Steering wheel play	35 (1.38) or less
Movement of gear housing	± 2 (± 0.08) or less

Steering Column

INFOID:000000001720978

Unit: mm (in)

Applied model	All
Steering column length "L"	493 (19.4)

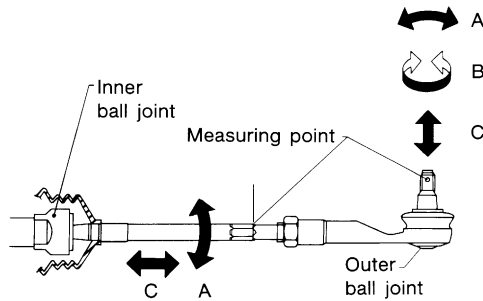


LGIA0020E

Steering Gear and Linkage

INFOID:000000001720979

Applied model	All
Steering gear type	PR26AD



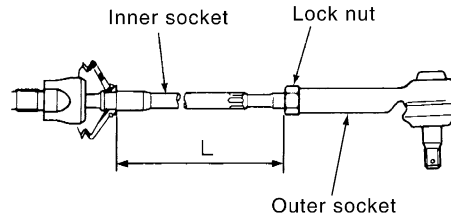
SST468C

SERVICE DATA AND SPECIFICATIONS (SDS)

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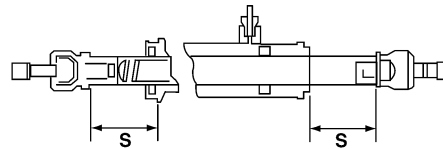
Tie-rod outer ball joint	Swinging force at cotter pin hole: "A" N (kg-f, lb-f)	6.47 - 64.63 (0.66 - 6.59, 1.46 - 14.53)
	Rotating torque: "B" N-m (kg-cm, in-lb)	0.29 - 2.94 (3.0 - 30.0, 2.6 - 26.0)
	Axial end play: "C" mm (in)	0.4 (0.016) or less
Tie-rod inner ball joint	Swinging force*: "A" N (kg-f, lb-f)	5.69 - 45.60 (0.58 - 4.65, 1.28 - 10.25)
	Axial end play: "C" mm (in)	0.2 (0.008) or less
Tie-rod standard length "L" mm (in)		213.8 (8.417)

*: Measuring point [l: 172 mm (6.77 in)]



SGIA0167E

Rack sliding force N (kg-f, lb-f) Under normal operating oil pressure	Range within ± 11.5 mm (± 0.453 in) from the neutral position at rack speed of 3.5 mm (0.138 in)/s	Average force	235 - 314 (24 - 32, 55 - 71)
		Maximum force deviation	98 (10, 22)
	Except for the above range	Maximum sliding force	294 (30, 66)
		Maximum force deviation	147 (15, 33)



SST086BA

Rack stroke "S" mm (in)	225/55R17	65 (2.56)
	245/45R18	66.5 (2.62)

Power Steering

INFOID:000000001720980

Applied model	All
Steering gear type	PR26AD
Pump type	F40
Steering wheel turning force (Measured at one full turn from the neutral position) N (kg-f, lb-f)	39 (4, 9) or less
Fluid capacity (Approximate) ℓ (US pt, Imp pt)	1.0 (2-1/8, 1-3/4)
Oil pump maximum pressure kPa (kg/cm ² , psi)	8,000 - 8,800 (82 - 90, 1,160 - 1,276)