

SECTION 5 STEERING SYSTEM

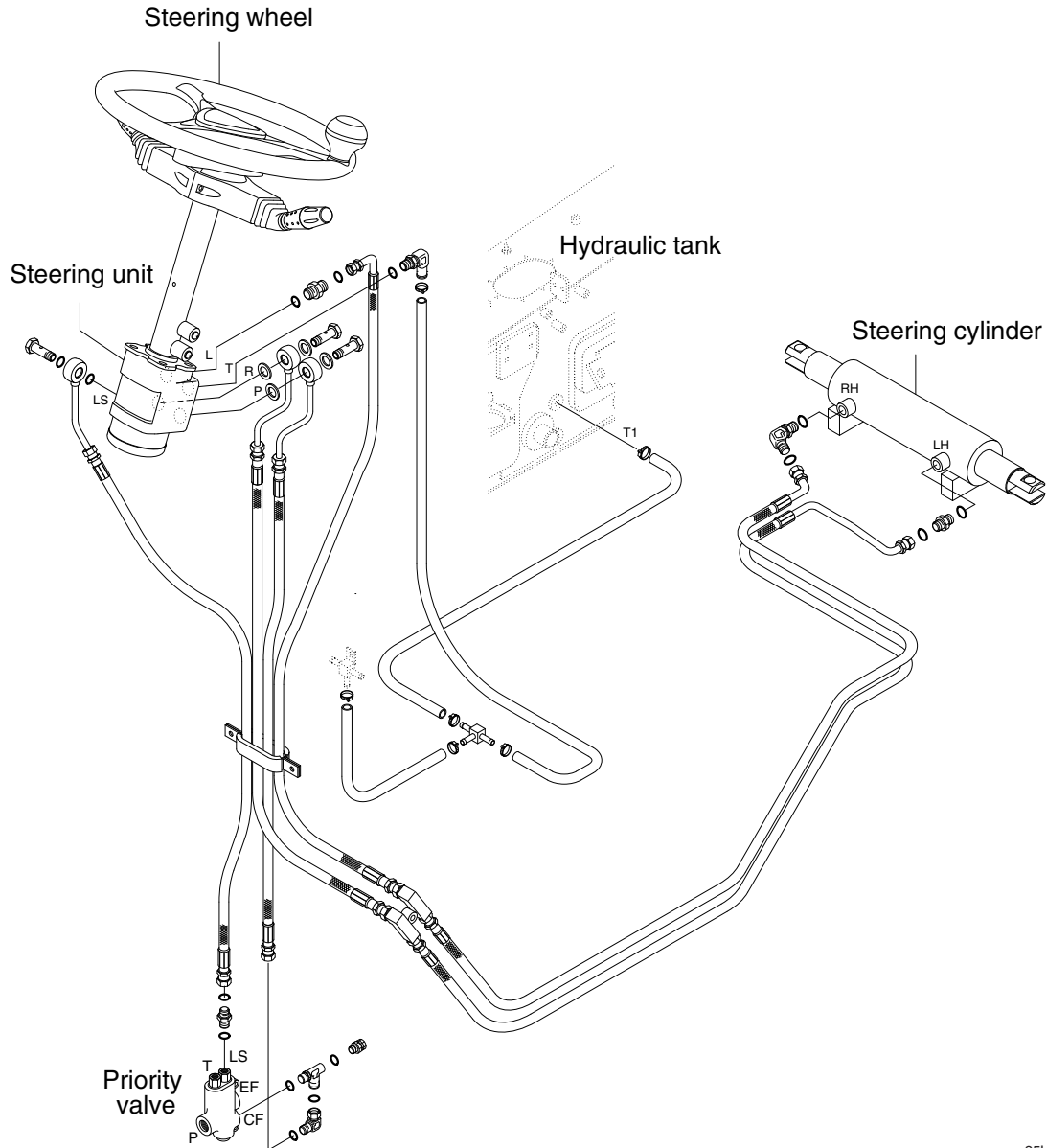
Group 1	Structure and function	5-1
Group 2	Operational checks and troubleshooting	5-13
Group 3	Disassembly and assembly	5-15

SECTION 5 STEERING SYSTEM

GROUP 1 STRUCTURE AND FUNCTION

1. OUTLINE

1) NON-BOOSTER TYPE

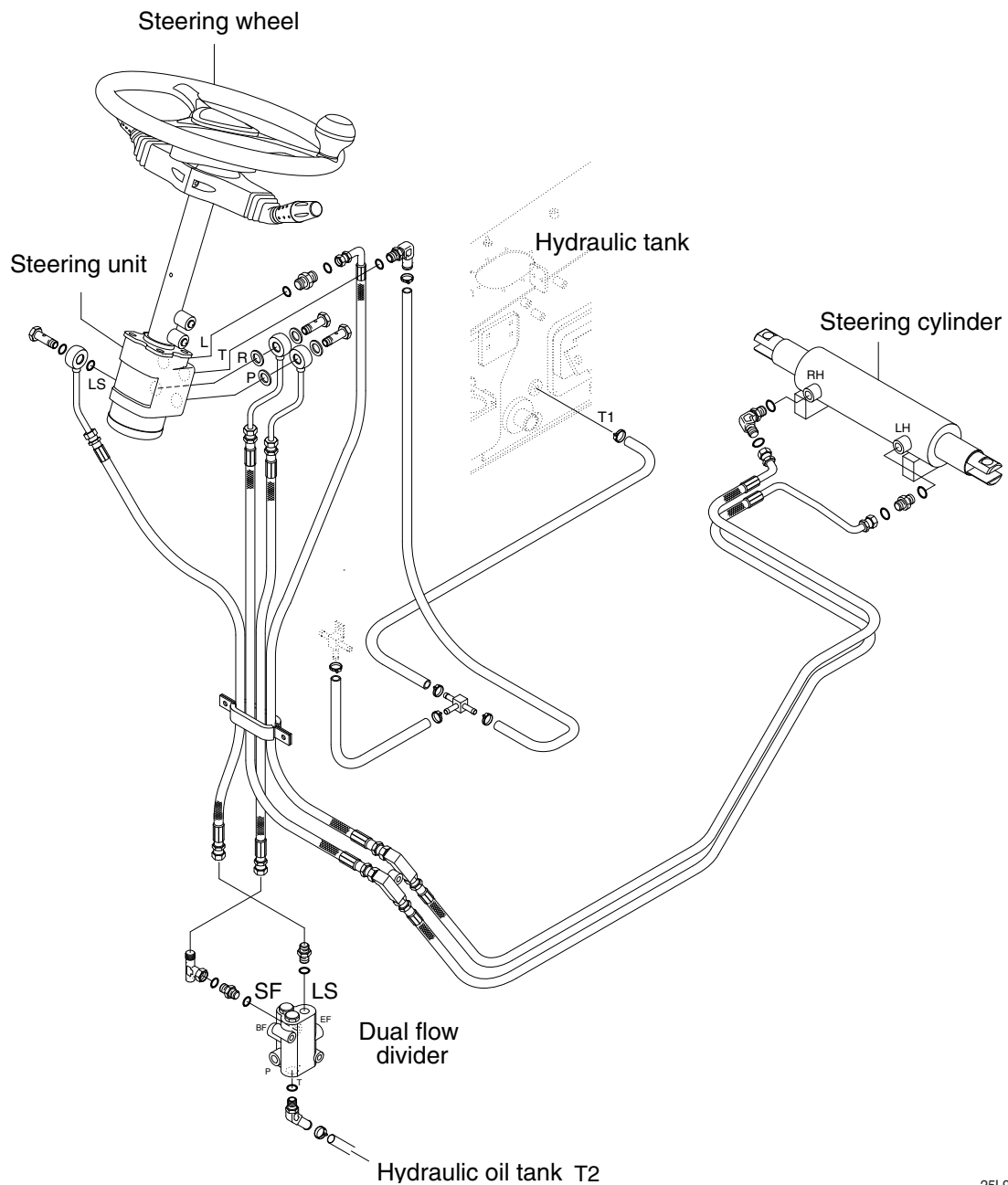


25L9ASS01

The steering system for this truck is composed of steering wheel assembly, steering unit, steering cylinder, steering axle, priority valve and pipings. The steering force given to the steering wheel enters the steering unit through the steering column. The required oil flow is sensed by the function of the control section of the unit, and pressurized oil delivered from the hydraulic pump is fed to the steering cylinder. The force produced by the steering cylinder moves the knuckle of steering tires through the intermediate link.

The axle body is unit structure having steering knuckles installed to its both ends by means of kingpins. Hub and wheel are mounted through bearing to spindle of knuckle.

2) BOOSTER TYPE



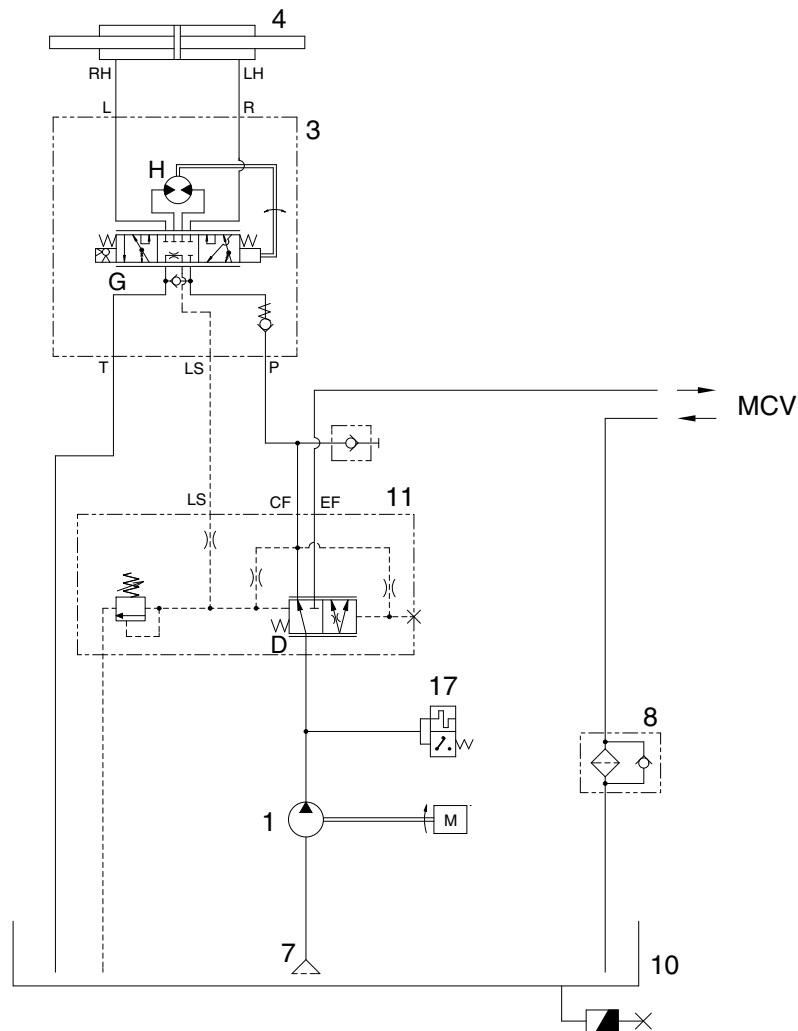
25L9ASS02

The steering system for this truck is composed of steering wheel assembly, steering unit, steering cylinder, steering axle, dual flow divider and pipings. The steering force given to the steering wheel enters the steering unit through the steering column. The required oil flow is sensed by the function of the control section of the unit, and pressurized oil delivered from the hydraulic pump is fed to the steering cylinder. The force produced by the steering cylinder moves the knuckle of steering tires through the intermediate link.

The axle body is unit structure having steering knuckles installed to its both ends by means of kingpins. Hub and wheel are mounted through bearing to spindle of knuckle.

2. HYDRAULIC CIRCUIT

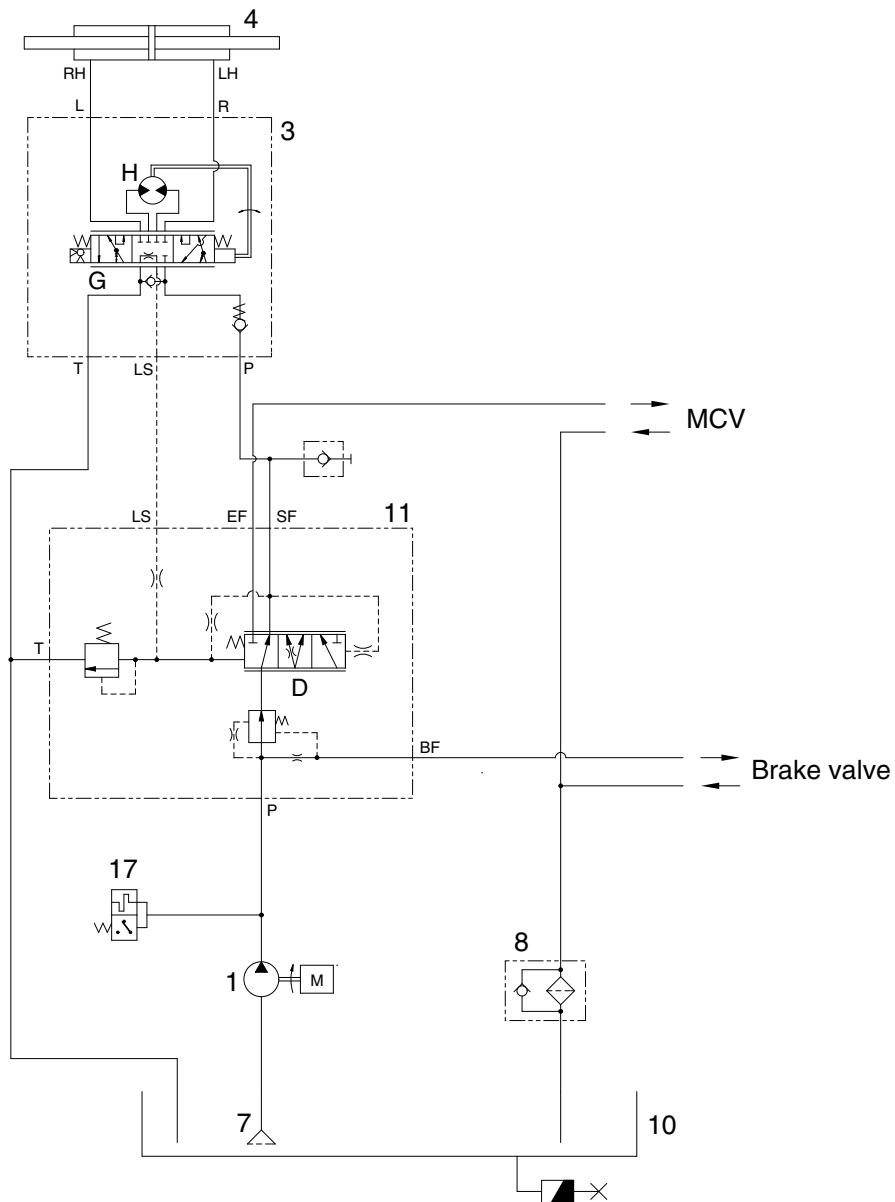
· NON-BOOSTER TYPE (PRIORITY VALVE)



25L9ASS03

- | | | | |
|---|-------------------------------|----|-----------------------------|
| 1 | Gear pump with priority valve | 8 | Return filter |
| 3 | Steering unit | 10 | Hydraulic tank |
| 4 | Steering cylinder | 11 | Priority valve |
| 7 | Suction strainer | 17 | Pressure/temperature sensor |

• BOOSTER TYPE (DUAL FLOW DIVIDER)



25L9ASS04

- | | | | |
|---|-------------------|----|-----------------------------|
| 1 | Gear pump | 8 | Return filter |
| 3 | Steering unit | 10 | Hydraulic tank |
| 4 | Steering cylinder | 11 | Dual flow divider |
| 7 | Suction strainer | 17 | Pressure/temperature sensor |

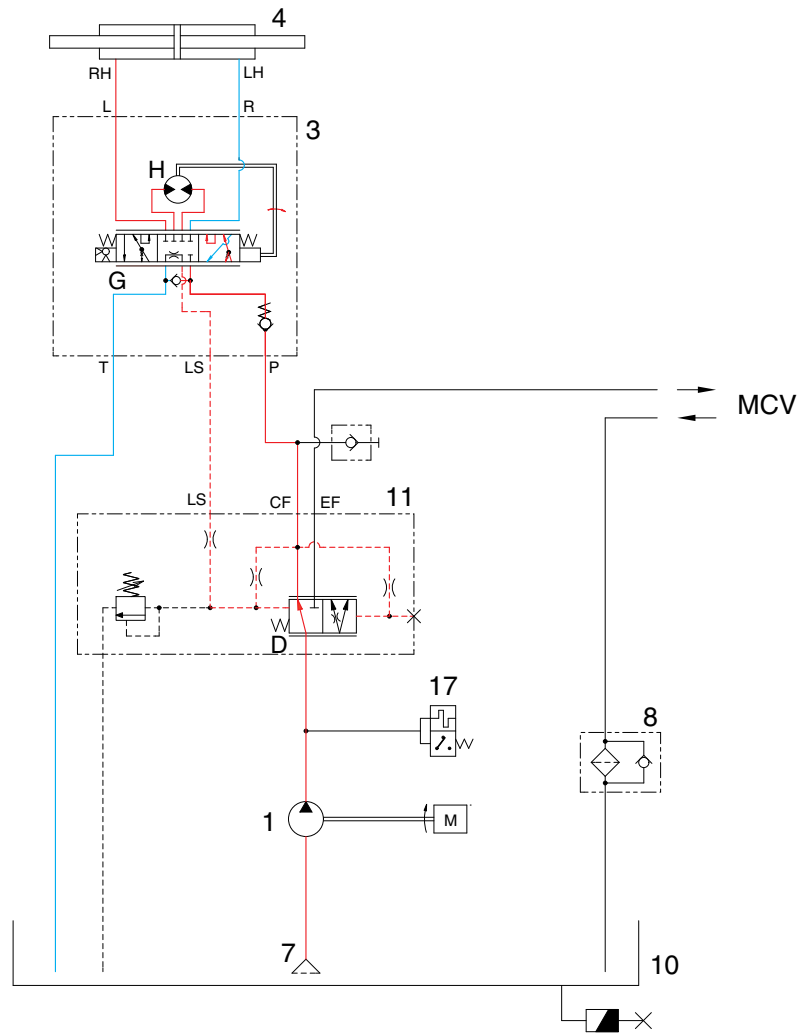
※ Descriptions are based on the non booster type (priority valve).

※ Descriptions are based on the non booster type (priority valve).



5-5

2) LEFT TURN



25L9ASS06

When the steering wheel is turned to the left, the spool (G) within the steering unit (4) connected with steering column turns in left hand direction.

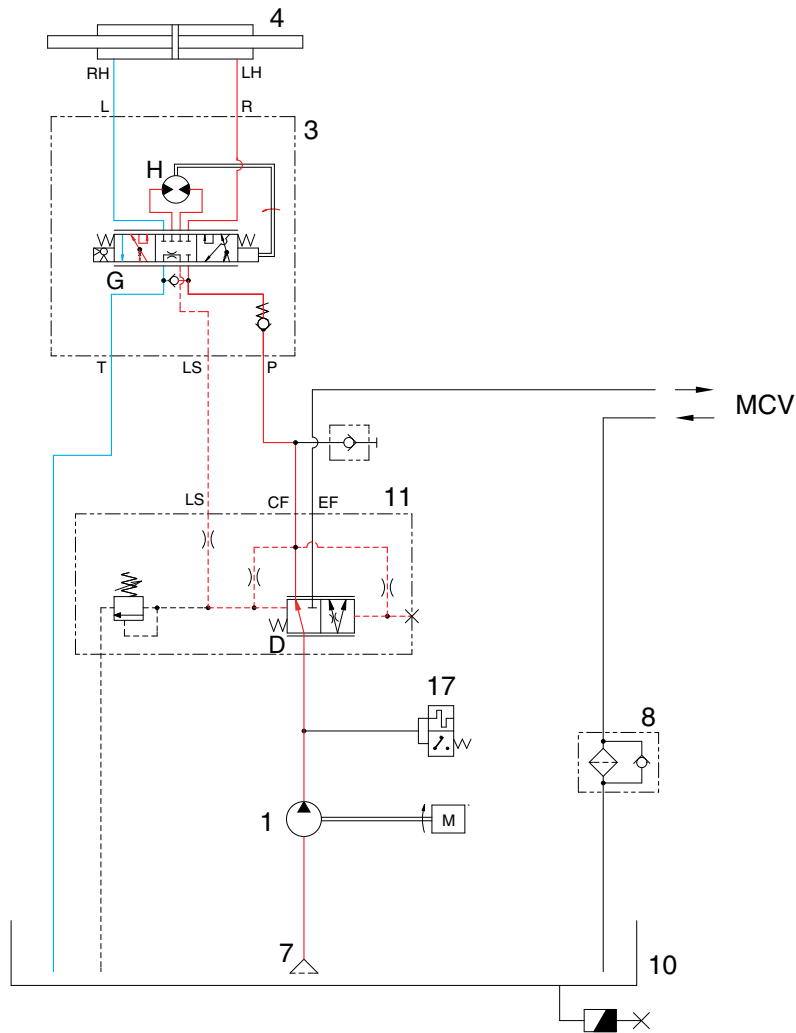
At this time, the oil discharged from the pump flows into the spool (G) within the steering unit (3) through the spool (D) of priority valve in gear pump (1) and flows to the gerotor(H).

Oil flow from the gerotor (H) flows back into the spool (G) where it is directed out of the left work port (L).

Oil returned from cylinder returns to hydraulic tank (10).

When the above operation is completed, the truck turns to the left.

3) RIGHT TURN



25L9ASS07

When the steering wheel is turned to the right, the spool (G) within the steering unit (3) connected with steering column turns in right hand direction.

At this time, the oil discharged from the pump flows into the spool (G) within the steering unit (3) through the spool (D) of priority valve in gear pump (1) and flows to the gerotor(H).

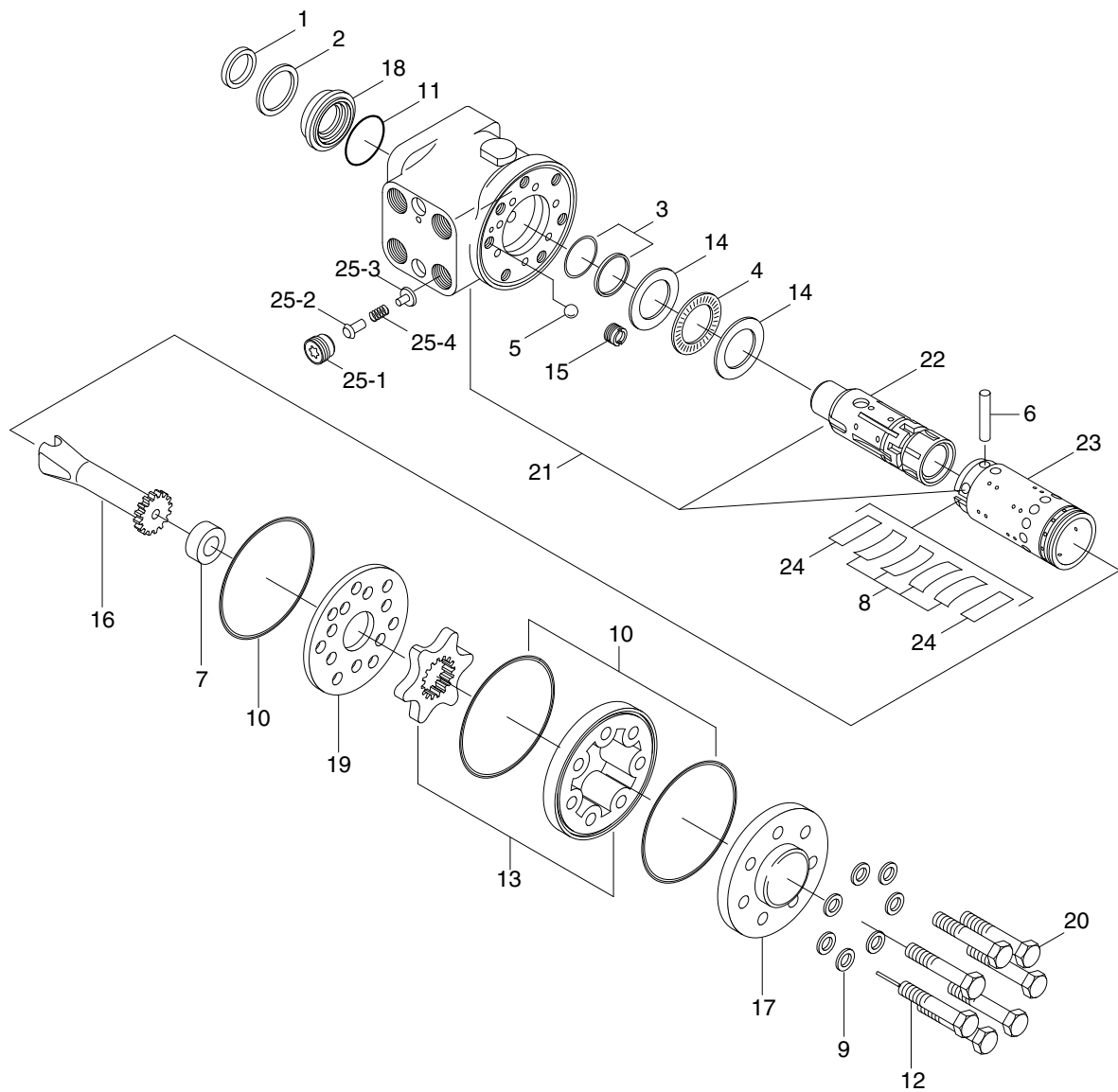
Oil flow from the gerotor (H) flows back into the spool (G) where it is directed out of the right work port (R).

Oil returned from cylinder returns to hydraulic tank (10).

When the above operation is completed, the truck turns to the right.

3. STEERING UNIT

1) STRUCTURE



20D7SS06

1	Dust seal	11	O-ring	21	Housing
2	Retaining ring	12	Rolled screw	22	Spool
3	Cap seal	13	Gerotor set	23	Sleeve
4	Thrust bearing	14	Bearing race	24	Plate spring
5	Ball	15	Bore screw	25	P-port check valve.
6	Pin	16	Drive	25-1	Plug
7	Spacer	17	End cap	25-2	Poppet
8	Center spring	18	Gland bushing	25-3	Spring seat
9	Washer	19	Plate	25-4	Spring
10	O-ring	20	Cap screw		

2) OPERATION

The steering unit is composed of the control valve (rotary valve) and the metering device. The control valve controls the flow of oil from the pump in the interior of the unit depending on the condition of the steering wheel. The metering device is a kind of hydraulic motor composed of a stator and a rotor. It meters the required oil volume, feeds the metered oil to the power cylinder and detects cylinder's motion value, that is, cylinder's motion rate.

When the steering wheel is turned, the spool turns, the oil path is switched and the oil is fed into the metering device. As a result, the rotor is caused to run by oil pressure, and the sleeve is caused to run through the drive shaft and cross pin. Therefore, when the spool is turned, the spool turns by the same value in such a manner that it follows the motion of the spool. Steering motion can be accomplished when this operation is performed in a continuous state.

▲ If the hoses of the steering system are incorrectly connected, the steering wheel can turn very rapidly when the engine is started. Keep clear of the steering wheel when starting the engine.

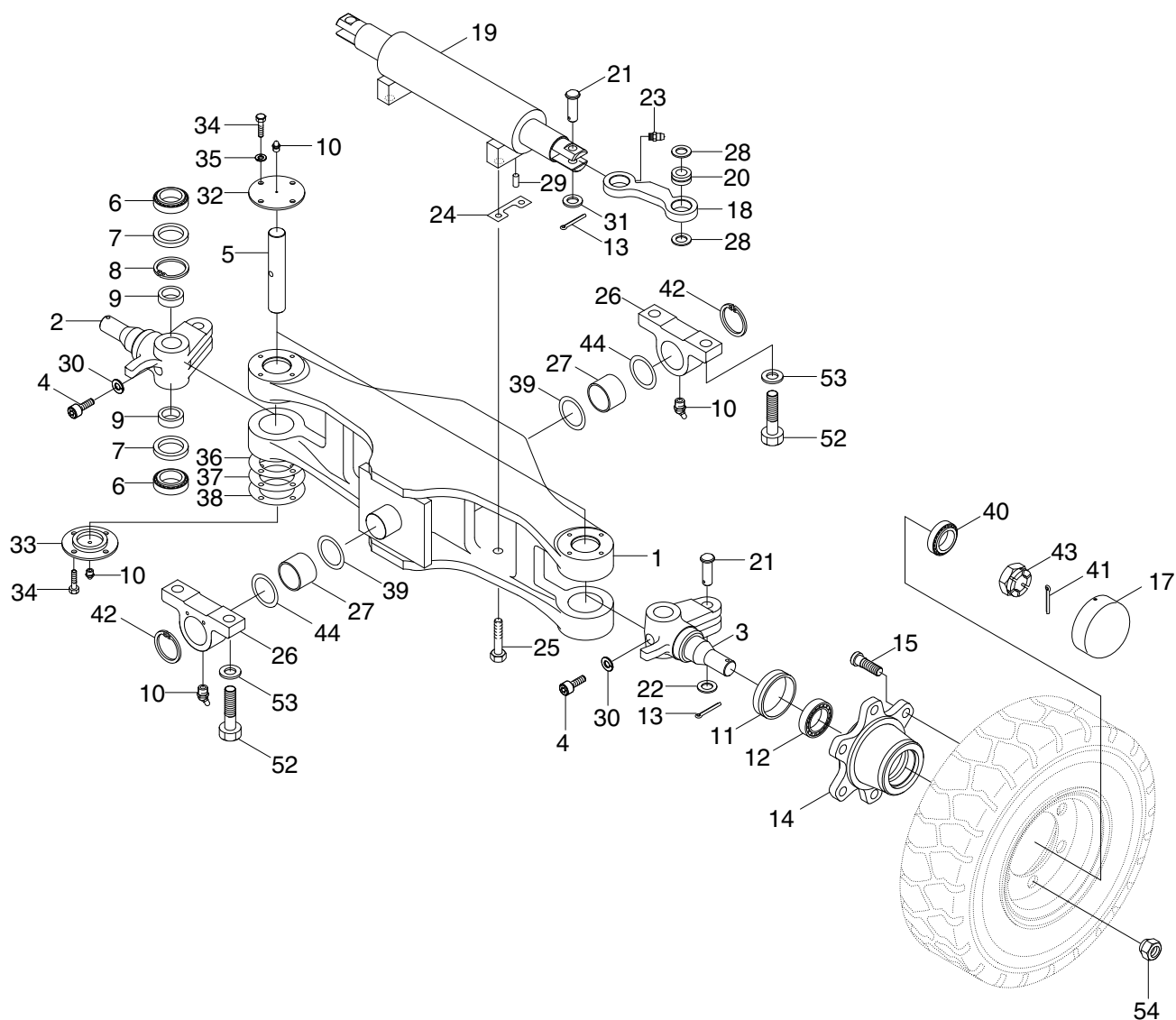
The centering spring for the spool and sleeve is provided to cause the valve to return to the neutral position. It is therefore possible to obtain a constant steering feeling, which is transmitted to the hands of the driver. Return to the center position occurs when the steering wheel is released.

1) STRUCTURE



- 5-10

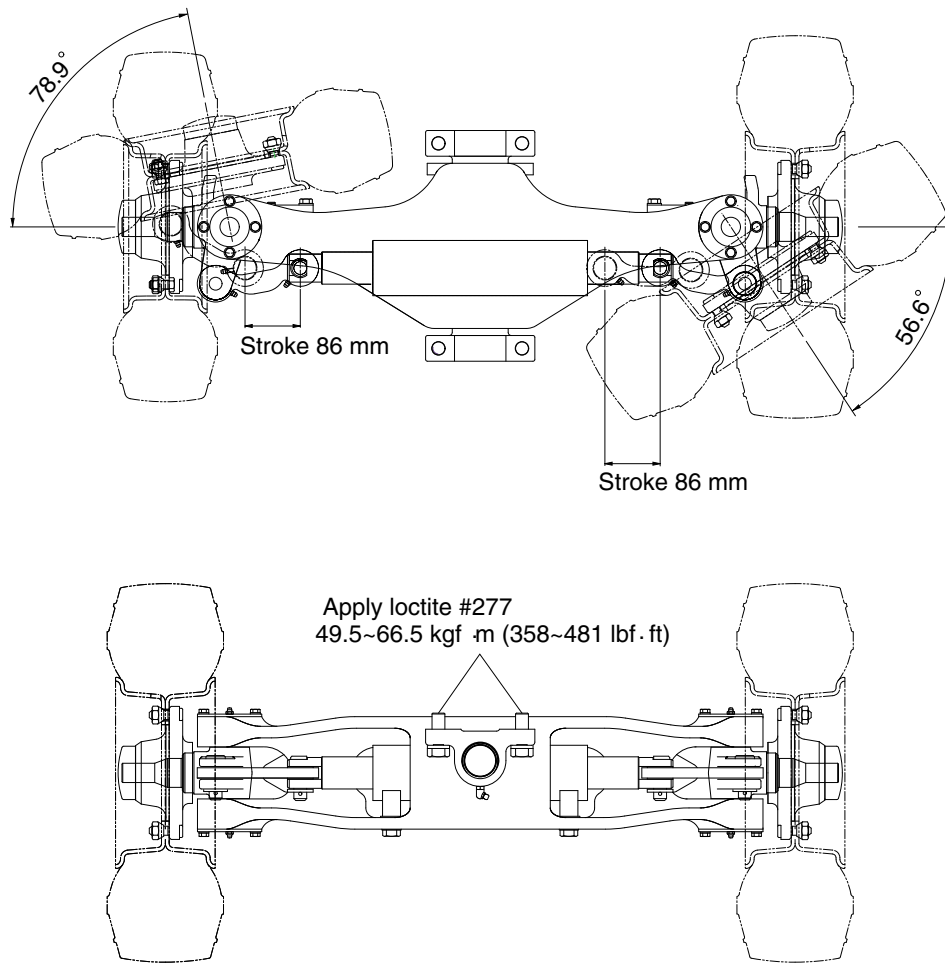
STRUCTURE (KIA GEORGIA only)



25L9ASS08-1

1	Steering axle	18	Steering link	34	Hex bolt
2	Knuckle-RH	19	Steering cylinder	35	Spring washer
3	Knuckle-LH	20	Spherical plain bearing	36	Shim (0.1t)
4	Special bolt	21	Steer link pin	37	Shim (0.15t)
5	King pin	22	Plain washer	38	Shim (0.3t)
6	Taper roller bearing	23	Grease nipple	39	Shim (0.5t)
7	Oil seal	24	Lock plate	40	Taper roller bearing
8	Retaining ring	25	Bolt	41	Split pin
9	Collar	26	Trunnion block	42	Retaining ring
10	Grease nipple	27	Bushing	43	Nut
11	Oil seal	28	Thrust washer	44	Shim (1.0t)
12	Taper roller bearing	29	Pin	52	Hexagon bolt
13	Split pin	30	Spring washer	53	Hardened washer
14	Hub	31	Hardened washer	54	Hub nut
15	Hub bolt	32	Upper cover		
17	Hub cap	33	Lower cover		

2) TIGHTENING TORQUE AND SPECIFICATION

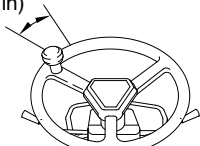


25L9ASS09

Type	Unit	Center pin support single shaft
Structure of knuckle	-	Elliott type
Toe-in	degree	0
Camber	degree	0
Caster	degree	0
King pin angle	degree	0
Max steering angle of wheels (Inside/Outside)	degree	78.9 / 56.6
Tread	mm (in)	980 (38.6)

GROUP 2 OPERATIONAL CHECKS AND TROUBLESHOOTING

1. OPERATIONAL CHECKS

Check item	Checking procedure								
Steering wheel 30-60mm (1.2-2.4 in) 	<ul style="list-style-type: none">Set rear wheels facing straight forward, then turn steering wheel to left and right. Measure range of steering wheel movement before rear wheel starts to move. Range should be 30~60 mm at rim of steering wheel. If play is too large, adjust at gear box.Test steering wheel play with engine at idling.								
Knuckle	<ul style="list-style-type: none">Check knuckle visually or use crack detection method. If the knuckle is bent, the tire wear is uneven, so check tire wear.								
Steering axle	<ul style="list-style-type: none">Put camber gauge in contact with hub and measure camber. If camber is not within $0 \pm 0.5^\circ$; rear axle is bent.Ask assistant to drive truck at minimum turning radius.Fit bar and a piece of chalk at outside edge of counterweight to mark line of turning radius.If minimum turning radius is not within ± 100 mm (± 4 in) of specified value, adjust turning angle stopper bolt. <p>Min turning radius (Outside)</p> <table><tr><td>25L-9A</td><td>2076 mm (82 in)</td><td>33L-9A</td><td>2136 mm (84 in)</td></tr><tr><td>30L-9A</td><td>2136 mm (84 in)</td><td>-</td><td>-</td></tr></table>	25L-9A	2076 mm (82 in)	33L-9A	2136 mm (84 in)	30L-9A	2136 mm (84 in)	-	-
25L-9A	2076 mm (82 in)	33L-9A	2136 mm (84 in)						
30L-9A	2136 mm (84 in)	-	-						
Hydraulic pressure of power steering	<p>Remove plug from outlet port of flow divider and install oil pressure gauge. Turn steering wheel fully and check oil pressure.</p> <p>※ Oil pressure : 90 kgf/cm² (1280 psi)</p>								

2. TROUBLESHOOTING

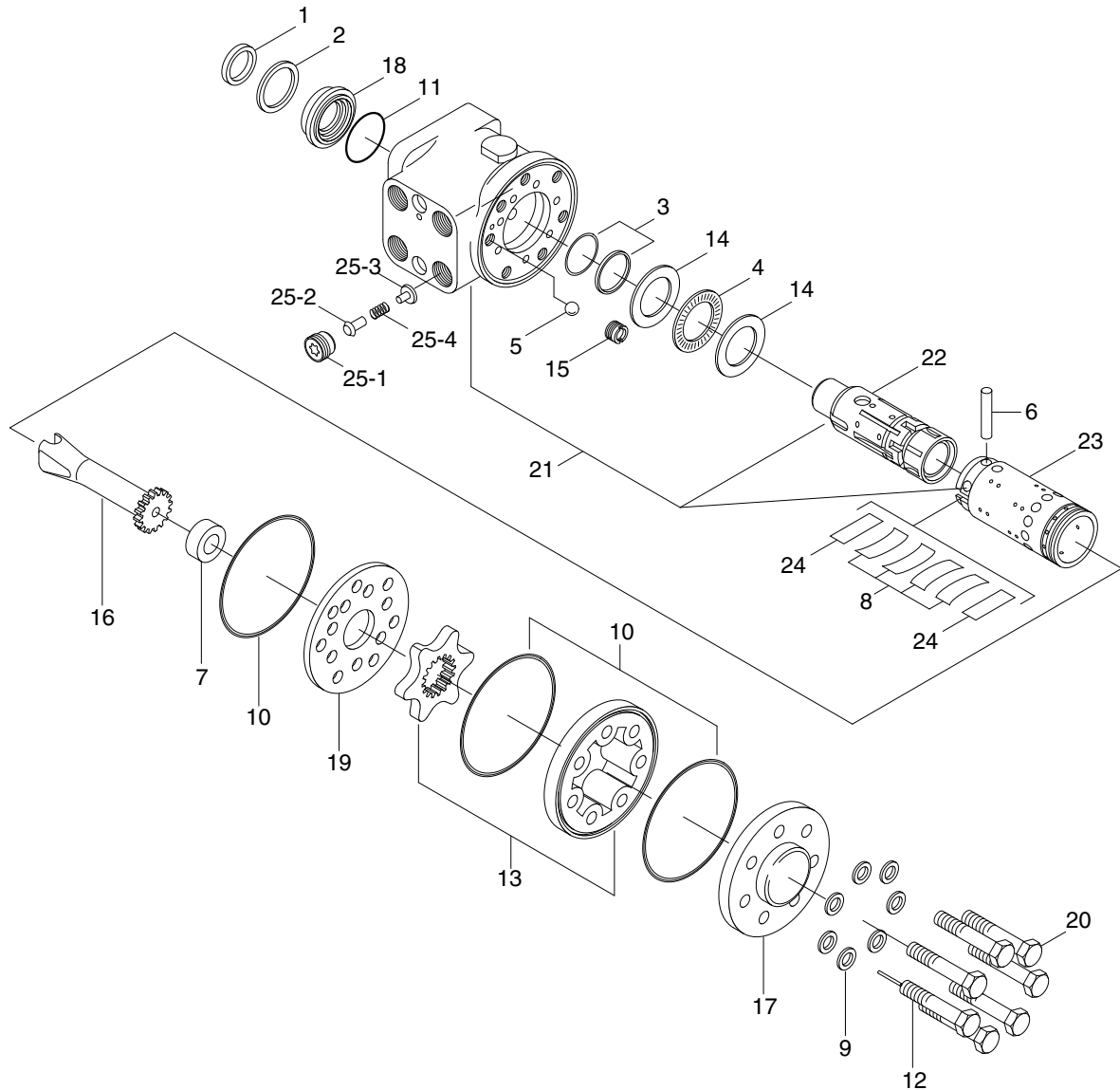
Problem	Cause	Remedy
Steering wheel drags.	<ul style="list-style-type: none"> Low oil pressure. Bearing faulty. Spring spool faulty. Reaction plunger faulty. Ball-and-screw assembly faulty. Sector shaft adjusting screw excessively tight. Gears poorly meshing. Flow divider coil spring fatigued. 	<ul style="list-style-type: none"> Check lockout. Repair. Clean or replace. Clean or replace. Replace. Clean or replace. Adjust. Check and correct meshing. Replace.
Steering wheel fails to return smoothly.	<ul style="list-style-type: none"> Bearing faulty. Reaction plunger faulty. Ball-and-screw assembly faulty Gears poorly meshing. 	<ul style="list-style-type: none"> Clean or replace. Replace. Clean or replace. Check and correct meshing.

Problem	Cause	Remedy
Steering wheel turns unsteadily.	<ul style="list-style-type: none"> • Lockout loosening. • Metal spring deteriorated. 	<ul style="list-style-type: none"> • Retighten. • Replace.
Steering system makes abnormal sound or vibration.	<ul style="list-style-type: none"> • Gear backlash out of adjustment. • Lockout loosening. • Air in oil circuit. 	<ul style="list-style-type: none"> • Adjust. • Retighten. • Bleed air.
Abnormal sound heard when steering wheel is turned fully	Valve <ul style="list-style-type: none"> • Faulty. (Valve fails to open.) Piping <ul style="list-style-type: none"> • Pipe (from pump to power steering cylinder) dented or clogged. 	<ul style="list-style-type: none"> • Adjust valve set pressure and check for specified oil pressure. • Repair or replace.
Piping makes abnormal sounds.	Oil pump <ul style="list-style-type: none"> • Lack of oil. • Oil inlet pipe sucks air. • Insufficient air bleeding. 	<ul style="list-style-type: none"> • Add oil. • Repair. • Bleed air completely.
Valve or valve unit makes abnormal sounds.	Oil pump <ul style="list-style-type: none"> • Oil inlet pipe sucks air. Valve <ul style="list-style-type: none"> • Faulty. (Unbalance oil pressure) Piping <ul style="list-style-type: none"> • Pipe (from pump to power steering) dented or clogged. • Insufficient air bleeding. 	<ul style="list-style-type: none"> • Repair or replace. • Adjust valve set pressure and check specified oil pressure. • Repair or replace. • Bleed air completely.
Insufficient or variable oil flow.	<ul style="list-style-type: none"> • Flow control valve orifice clogged. 	<ul style="list-style-type: none"> • Clean
Insufficient or variable discharge pressure.	Piping <ul style="list-style-type: none"> • Pipe (from tank to pipe) dented or clogged. 	<ul style="list-style-type: none"> • Repair or replace.
Steering cylinder head leakage (Piston rod)	<ul style="list-style-type: none"> • Packing foreign material. • Piston rod damage. • Rod seal damage and distortion. • Chrome gilding damage. 	<ul style="list-style-type: none"> • Replace • Grind surface with oil stone. • Replace • Grind
Steering cylinder head thread (A little bit leak is no problem)	<ul style="list-style-type: none"> • O-ring damage. 	<ul style="list-style-type: none"> • Replace
Welding leakage	<ul style="list-style-type: none"> • Cylinder tube damage. 	<ul style="list-style-type: none"> • Tube replace.
Rod	<ul style="list-style-type: none"> • Tube inside damage. • Piston seal damage and distortion. 	<ul style="list-style-type: none"> • Grind surface with oil store. • Replace
Piston rod bushing inner diameter excessive gap	<ul style="list-style-type: none"> • Bushing wear. 	<ul style="list-style-type: none"> • Replace

GROUP 3 DISASSEMBLY AND ASSEMBLY

1. STEERING UNIT

1) STRUCTURE

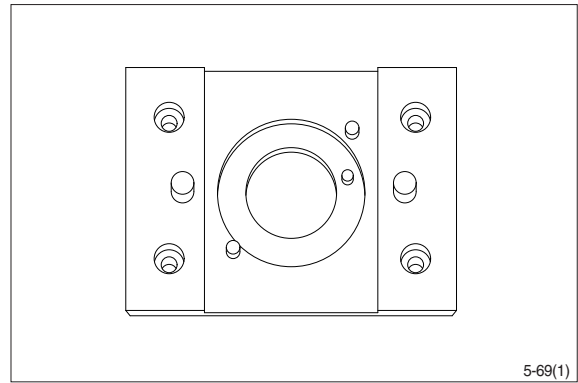


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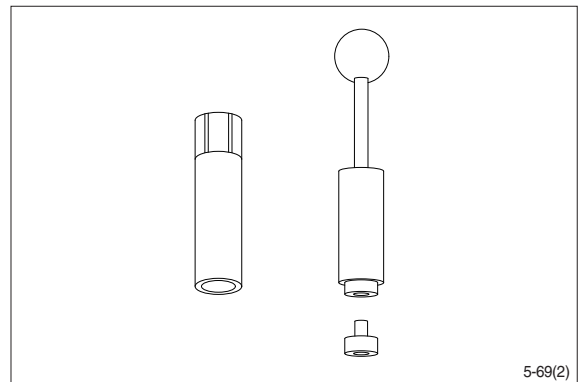
- | | | |
|------------------|------------------|-----------------------|
| 1 Dust seal | 11 O-ring | 21 Housing |
| 2 Retaining ring | 12 Rolled screw | 22 Spool |
| 3 Cap seal | 13 Gerotor set | 23 Sleeve |
| 4 Thrust bearing | 14 Bearing race | 24 Plate spring |
| 5 Ball | 15 Bore screw | 25 P-port check valve |
| 6 Pin | 16 Drive | 25-1 Plug |
| 7 Spacer | 17 End cap | 25-2 Poppet |
| 8 Center spring | 18 Gland bushing | 25-3 Spring seat |
| 9 Washer | 19 Plate | 25-4 Spring |
| 10 O-ring | 20 Cap screw | |

2) TOOLS

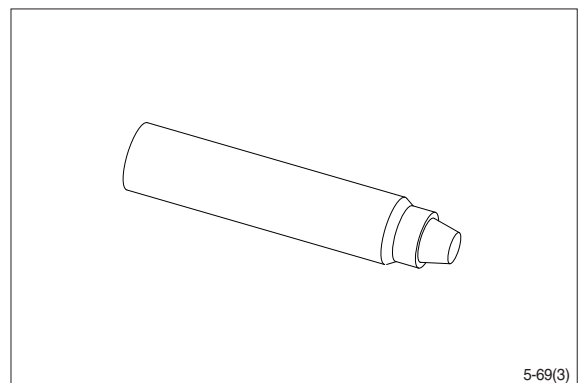
(1) Holding tool.



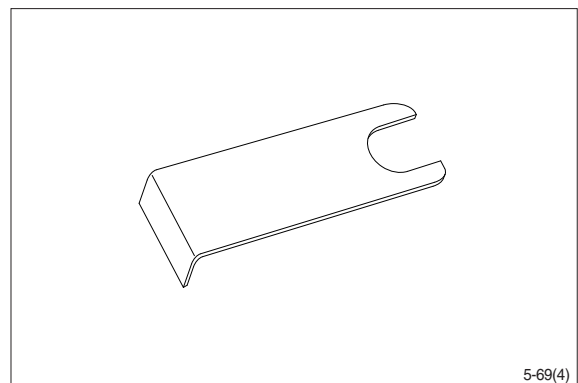
(2) Assembly tool for O-ring and kin-ring.



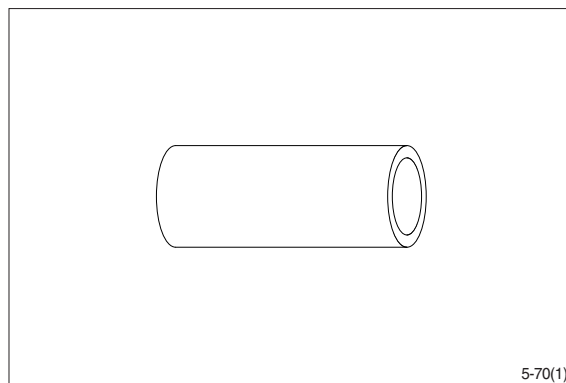
(3) Assembly tool for lip seal.



(4) Assembly tool for cardan shaft.

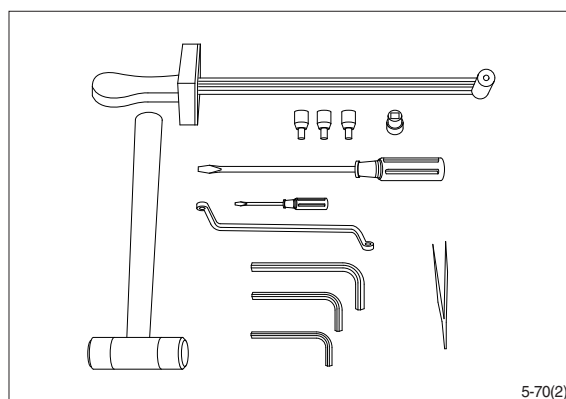


(5) Assembly tool for dust seal.



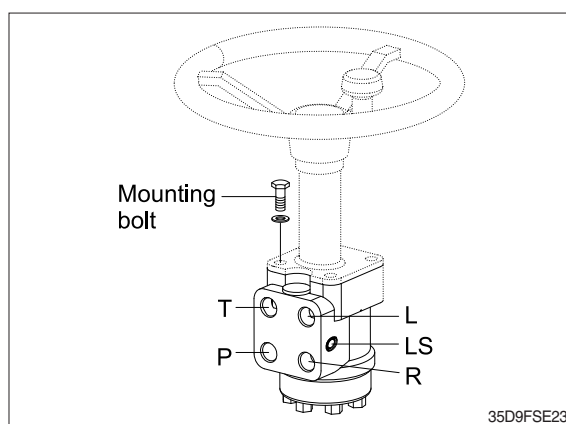
(6) Torque wrench 0~7.1 kgf · m
(0~54.4 lbf · ft)

13 mm socket spanner
6, 8 mm and 12 mm hexagon sockets
12 mm screwdriver
2 mm screwdriver
13 mm ring spanner
6, 8 and 12 mm hexagon socket spanners
Plastic hammer
Tweezers



3) TIGHTENING TORQUE

L : Left port
R : Right port
T : Tank port
P : Pump port
LS : Load sensing port

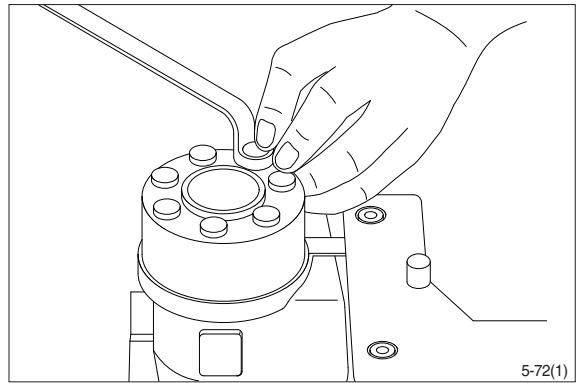


Port	Size	Torque [kgf · m (lbf · ft)]
L	3/4 UNF - 16	6.0 (43.4)
R	3/4 UNF - 16	6.0 (43.4)
T	3/4 UNF - 16	6.0 (43.4)
P	3/4 UNF - 16	6.0 (43.4)
LS	7/16 UNF - 20	4.0±0.5 (28.9±3.6)
Mounting bolt	M10×1.5	4.0±0.5 (28.9±3.6)

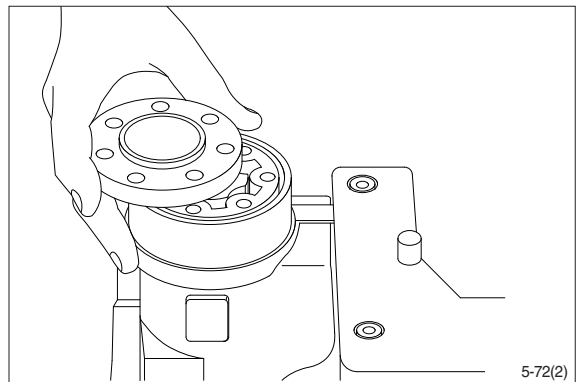
4) DISASSEMBLY

- (1) Disassemble steering column from steering unit and place the steering unit in the holding tool.

Screw out the screws in the end cover(6-off plus one special screw).

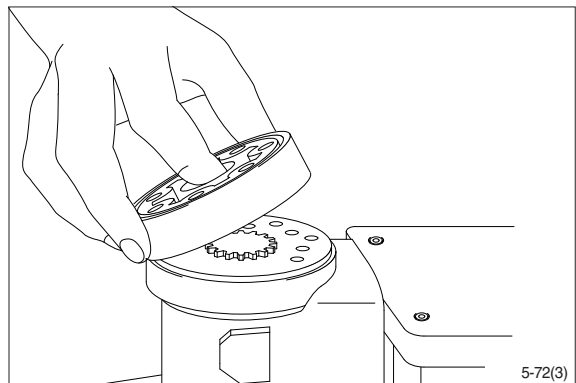


- (2) Remove the end cover, sideways.

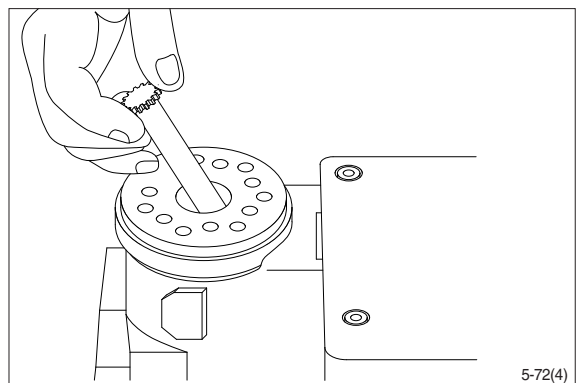


- (3) Lift the gearwheel set(With spacer if fitted) off the unit.

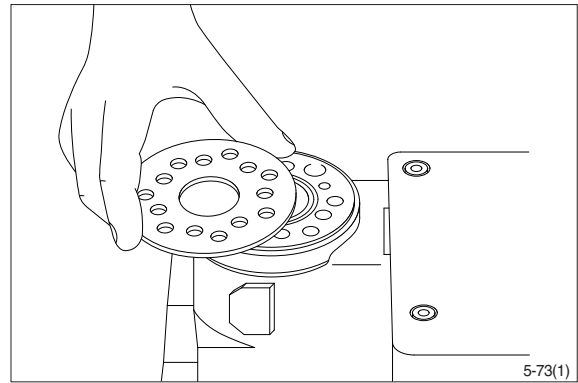
Take out the two O-rings.



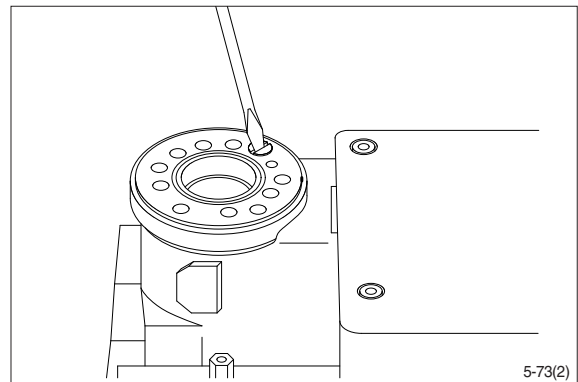
- (4) Remove cardan shaft.



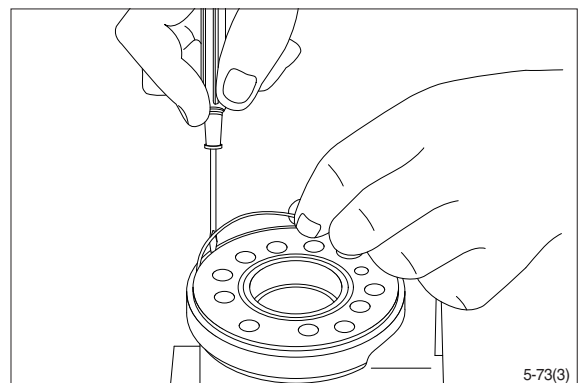
(5) Remove distributor plate.



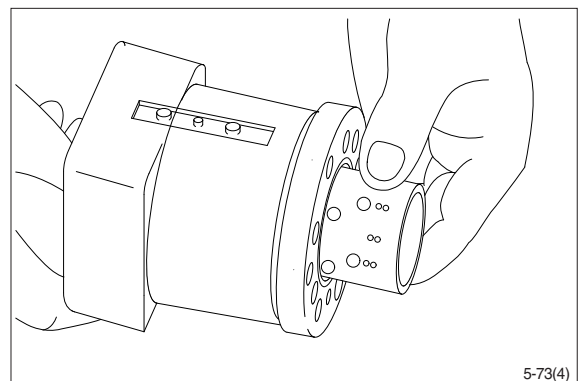
(6) Screw out the threaded bush over the check valve.



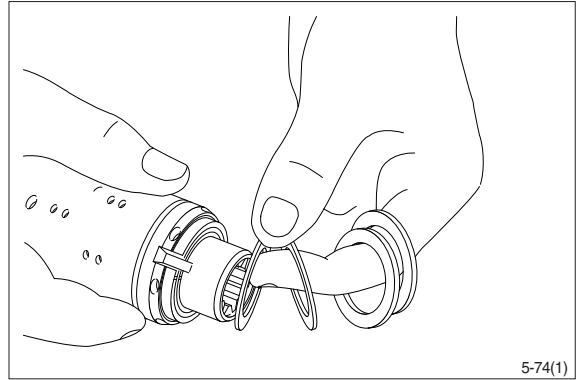
(7) Remove O-ring.



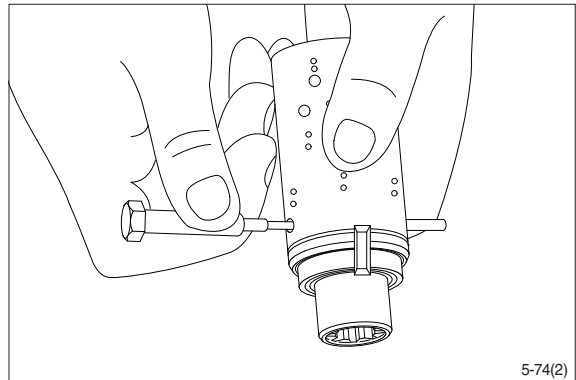
(8) Take care to keep the cross pin in the sleeve and spool horizontal. The pin can be seen through the open end of the spool. Press the spool inwards and the sleeve, ring, bearing races and thrust bearing will be pushed out of the housing together.



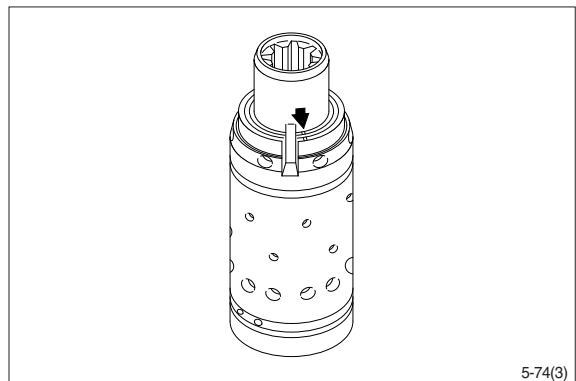
- (9) Take ring, bearing races and thrust bearing from sleeve and spool. The outer (Thin) bearing race can sometimes "stick" in the housing, therefore check that it has come out.



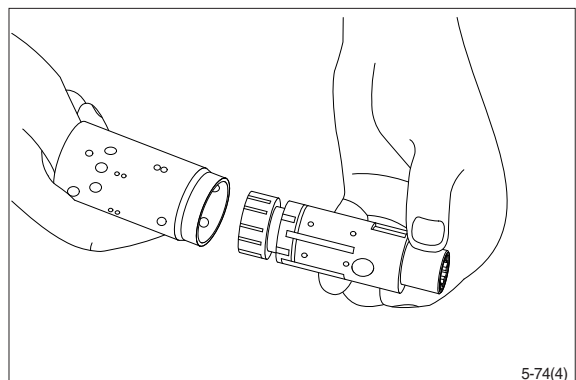
- (10) Press out the cross pin. Use the special screw from the end cover.



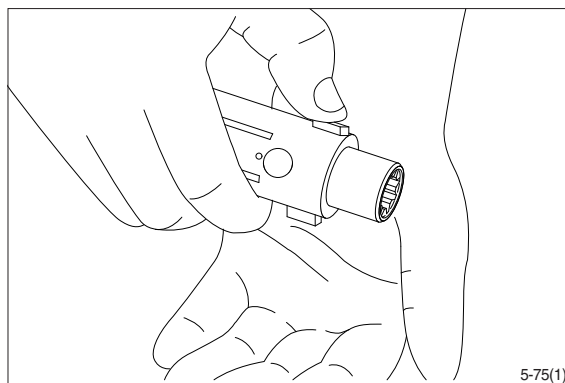
- ※ A small mark has been made with a pumice stone on both spool and sleeve close to one of the slots for the neutral position springs (See drawing). If the mark is not visible, remember to leave a mark of your own on sleeve and spool before the neutral position springs are disassembled.



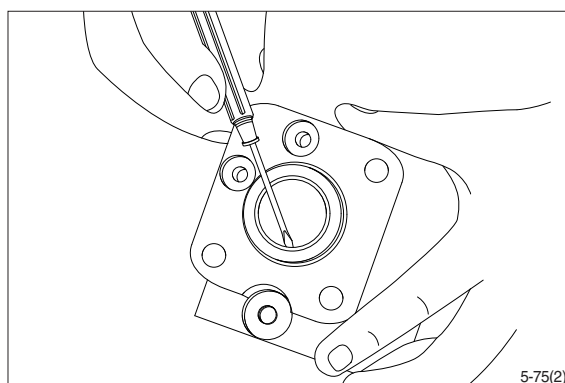
- (11) Carefully press the spool out of the sleeve.



- (12) Press the neutral position springs out of their slots in the spool.

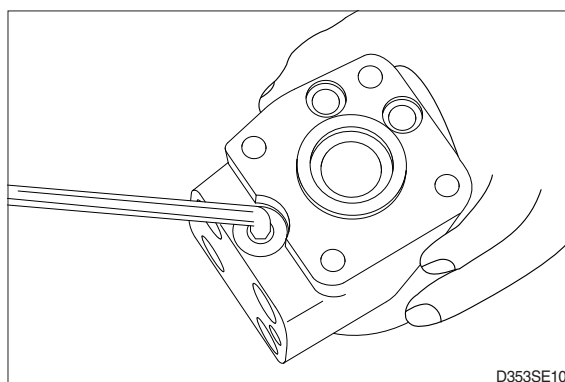


- (13) Remove dust seal and O-ring.

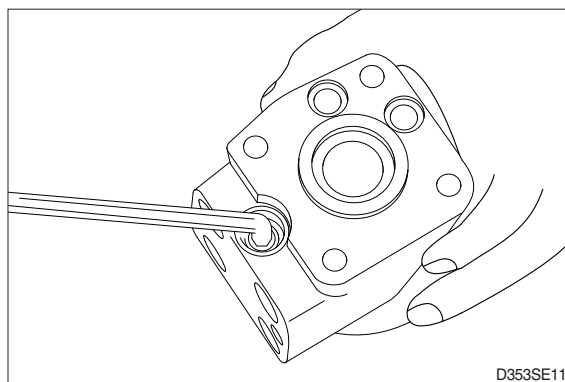


Disassembling the pressure relief valve

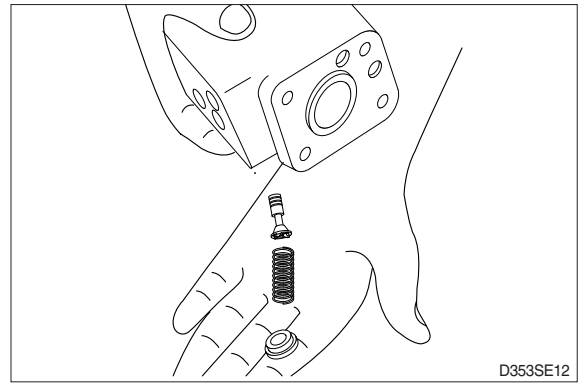
- (14) Screw out the plug using an 8 mm hexagon socket spanner.
Remove seal washers.



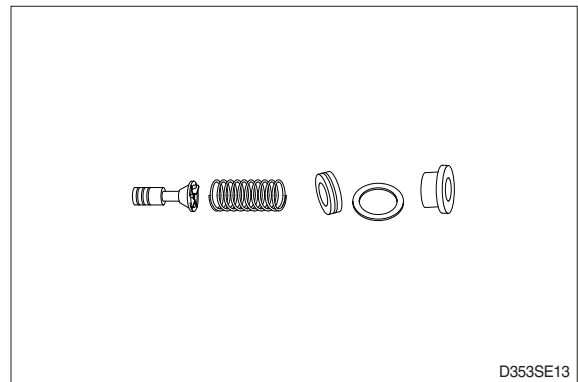
- (15) Unscrew the setting screw using an 8 mm hexagon socket spanner.



- (16) Shake out spring and piston. The valve seat is bonded into the housing and cannot be removed.



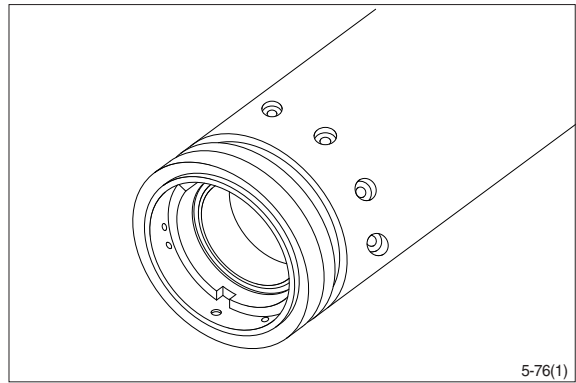
- (17) The pressure relief valve is now disassembled.



5) ASSEMBLY

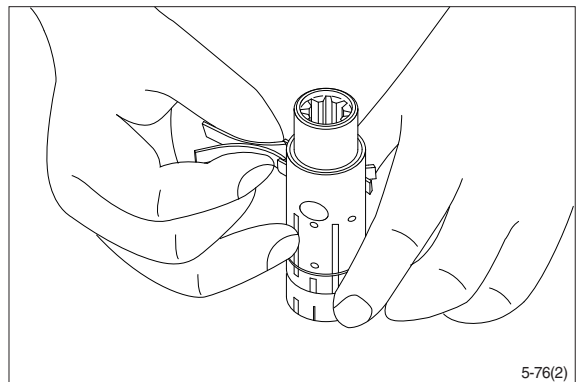
(1) Assemble spool and sleeve.

※ When assembling spool and sleeve only one of two possible ways of positioning the spring slots is correct. There are three slots in the spool and three holes in the sleeve in the end of the spool / sleeve opposite to the end with spring slots. Place the slots and holes opposite each other so that parts of the holes in the sleeve are visible through the slots in the spool.

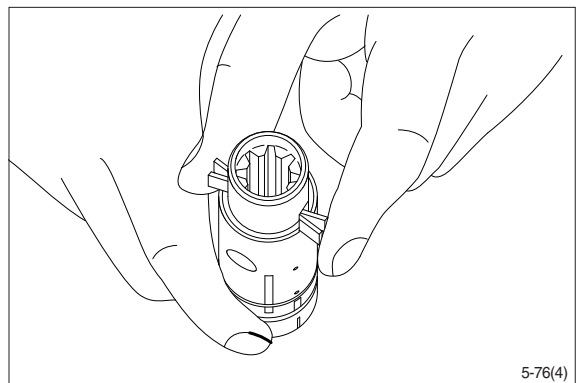


(2) Place the two flat neutral position springs in the slot.

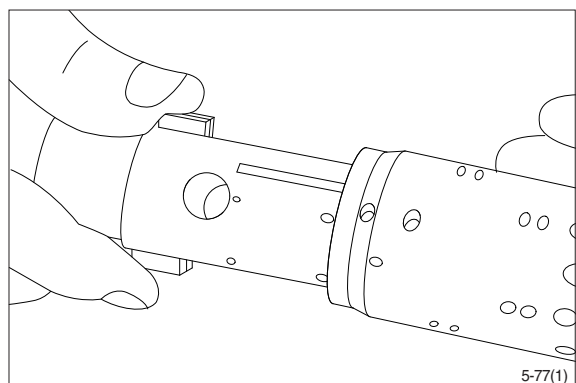
Place the centering springs between the flat ones and press them into place (see assembly pattern).



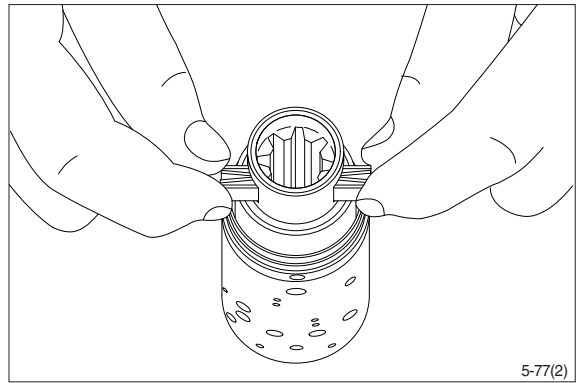
(3) Line up the spring set.



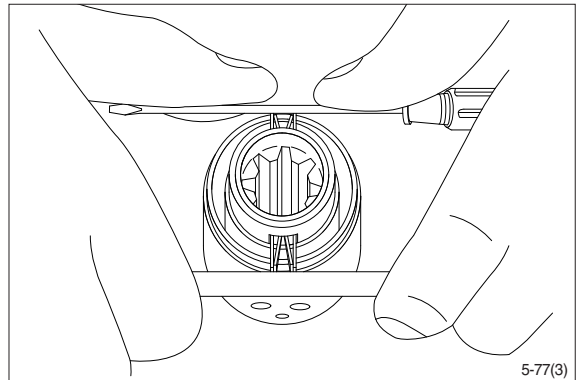
(4) Guide the spool into the sleeve. Make sure that spool and sleeve are placed correctly in relation to each other.



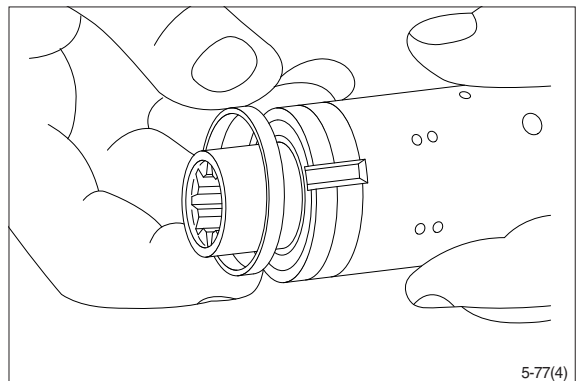
- (5) Press the springs together and push the neutral position springs into place in the sleeve.



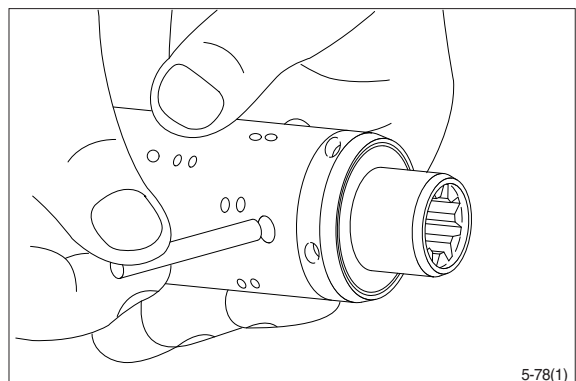
- (6) Line up the springs and center them.



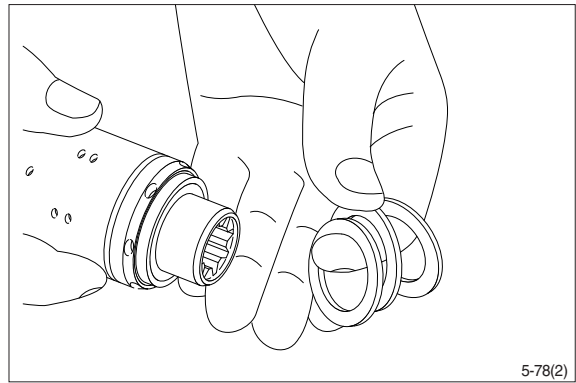
- (7) Guide the ring down over the sleeve.
※ The ring should be able to rotate free of the springs.



- (8) Fit the cross pin into the spool / sleeve.

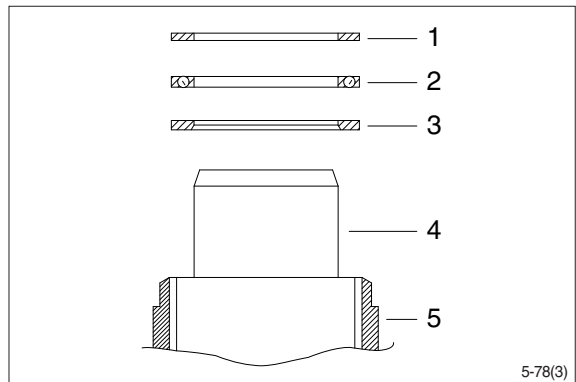


- (9) Fit bearing races and needle bearing as shown on below drawing.



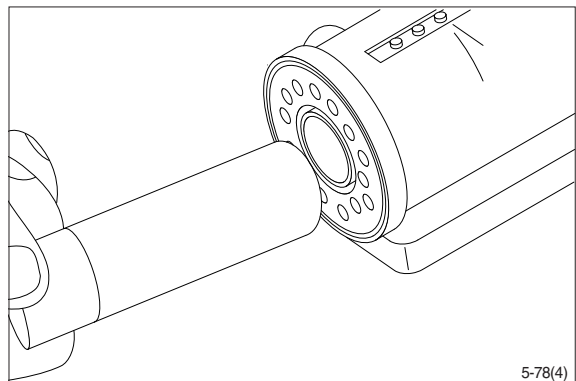
※ **Assembly pattern for standard bearings**

- 1 Outer bearing race
- 2 Thrust bearing
- 3 Inner bearing race
- 4 Spool
- 5 Sleeve

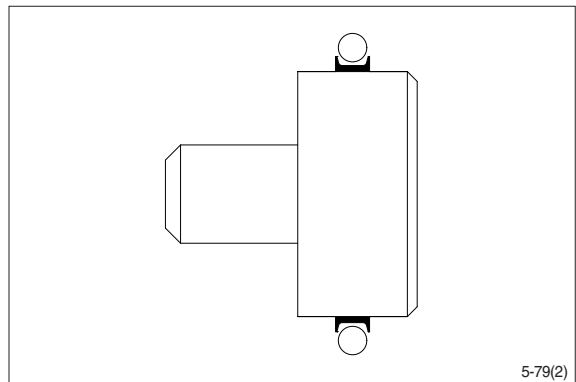
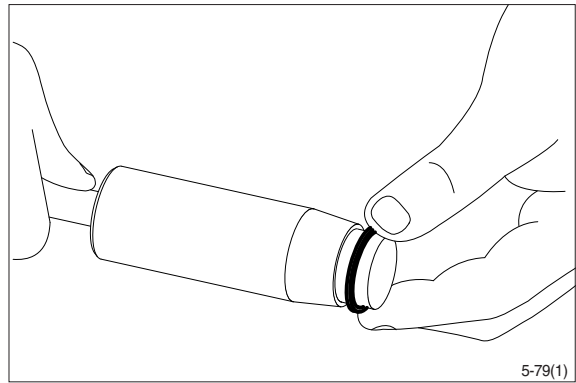


Installation instruction for O-ring

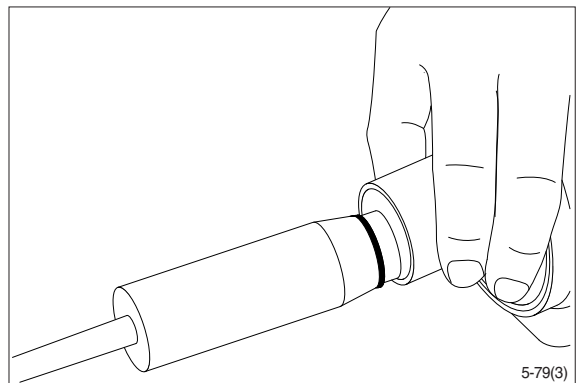
- (10) Turn the steering unit until the bore is horizontal. Guide the outer part of the assembly tool into the bore for the spool / sleeve.



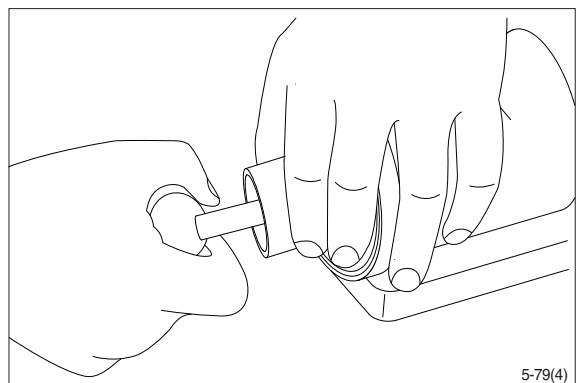
- (11) Grease O-ring with hydraulic oil and place them on the tool.



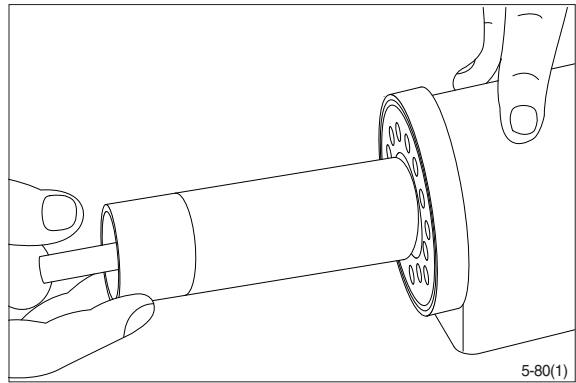
- (12) Hold the outer part of the assembly tool in the bottom of the steering unit housing and guide the inner part of the tool right to the bottom.



- (13) Press and turn the O-ring into position in the housing.

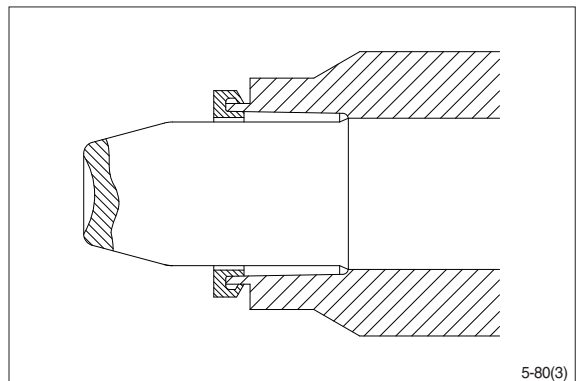
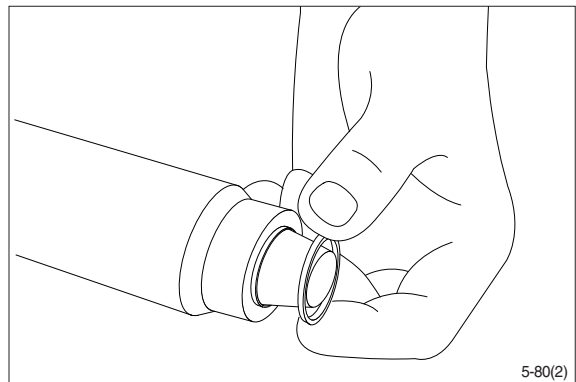


- (14) Draw the inner and outer parts of the assembly tool out of the steering unit bore, leaving the guide from the inner part in the bore.

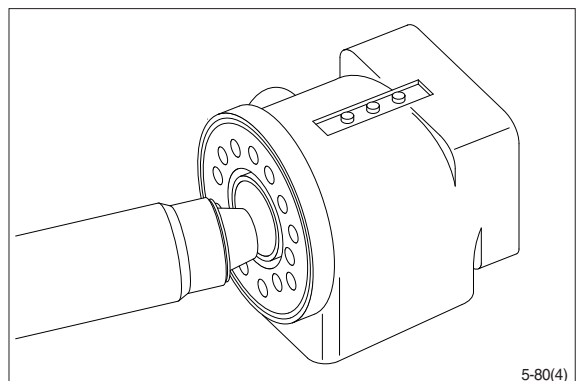


Installation instructions for lip seal

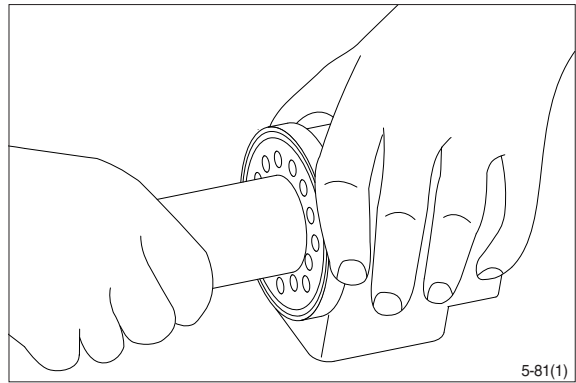
- (15) Lubricate the lip seal with hydraulic oil and place it on the assembly tool.



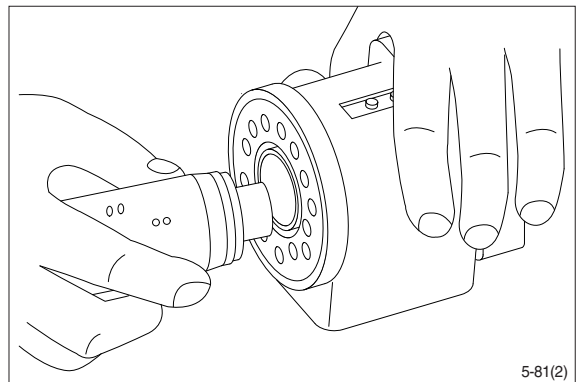
- (16) Guide the assembly tool right to the bottom.



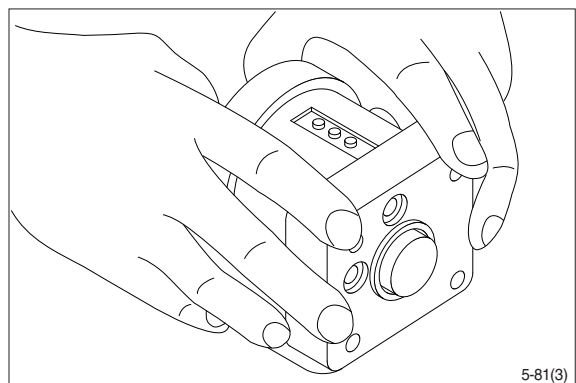
- (17) Press and turn the lip seal into place in the housing.



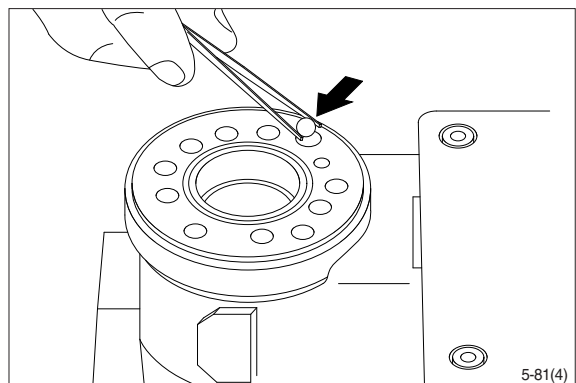
- (18) With a light turning movement, guide the spool and sleeve into the bore.
※ Fit the spool set holding the cross pin horizontal.



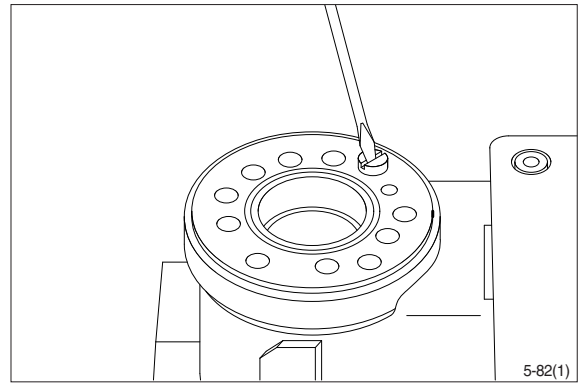
- (19) The spool set will push out the assembly tool guide. The O-ring are now in position.



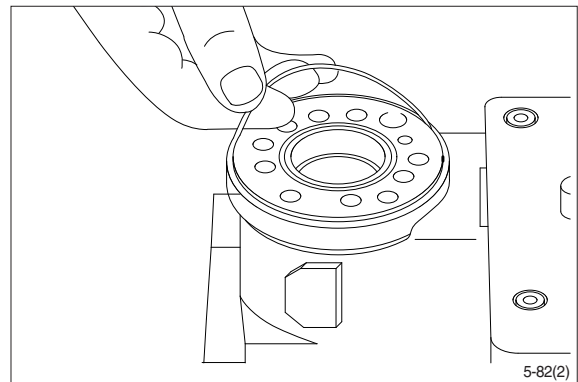
- (20) Turn the steering unit until the bore is vertical again. Put the check valve ball into the hole indicated by the arrow.



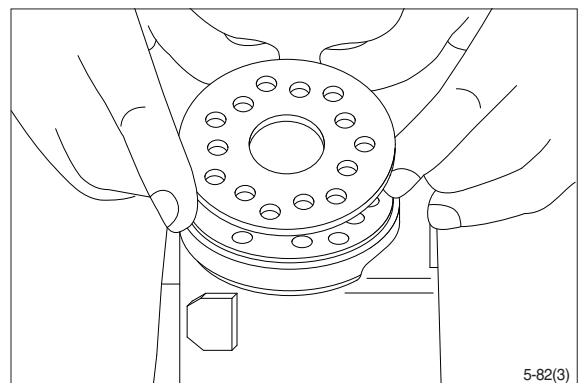
- (21) Screw the threaded bush lightly into the check valve bore. The top of the bush must lie just below the surface of the housing.



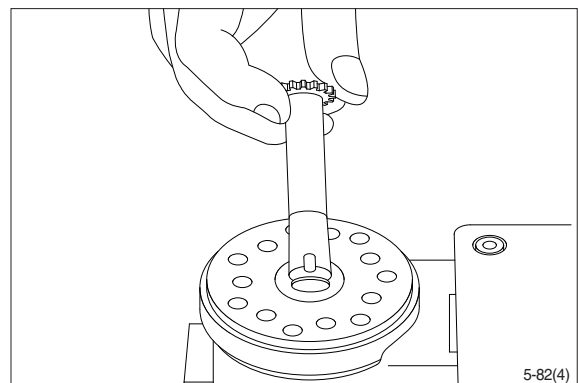
- (22) Grease the O-ring with mineral oil approx. viscosity 500 cSt at 20 °C.



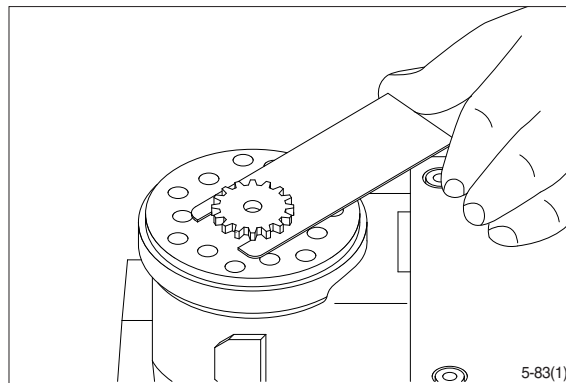
- (23) Place the distributor plate so that the channel holes match the holes in the housing.



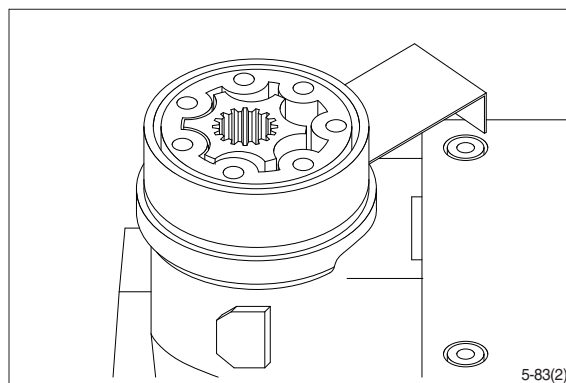
- (24) Guide the cardan shaft down into the bore so that the slot is parallel with the connection flange.



- (25) Place the cardan shaft as shown - so that it is held in position by the mounting fork.



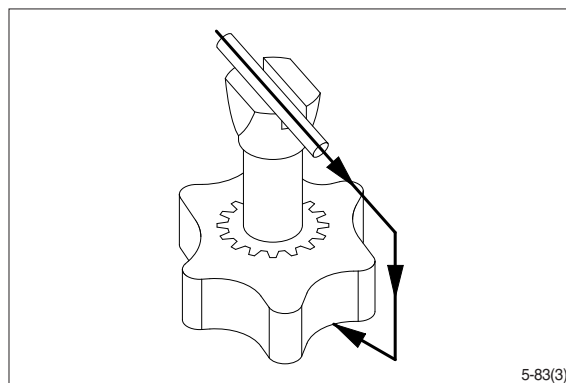
- (26) Grease the two O-rings with mineral oil approx. viscosity 500 cSt at 20 °C and place them in the two grooves in the gear rim. Fit the gearwheel and rim on the cardan shaft.



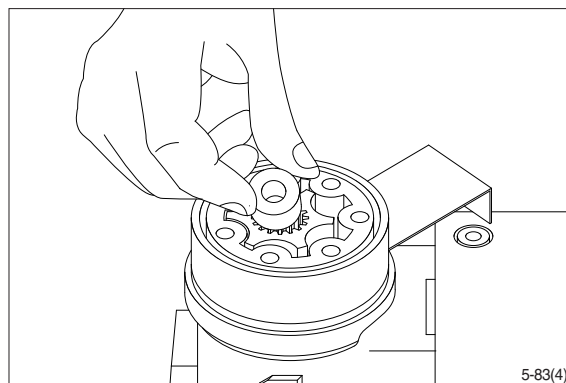
(27) Important

Fit the gearwheel (Rotor) and cardan shaft so that a tooth base in the rotor is positioned in relation to the shaft slot as shown.

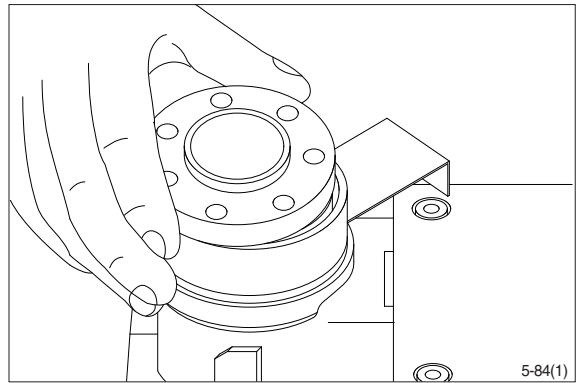
Turn the gear rim so that the seven through holes match the holes in the housing.



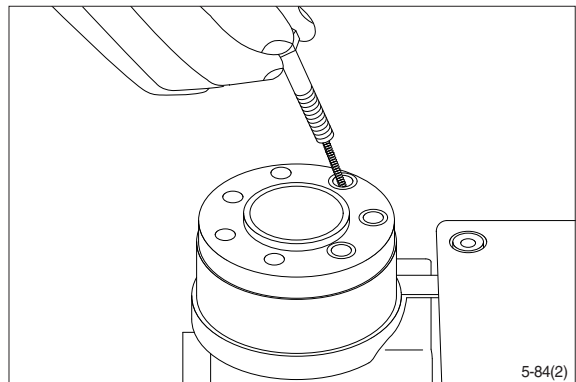
- (28) Fit the spacer, if any.



(29) Place the end cover in position.

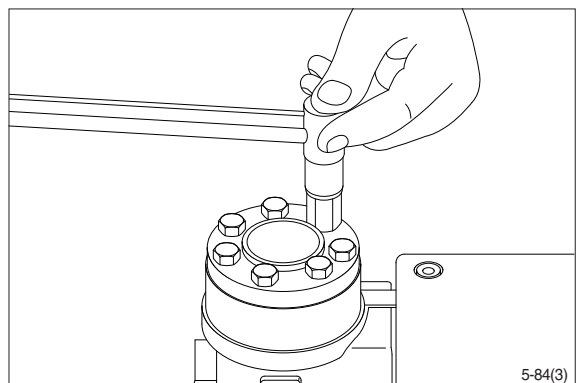


(30) Fit the special screw with washer and place it in the hole shown.

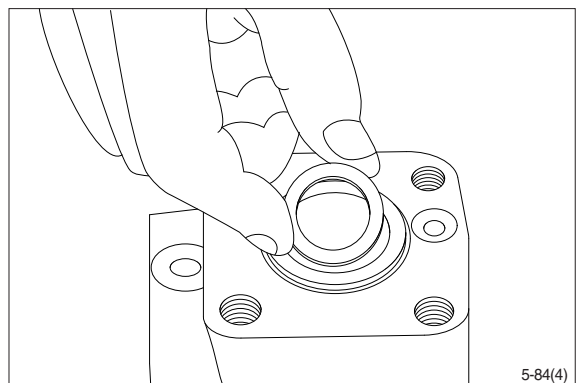


(31) Fit the six screws with washers and insert them. Cross-tighten all the screws and the rolled pin.

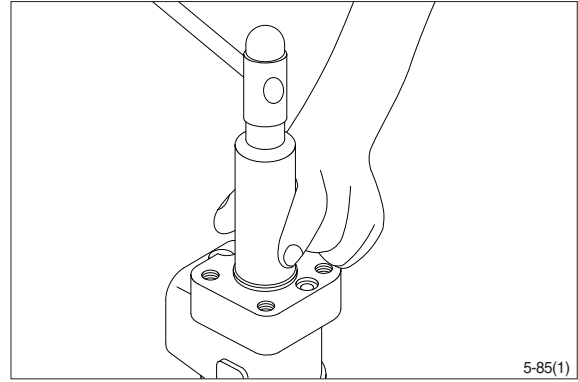
- Tightening torque : $3.0 \pm 0.6 \text{ kgf} \cdot \text{m}$
($21.7 \pm 4.3 \text{ lbf} \cdot \text{ft}$)



(32) Place the dust seal ring in the housing.

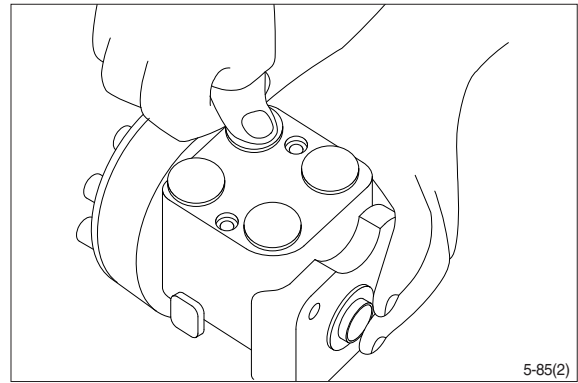


(33) Fit the dust seal ring in the housing.



(34) Press the plastic plugs into the connection ports.

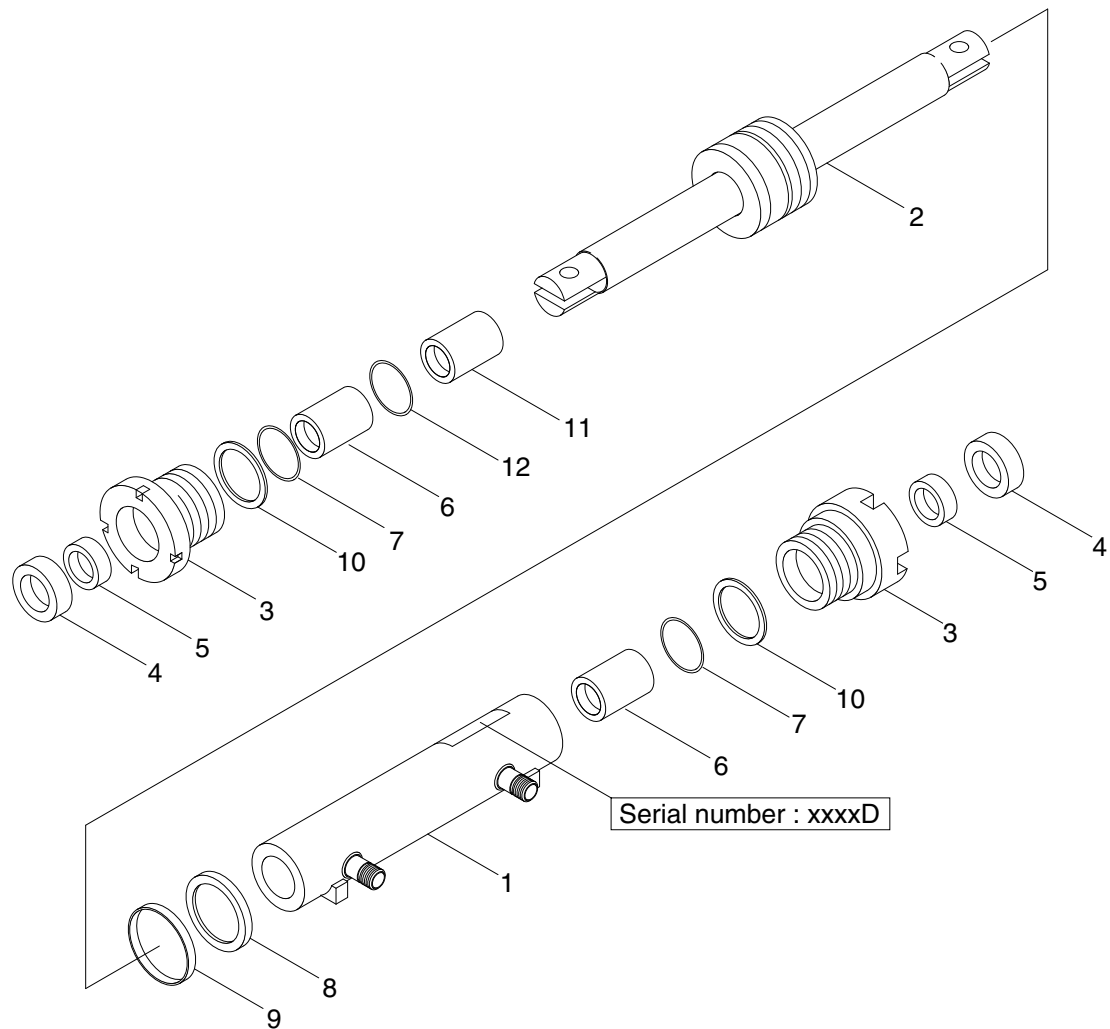
※ **Do not use a hammer!**



2. STEERING CYLINDER

1) STRUCTURE

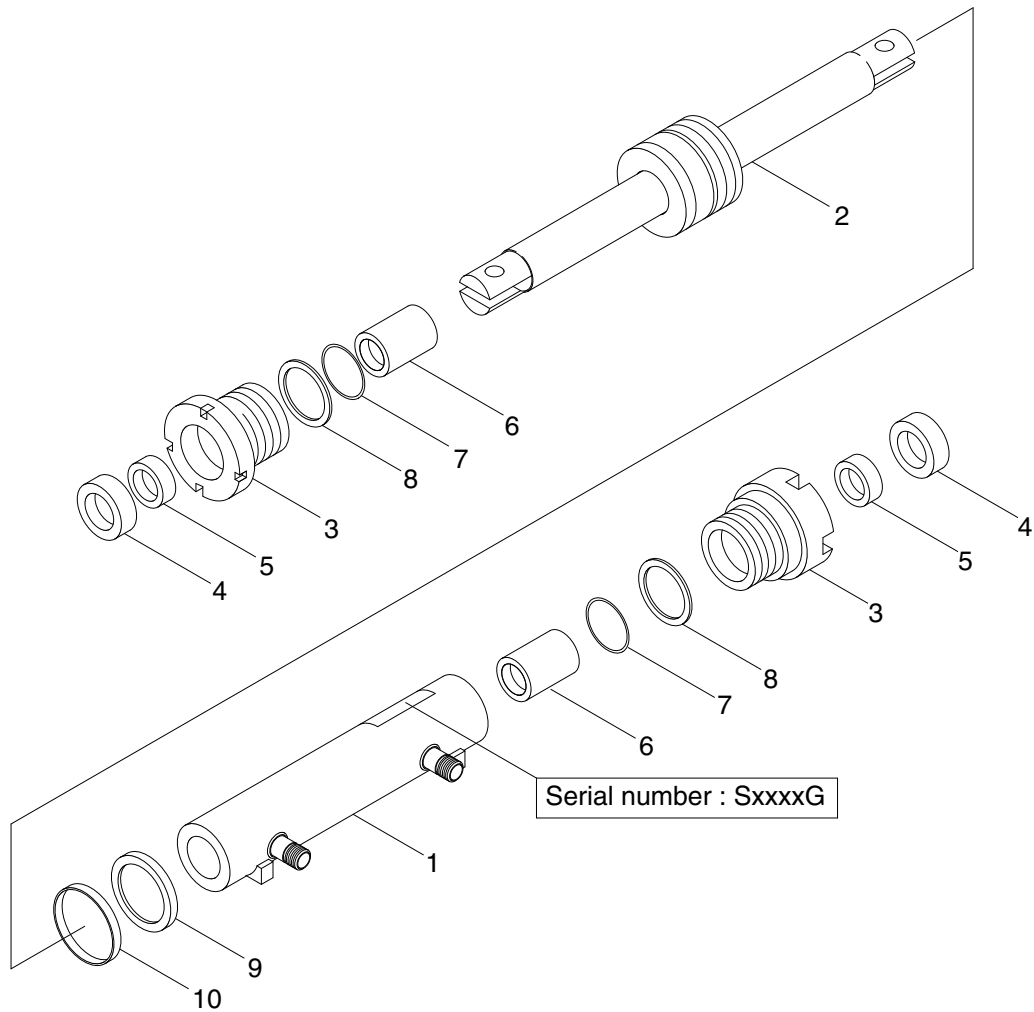
(1) Type 1



25L9ASS10

- | | | | | | |
|---|---------------|---|-------------|----|-------------|
| 1 | Tube assembly | 5 | Rod seal | 9 | Wear ring |
| 2 | Rod | 6 | DD-bushing | 10 | Lock washer |
| 3 | Rod cover | 7 | O-ring | 11 | Spacer |
| 4 | Dust wiper | 8 | Piston seal | 12 | O-ring |

(2) Type 2



25L9ASS11

- | | | | | | |
|---|---------------|---|-------------|----|-------------|
| 1 | Tube assembly | 5 | Rod seal | 9 | Piston seal |
| 2 | Rod assembly | 6 | Dry bearing | 10 | Wear ring |
| 3 | Rod cover | 7 | O-ring | | |
| 4 | Dust wiper | 8 | O-ring | | |

2) DISASSEMBLY

※ Before disassembling steering cylinder, release oil in the cylinder first.

- (1) Put wooden blocks against the cylinder tube, then hold in a vice.
- (2) Remove the rod cover by hook a wrench in the notch of cylinder head and turn counter-clockwise.
- (3) Remove the cylinder rod and piston from the tube.
- (4) Check wear condition of the sealing parts. If there are some damage, replace with new parts.

3) CHECK AND INSPECTION

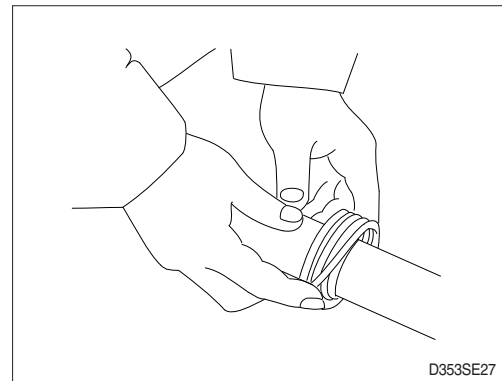
mm (in)

Check item	Criteria		Remedy
	Standard size	Repair limit	
Clearance between piston & cylinder tube	0.064~0.137 (0.0025~0.0054)	0.180 (0.0070)	Replace piston seal
Clearance between cylinder rod & bushing	0.024~0.112 (0.0009~0.0044)	0.120 (0.0049)	Replace bushing
Seals, O-ring	Damage		Replace
Cylinder rod	Dents		Replace
Cylinder tube	Biting		Replace

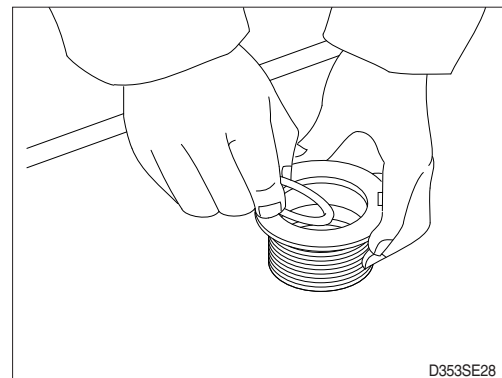
4) ASSEMBLY

- (1) Install a new piston seal the groove on the piston.

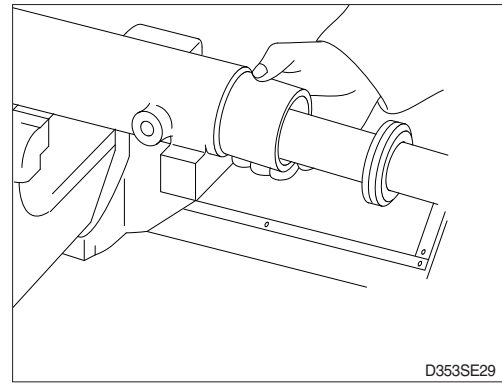
※ Be careful not to scratch the seal too much during installation or it will not seat properly.



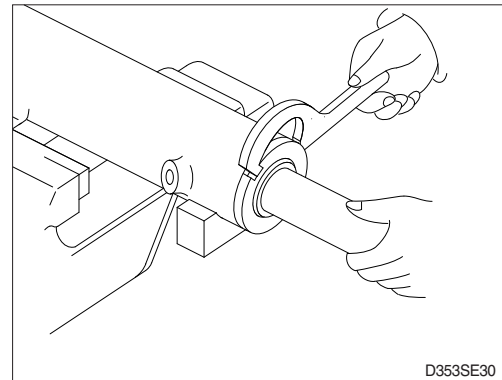
- (2) Install the rod seal to the position in the gland applying a slight coat with grease prior to install.



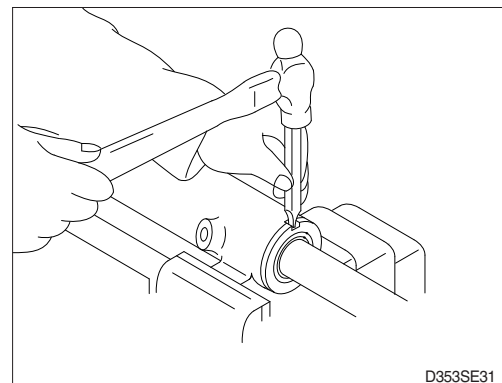
- (3) Install the dust wiper to the gland using a special installing tool. Coat the dust wiper with grease slightly before installing.
- (4) Set a special tool the cylinder, gland assembly into the cylinder tube.



- (5) Using a hook spanner, install the gland assembly and tighten it with torque $60 \pm 6 \text{ kgf} \cdot \text{m}$ ($434 \pm 43 \text{ lbf} \cdot \text{ft}$).



- (6) After the gland assembly was installed to the cylinder tube, calk at the tube end into the groove on the gland to prevent screw loosening.
- ※ If it need calking again, never using previous calking position.



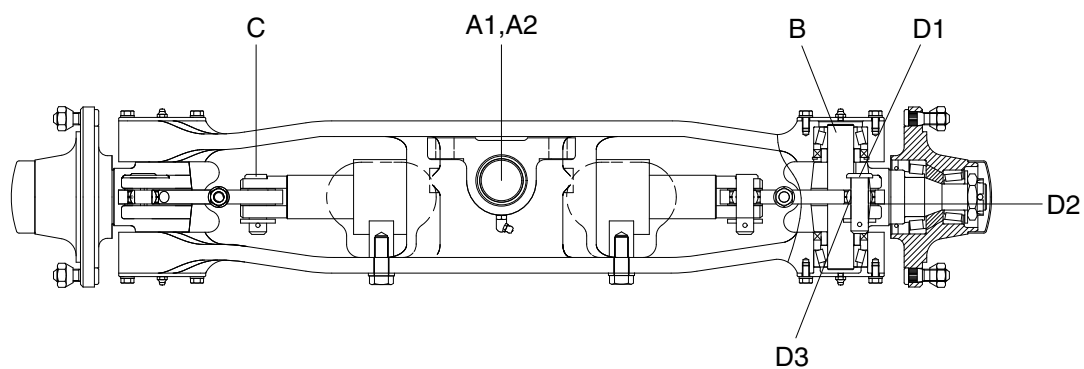
- (7) Move the piston rod back and forth several times for the full distance of its stroke. This helps to seat the ring and seals before applying full hydraulic pressure to the cylinder.
- (8) Install cylinder into steering axle.
- (9) While idling the engine with the rear wheels off the ground, operate the steering wheel left and right alternately.
- ※ Then, repeat the above operation at gradually increasing engine rpm. This releases air from the system and completes preparation for operation.
- (10) Stop the engine, lower the floating rear wheels, and check pump joints for oil leaks and looseness and retighten, them as required.

1) STRUCTURE

This exploded view diagram illustrates the assembly of a vehicle chassis, specifically the rear suspension and axle components. The main frame (1) is the central structural element. Key components include the rear axle (22), rear suspension arms (2, 3), and rear wheel hubs (17, 18). The diagram shows the assembly of various bushings (6, 7, 8, 9, 11, 12, 13, 32, 33, 34, 36, 37, 38, 41, 42, 43, 44, 45, 46, 47, 48, 49), springs (41, 42, 43), and fasteners (4, 10, 14, 24, 25, 26, 27, 30, 35, 39, 40, 52, 53, 54, 55). The rear wheel (54) is shown at the bottom right, with the hub (17) and axle (22) being installed. The diagram is a technical drawing with clear lines and numbers for each part.

1	Steering axle	18	Hub bolt	37	Upper cover
2	Knuckle-RH	20	Hub cap	38	Lower cover
3	Knuckle-LH	21	Steering link	39	Hex bolt
4	Special bolt	22	Steering cylinder	40	Spring wahser
5	King pin	23	Spherical plain bearing	41	Shim (0.1t)
6	Taper roller bearing	24	Steer link pin	42	Shim (0.15t)
7	Oil seal	25	Plain washer	43	Shim (0.3t)
8	Retaining ring	26	Grease nipple	44	Spacer
9	Collar	27	Lock plate	46	Taper roller bearing
10	Grease nipple	30	Hex bolt	48	Split pin
11	Oil seal	31	Trunnion block	49	Retaining ring
12	Taper roller bearing	32	Bushing	52	Hexagon bolt
13	Split pin	33	Thrust washer	53	Hardened washer
14	Nut	34	Pin	54	Hub nut
15	Washer	35	Spring washer	50	Shim (1.0t)
17	Hub	36	Hardened washer		

2) CHECK AND INSPECTION



25L9ASS12

unit : mm (in)

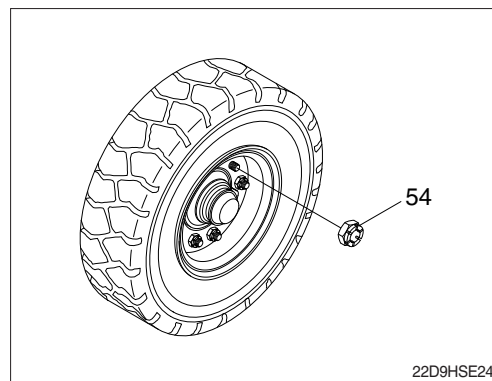
No.	Check item			Criteria		Remarks
				Standard size	Repair limit	
A	Shaft	A1	OD of shaft	55 (2.2)	54.5 (2.1)	Replace
		A2	ID of bushing	55 (2.2)	55.5 (2.2)	
B	OD of king pin			35 (1.4)	34.5 (1.4)	
C	OD of steering cylinder pin			20 (0.8)	19.5 (0.8)	
D	Knuckle	D1	OD of pin	20 (0.8)	19.5 (0.8)	Adjust with shims Replace
		D2	Vertical play	-	-	
		D3	ID of bushing	20 (0.8)	20.5 (0.8)	

- OD : Outer diameter
- ID : Inner diameter

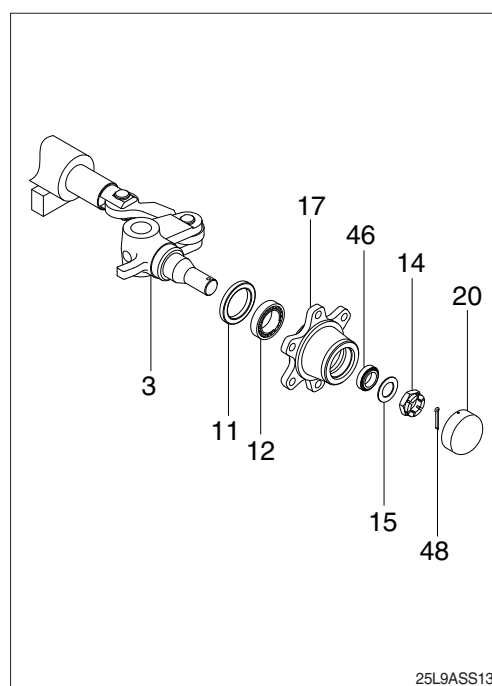
3) DISASSEMBLY

※ Servicing work on the knuckle part can be carried out without removing the axle assy from chassis.
The work can be done by jacking up the counter weight part of the truck.

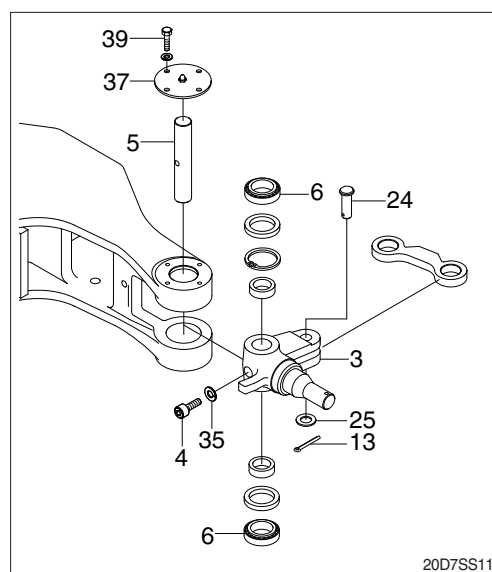
- (1) Loosen the hub nut (54) and take off the steering wheel tire.



- (2) Remove hub cap (20).
- (3) Pull out split pin (48) and remove slotted nut (14) and washer (15).
- (4) Using the puller, take off the hub (17) together with the taper roller bearing (12, 46).
※ Be very careful because just before the hub (17) comes off, tapered roller bearing (12, 46) will fall out.
- (5) After hub (17) is removed take off the inner race of the taper roller bearing (12).
- (6) Pull out oil seal (11).
※ Don't use same oil seal twice.
- (7) Repeat the same procedure for the other side.
Moreover, when disassembling is completed, part the slotted nut (14) in the knuckle (3) to protect the threaded portion.



- (8) Loosen special bolt (4) and spring washer (35).
- (9) Remove hexagon bolt (39) and upper cover (37).
- (10) Push out the king pin (5) without damaging the knuckle (3).
- (11) If defect is observed in taper roller bearing (6), pull it out by using extractor.
- (12) Remove split pin (13), plain washer (25) and link pin (24).



4) ASSEMBLY

※ In reassembling, have all parts washed, grease applied to lubricating parts, and all expendable items such as oil seal and spring washers replaced by new ones.

Perform the disassembly in reverse order.

- (1) Tighten the special bolt (4) and washer (35) of king pin (5).
- (2) There is a notch in the middle of the king pin (5), make sure that this notch is on the special bolt side.
- (3) Do not hammer to drive in taper roller bearing (6) because it will break.
Always use drive-in tool.
Be sure that the fixed ring of the bearing is placed in position facing the knuckle (3).

(4) Hub

- ① Mount oil seal (11) and inner race of tapered roller bearing (12) on the knuckle. The bearing should be well greased before assembling.
 - ② Install the outer race of the taper roller bearing (46) in the wheel center and assemble to the knuckle.
 - ③ Put the washer (15) in place, tighten the slotted nut (14) and lock with split pin (48). In locking with split pin, locate the hole for the split pin by turning the nut back 1/6 of a turn.
Adjust the preload of bearing.
 - ④ Mount the hub cap (20).
- ※ Apply loctite #609 on the contact surface of the hub cap (20).
- ※ Bearing should be well greased before assembling.

