

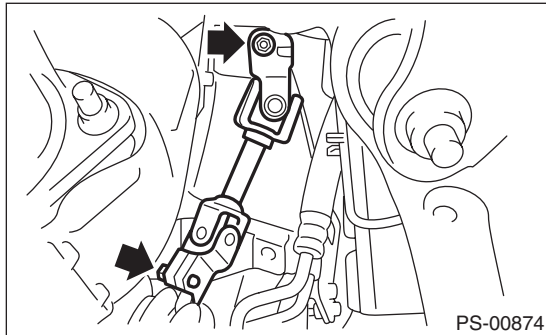
Universal Joint

POWER ASSISTED SYSTEM (POWER STEERING)

3. Universal Joint

A: REMOVAL

- 1) Remove the steering wheel. <Ref. to PS-13, REMOVAL, Steering Wheel.>
- 2) Place alignment marks on the universal joint and gear box assembly input shaft.
- 3) Remove the universal joint bolt and remove the universal joint.

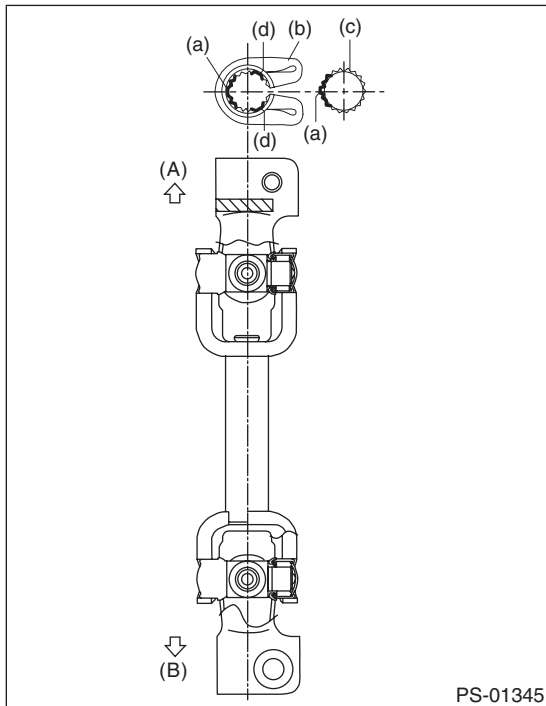


B: INSTALLATION

- 1) Align the cutout portion at serrated section of the column shaft (c) and yoke (b), then install the universal joint into column shaft.

CAUTION:

Be sure to align the protrusion section (a) of the column shaft side with the cutout (a) of the serration. If the protrusion is aligned with the other cutout (d), the universal joint bolt cannot be assembled.



(A) Column shaft side

(B) Gearbox side

- 2) Install the universal joint to the serrations of gearbox assembly by matching alignment marks.
- 3) Tighten the bolts.

CAUTION:

Excessively large tightening torque of universal joint bolts may lead to heavy steering wheel operation.

Tightening torque:

24 N·m (2.4 kgf-m, 17.7 ft-lb)

Clearance between coupling of universal joint and turbo cover:

15 mm (0.59 in) or more

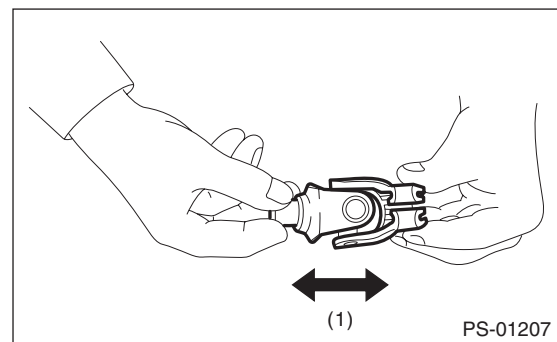
- 4) Align the center position of the roll connector. <Ref. to AB-27, ADJUSTMENT, Roll Connector.>
- 5) Install the steering wheel. <Ref. to PS-13, INSTALLATION, Steering Wheel.>

C: INSPECTION

- 1) Check for wear, damage or any other faults. Replace as necessary

Service limit:

Universal joint play: 0 mm (0 in)

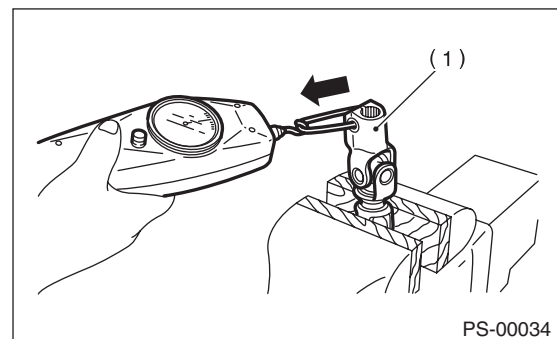


(1) Play

- 2) Measure the swing torque of universal joint.

Service limit:

Maximum load: 4.5 N (0.46 kgf, 1.01 lbf) or less



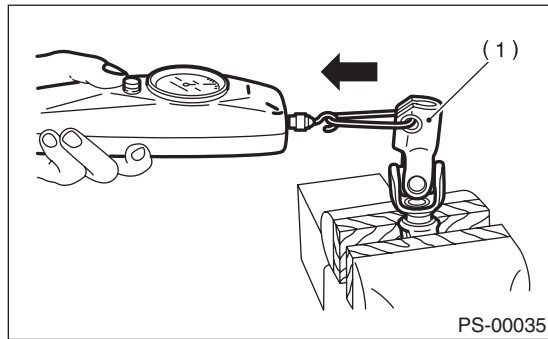
(1) Yoke

Universal Joint

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(1) Yoke