

POWER STEERING PUMP - BELT DRIVEN

To Remove

Place a clean receptacle below the pump to catch fluid when the pipe and hose assemblies are disconnected.

Release the hose clip and remove the hose from the rear of the pump and allow the fluid to drain into the receptacle. Plug the end of the hose to prevent ingress of foreign matter.

Unscrew the union and disconnect the high pressure pipe/hose assembly from the adaptor at the rear of the pump. Drain the residual fluid into the receptacle and plug the end of the pipe.

Support the pump, remove the pump and adjustment strap pivot bolts, disengage the drive belt from the pulley and remove the pump.

To Refit

Refitting is a reversal of the removal instructions.

Fluid drained from the system may be re-used if perfectly clean.

Adjust the drive belt (Refer to Sub-section L320).

Prime and bleed the system (Refer to Sub-section L330).

PUMP OVERHAUL

Due to the method of assembly of the can type cover to the pump body and the difficulty of separating them, it is recommended that when a pump becomes suspect, the complete unit is renewed. The pressure release and flow valve assembly is also contained within the sealed pump unit and is therefore not accessible for servicing or renewal.

PUMP PRESSURE CHECK

With the vehicle moving slowly, turn the steering onto full right lock (left lock on L.H.D. vehicles). Stop vehicle.

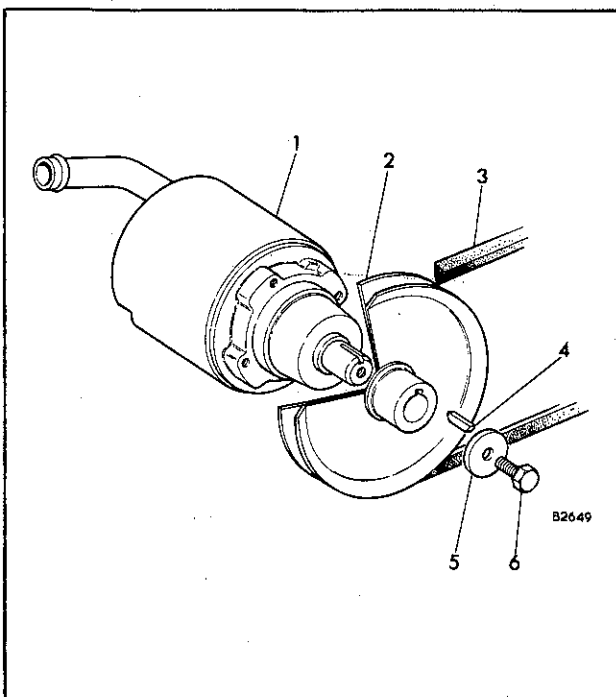


Fig. 1 Pump drive arrangement

POWER ASSISTED STEERING

Power Steering Pump – Belt Driven

Apply parking brake, select neutral gear position and stop engine. (Select 'Park' position on automatic transmission vehicles.)

Remove engine sound insulation board adjacent to rear of steering box if necessary to gain access to the union of the high pressure fluid supply pipe at the point where it is fitted to the steering box.

Position a suitable container to catch the fluid when the supply pipe is disconnected.

Attach a suitable clamp to the lower end of the return line hose from the steering box to the reservoir. This will prevent some of the fluid draining from the reservoir and through the steering box when the high pressure supply pipe is disconnected.

Unscrew the small union of the high pressure supply pipe from the rear of the steering box and allow the fluid to drain into the container.

Displace the pipe sufficiently to allow adaptor to be screwed into the union.

Screw the union of Tool HY23A (pressure gauge and hose assembly) onto the adaptor. Tighten both unions.

Top-up reservoir with the correct grade of fluid.

Start the engine and note the pressure registered on the gauge. This should be between 55 and 69 Bars (800 and 1,000 lbs.sq.in.) at or slightly above engine idling speed.

Note: The **MAXIMUM** engine running time allowed for this test is **10 SECONDS**. Stop the engine as soon as a reading has been obtained.

If this time is exceeded the pump may be permanently damaged.

If the pressure is not within the prescribed limits the pump unit is suspect. No repairs are possible with this type of pump and if faulty a new pump must be fitted.

On completion of the test, remove the pressure gauge and hose assembly followed by the adaptor.

Refit the fluid supply pipe to the steering box.

Remove the clamp from the return hose.

If the engine insulation board was removed, refit it.

Top-up the reservoir with the correct grade of fluid.

Bleed the system (Refer to Sub-section L330).