

POWER STEERING GEAR SPECIFICATIONS

Steering Gear Type	Recirculating ball with hydraulic assist.	Steering Gear Adjustments:	
Ratio Code (Top of Gear)		Wormshaft Bearing Preload Torque	0.45–1.13 N·m (4 to 10 in-lbs)
BH, NZ	14:1	Pitman Shaft Overcenter Drag Torque:	
BF, XS	13-16:1	New Gear	
AL	12.7:1	(less than 400 miles/640 km)	0.45–0.90 N·m (4 to 8 in-lbs) in addition to wormshaft bearing preload but not to exceed combined total of 2 N·m (18 in-lbs).
Steering Gear Hydraulic Fluid	Use Mopar Power Steering Fluid, or equivalent.	Used Gear	
Steering Gear Lubricants	Lubricate pitman shaft seals, bearings races, and rack piston recirculating balls with petroleum jelly. Lubricate all other parts with power steering fluid.	(over 400 miles/640 km)	0.5–0.6 N·m (4 to 5 in-lbs) in addition to wormshaft bearing preload but not to exceed combined total of 2 N·m (18 in-lbs).

Caution: Gears must be adjusted exactly as outlined in Steering Gear Adjustments-On Bench. Failure to adhere to the recommended procedures may result in gear damage or improper steering response.

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RACK AND PINION STEERING GEAR

SERVICE INFORMATION

The rack and pinion steering gear cannot be adjusted or internally serviced. If a malfunction or a fluid leak occurs, the complete unit must be replaced. If a boot becomes damaged, the steering gear must be removed from the vehicle for boot replacement. Refer to Protective Rubber Boot Replacement for the procedure, if necessary.

INTERMEDIATE (COUPLER) SHAFT

REMOVAL

- (1) Place the front wheels in the straight ahead position.
- (2) Remove the shaft roll pin at the steering gear and column (Fig. 1). Remove the pinch bolt on the shaft.
- (3) Slide the lower coupler up into the upper shaft to remove.

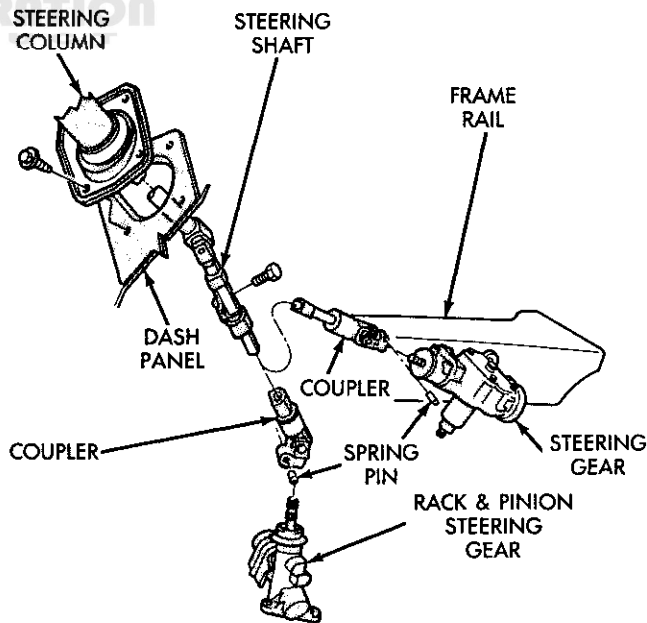
INSTALLATION

- (1) Align and install the intermediate (coupler) shaft to the steering column. Install the roll pin.
- (2) Slide the lower coupler down onto steering gear. Install the roll pin.
- (3) Install the pinch bolt and tighten to 47 N·m (35 ft. lbs.) torque.

STEERING GEAR REPLACEMENT

REMOVAL

- (1) Raise and support the vehicle.



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Fig. 1 Coupler Shaft

- (2) Remove the cotter pin and nut from the tie-rod end stud (Fig. 2).
- Use Puller C-3894-A for tie rod removal. Failure to use this tool could damage the tie rod and seal (Fig. 2).**
- A damaged ball stud seal requires removal of the seal. Inspect the tie-rod end ball stud at the throat opening. Check for lubricant loss, contamination, ball