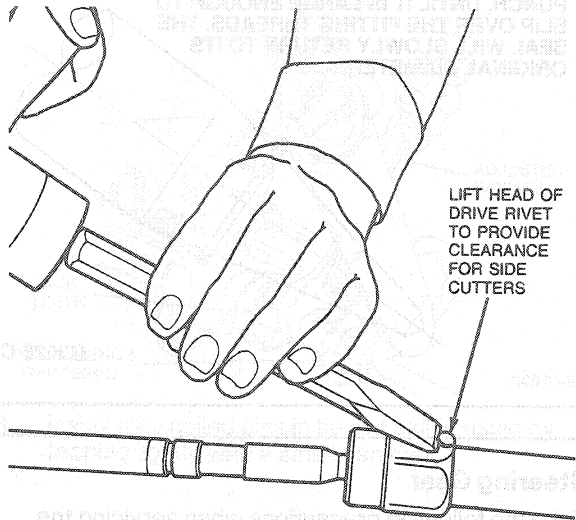


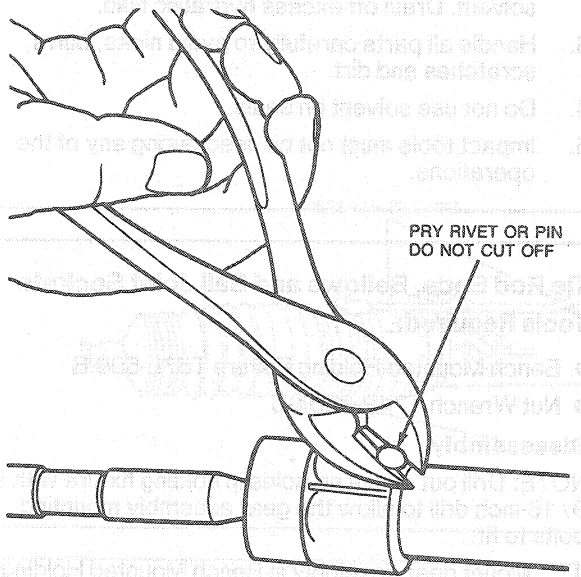
**DISASSEMBLY AND ASSEMBLY (Continued)**

- With a sharp chisel, gently tap around rivet head so it lifts away from ball joint. Use caution so the center pin is not sheared off.



G5261-A

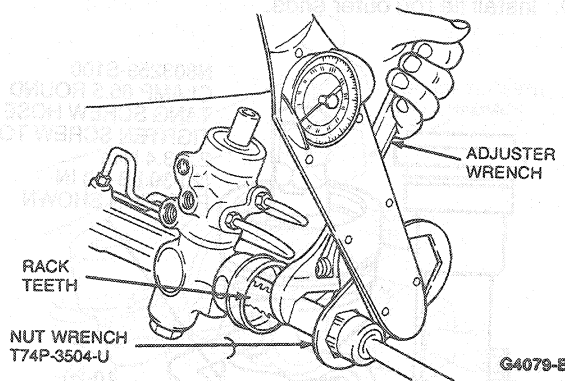
- Use side cutters to pry out drive pin.



G5262-A

- Position rack so that several rack teeth are exposed. Hold rack with an adjustable wrench on end teeth only, while loosening ball joint nuts with Nut Wrench T74P-3504-U.

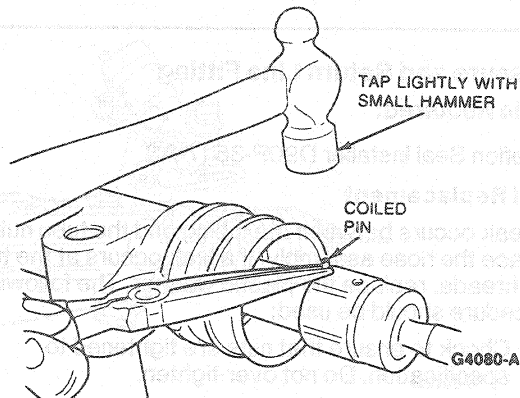
**DISASSEMBLY AND ASSEMBLY (Continued)**



G4079-B

**Assembly**

- If pinion was not removed, expose several rack teeth and hold rack with adjustable wrench. Tighten each ball joint assembly separately to 75-88 N·m (55-65 lb-ft) using Nut Wrench T74P-3504-U.
- If valve assembly was removed, hold one ball joint nut with a 1-5/16 inch open-end or box wrench while tightening other nut to 75-88 N·m (55-65 lb-ft) with Nut Wrench T74P-3504-U. Both ends are tightened simultaneously by this method.
- Install new coiled pins in tie rod ball housing by tapping lightly with small hammer.



G4080-A

- If valve assembly was removed, install valve assembly as outlined in Input Shaft and Valve Assembly.

**NOTE:** Replenish any grease that may have been removed from rack teeth with Steering Gear Grease C3AZ-19578-A (ESW-M1C87-A) or equivalent.

- Thoroughly clean rack and housing bore of any foreign material. Any abrasive material is extremely harmful to high pressure oil seals.
- Apply Steering Gear Grease C3AZ-19578-A (ESW-M1C87-A) or equivalent to groove in rods where bellows clamp to tie rod. This allows for toe-in adjustment without twisting bellows.