

REMOVAL AND INSTALLATION (Continued)

3. Place tie rod end stud into steering spindle. Ensure front wheels are pointed straight ahead before connecting stud to spindle.
4. Install a new nut on tie rod end stud. Tighten nut to 48 N·m (35 lb-ft), and continue tightening nut to align next castellation of nut with cotter pin hole in stud. Install a new cotter pin.
5. Set toe to specification. Refer to Section 04-00. Tighten jam nut to 47-68 N·m (35-50 lb-ft).

Steering Gear

Except Taurus LX

Removal

1. From inside vehicle, remove nuts retaining steering shaft weather boot to dash panel.
2. Remove two bolts retaining intermediate shaft to steering column shaft.
3. Set weather boot aside. Remove pinch bolt at steering gear input shaft and remove intermediate shaft.
4. Raise vehicle on a hoist. Refer to Section 00-02.
5. Remove LH front wheel.
6. Remove heat shield.
7. Cut bundling strap retaining hydraulic pressure and return lines to gear.
8. Remove tie rod ends from spindles.

NOTE: The pressure and return lines are on the front of the valve housing. Do not mix them with the transfer lines on the side of the valve.

9. Place a drain pan under vehicle and remove hydraulic pressure and return lines from steering gear.

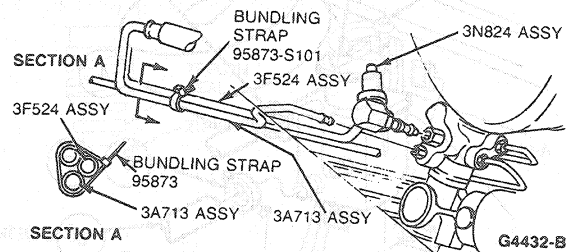
NOTE: The bolts are pressed into the gear housing and should not be removed during gear removal.

10. Remove gear retaining nuts.
11. Push weather boot end into vehicle and lift gear out of mounting holes. Rotate gear so input shaft will pass between brake booster and floorpan. Carefully start working steering gear out through LH fender apron opening.
- NOTE: If steering gear seems to be stuck, check RH rod to ensure stud is not caught on any obstacle.
12. Rotate input shaft so that it clears LH fender apron opening and complete removal of steering gear.

Installation

1. Install new plastic seals on hydraulic line fittings as outlined.

2. Insert steering gear through LH fender apron. Rotate input shaft forward to completely clear fender apron opening. To allow gear to pass between brake booster and floorpan, rotate input shaft rearward.
 3. Align steering gear bolts to bolt holes and install retaining nuts. Tighten to 115-135 N·m (85-100 lb-ft).
 4. Lower vehicle.
- NOTE: Swivel movement of lines is normal when fittings are properly tightened.
5. From engine compartment, install hydraulic pressure and return lines. Tighten pressure line to 20-35 N·m (15-25 lb-ft), and return line to 20-35 N·m (15-25 lb-ft).
 6. Raise vehicle.
 7. Secure pressure and return lines to transfer tube with bundling strap as shown.



8. Install heat shield.
9. Install tie rod ends to spindles. Tighten castellated nuts to minimum of 48 N·m (35 lb-ft). If necessary, tighten slightly more to align slot in nut for the cotter pin.
10. Install a new cotter pin.
11. Install LH front wheel and lower vehicle.
12. From inside vehicle, pull weather boot end out of vehicle and install over valve housing.
13. From inside vehicle, install intermediate shaft to steering gear input shaft.
14. Install inner weather boot to floorpan.
15. Install intermediate shaft to steering column shaft.
16. Fill power steering system with premium power steering fluid E6AZ-19582-AA (ESW-M2C33-F) or equivalent.
17. Check system for leaks and proper operation.
18. Adjust toe setting. Refer to Section 04-00.

Taurus LX and Sable

Removal

1. From inside vehicle, remove nuts retaining steering shaft weather boot to dash panel.
2. Remove two bolts retaining intermediate shaft to steering column shaft.
3. Set weather boot aside. Remove pinch bolt at steering gear input shaft and remove intermediate shaft.