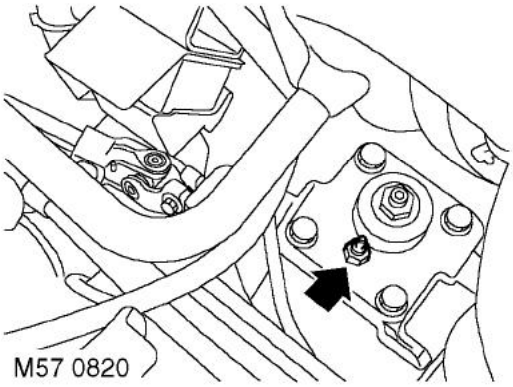
Hydraulic system - bleed

57.15.02

Bleed

1. Clean PAS fluid reservoir around filler cap and fluid level indicators.
2. Remove filler cap from PAS fluid reservoir. If necessary, fill PAS fluid reservoir to upper level indicator with recommended fluid.
   ☞ **CAPACITIES, FLUIDS, LUBRICANTS AND SEALANTS, Fluids.**
   CAUTION: Ensure no dirt is allowed to enter the steering reservoir when the cap is removed.
3. Start engine and run to normal operating temperature.
4. Position container to catch fluid spillage from steering box.



5. With engine at idle speed, and an assistant turning the steering from lock to lock, loosen bleed screw on top of steering box. Keep PAS fluid reservoir topped up and allow all air to bleed from system. When fluid from bleed screw is free of air, tighten bleed screw.
   CAUTION: Do not hold steering at full lock for longer than 10 seconds.
6. Stop engine.
7. Clean spilled PAS fluid from steering box and surrounding area.
   CAUTION: Power steering fluid will damage paint finished surfaces. If spilled, immediately remove fluid and clean area with water.
8. Check fluid level in PAS fluid reservoir and fill to upper level mark. If fluid is aerated, wait until fluid is free from bubbles.
9. Fit PAS fluid reservoir filler cap.

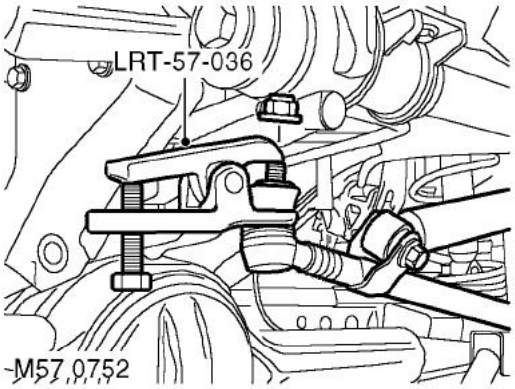
Steering linkage - centralise

57.35.05

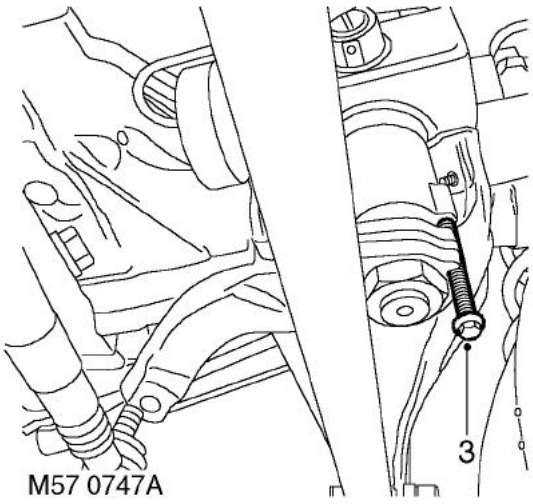
The following procedure assumes that the front wheel alignment is correctly adjusted.

Adjust

1. Raise front of vehicle, and position the road wheels at straight ahead.
   WARNING: Do not work on or under a vehicle supported only by a jack. Always support the vehicle on safety stands.

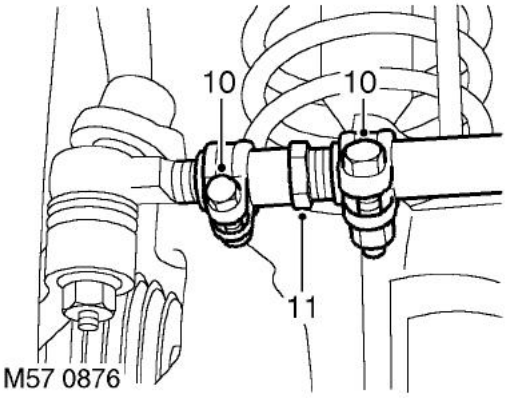


2. Remove nut securing drag link to drop arm. Using tool **LRT-57-036** break taper joint and release drag link from drop arm.



3. Fit centralising bolt to steering box and ensure that front road wheels are in the straight ahead position.
4. Loosen clamp bolts on drag link.

5. Adjust drag link so that taper joint is centralised in drop arm, then tighten drag link clamp bolts: Tighten M8 bolts to 22 Nm (16 lbf.ft) and M10 bolts to 33 Nm (24 lbf.ft).
6. Connect drag link to drop arm and tighten nut to 80 Nm (59 lbf.ft).
7. Remove steering box centralising bolt.
8. Remove stand(s) and lower vehicle.
9. Road test the vehicle and check that the steering wheel is centralised. If steering wheel is not centralised, proceed as follows.



M57 0876

10. Slacken drag link adjuster clamp bolts.
11. Without disconnecting drag link from drop arm, adjust the length of the drag link to bring the steering wheel to the central position.

CAUTION: Repositioning the steering wheel on its splines cannot correct small (less than 5°) errors in steering wheel alignment. Always rectify small errors in alignment by adjusting the drag link as detailed above, ensuring that steering box centralisation is maintained.

12. Tighten drag link clamp bolts: Tighten M8 bolts to 22 Nm (16 lbf.ft) and M10 bolts to 33 Nm (24 lbf.ft)

Wheel alignment - front

57.65.01

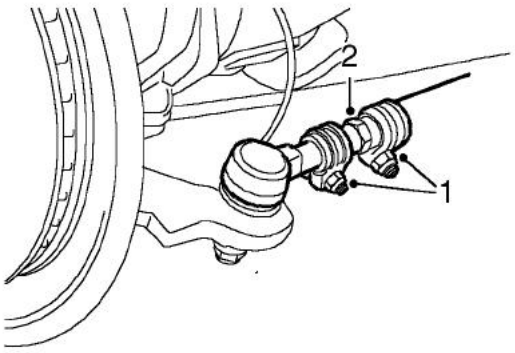
The following is the only wheel alignment equipment which has been approved.

- Beissbarth ML 4600 wheel alignment computer (6 sensor).
- Beissbarth ML 4600-8 wheel alignment computer (8 sensor).
- Beissbarth ML 4000 wheel alignment computer (8 sensor wireless).
- Hunter S411-14.

Check

1. Ensure tyre pressures are correct and vehicle is at kerbside weight.
2. Roll vehicle backwards and forwards to relieve stresses in steering and suspension.
3. Ensure road wheels are positioned straight ahead.
4. Ensure that wheel alignment equipment is properly calibrated.
5. Following the equipment manufacturer's instructions, measure the front wheel alignment. Compare with the figures given in General Data.
   ☞ **GENERAL DATA, Steering.**

Adjust



M57 0808

1. Loosen track rod and adjuster clamp bolts.
2. Rotate adjuster to obtain correct alignment.
   ☞ **GENERAL DATA, Steering.**
3. Tighten track rod and adjuster clamp bolts: Tighten M8 bolts to 22 Nm (16 lbf.ft) and M10 bolts to 33 Nm (24 lbf.ft).
4. Recheck front wheel alignment.