

Power Steering -

Lubricants, Fluids, Sealers and Adhesives

Item	specification	Capacity
Recommended fluid	Pentozin CHF202	Fill to maximum mark on reservoir

General Specification

Item	Specification
PAS pump - 2.2 Diesel	Hitachi variable displacement pump (VDP)
PAS pump - 3.2 Petrol	ZF Conventional (fixed displacement) pump with oil cooler
PAS pump - 2.0 Petrol	ZF Conventional (fixed displacement) pump with oil cooler
PAS cooler - 3.2 Petrol	Integral part of hoses
Steering gear	Welded steel tube design for conventional gear (Visteon)
System operating pressure:	
3.2 Petrol	125 Bar \pm 5 (1813 \pm 73 psi)
2.2 Diesel	115 Bar \pm 4 (1667 \pm 58 psi)
2.0 Petrol	115 Bar \pm 4 (1667 \pm 58 psi)
Idle residual pressure	4 bar \pm 1 (58 \pm 15 psi)
Fluid flow	Constant
Maximum flow	8.8 Liters per minute \pm 0.5 l/min

Torque Specifications

Description	Nm	lb-ft
High-pressure line to power steering pump - 2.2 Diesel	20	15
High-pressure line to power steering pump - 3.2 Petrol	25	18
High-pressure line to power steering pump - 2.0 Petrol	27	20
Power steering fluid cooler	10	7
Power steering fluid line bolts	27	20
Power steering fluid pressure lines	25	18
Power steering gear to cross member nuts	105	77
Power steering pump bolts - All engines	24	18

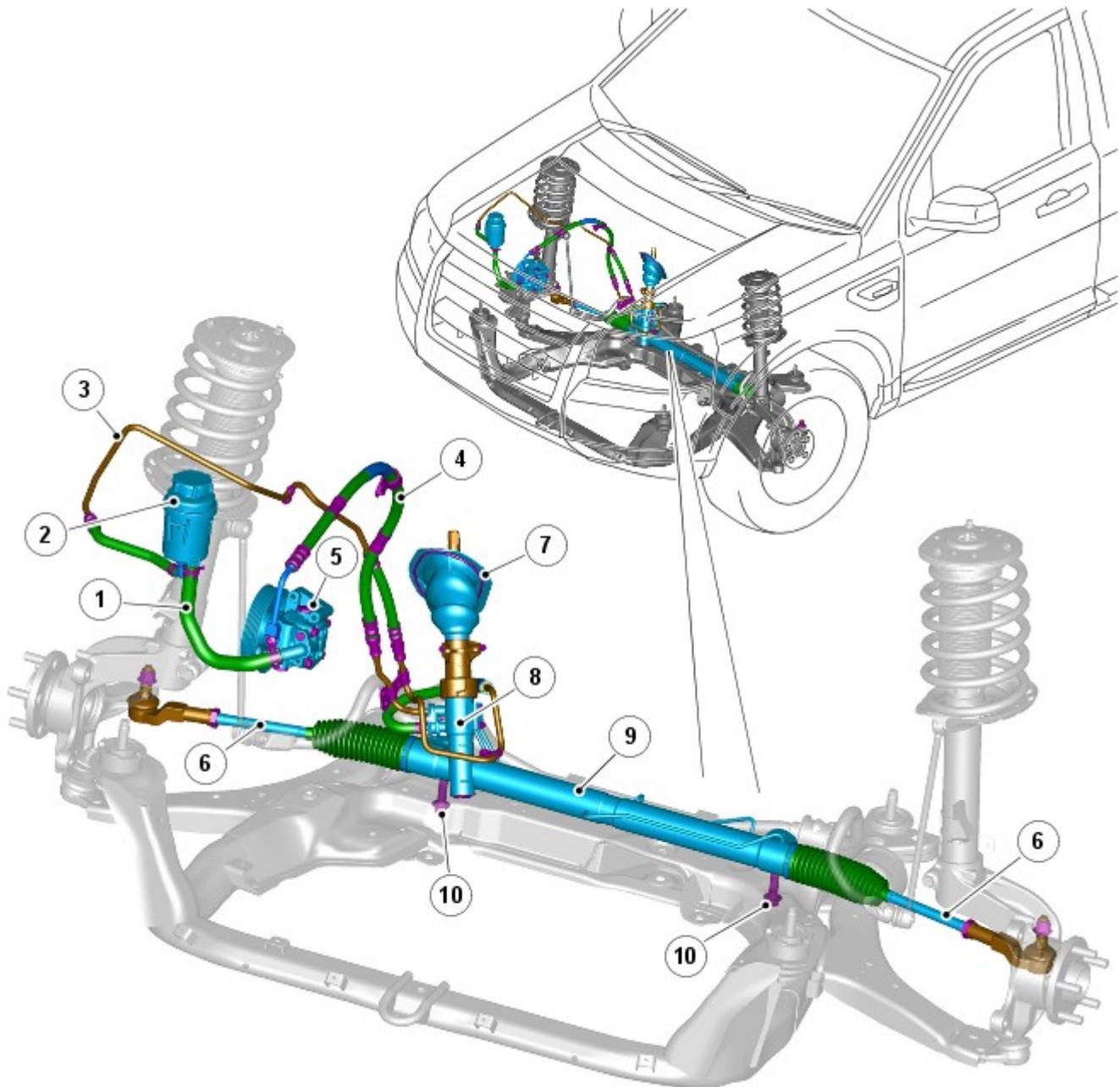
Part Number
Power Steering - Power Steering

Published: 11-May-2011

Description and Operation

COMPONENT LOCATION - TD4 DIESEL

NOTE: Right Hand (RH) drive shown, Left Hand (LH) drive similar



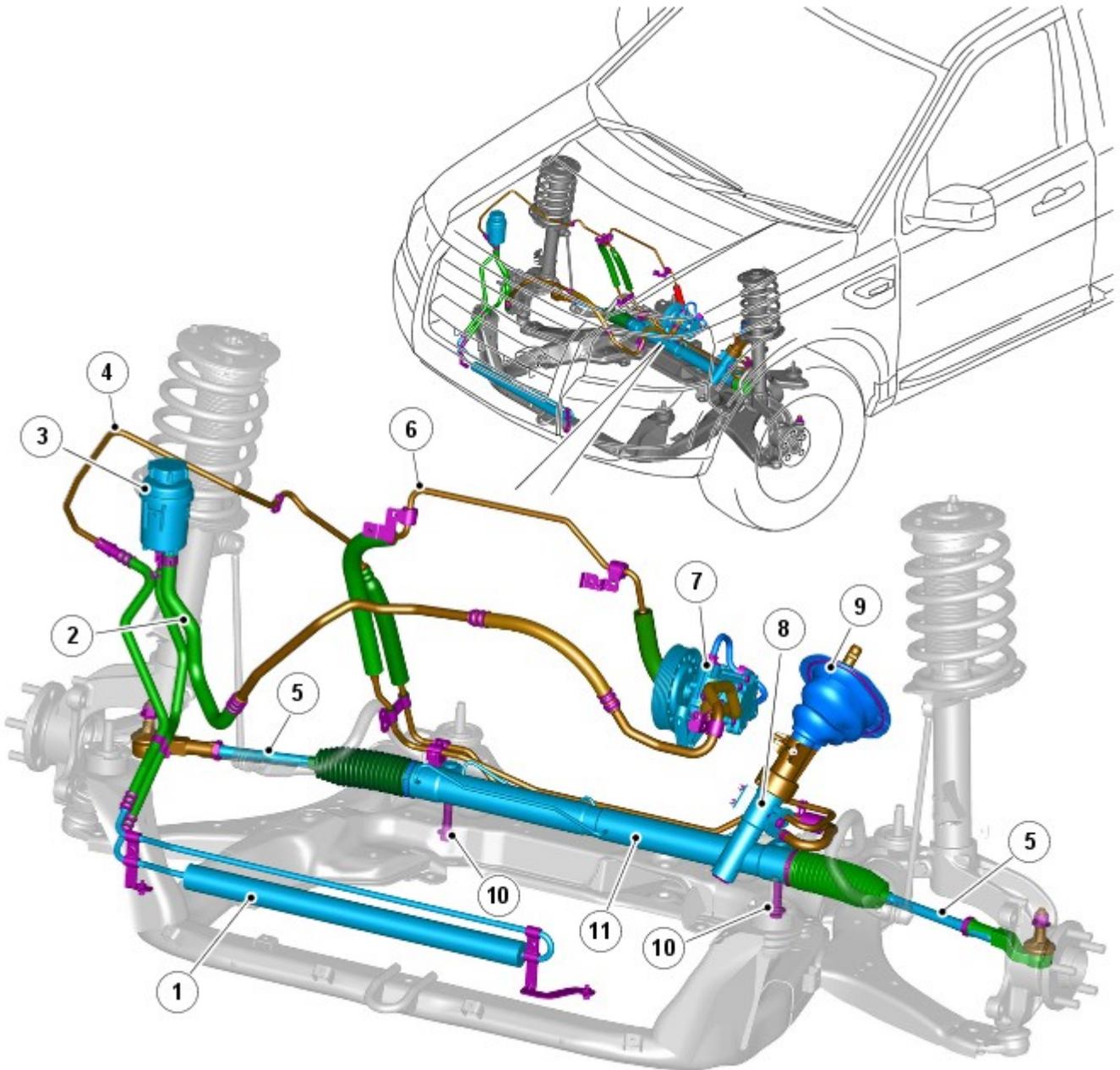
E79278

Item	Part Number	Description
1	-	Suction hose - reservoir to pump
2	-	Reservoir
3	-	Fluid return pipe - steering gear to reservoir
4	-	High pressure feed pipe - pump to steering gear
5	-	Power steering pump
6	-	Tie-rod
7	-	Bulkhead seal and gasket
8	-	Valve unit
9	-	Steering gear

10	Bolt
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COMPONENT LOCATION - i6 PETROL

NOTE: LH drive shown, RH drive similar



E79279

Item	Description
1	Fluid cooler
2	Suction hose - reservoir to pump
3	Reservoir
4	Fluid return pipe - steering gear to cooler
5	Tie-rod
6	High pressure feed pipe - pump to steering gear
7	Power steering pump
8	Valve unit
9	Bulkhead seal and gasket
10	Bolt
11	Steering gear

OVERVIEW

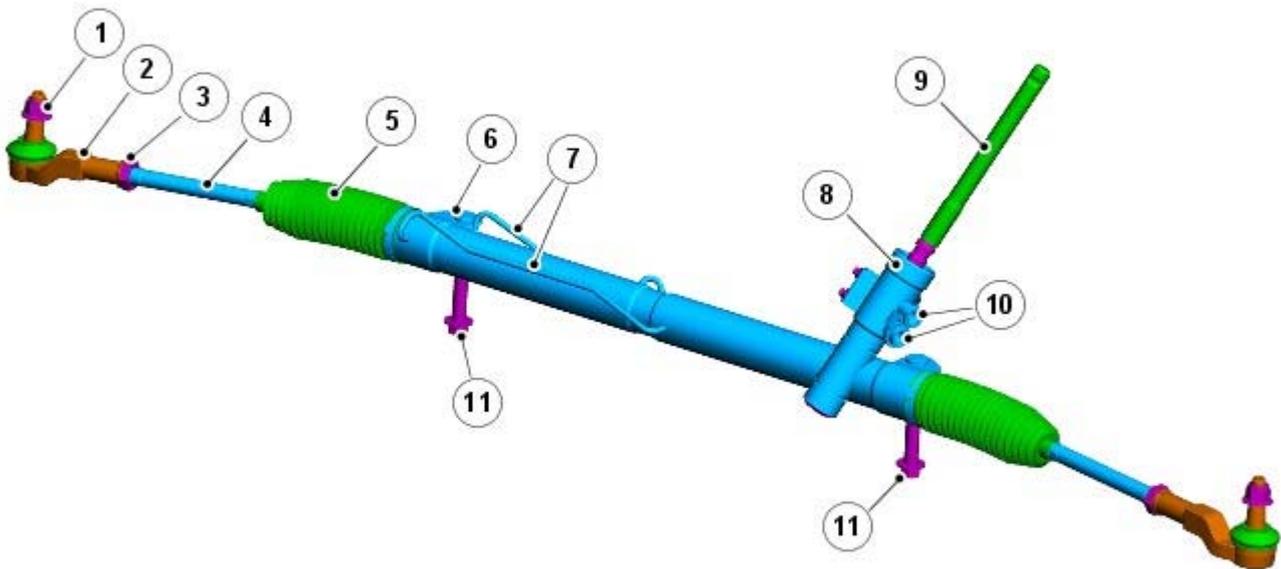
The power steering system comprises a hydraulic steering gear, a power steering pump, reservoir and a fluid cooler on petrol engine derivatives.

The steering gear is a conventional end take-off, rack and pinion power assisted unit, mounted on the rear of the subframe.

Different power steering pumps are used on the TD4 diesel engine and the i6 petrol engine. A variable displacement vane pump is used on the diesel engine to give improved engine economy. A fixed displacement vane pump is used on the petrol engine to provide refinement and responsiveness. Both pumps have high flow rates which enhance the steering performance.

Petrol engine vehicles are fitted with a fluid cooler to cool the power steering fluid from the fixed displacement pump.

STEERING GEAR



E83411

Item	Description
1	Locknut
2	Tie-rod end
3	Locknut
4	Tie-rod
5	Steering gear boot
6	Steering gear casing attachment lugs
7	Pressure/return pipes
8	Valve unit housing
9	Input shaft
10	Pressure/return connection to/from pump
11	Attachment bolts

The steering gear, manufactured by Visteon, is located at the rear, top face, of the front subframe. It is solidly bolted to the subframe with two bolts. The bolts are passed through from the underside of the subframe, to improve service access, and are screwed into threaded bosses on the steering gear body.

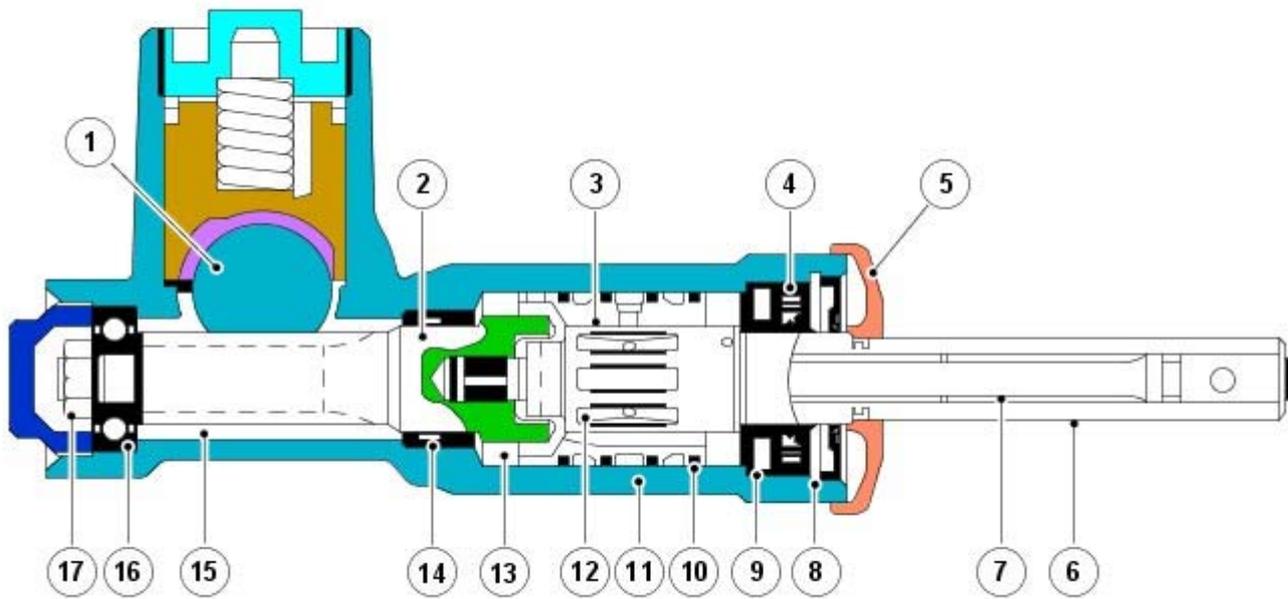
The steering gear is a conventional end take-off, rack and pinion power assisted unit with lock to lock requiring 2.6 turns of the steering wheel. This gives a steering ratio (ratio of steering wheel angle to road wheel angle) of 16.7:1 which provides very quick and responsive reaction to driver inputs. The steering gear features large diameter tie-rods which optimize feedback and feel to the driver.

The steering gear comprises a steel, welded and machined, one piece housing which contains a mechanical steering rack, a valve unit and an integrated hydraulic power unit. The steering gear uses a rack with an integrated piston which is guided on plain bearings within the rack housing. The pinion, which is attached to the valve unit, runs in bearings and meshes with the rack teeth. The rack is pressed against the pinion by a spring loaded yoke which ensures that the teeth mesh without any play. The pinion is connected to the valve unit via a torsion bar. The rotary motion of the steering wheel is converted into linear movement of the rack by the pinion and is initiated by the valve unit. This movement is transferred into movement of the road wheels by adjustable tie-rods.

The piston of the hydraulic power unit is located at one end of the gear housing. Each side of the piston is connected to fluid pressure or fluid return via external metal pipes which are connected to the valve unit. Each end of the gear has a threaded hole which provides for the fitment of the tie-rod. The external ends of the steering gear are sealed with boots which prevent the ingress of dirt and moisture and allow for vertical movement of the tie-rods with the suspension in addition to linear movement when the steering wheel is turned. The boots are serviceable items and are retained on the gear housing and the tie-rod with ties.

Valve Unit

NOTE: Typical valve unit shown



E46943

Item	Description
1	Rack
2	Pinion shaft
3	Outer sleeve
4	Oil sleeve
5	Dirt seal
6	Input shaft
7	Torsion bar
8	Circlip
9	Oil seal
10	PTFE ring
11	Steering gear housing
12	Slots
13	Pin - pinion shaft to outer sleeve
14	Oil seal

15		Pinion shaft teeth
16		Bearing
17		Pinion shaft nut

The valve unit is an integral part of the steering gear. The principle function of the valve unit is to provide power assistance (i.e. when parking) to optimize the effort required to turn the steering wheel. The pinion housing of the valve is an integral part of the main steering gear assembly.

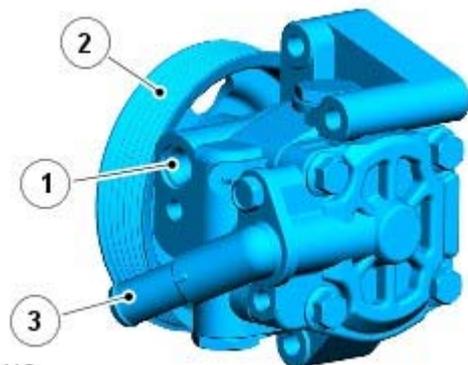
The pinion housing has four machined ports which provide connections for pressure feed of the power steering pump, return fluid to the reservoir and pressure feeds to each side of the cylinder piston. A non-return valve and seal is fitted in the pressure feed port from the power steering pump. The valve unit comprises an outer sleeve, an input shaft, a torsion bar and a pinion shaft.

The valve unit is co-axial with the pinion shaft which is connected to the steering column via the input shaft. The valve unit components are located in the steering gear pinion housing which is sealed with a cap. The outer sleeve is located in the main bore of the pinion housing. Three annular grooves are machined on its outer diameter. PTFE rings are located between the grooves and seal against the bore of the pinion housing. Holes are drilled radially in each annular groove through the wall of the sleeve. The bore of the outer sleeve is machined to accept the input shaft. Six equally spaced slots are machined in the bore of the sleeve.

The ends of the slots are closed and do not continue to the end of the outer sleeve. The radial holes in the outer sleeve are drilled into each slot. The input shaft has two machined flats at its outer end which allow for the attachment of the steering column intermediate shaft yoke. The flats ensure that the intermediate shaft is fitted in the correct position to maintain the optimum phase angle. The inner end of the input shaft forms a dog-tooth which mates with a slot in the pinion shaft. The fit of the dog-tooth in the slot allows a small amount of relative rotation between the input shaft and the pinion shaft before the dog-tooth contacts the wall of the slot. This ensures that, if the power assistance fails, the steering can be operated manually without over stressing the torsion bar.

The central portion of the input shaft has equally spaced longitudinal slots machined in its circumference. The slots are arranged alternately around the input shaft. The torsion bar is fitted inside the input shaft and is an interference fit in the pinion shaft. The torsion bar is connected to the input shaft by a drive pin. The torsion bar is machined to a smaller diameter in its central section. The smaller diameter allows the torsion bar to twist in response to torque applied from the steering wheel in relation to the grip of the tyres on the road surface. The pinion shaft has machined teeth on its central diameter which mate with teeth on the steering gear rack. A slot, machined in the upper end of the pinion shaft mates with the dog-tooth on the input shaft. The pinion shaft locates in the pinion housing and rotates on ball and roller bearings.

POWER STEERING PUMP - TD4



E83412

Item		Description
1		Pressure output port (to steering gear valve unit)
2		Pulley
3		Suction port (from reservoir)

The pump is a variable displacement, vane type pump which supplies the required hydraulic pressure to the steering gear valve unit. The pump is located at the front of the engine and is driven by the Front Engine Auxiliary Drive (FEAD) Poly Vee belt which is directly driven from the crankshaft. The output from the pump increases proportionally with the load applied to the steering valve unit. A self-adjusting tensioner is fitted to maintain the correct tension on the belt.

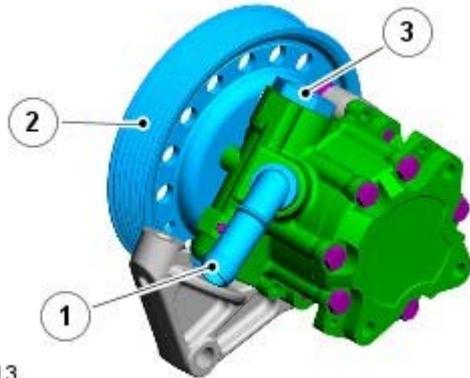
The pump consists of a cartridge set which consists of 11 vanes and a rotor. These are mounted on the input shaft and are surrounded by a variable displacement cam ring. The vanes rotate within the cam ring and are driven by the shaft. As the vanes rotate, the cam ring causes the space between the vanes to increase. This causes a depression between the vanes and fluid is drawn from the reservoir via the suction hose into the space between the vanes. As the shaft rotates, the inlet port is closed to the vanes which have drawn in fluid, trapping the fluid between the vanes. The cam ring causes the space between the vanes to reduce and consequentially compresses and pressurizes the hydraulic fluid trapped between them. Further rotation of the shaft moves the vanes to the outlet port. As the vanes pass the port plate, the pressurized fluid passes from the pump outlet port into the pressure hose to the steering gear.

The cam ring can move within the valve body. By moving the cam ring it is possible to vary the eccentricity of the shaft and the vanes in relation to the cam ring. As the eccentricity is decreased, the volume of hydraulic fluid trapped between the vanes decreases, maintaining a constant fluid output. This reduces the power and torque required to turn the pump and therefore improves engine economy. The pump has an internal regulating valve which controls the eccentricity of the cam ring and therefore varies the flow rate according to demand.

At low engine speeds, the internal displacement of the variable displacement pump is at its maximum to generate the controlled fluid output. As the pump speed increases with engine speed, the increased flow inside the pump generates a back pressure within the pump. This back pressure causes an internal regulating valve to move the the cam ring and reduce the internal displacement of the pump to maintain the constant fluid flow from the pump.

A regulating, pressure relief valve within the pump limits the maximum pressure supplied to the steering gear to 115 bar (1667 lbf in²) ± 4 bar (58 lbf in²) and also limits the maximum flow to 8.8 l/min (1.93 gal/min) ± 0.5 l/min (0.1 gal/min) at 10 bar (145 bf in²). The pump has a displacement of 9.6 cc/rev (0.58in³/rev).

POWER STEERING PUMP - i6



E83413

Item	Description
1	Suction port (from reservoir)
2	Pulley
3	Pressure output port (to steering gear valve unit)

The pump is a fixed displacement, vane type pump which supplies hydraulic pressure to the steering gear valve unit. The pump is located at the rear of the engine and is driven by the Rear Engine Auxiliary Drive (READ) Poly Vee belt which is indirectly driven from the camshafts. The pump supplies a constant flow rate, therefore the output is independent of pump/engine speed. A self-adjusting tensioner is fitted to maintain the correct tension on the belt.

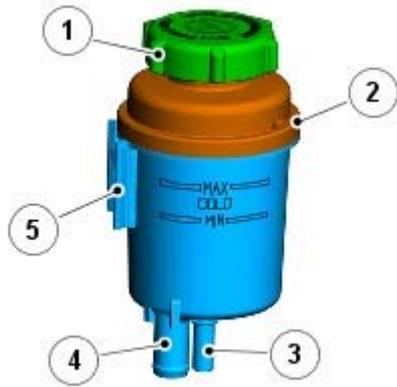
The pump contains a number of vanes which rotate within a cam ring and are driven by the input shaft. As the vanes rotate, the cam ring causes the space between the vanes to increase. This causes a depression between the vanes and fluid is drawn from the reservoir via the suction hose into the space between the vanes. As the shaft rotates, the inlet port is closed to the vanes which have drawn in fluid, trapping the fluid between the vanes. The cam ring causes the space between the vanes to reduce and consequentially compresses and pressurizes the hydraulic fluid trapped between them. Further rotation of the shaft moves the vanes to the outlet port. As the vanes pass the port plate the pressurized fluid passes from the pump outlet port into the pressure hose to the steering gear.

The pressurized fluid is subject to control by a flow control and pressure relief valve. The flow control valve maintains a constant flow of fluid supplied to the steering gear irrespective of engine speed variations. The pressure relief valve limits the maximum pressure on the output side of the pump. A metering orifice is included in the discharge port of the pump.

If the pressure in the orifice reaches a predetermined level, a spring loaded ball in the centre of the flow control valve is lifted from its seat and allows pressurized fluid to recirculate within the pump. The pressure relief valve will operate if the discharge from the pump is restricted, for example, steering held on full lock. If the output from the pump is blocked, all output is recirculated through the pump. In this condition, as no fresh fluid is drawn into the pump from the reservoir, the fluid temperature inside the pump will increase rapidly. Consequentially, periods of operation of the steering gear on full lock should be kept to a minimum to prevent overheating of the pump and the fluid within it.

The pump has an internal pressure relief valve which also incorporates a flow control valve. The pressure relief valve limits the maximum pressure supplied to the steering gear to 125 bar (1812 lbf in²) ± 4 bar (58 lbf in²). The flow control valve limits the maximum flow to 8.8 l/min (1.93 gal/min) ± 0.5 l/min (0.1 gal/min) at 10 bar (145 bf in²). The pump has a displacement of 11 cc/rev (0.67 in³/rev).

RESERVOIR



E83415

Item	Description
1	Cap
2	Body
3	Return connection (DW12 - from steering gear) (i6 - from fluid cooler)
4	Suction connection (to power steering pump)
5	Bracket attachment mouldings

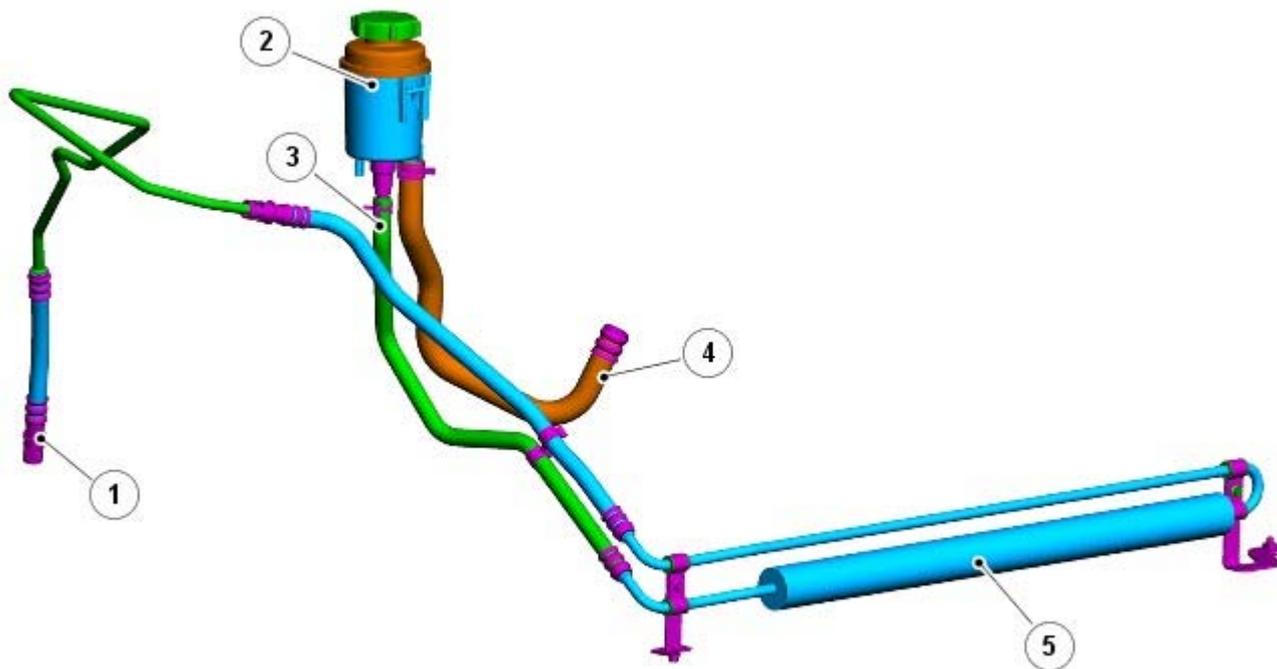
The fluid reservoir is located on a bracket in the RH side of the engine compartment, behind the headlamp assembly. The reservoir comprises a body, cap and filter. The purpose of the reservoir is to contain a surplus of the hydraulic fluid in the system to allow for expansion and contraction of the fluid due to temperature variations.

The fluid level ensures that the supply connection on the bottom of the reservoir is covered with fluid at all operating vehicle attitudes. Any air which is present in the system is exhausted from the system in the reservoir.

The body is a plastic moulding with two ports at the bottom which provide for the connection of the suction supply and return hoses. Moulded markings on the side of the reservoir denote the upper and lower fluid levels. A non-serviceable, 100 micron nylon mesh filter is fitted in the body. The filter removes particulate matter from the fluid before it is drawn into the pump supply connection. Maximum and minimum fluid levels are moulded into the body and assist checking fluid levels when the hydraulic fluid is cold.

The cap is rotated counterclockwise to release from the body. The cap is fitted with an O-ring to prevent fluid leakage and incorporates a breather hole to allow for changes in fluid level during operation and prevent vacuum or pressurization of the reservoir.

FLUID COOLER (i6 ONLY)



E83414

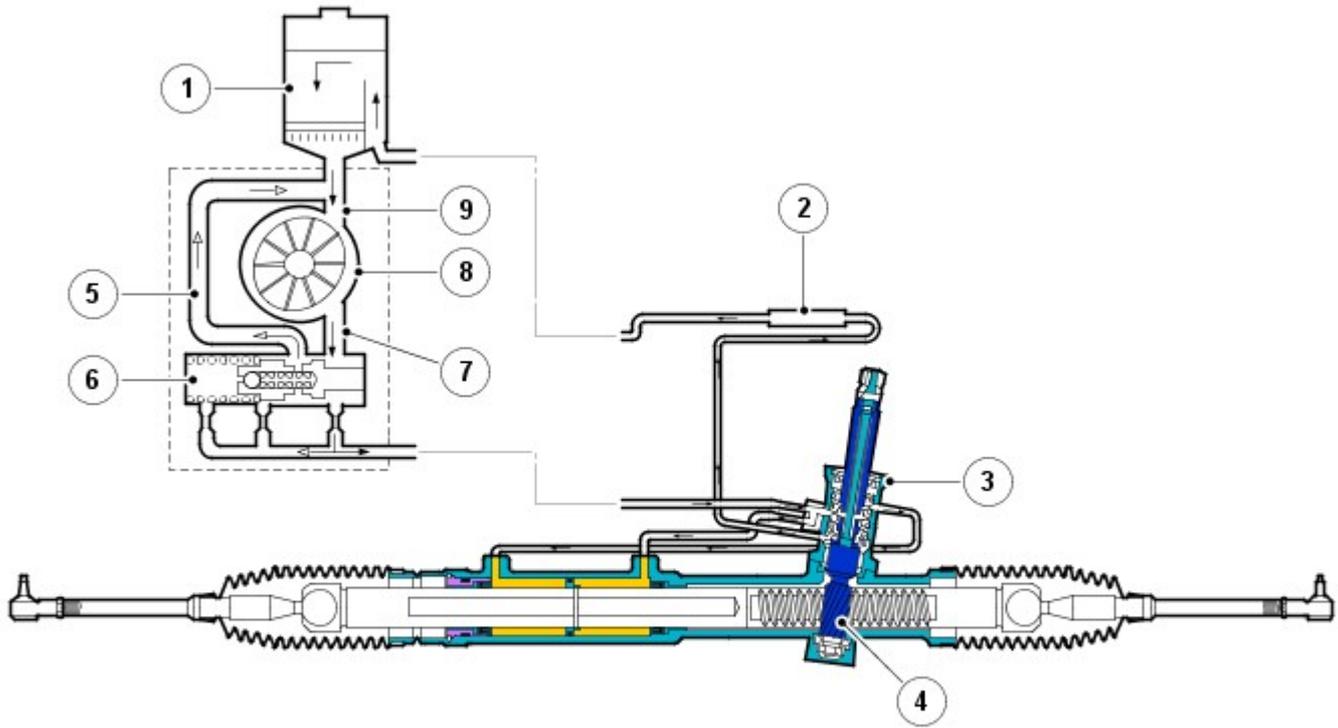
Item	Description
1	Fluid return (from steering gear)
2	Reservoir
3	Fluid return (from fluid cooler)
4	Suction hose (to power steering pump)
5	Fluid cooler

The fluid cooler is located in the return line from the steering gear to the reservoir. The cooler comprises flexible hoses which connect between the reservoir and the return pipe from the steering gear. The cooler is an integral part of the hoses and cannot be replaced as a separate component.

The cooler is a fabricated aluminum tube, through which the power steering fluid passes and is located in front of the engine cooling radiator and the Air Conditioning (A/C) condenser. The outer diameter of the cooler tube has aluminum loops attached to it which dissipate heat. Cool air entering the front of the vehicle passes over the cooler and flows through the loops. The loops act as heat exchangers, conducting heat from the fluid as it passes through the tube.

PRINCIPLES OF OPERATION

Fixed Displacement Pump Schematic - Typical



E46944

Item	Description
1	Reservoir
2	Fluid cooler
3	Valve unit
4	Steering rack and pinion
5	Flow control/pressure relief - return
6	Flow control/pressure relief valve
7	Output port
8	Power steering pump
9	Low pressure suction line

When the engine is started the power steering pump draws fluid from the reservoir into the low pressure suction line. The fluid passes through the pump and emerges as pressurized fluid at the outlet port. The high pressure hose passes the pressurized fluid to the steering gear valve unit.

If no steering effort is applied, there is minimal restriction within the system and the supply pressure from the pump is low. Minimal pressure is applied, via the valve unit, to each side of the piston in the hydraulic cylinder and the full flow from the power steering pump returns to the reservoir via the fluid cooler.

When steering effort is applied in either direction, the return flow of fluid to the reservoir is restricted by the valve unit, causing the supply pressure from the pump to increase. The pressurized fluid is directed by the valve unit to the applicable side of the piston in the hydraulic cylinder, providing the power assistance required to reduce the steering effort. Fluid displaced from the low pressure side of the cylinder is returned via the valve unit and fluid cooler to the reservoir. The fluid cooler reduces the fluid temperature improving fluid performance and also prolongs the life of hoses and seals in the system.

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Power Steering - Power Steering

Diagnosis and Testing

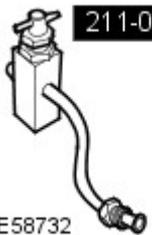
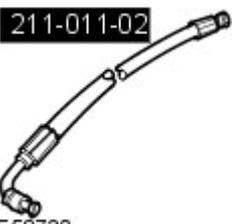
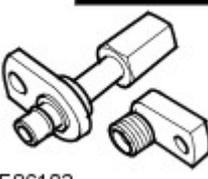
For additional information.

REFER to: [Steering System](#) (211-00 Steering System - General Information, Diagnosis and Testing).

Power Steering - Power Steering Pressure Test TD4 2.2L Diesel

General Procedures

Special Tool(s)

 <p>211-011-01 E58732</p>	<p>211-011-01 Valve Block, Power Steering Pressure Test</p>
 <p>211-011-02 E58730</p>	<p>211-011-02 Hose, Power Steering Pressure Test</p>
 <p>211-011-12 E86102</p>	<p>211-011-12 Adapter, Power Steering Pressure Test</p>
 <p>211-287 E58733</p>	<p>211-287 Hose and Gauge, Power Steering Pressure Test</p>

1. Disconnect the battery ground cable.

Refer to: [Specifications](#) (414-00 Battery and Charging System - General Information, Specifications).

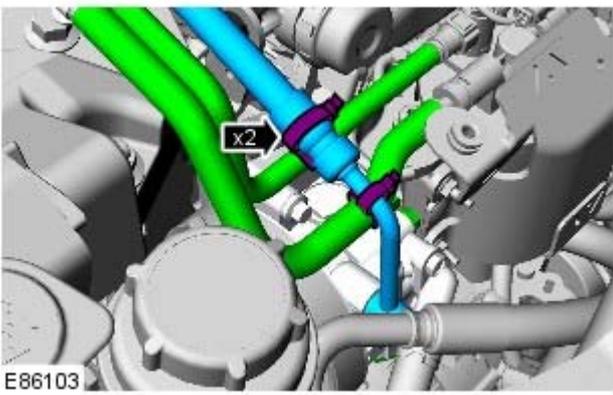
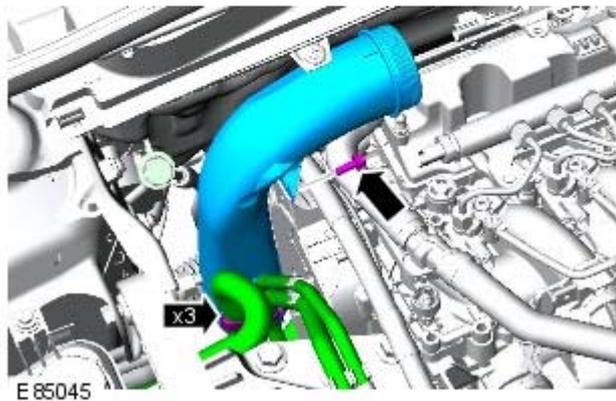
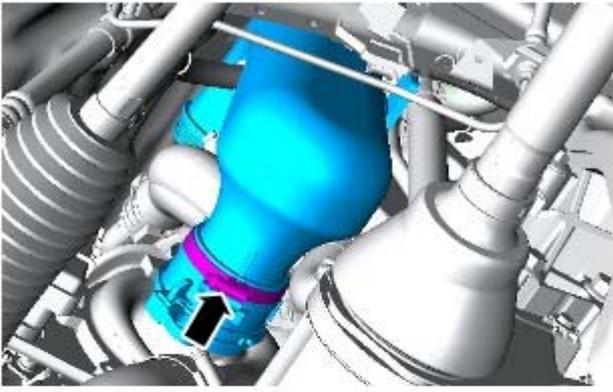
2. Remove the engine cover.

Refer to: [Engine Cover - TD4 2.2L Diesel](#) (501-05 Interior Trim and Ornamentation, Removal and Installation).

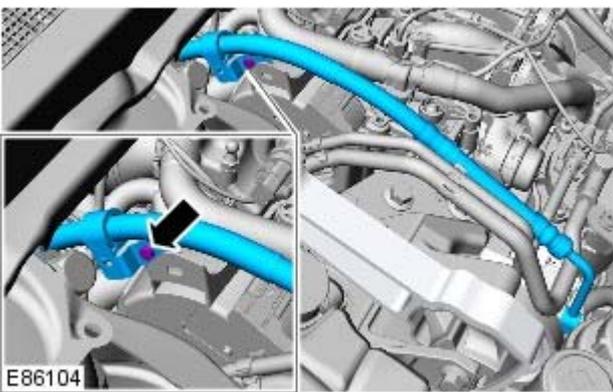
3.  **WARNING:** Make sure to support the vehicle with axle stands.

Raise and support the vehicle.

4.



5. Remove and discard the 2 cable ties.

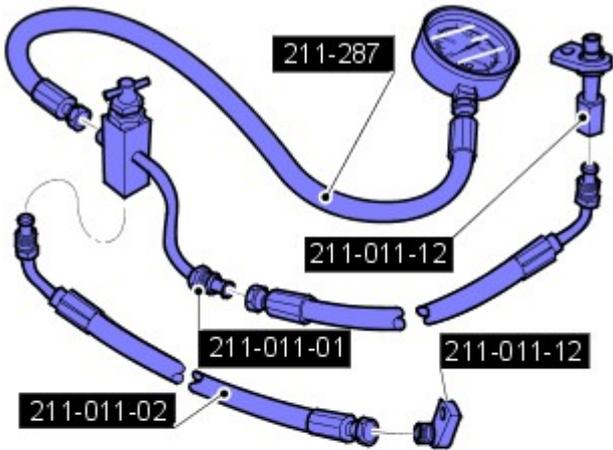


6.

7.  CAUTION: Discard fluid siphoned from the power steering system.

Siphon the fluid from the power steering reservoir.

8. Position an absorbent cloth to collect fluid spillage.

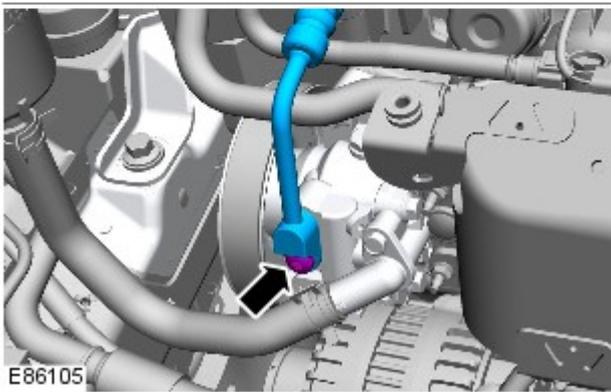


9.  **CAUTION:** Before disconnecting or removing the components, make sure the area around the joint faces and connections are clean. Plug open connections to prevent contamination.

NOTE: Some fluid spillage is inevitable during this operation.

NOTE: Care must be taken to avoid contamination of the accessory drive belt.

Disconnect the power steering high-pressure pipe union.



- 10.
- Install the O-ring seal.
 - Install the special tools.

Special Tool(s): [211-011-12](#), [211-011-02](#), [211-011-02](#), [211-011-01](#), [211-287](#)

- Tie the pressure gauge aside under the hood.

11.  **CAUTION:** Only use new fluid from a sealed container.

Refill and bleed the power steering.

Refer to: [Power Steering System Bleeding](#) (211-00 Steering System - General Information, General Procedures).

12. Connect the battery ground cable.

13. **NOTE:** Make sure the steering components and test equipment are free from leaks.

NOTE: Maintain the maximum fluid level during the test.

NOTE: Make sure the steering is in the straight ahead position.

- With the test valve open start the engine.
- Turn the steering fully lock to lock, stop the engine.
- Top-up the power steering fluid reservoir.

14. For power steering pressures, refer to the steering specification section.

Refer to: [Specifications](#) (211-02 Power Steering, Specifications).

15.  CAUTION: Do not hold steering at full lock for longer than 10 seconds.

- With the engine at idle, slowly turn the steering wheel and hold on full lock.
- Record the pressure reading.

16.

- Repeat the above procedure for the other side.
- Record the pressure reading.

17. With the engine at idle, release the steering wheel. The pressure should be, at or below, the pressure specified.

18. Pressure outside this tolerance, indicates a fault.

19.  CAUTION: Pump damage will occur if the test valve is closed for longer periods.

To determine if the fault is in the steering pump or the steering rack, close the test valve for a maximum of 5 seconds.

20. If the pressures recorded fall outside the given values, replace the power steering pump.

21. If the maximum pump pressure is correct, then suspect the power steering rack.

22.  CAUTION: Discard fluid siphoned from the power steering system.

On completion of the test stop the engine, disconnect the battery ground cable and siphon the fluid from the power steering reservoir.

23. Disassemble the test equipment.

24.

- Clean the component mating faces.
- Install a new O-ring seal.
- Connect the high-pressure line to the power steering pump.
- Torque: 22 Nm

25. Secure the power steering high pressure pipe support bracket.

26. Secure the fuel lines to the power steering high pressure pipe with new cable ties.

27. Install the turbocharger intake tube.

28. Install the engine cover.

Refer to: [Engine Cover - TD4 2.2L Diesel](#) (501-05 Interior Trim and Ornamentation, Removal and Installation).

29. Connect the battery ground cable.

Refer to: [Specifications](#) (414-00 Battery and Charging System - General Information, Specifications).

30.  CAUTION: Only use new fluid from a sealed container.

Refill and bleed the power steering.

Refer to: [Power Steering System Bleeding](#) (211-00 Steering System - General Information, General Procedures).

Power Steering - Power Steering Pump TD4 2.2L Diesel

Removal and Installation

Removal

 **CAUTION:** Always plug any open connections to prevent contamination.

1. Remove the engine cover.

Refer to: [Engine Cover - TD4 2.2L Diesel](#) (501-05 Interior Trim and Ornamentation, Removal and Installation).

2. Remove the accessory drive belt.

Refer to: [Accessory Drive Belt](#) (303-05B Accessory Drive - TD4 2.2L Diesel, Removal and Installation).

3.  **WARNING:** Power steering fluid is extremely flammable. Make sure that power steering fluid is not spilled over the engine and that the power steering fluid reservoir cap is sealed.

Siphon the fluid from the power steering reservoir.

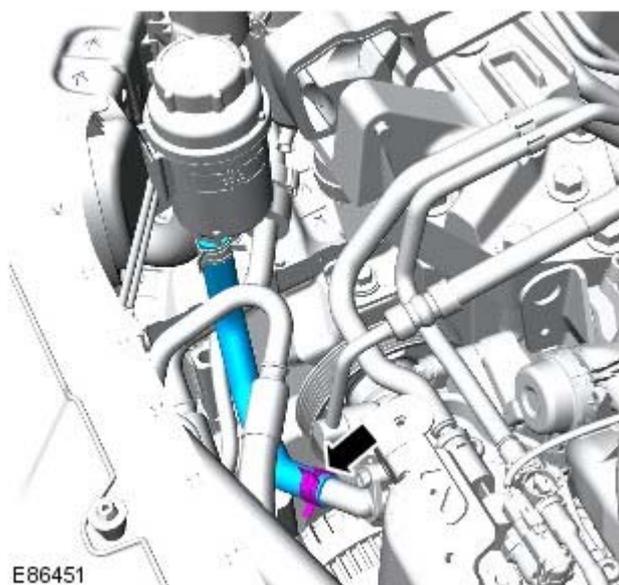
4. **CAUTIONS:**

 Be prepared to collect escaping oil.

 Make sure that the area around the component is clean and free of foreign material.

 Always plug any open connections to prevent contamination.

- Position a container to collect the oil spillage.

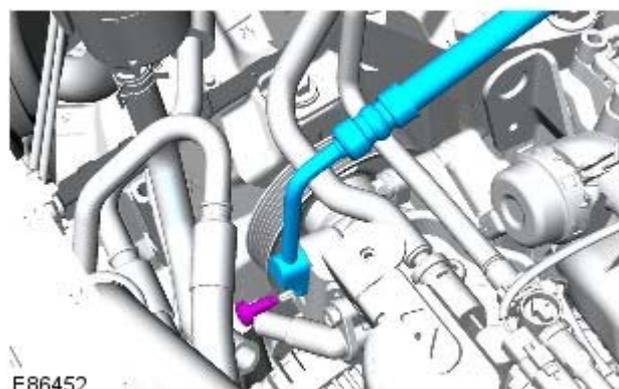


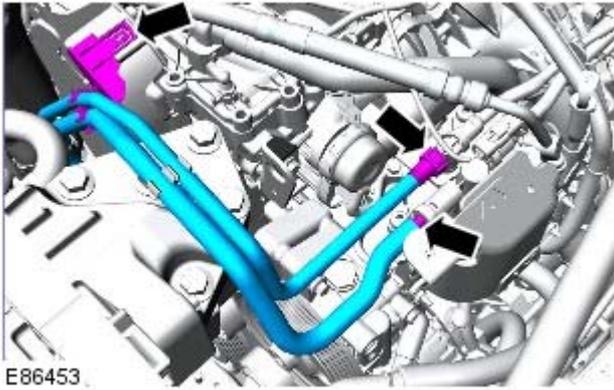
5. **CAUTIONS:**

 Be prepared to collect escaping oil.

 Make sure that the area around the component is clean and free of foreign material.

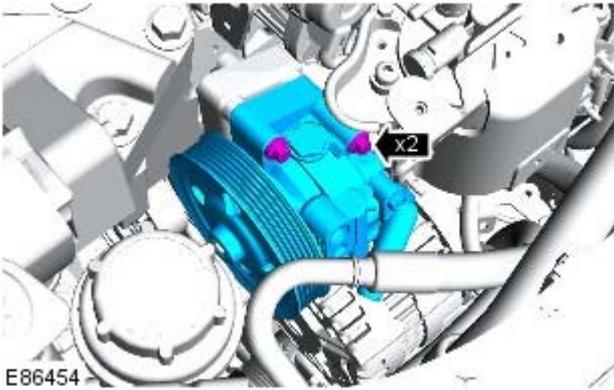
 Always plug any open connections to prevent contamination.



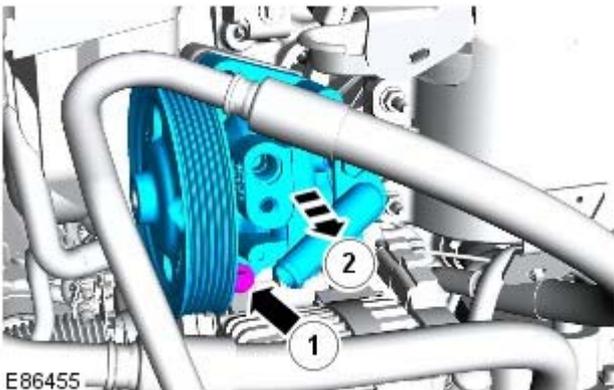


6. CAUTIONS:

-  Be prepared to collect escaping fuel.
-  Make sure that the area around the component is clean and free of foreign material.
-  Always plug any open connections to prevent contamination.



7.



8.

Installation

1.  CAUTION: Make sure that the mating faces are clean and free of foreign material.

Install the power steering pump.

Torque: 24 Nm

2. Connect the fuel lines.
3. Connect the high-pressure power steering line to the power steering pump.

Torque: 20 Nm

4. Connect the power steering reservoir to power steering pump hose.
5. Install the accessory drive belt.

Refer to: [Accessory Drive Belt](#) (303-05B Accessory Drive - TD4 2.2L Diesel, Removal and Installation).

6. Install the engine cover.

Refer to: [Engine Cover - TD4 2.2L Diesel](#) (501-05 Interior Trim and Ornamentation, Removal and Installation).

7. Fill and bleed the power steering system.

Refer to: [Power Steering System Bleeding](#) (211-00 Steering System - General Information, General Procedures).

Power Steering - Steering Gear

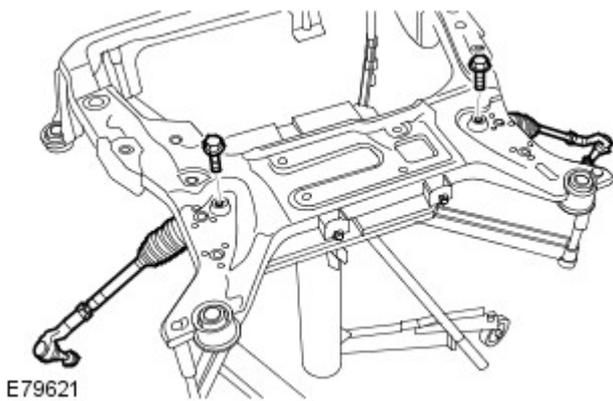
Removal and Installation

Removal

1.  **WARNING:** Make sure to support the vehicle with axle stands.
Raise and support the vehicle.
2. Remove the front road wheels and tires.

Refer to: [Wheel and Tire](#) (204-04 Wheels and Tires, Removal and Installation).
3. Remove the front subframe assembly.

Refer to: [Front Subframe](#) (502-00 Uni-Body, Subframe and Mounting System, Removal and Installation).
4. Remove the steering gear.



Installation

1. Install the steering gear.

Torque: 105 Nm
2. Install the front subframe.

Refer to: [Front Subframe](#) (502-00 Uni-Body, Subframe and Mounting System, Removal and Installation).
3. Install the wheels and tires.

Refer to: [Wheel and Tire](#) (204-04 Wheels and Tires, Removal and Installation).
4. Refill and bleed the power steering.

Refer to: [Power Steering System Bleeding](#) (211-00 Steering System - General Information, General Procedures).
5. Using only four wheel alignment equipment approved by Land Rover, check and adjust the wheel alignment.

Power Steering - Power Steering Fluid Cooler

Removal and Installation

Removal

1.  **WARNING:** Do not work on or under a vehicle supported only by a jack. Always support the vehicle on safety stands.

Raise and support the vehicle.

2. Remove the front wheels and tires.

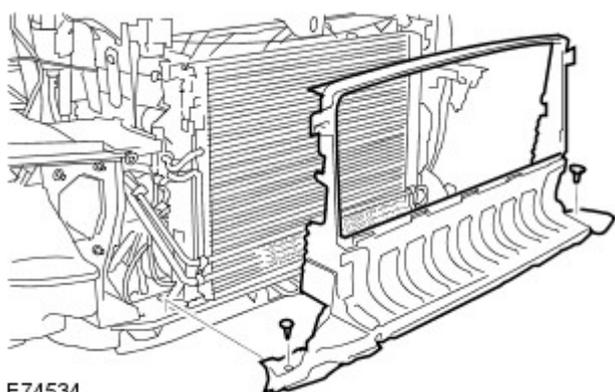
Refer to: [Wheel and Tire](#) (204-04 Wheels and Tires, Removal and Installation).

3. Remove the front bumper.

Refer to: [Front Bumper](#) (501-19 Bumpers, Removal and Installation).

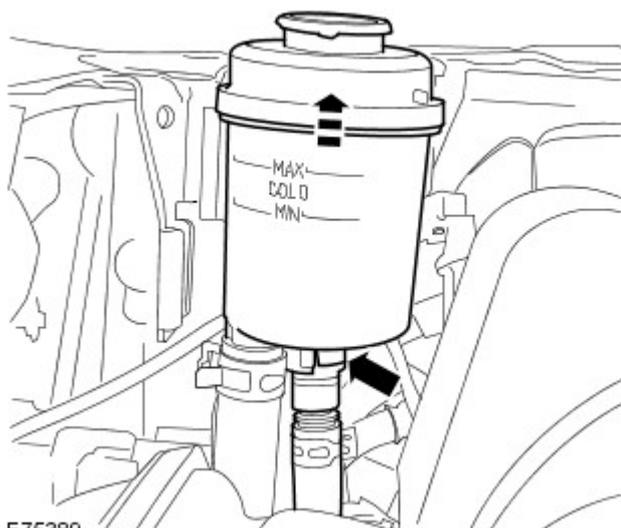
4. Remove the RH headlamp assembly.

Refer to: [Headlamp Assembly](#) (417-01 Exterior Lighting, Removal and Installation).



E74534

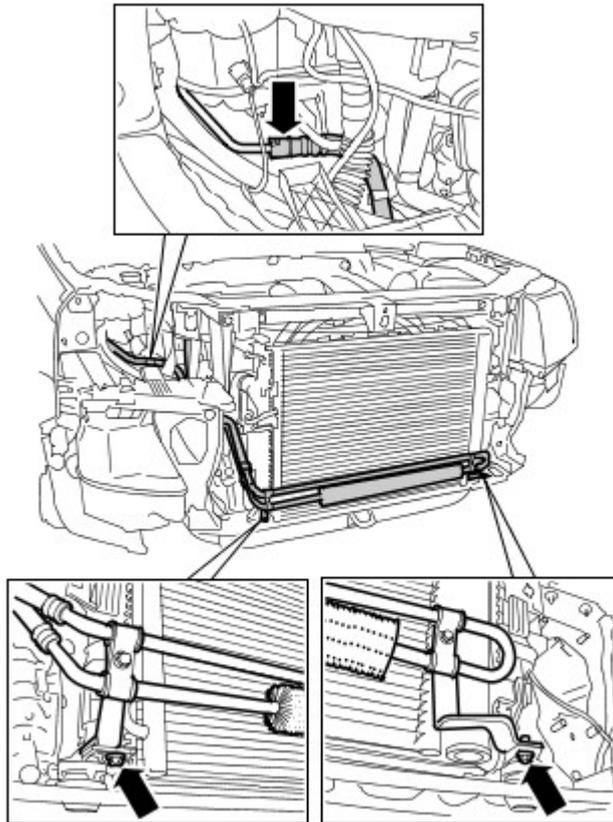
5.



E75389

6.

- Release the power steering fluid reservoir.
- Disconnect the quick release connector.



E74536

7.
 - Torque: 10 Nm

Installation

1. To install, reverse the removal procedure.
2. Check and top-up power steering fluid level.

Refer to: [Power Steering System Bleeding](#) (211-00 Steering System - General Information, General Procedures).

Power Steering - Power Steering Fluid Reservoir

Removal and Installation

Removal

1. Remove the power steering fluid reservoir cap.
2. Using a suitable syringe, remove the power steering fluid from the power steering fluid reservoir.

3. CAUTIONS:

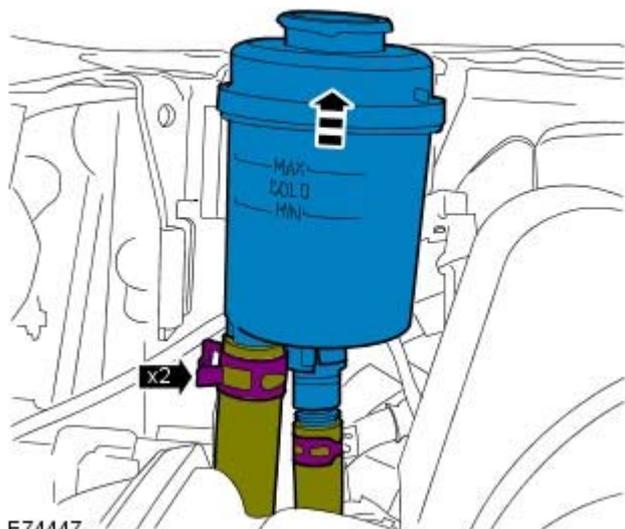


Be prepared to collect escaping fluids.



Make sure that all openings are sealed. Use new blanking caps.

Remove the power steering fluid reservoir.



Installation

1. To install, reverse the removal procedure.
2. Fill and bleed the power steering system.

Refer to: [Power Steering System Bleeding](#) (211-00 Steering System - General Information, General Procedures).