

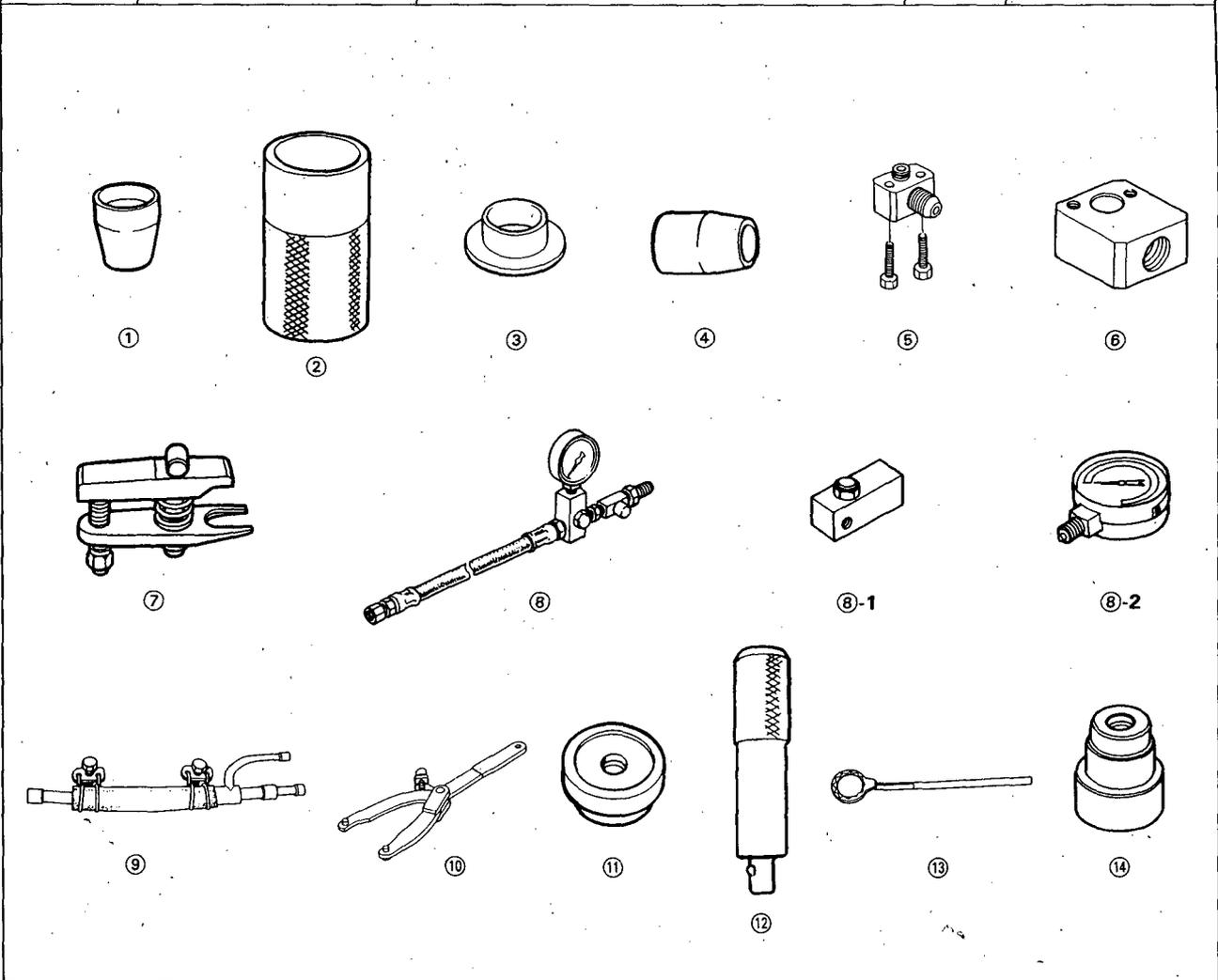
Steering

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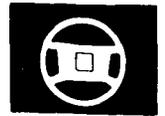


Special Tools

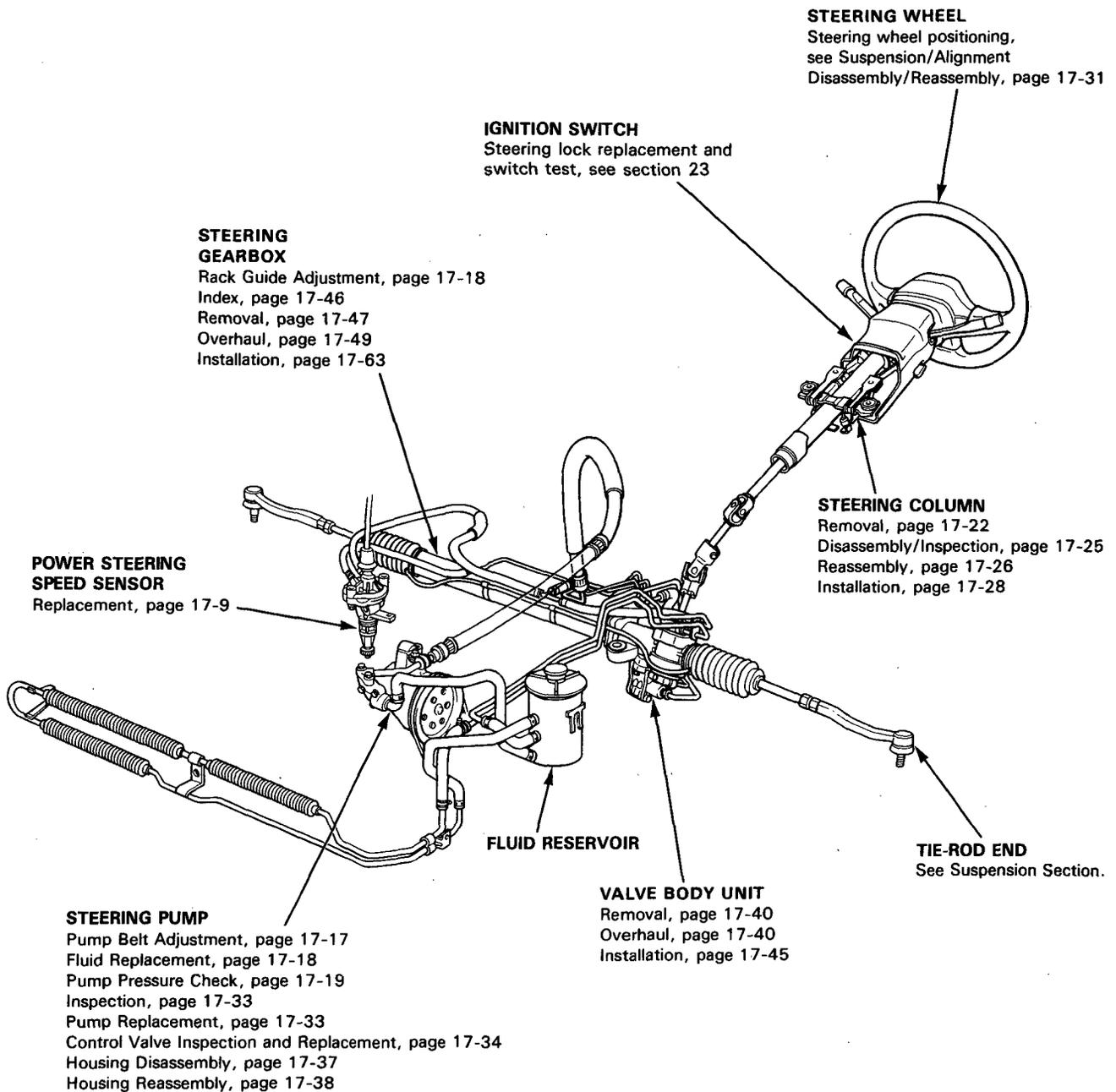
Ref. No.	Tool Number	Description	Qty	Page Reference
*①	07GAG-SD40100	Piston Seal Ring Guide	1	17-55
*②	07GAG-SD40200	Piston Seal Ring Sizing Tool	1	17-55
*③	07GAG-SD40300	Cylinder End Seal Slider	1	17-56
*④	07GAG-SD40400	Cylinder End Seal Guide	1	17-58
⑤	07GAK-SE00110	P/S Joint Adapter (Pump)	1	17-19
⑥	07GAK-SE00120	P/S Joint Adapter (Hose)	1	17-19
⑦	07MAC-SL00200	Ball Joint Remover, 28 mm	1	17-47
⑧	07406-0010001	P/S Pressure Gauge Set	1	17-19
⑧-1	07406-0010300	Pressure Control Valve	1	17-19
⑧-2	07406-0010400	Pressure Gauge	1	17-19
⑨	07406-0010101	Bypass Tube Joint (Included with 07406-0010001)	1	17-11
⑩	07725-0030000	Universal Holder	1	17-34
⑪	07746-0010300	Attachment 42 x 47 mm	1	17-53, 17-59, 17-60
⑫	07749-0010000	Driver	1	17-53, 17-60
⑬	07916-SA50001	Locknut Wrench 40 mm	1	17-18, 17-62
⑭	07947-6340300	Driver Attachment	1	17-60



Component Location



Index



System Description

Fluid Flow Diagram

The reservoir supplies power steering fluid to the pump; the pump pressurizes the fluid to about 8,000 kPa (80 kg/cm², 1,200 psi), and delivers it through a high pressure hose to the valve body unit on the gearbox.

The 4-way valve (in the valve body unit) controls the direction of the turn by shifting fluid to the left or right side of the piston on the rack (in the power cylinder).

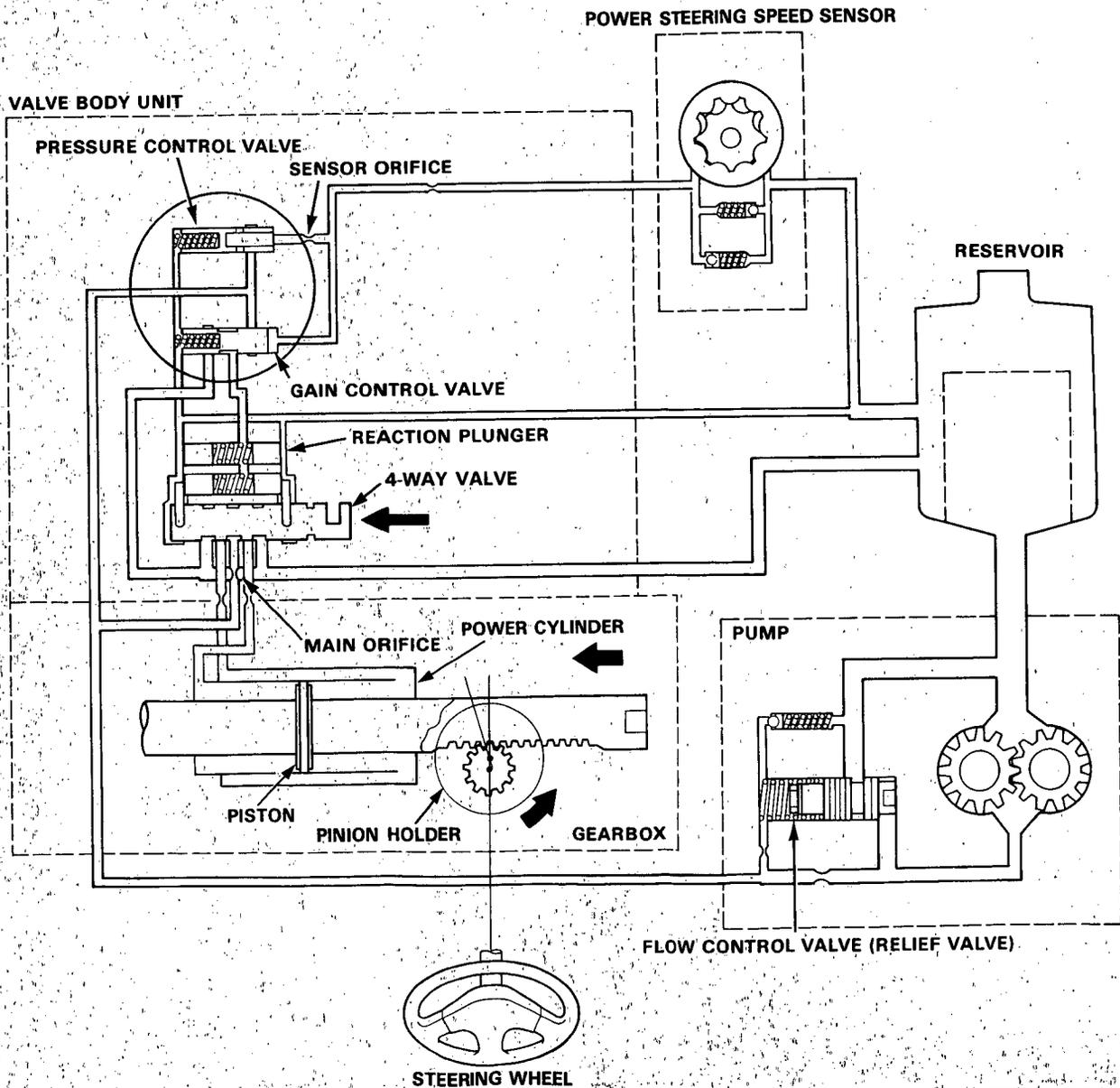
The gain control valve, in the valve body unit controls the amount of the assist by regulating the stroke of the 4-way valve.

The operation of the gain control valve is effected by the fluid pressure, which is regulated by the pressure control valve, sensor orifice and power steering speed sensor.

The constant pressure is generated by the pressure control valve. This pressure is used as a reference pressure for the response to the car speed. By introducing this pressure to the power steering speed sensor through the sensor orifice, the pressure downstream of the orifice is changed according to the speed of car. This pressure is then used to operate the gain control valve.

Two orifices are provided around the circumference of the gain control valve. These orifices provide the stepless reduction of the pressure from the pump according to the changes in the car speed. The reduced pressure is then sent to the reaction chambers. Therefore the assist varies by regulating the fluid pressure in the valve body unit according to the speed of car.

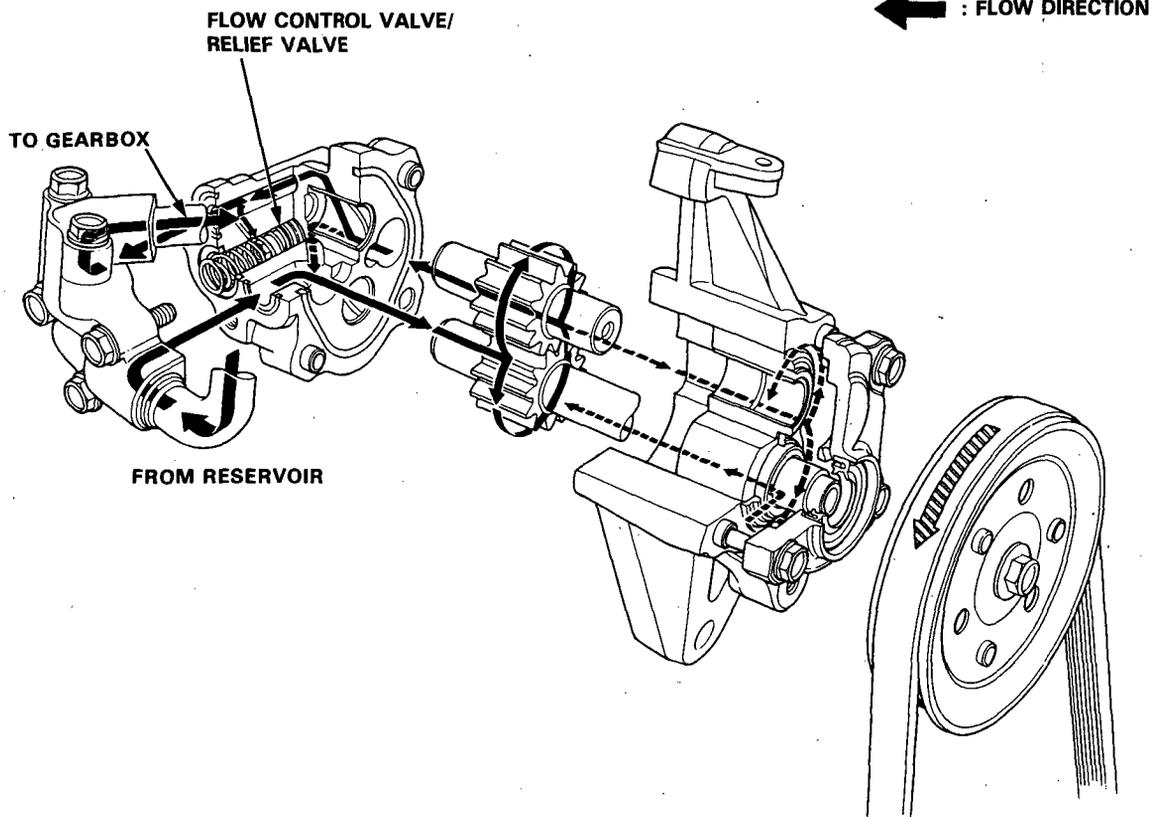
Fluid returning from the power cylinder flows back through the 4-way valve and out to the reservoir through the cooler.





Steering Pump

The power steering pump is mounted at the left front corner of the engine and is driven by a ribbed-belt from the crankshaft pulley. It uses a combination flow control valve/relief valve to keep output pressure between 8,000–9,000 kPa (80–90 kg/cm², 1,135–1,280 psi). The pump is made of aluminum to reduce its weight and help it run cooler. It uses the a pressure balance system which allows fluid pressurized by the pump to flow behind two "floating" plungers, automatically maintaining the correct clearance between the other ends of the plungers, and the pump gears. This not only increases pump efficiency, but also improves durability, since the plungers can move to compensate for the expansion caused by high temperatures; otherwise the clearance would decrease, allowing more rapid pump wear.



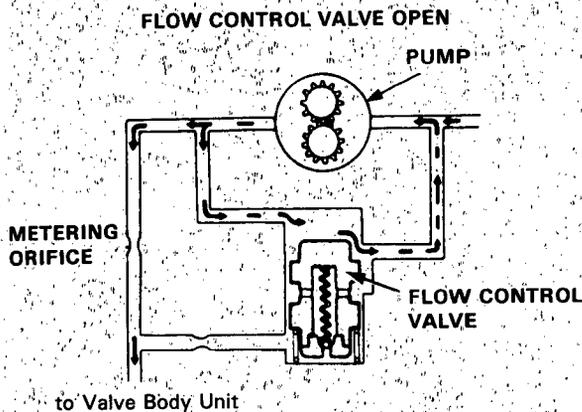
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System Description

Steering Pump (cont'd)

Flow Control Valve

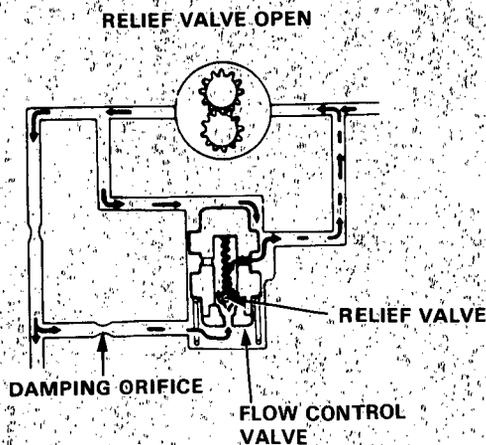
Fluid from the pump runs through a metering orifice to the valve body unit. This creates a pressure difference between the pump and valve body unit sides of the orifice. When pressure in the pump side is higher than the force of the spring holding the flow control valve closed, it pushes the valve down (open), and excess fluid returns to the pump inlet. The combined effect of the metering orifice and the flow control valve provides a relatively constant flow of fluid to the valve body unit.



Pressure Relief Valve

As pressure on the valve body unit side builds up it pushes the relief valve ball (inside the flow control valve) up against its spring, and excess fluid returns to the pump inlet. As the pressure under the flow control valve drops, the relief valve ball is closed by its spring, and the flow control valve is forced down again, allowing excess fluid from the pump side to return to the inlet.

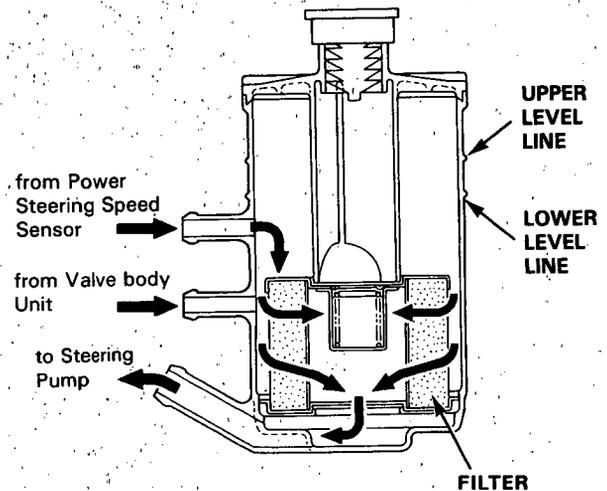
This flow control valve/relief valve cylinder keeps pump output pressure between 8,000–9,000 kPa (80–90 kg/cm², 1,138–1,280 psi).



Fluid Reservoir/Filter

A one piece reservoir and filter is attached to the fender apron on the left side of the engine compartment. The fluid and the filter/reservoir should be replaced if the system is opened for repairs, or if the fluid gets water or dirt in it.

CAUTION: Use only Honda Power Steering Fluid-V. The use of other fluids such as A.T.F., or other manufacturer's power steering fluid will cause damage to the system.



Reservoir Capacity ... 0.5 liter (0.5 US qt., 0.4 Imp qt.)
System Capacity ... 1.4 liter (1.5 US qt., 1.2 Imp qt.)



4-Way Valve

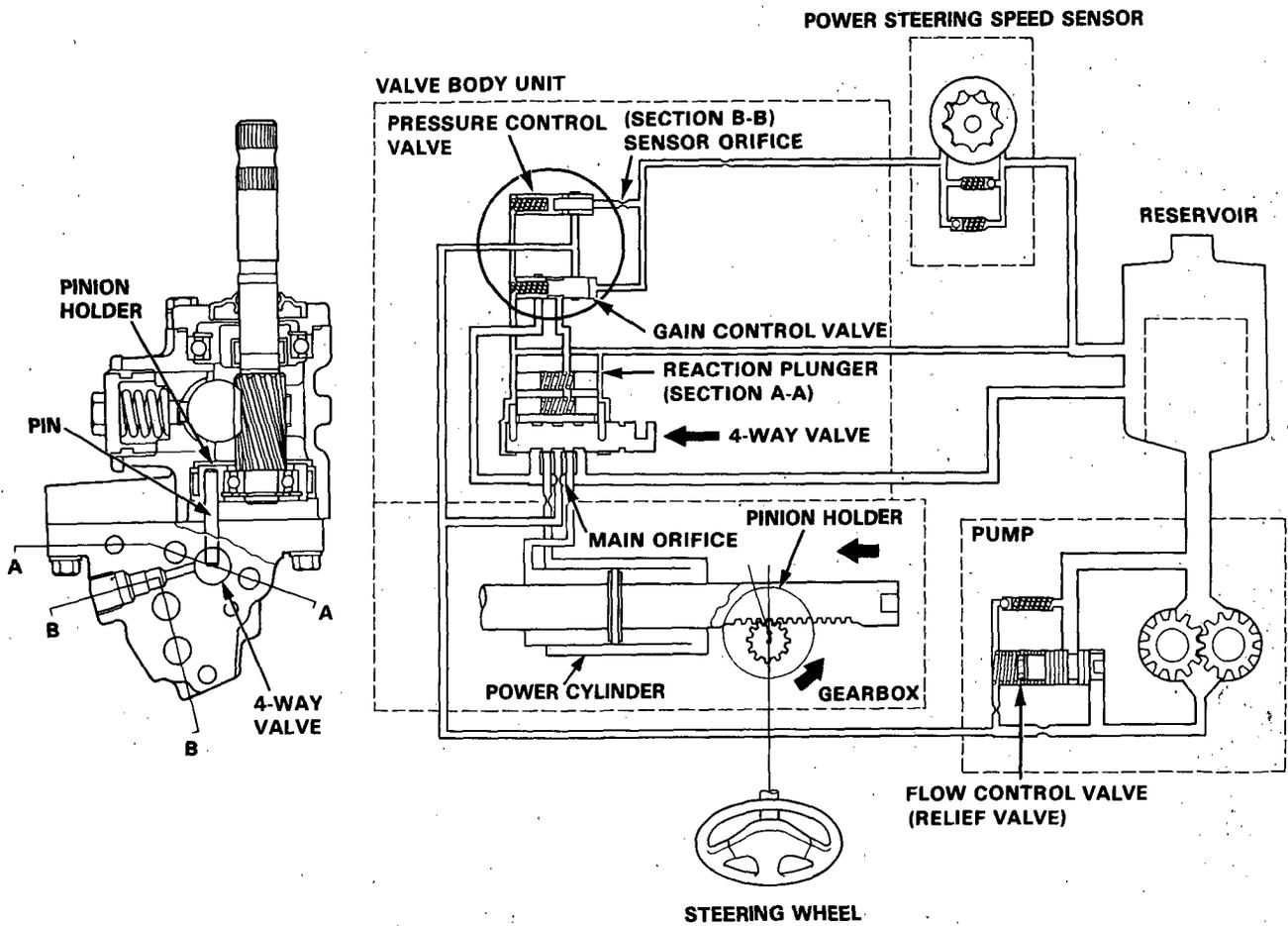
Mounted on the lower side of the gearbox is a 4-way valve that is moved horizontally by a pin on the pinion holder to shift fluid pressure to the right or left side of the power cylinder when the steering wheel is turned.

It has thrust pins at both ends, and two inter-connected reaction chambers, one on each side.

Each reaction chamber contains a pair of spring loaded plungers that rise against right and left thrust pins.

The valve body fluid passages are controlled by the 4-way valve.

Fluid pressure in the reaction chambers is reduced by the gain control valve in order to change the amount of the assist in accordance with the change of car speed.



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System Description

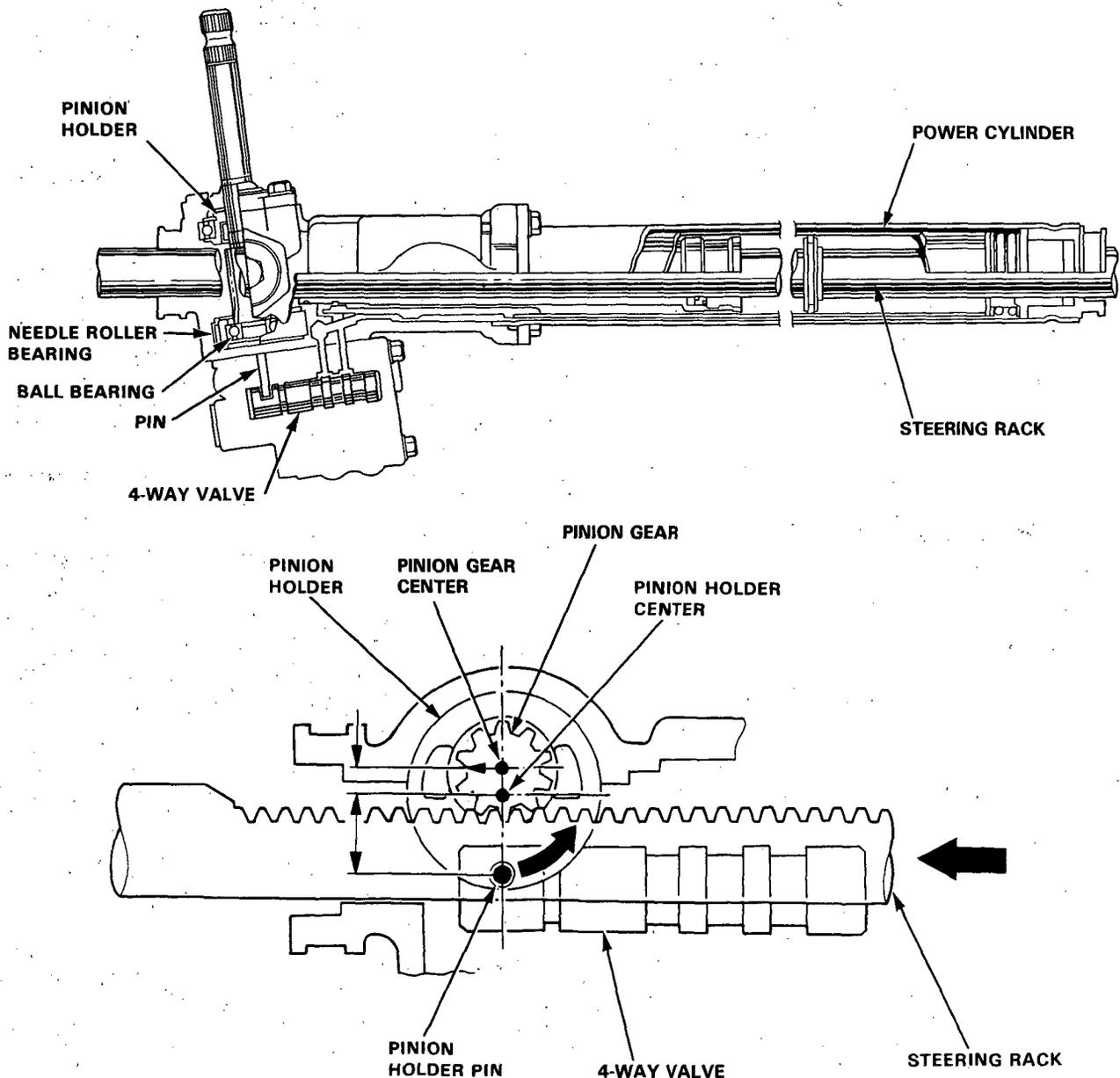
4-Way Valve (cont'd)

In the power steering unit, the method used to direct a single source of fluid pressure in either of two directions (for left or right turns) involves the pinion gear transferring a "message" of direction to the fluid in the 4-way valve.

The pinion is mounted slightly off-center in a pair of bearings, which are in turn mounted in a pinion holder cylinder that rotates, centered in its own outer bearings. At the bottom of the pinion holder is a pin, which fits in a slot in the 4-way valve.

As the pinion is turned (to turn left or right), because it is off-center, it also moves slightly along the rack. This movement is transferred to the holder. The pin in the holder then moves the 4-way valve, to direct fluid pressure to either side of the rack in the power cylinder.

The back edges of the pinion holder (facing away from the rack) hit stops cast into both sides of the gear housing to avoid pushing the 4-way valve too far in either direction. The front edge of the pinion holder cuts off assist at full lock as described on the next page.

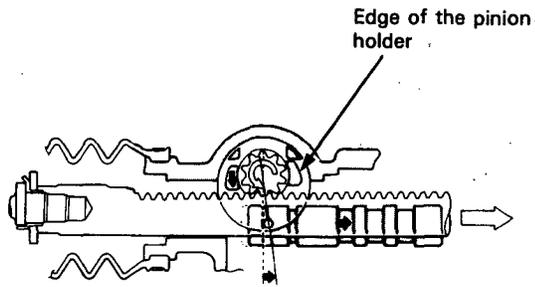




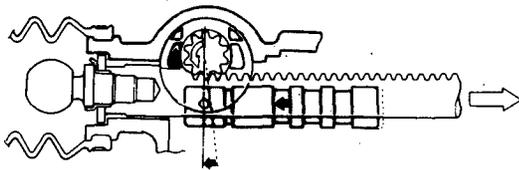
Full-Lock Unloader System

The 4-way valve shifts the direction of fluid flow when the steering wheel is turned, right or left. However, when the wheel is turned to the right or left lock at parking speed, the edge of the pinion holder rides up on the end of the rack, moving the pin in the opposite direction which pulls the 4-way valve back to neutral.

This keeps pump pressure from building up (which could cause idle speed to drop), and improves steering feel by increasing resistance at left and right lock.



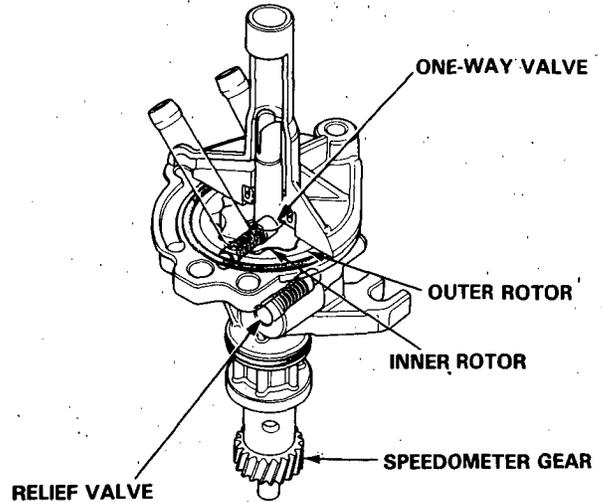
Control in "assist" position



4-Way valve moves back to "neutral" position

Power Steering Speed Sensor

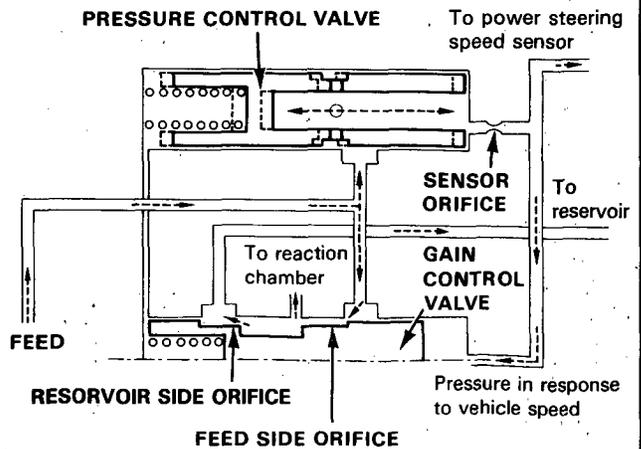
The power steering speed sensor is a trochoid-rotor, hydraulic pump combined with a relief valve and a one-way valve. It is driven by the speedometer gear shaft which in turn is driven by a helical gear on the differential.



The power steering speed sensor turns only when the car is moving, controlling the gain control valve. The constant pressure is generated by the pressure control valve.

This pressure is used as a reference pressure for the response to the car speed. By introducing this pressure to the power steering speed sensor through the sensor orifice, the pressure downstream of the orifice is changed according to the speed of car.

This pressure is then used to operate the gain control valve.



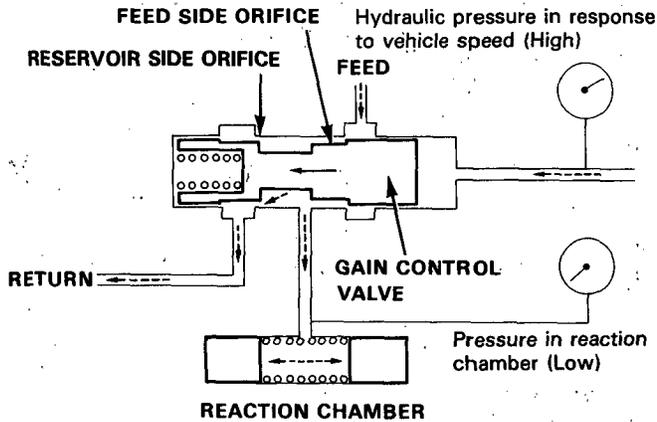
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System Description

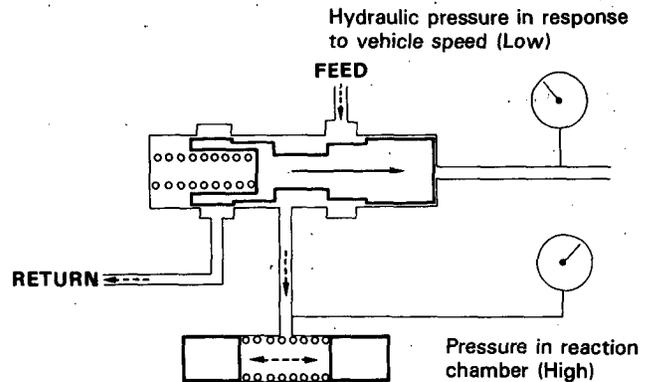
Power Steering Speed Sensor (cont'd)

With the engine running at idle in a parked car, fluid flow through the sensor rotors is blocked because the rotors are not turning. Therefore the gain control valve moves left.

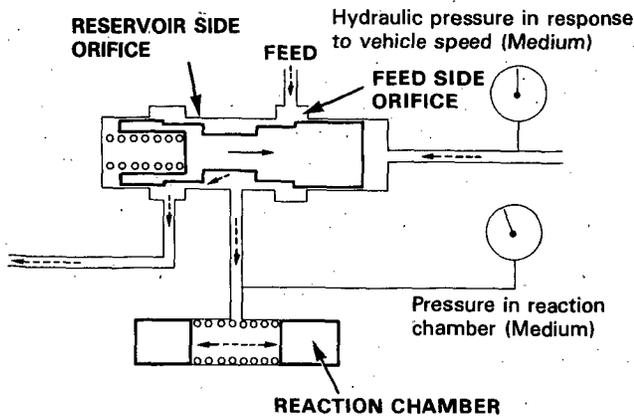
On the gain control valve, the orifice resistance is high on pump side, while it is low on the reservoir side, with the result that pressure in the reaction chamber is lowered and steering wheel operation with easily.



When the car is moving at high speed, the sensor reduces the pressure further and the gain control valve moves more to the right. The orifice pressure on the pump side is low and the pressure on the reservoir side is high, the fluid pressure in the reaction chamber is also high giving the steering wheel less assist.



As the car is driven away, the rotors start turning and the fluid returns to the reservoir, reducing the fluid pressure at the gain control valve. Therefore, the gain control valve begins to move to the right. The orifice resistance on the pump and reservoir sides is appropriately balanced, with the result that the reaction chamber is in the medium range and the steering resistance is moderate.

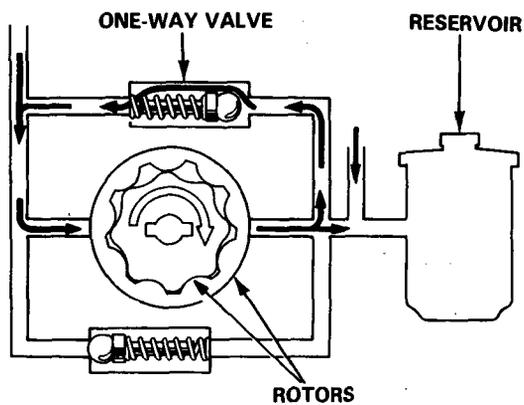




One-way Valve (In Power Steering Speed Sensor)

When the car is moving at high speed, negative pressure develops at the sensor inlet because the power steering speed sensor is pumping faster than the fluid can be supplied. To compensate for this, the outlet and inlet ports are connected internally by a passage containing a one-way valve that lets output fluid recirculate to the inlet port to equalize pressure.

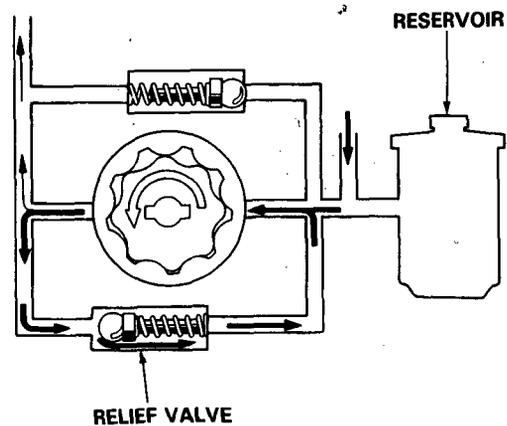
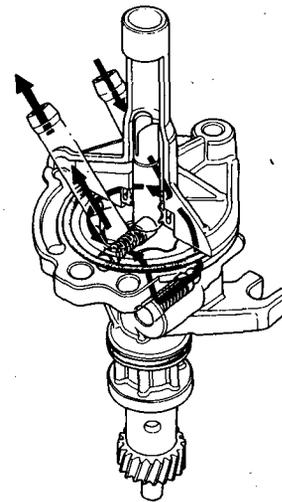
Driving at High Speed:



Relief Valve (In Power Steering Speed Sensor)

When the car is moving in reverse, the power steering speed sensor also turns backward and pumps fluid in the opposite direction. To avoid building up pressure in the reaction chambers that would increase steering effort while driving in reverse, the inlet and outlet-ports are connected by a second internal passage containing a relief valve that allows the fluid to recirculate.

Driving in Reverse:



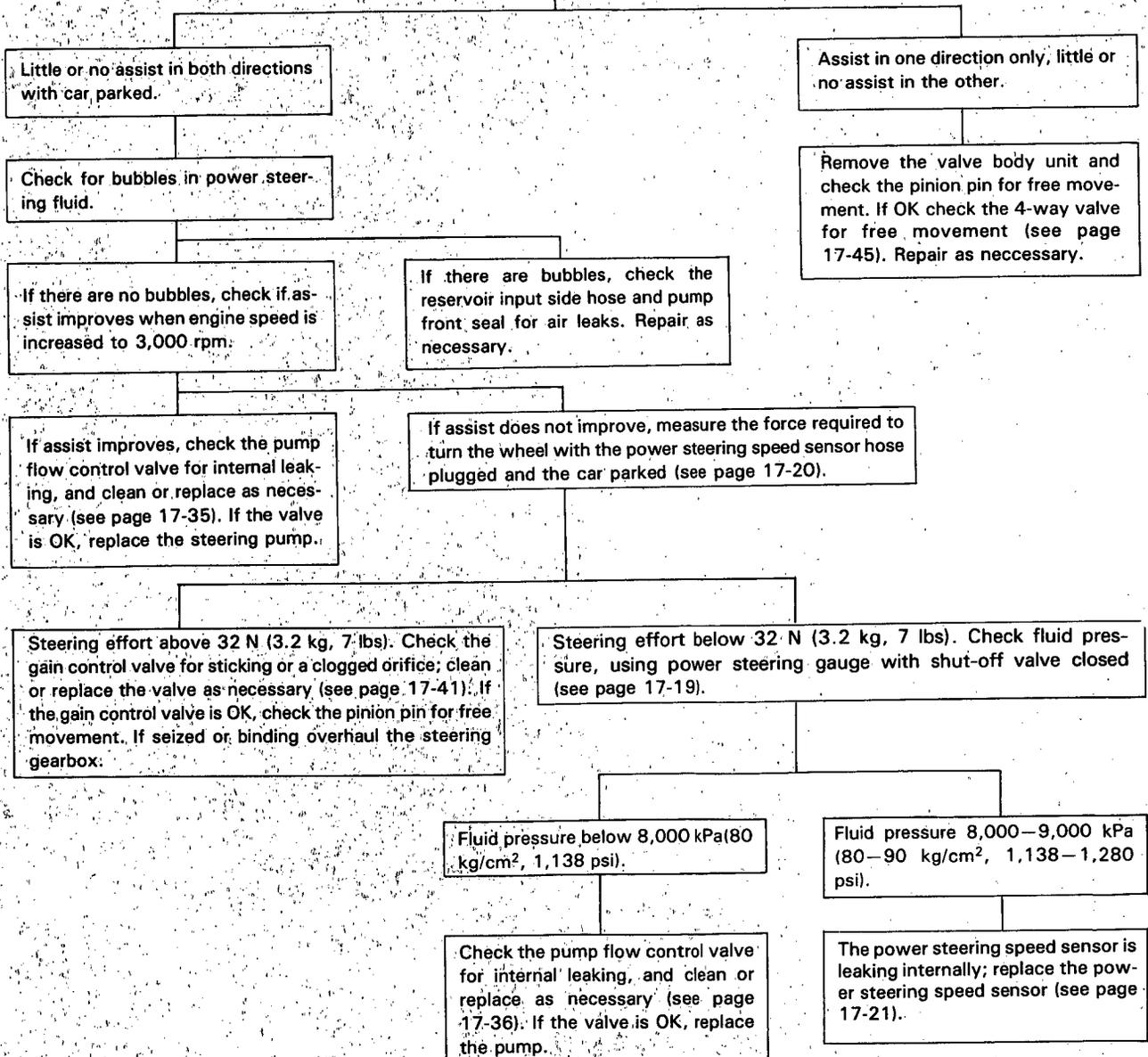
Troubleshooting

General Troubleshooting

Check the following before you begin:

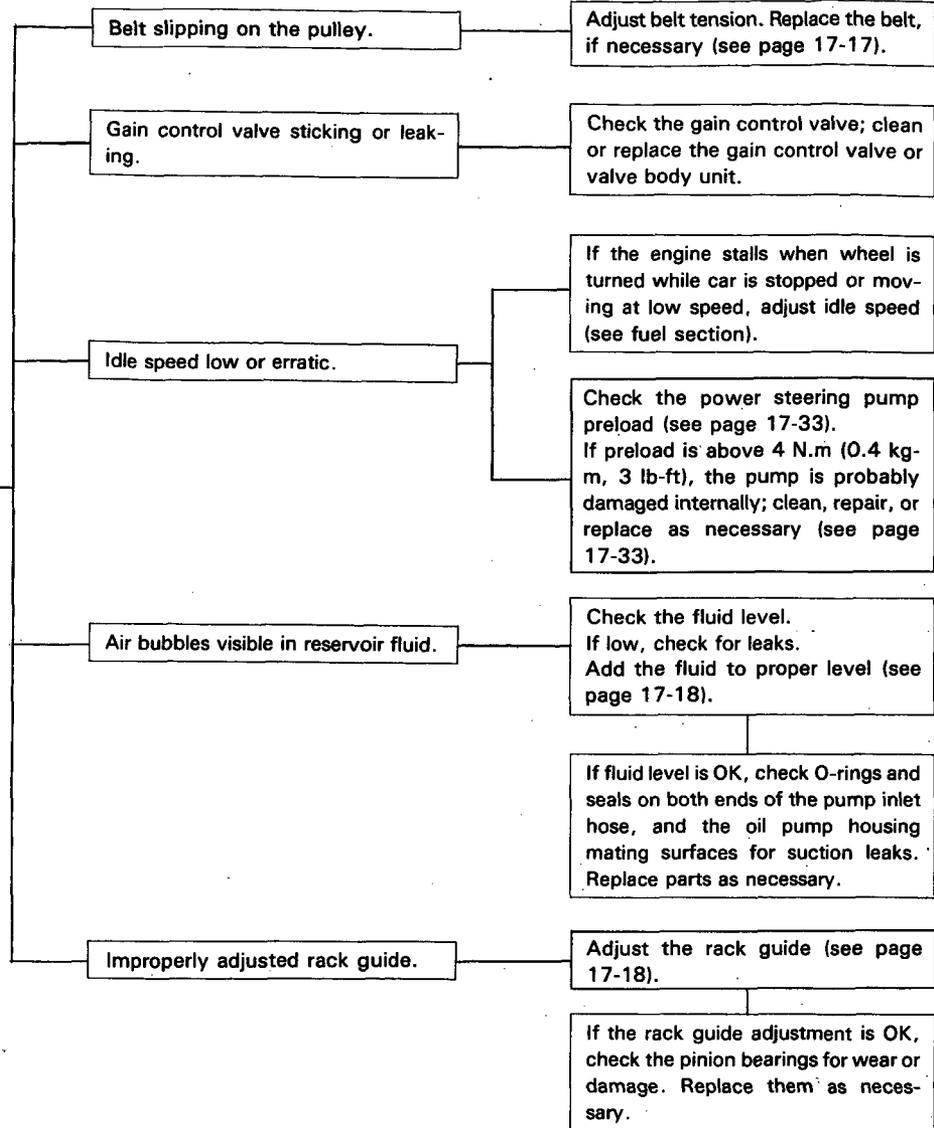
- Has the suspension been modified in a way that would affect steering?
- Are tire sizes and air pressure correct?
- Is the steering wheel original equipment or equivalent?
- Is the power steering pump belt properly adjusted?
- Is steering fluid reservoir filled to proper level?
- Is the engine idle speed correct and steady?

Hard Steering





Uneven or rough steering.



(cont'd)

Troubleshooting

General Troubleshooting (cont'd)

Shock or vibration when wheel is turned to full lock.

Pump belt slipping on pulley (pump stops momentarily).

Adjust the belt tension (see page 17-17) or replace belt.

Install the power steering pressure gauge. Close the shut-off valve fully and measure the pump pressure (see page 17-19).

The pump pressure should be 8,000–9,000 kPa (80–90 kg/cm², 1,138–1,280 psi) and needle fluctuation is ± 500 kPa (± 5 kg/cm², ± 70 psi) or less. If the needle fluctuation exceeds ± 500 kPa (± 5 kg/cm², ± 70 psi) check the flow control valve. If the flow control valve is OK, replace the pump.

Assist (excessively light steering) at high speed.

Measure force required to turn wheel with bypass tube joint installed, and car parked on dry paved surface (see page 17-21).

If below 50 N (5.0 kg, 11 lbs), check gain control/pressure control valves and valve body unit and replace parts as necessary.

Steering kicks back during wide turns.

Pump belt slipping.

Adjust the belt tension (see page 17-17) or replace belt.

Sticking gain control valve or valve body unit.

Replace gain valve or valve body unit.

Rack guide adjusted too loose.

Adjust the rack guide (see page 17-18).

Wheel will not return smoothly.

Tire pressure too low.

Inflate to correct pressure.

Improper front wheel alignment.

Readjust the front wheel alignment or replace parts as necessary.

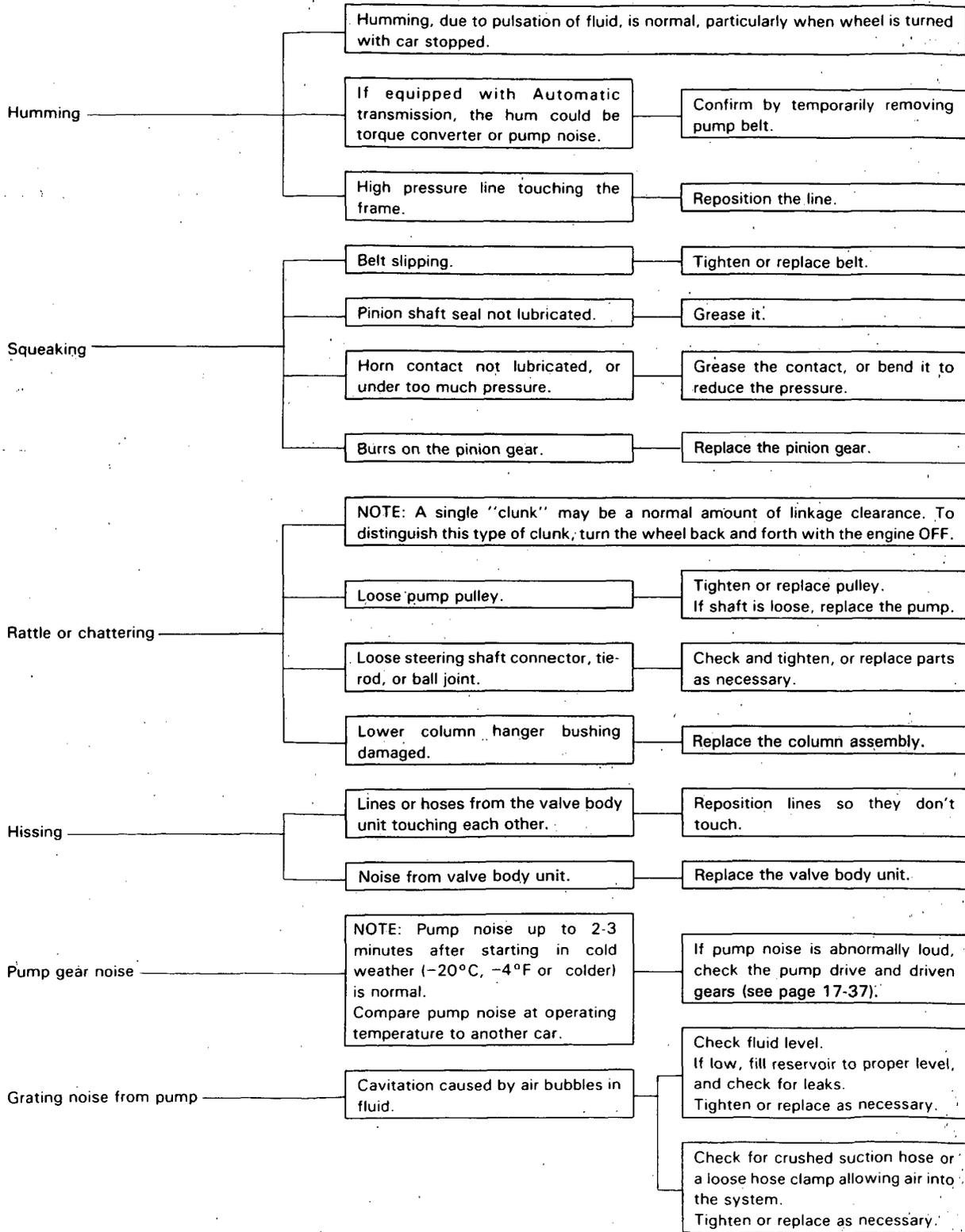
Improperly adjusted rack guide.

Adjust the rack guide (see page 17-18).



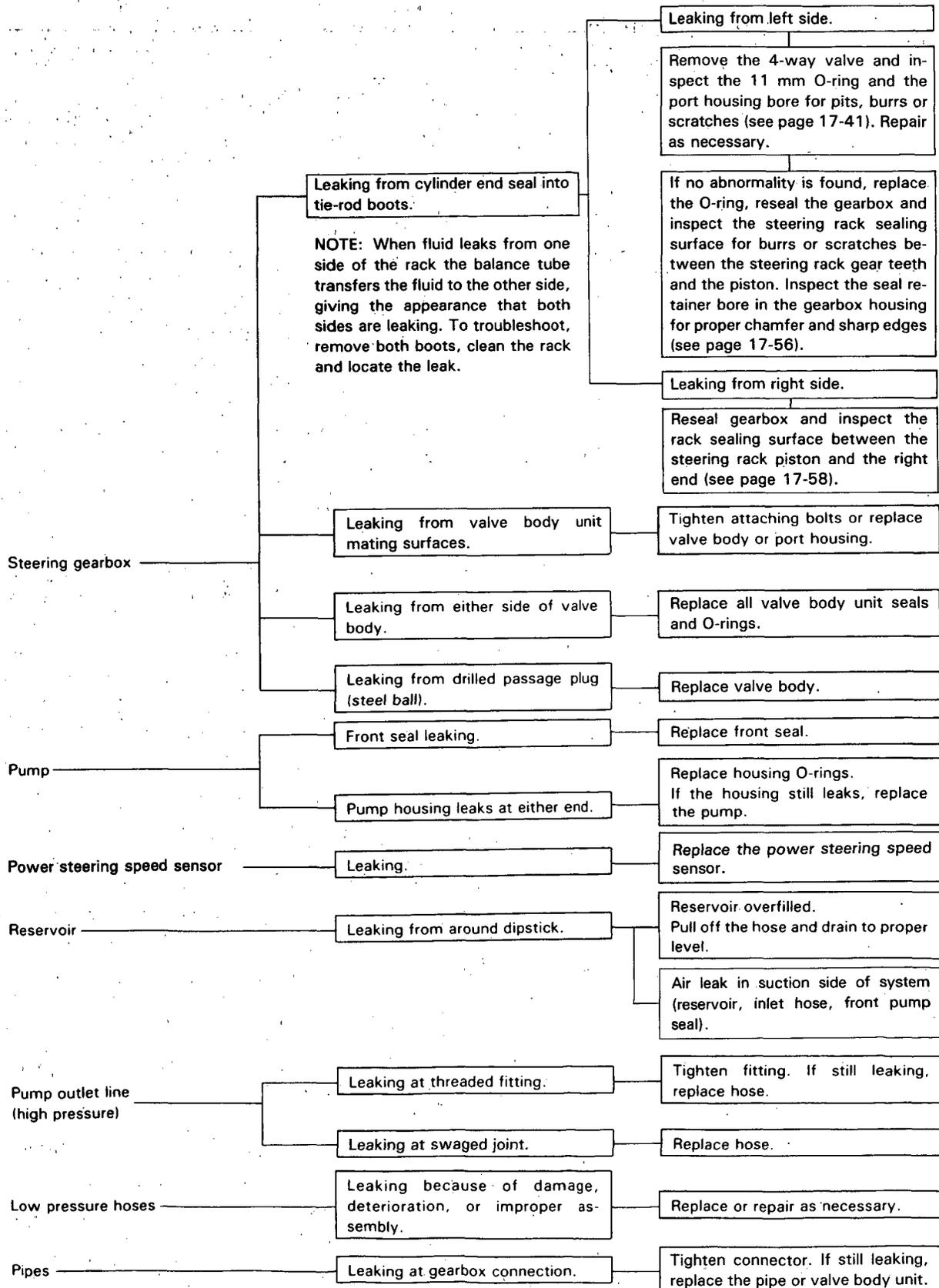
Noise and Vibration

NOTE: Pump noise in first 2—3 minutes after starting in cold weather (– 20°C, – 4°F or colder) is normal.



Troubleshooting

Fluid Leaks



Maintenance



Pump Belt Adjustment

NOTE: When using a new belt, first adjust the deflection or tension to the values for a new belt, run the engine for five minutes and readjust the deflection or tension to the values for a used belt.

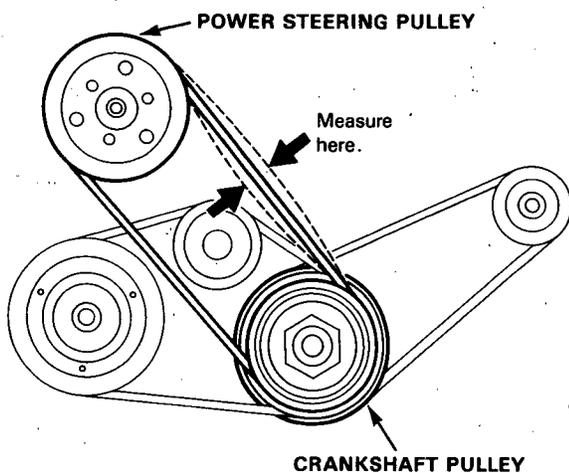
1. Apply a force of 100 N (10 kg, 22 lbs) and measure the deflection between the power steering pump and the crankshaft pulleys.

Deflection:

Used belt: 9.5–11.5 mm (0.37–0.45 in)

New belt: 6.0–8.0 mm (0.24–0.32 in)

NOTE: If there are cracks or any damage evident on the belt, replace it with a new one.



Measure with Belt Tension Gauge Set:

Attach the belt tension gauge to the belt and measure the tension of the belt.

Tension:

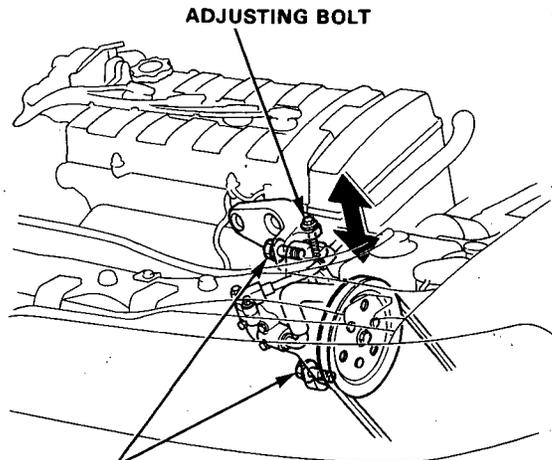
Used belt: 350–450 N (35–45 kg, 77–99 lbs)

New belt: 680–800 N (68–80 kg, 150–176 lbs)

NOTE:

- If there are cracks or any damage evident on the belt, replace it with a new one.
- Follow the manufacturer's instructions for the tension gauge.

2. Loosen the special bolts and turn the adjusting bolt to get proper tension, then retighten the special bolts.



SPECIAL BOLTS
24 N·m
(2.4 kg-m, 17 lb-ft)

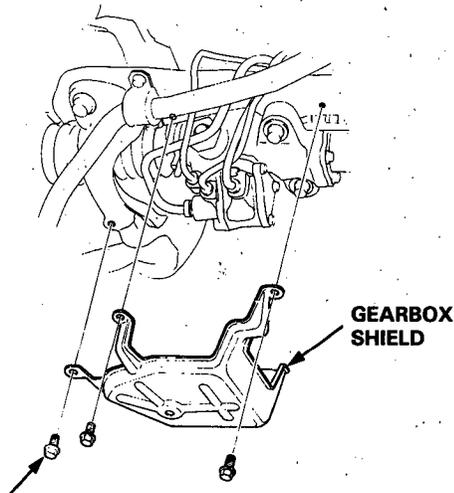
3. Start the engine and turn the steering wheel from lock-to-lock several times, then recheck the belt tension.

On-Car Checks

Rack Guide Adjustment

NOTE: Perform rack guide adjustment with the wheels in the straight ahead position.

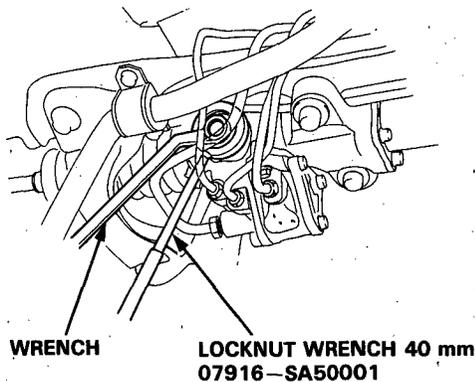
1. Remove the gearbox shield.



10 N·m (1.0 kg-m, 7 lb-ft)

2. Loosen the locknut on the rack guide screw with the special tool as shown.

CAUTION: When servicing, be careful not to damage power steering fluid lines with the special tool.



3. Tighten the guide screw until it compresses the spring and seats against the guide, then loosen it. Retighten it to about: 4 N·m (0.4 kg-m, 3 lb-ft) Then back it off about: $20^{\circ} \pm 5^{\circ}$
Tighten the locknut to about 25 N·m (2.5 kg-m, 18 lb-ft) while preventing the guide screw from turning.
4. Check the steering effort as described.

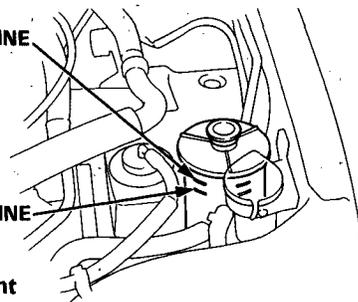
Fluid Replacement

Fluid Level Inspection

Check the power steering fluid level with the engine cold and the car parked on level ground. Make sure the fluid level is between the UPPER and LOWER level lines on the reservoir. If the level is near or below the lower level lines, check the system for leaks. If the system is not leaking and the fluid level is low, add fluid to the upper level line.

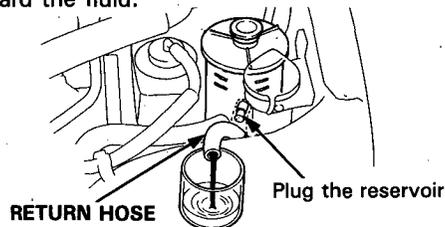
UPPER LEVEL LINE

LOWER LEVEL LINE



Fluid Replacement

1. Disconnect the return hose from the gearbox at the reservoir, and put the end in a suitable container.
2. Start the engine, let it run at idle, and turn the steering wheel from lock-to-lock several times. When fluid stops running out of the hose, shut off the engine. Discard the fluid.



3. Refit the return hose on the reservoir.
4. Fill the reservoir to the upper level line.

NOTE: Take care not to spill the fluid on the body and parts. Wipe off the spilled fluid at once.

CAUTION: Use only Honda Power Steering Fluid-V. Using other fluids such as ATF or other manufacturer's power steering fluid will damage the system.

SYSTEM CAPACITY: 1.4 liter (1.5 US qt., 1.2 Imp qt.)
RESERVOIR CAPACITY: 0.5 liter (0.5 US qt., 0.4 Imp qt.)

5. Start the engine and run it at idle, then turn the steering from lock-to-lock several times to bleed air from the system.
6. Recheck the fluid level and add some if necessary.

CAUTION: Do not fill the reservoir beyond the upper level line.

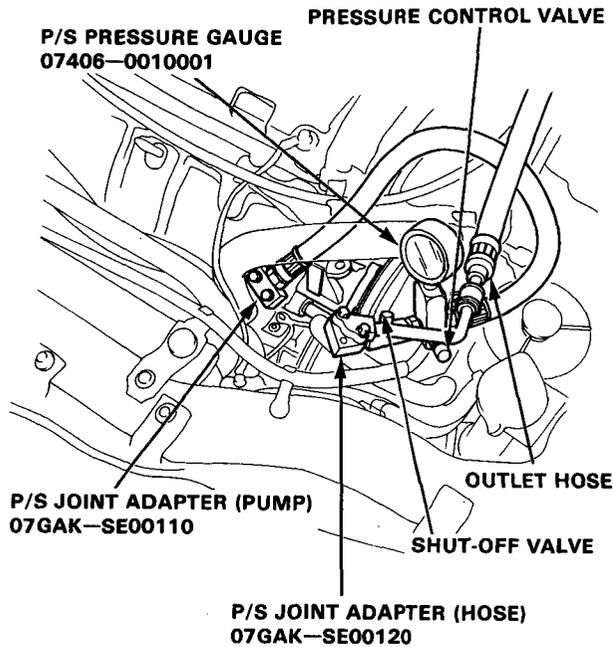


Pump Pressure Check

Check the fluid pressure as follows to determine whether the trouble is in the pump or gearbox.

NOTE: First check the power steering fluid level and pump belt tension.

1. Disconnect the outlet hose from the pump outlet fitting, and install the pump joint adaptor on the outlet.
2. Install the hose joint adaptor to the outlet hose.
3. Install the power steering pressure gauge between the pump and hose joint adaptors as shown.

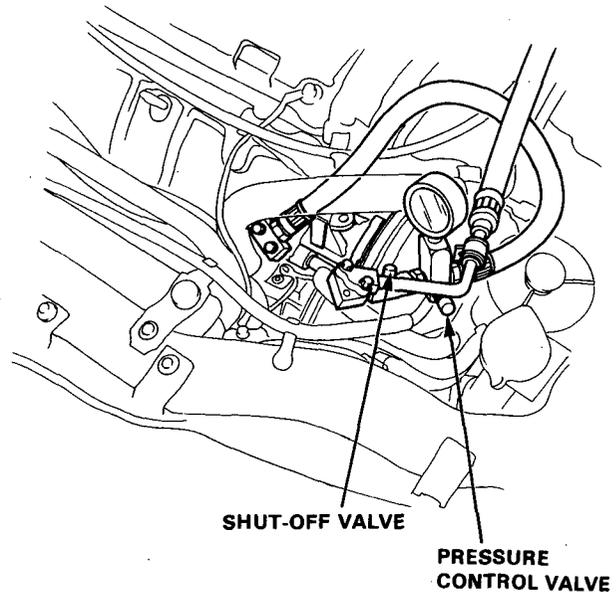


4. Open the shut-off valve fully.
5. Open the pressure control valve fully.

6. Start the engine and let it idle.
7. Turn the steering wheel from lock-to-lock several times to warm the fluid to operating temperature.
8. Close the shut-off valve, then, close the pressure control valve gradually until the pressure gauge needle is stable. Read the pressure.
9. Immediately open the shut-off valve fully.

CAUTION: Do not keep the shut-off valve closed more than 5 seconds or the pump could be damaged by over-heating.

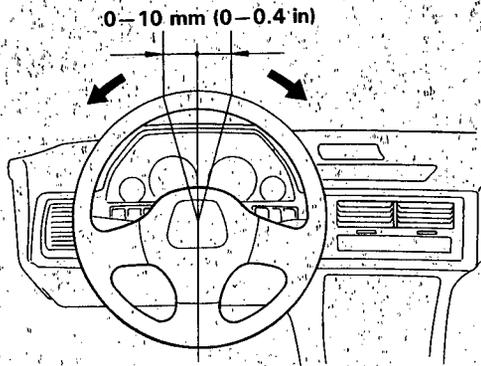
If the pump is in good condition, the gauge should read at least 8,000–9,000 kPa (80–90 kg/cm², 1,138–1,280 psi). A low reading means pump output is too low for full assist. Repair or replace the pump.



On-Car Checks

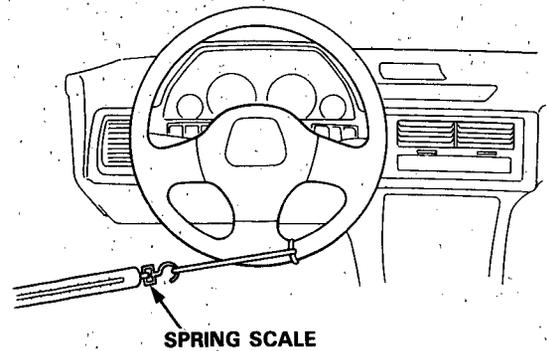
Steering Wheel Rotational Play

1. Place the front wheels in a straight-ahead position and measure the distance the steering wheel can be turned without moving the front wheels.
2. If the play exceeds the service limit, check all steering components.

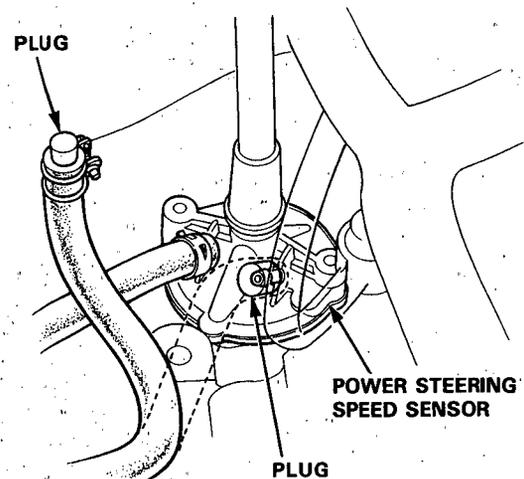


Power Assist Check with Car Parked

1. Check the power steering fluid level and pump belt tension.
2. Start the engine, allow it to idle, and turn the steering wheel from lock-to-lock several times to warm up the fluid.
3. Attach a spring scale to the steering wheel. With the engine idling and the car on a clean, dry floor, pull the scale as shown and read it as soon as the tires begin to turn.



4. The scale should read no more than 32 N (3.2 kg, 7 lbs). If it reads more or less, go on step 5.
5. Stop the engine. Disconnect the hose from the power steering speed sensor and plug the hose and the sensor fitting as shown.



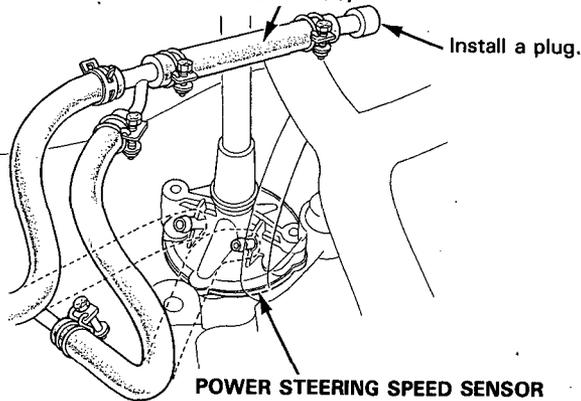
6. Start the engine and let it idle.
 - If the reading is now 32 N (3.2 kg, 7 lbs) or less, replace the power steering speed sensor (see page 17-21).
 - If the reading is still more than 32 N (3.2 kg, 7 lbs), check the gearbox and pump.



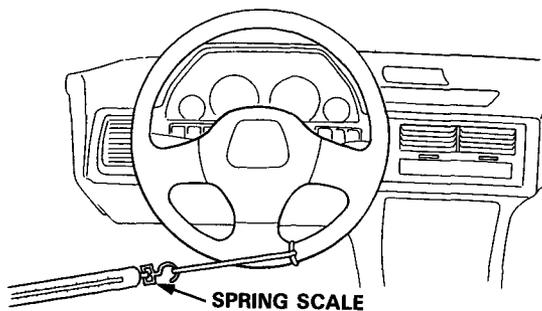
Assist Check

1. Check the power steering fluid level and pump belt tension.
2. Start the engine, let it warm up to normal operating temperature (the cooling fan comes on), and turn the steering wheel lock-to-lock a few times to warm up the fluid.
3. Stop the engine. To simulate speeds above 30 mph (50 km/h) disconnect the hoses from the power steering speed sensor and connect them to the bypass tube joint. Plug the end of the bypass tube joint.

BYPASS TUBE JOINT
07406-0010101
(Included with
07406-0010001)



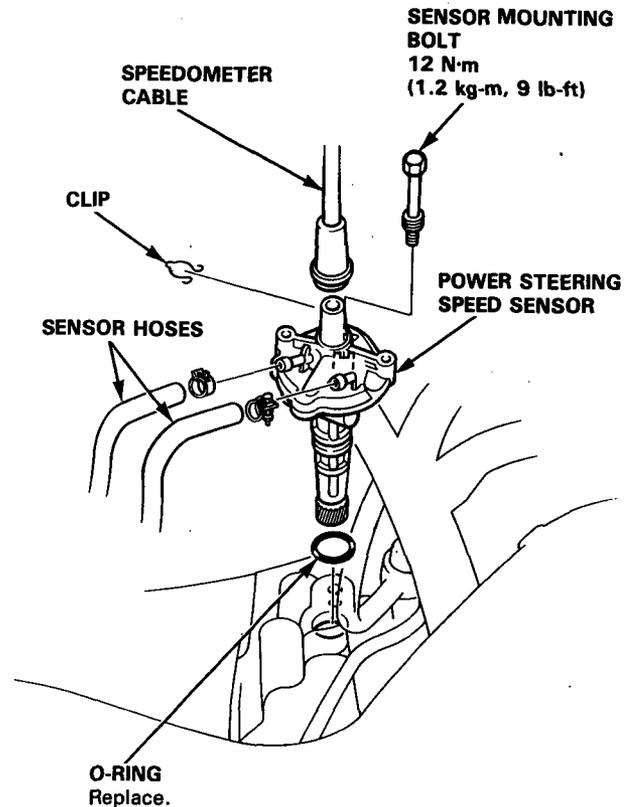
4. Attach the spring scale to the steering wheel. With the engine idling and the car on a clean, dry floor, pull the scale as shown and read it as soon as the tires begin to turn.



- If the scale reads a normal 50 N (5.0 kg, 11 lbs), or more, the assist at high speeds is being caused by reduced power steering speed sensor output. Replace the power steering speed sensor.
- If the scale reads less than 50 N (5.0 kg, 11 lbs), the power steering speed sensor is OK, and the problem is in the sensor feed line, the pump, or the valve body unit. See if the feed line is pinched or bent then check pump.
- See General Troubleshooting (see page 17-12).

Power Steering Speed Sensor Replacement

1. Remove the sensor mounting bolt and pull the power steering speed sensor from the transmission housing.

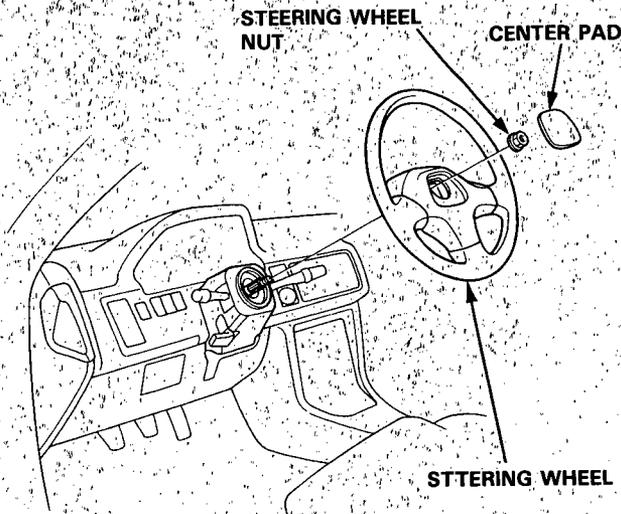


2. Pull up the speedometer cable boot, remove the clip, and pull out the speedometer cable.
3. Disconnect the sensor hoses and plug the fittings.
4. After installing a new power steering speed sensor, turn the steering wheel lock-to-lock with the engine idling to bleed air from the system.
5. Check the reservoir and add fluid if necessary.

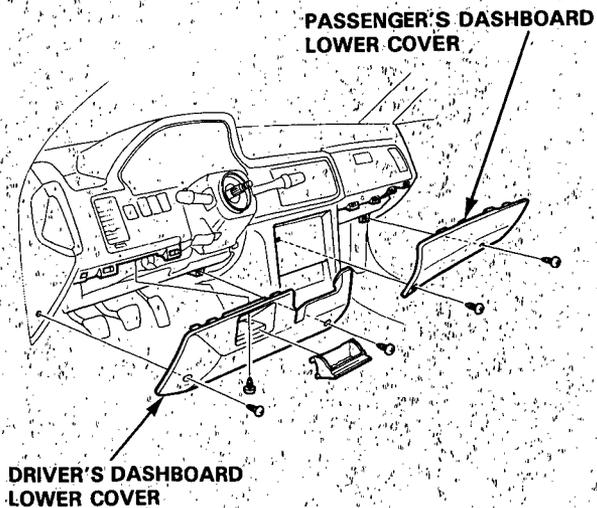
Column

Removal

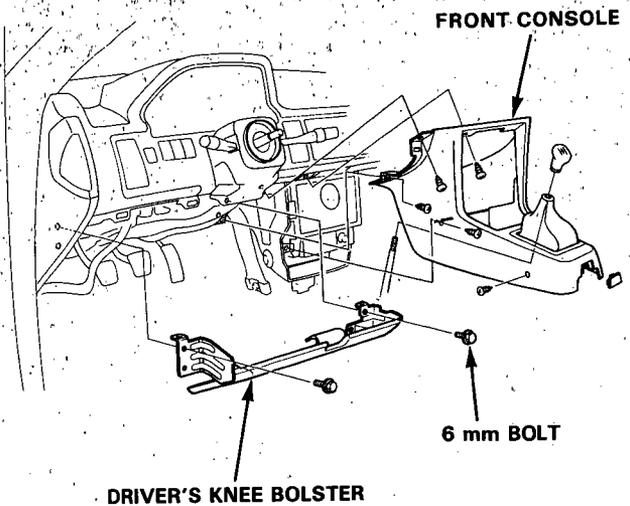
1. Remove the center pad.
2. Remove the steering wheel nut.
3. Remove the steering wheel by rocking it slightly from side-to-side as you pull steadily with both hands.



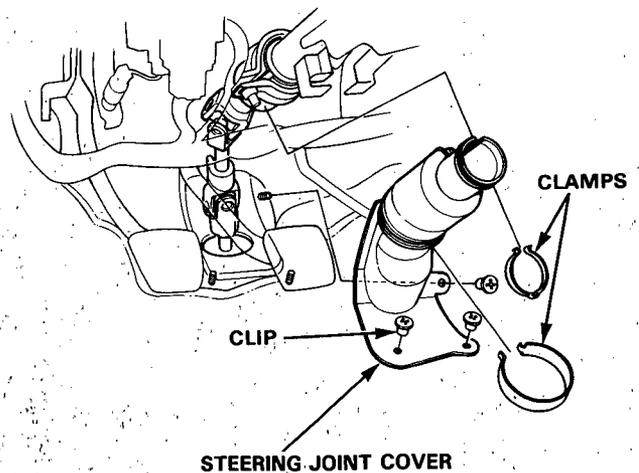
4. Remove the dashboard lower covers.



5. Remove the front console.
6. Remove the driver's knee bolster from the steering hanger.

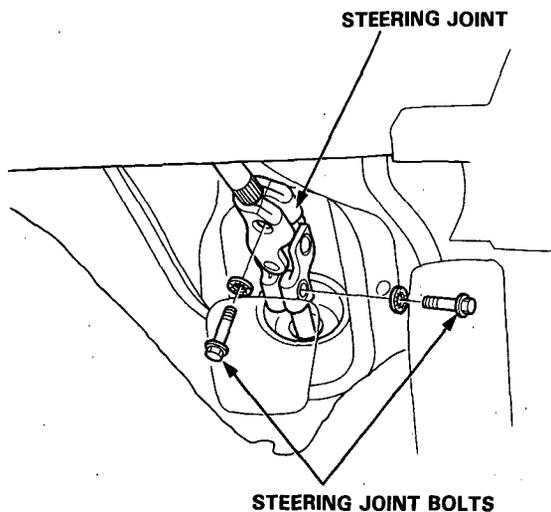


7. Remove the steering joint cover.

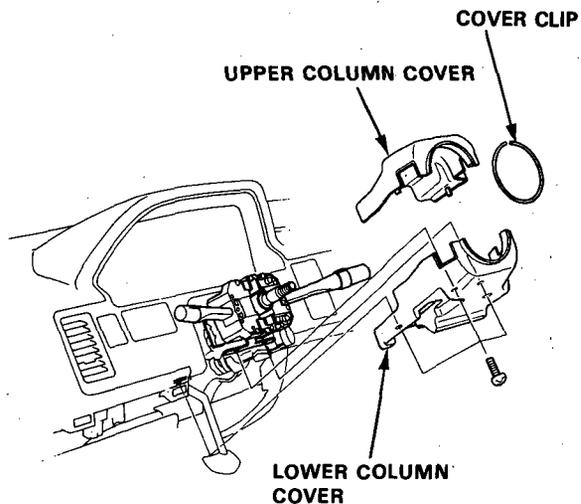




8. Remove the steering joint bolts, and move the joint toward the column.

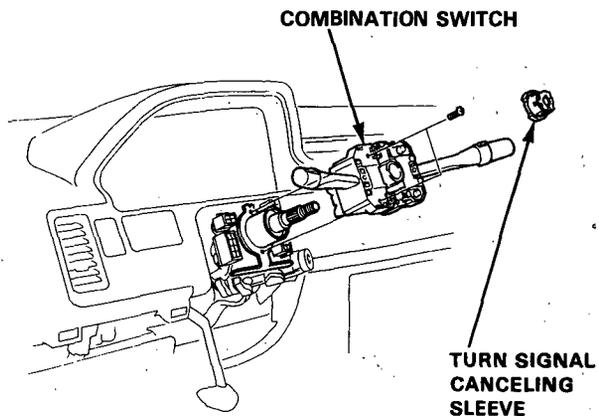


9. Remove the cover clip and column covers.

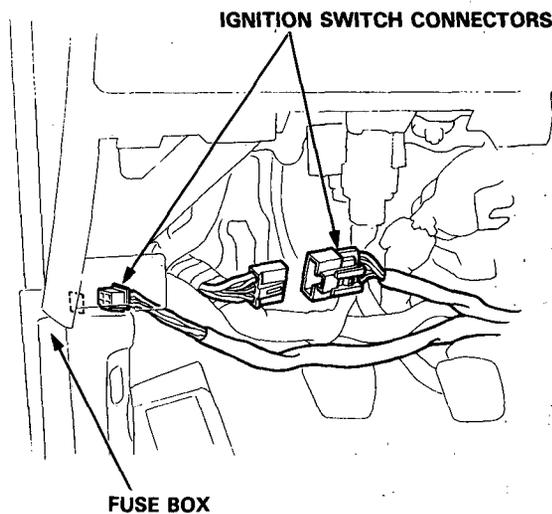


10. Disconnect the connectors from the combination switch.

11. Remove the turn signal canceling sleeve and combination switch.



12. Disconnect the ignition switch connectors from the fuse box under the left side of the dash.

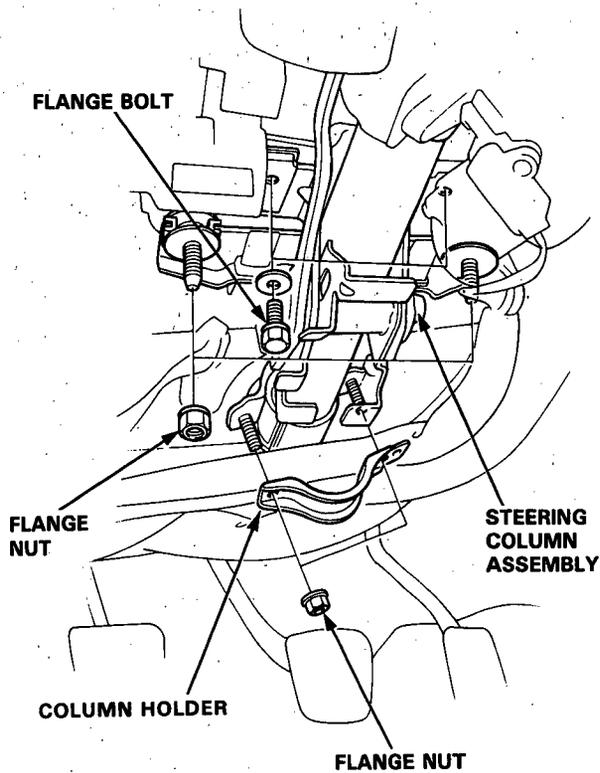


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Column

Removal (cont'd)

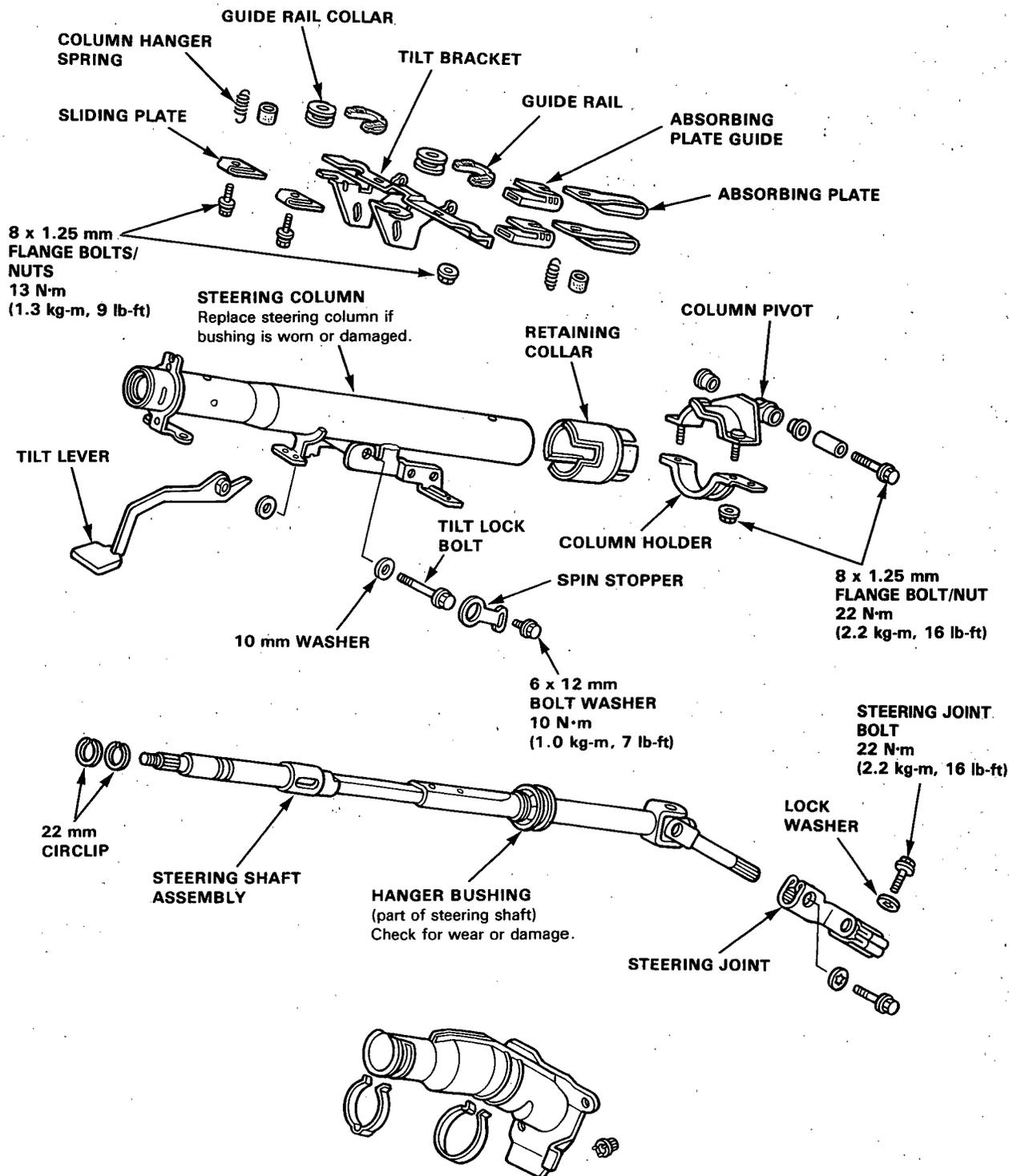
13. Remove the column holder.
14. Remove the attaching nuts and bolts; then remove the steering column assembly.





Disassembly/Inspection

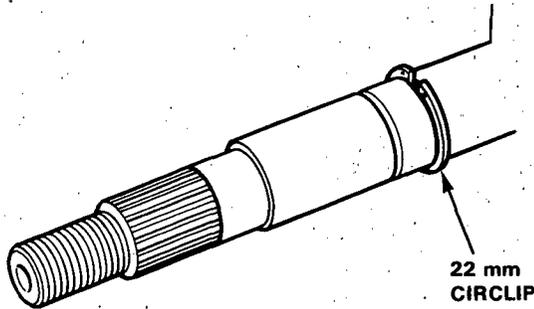
1. Remove the spin stopper by removing the 6 x 12 mm bolt washer.
2. Remove the tilt lock bolt, tilt spring, tilt lever, tilt bracket, 10 mm washer and column hanger spring.
3. Position the ignition switch in "I".
4. Remove the 22 mm circlip then remove the steering shaft assembly from bottom of the column.
5. Remove the retaining collar.



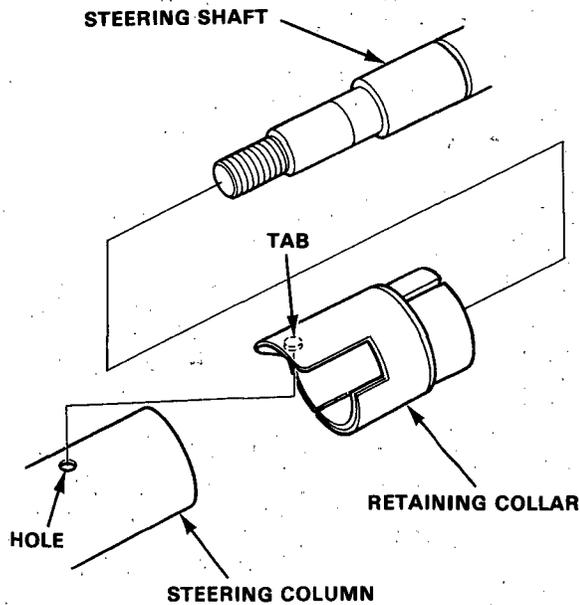
Column

Reassembly

1. Install the circlip on the steering shaft.



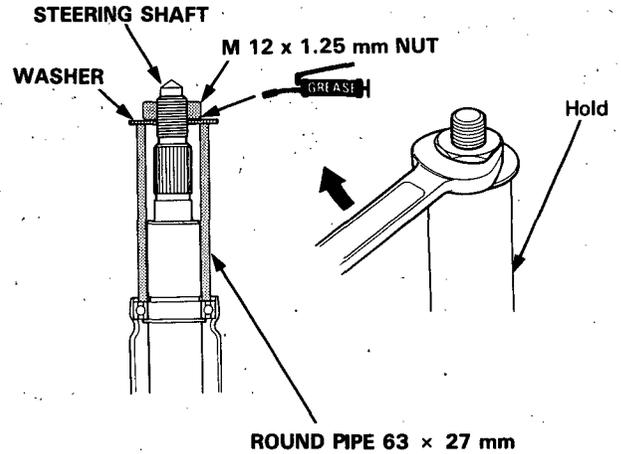
2. Install the retaining collar on the steering column aligning the hole in the column with tab on the retaining collar.



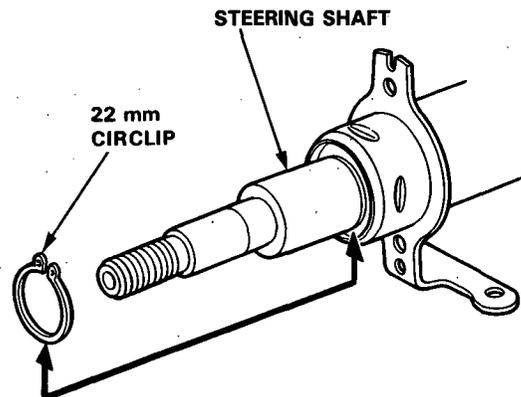
3. Carefully install the steering shaft into the column from the bottom.

4. Install the a piece of round pipe on the steering shaft as shown below.
5. Hold the round pipe, washer and thread a M 12 x 1.25 mm nut on the steering shaft to pull the shaft into the steering column.

CAUTION: Do not use the steering wheel locknut.



6. Remove the round pipe and nut.
7. Install the circlip on the steering shaft.



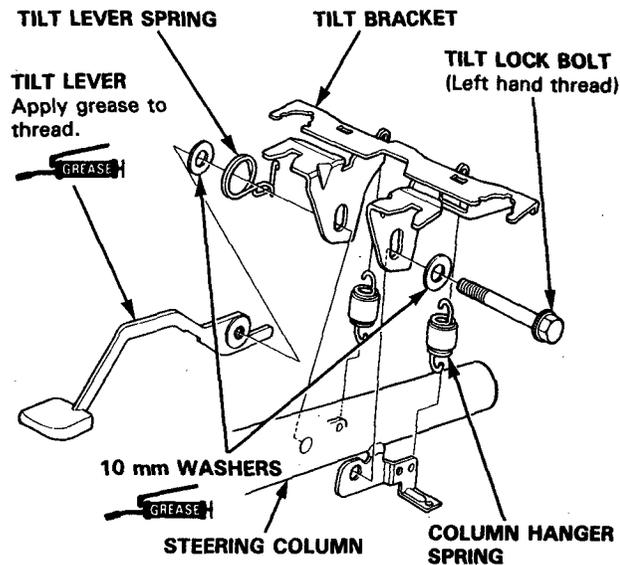


8. Loosely install the tilt lever, tilt lever spring, 10 mm washers and tilt bracket with the tilt lock bolt.

NOTE: Apply grease to the tilt lever threads and 10 mm washers.

9. Install the column hanger spring between the tilt bracket and steering column.

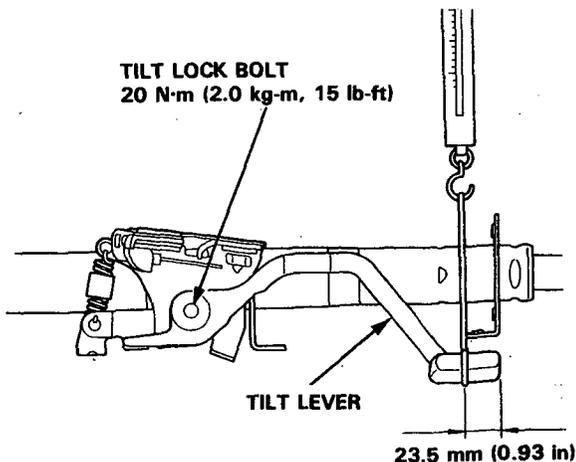
NOTE: The tilt lock bolt has a left hand thread.



10. Pull up the tilt lever and torque the tilt lock bolt to 20 N·m (2.0 kg·m, 15 lb-ft).

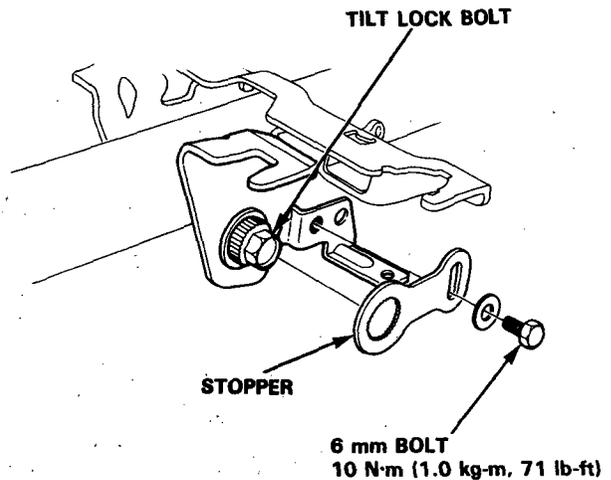
11. Attach a spring scale 23.5 mm (0.93 in) from the end of lever. Measure the force required to move the lever.

Preload: 70–90 N (7–9 kg, 15–20 lbs)



NOTE: If the preload measured is not within the specification, readjust the preload by loosening or tightening the tilt lock bolt.

12. Position the stopper on the splined portion of the tilt lock bolt and loosely install the 6 x 12 mm bolt with washer to secure tilt lock bolt.

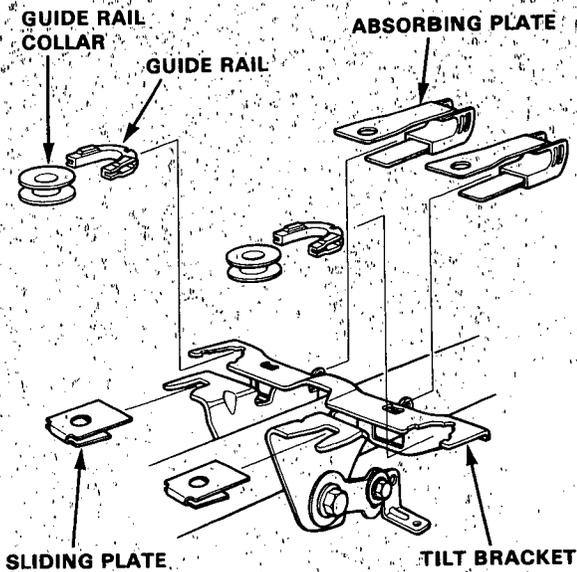


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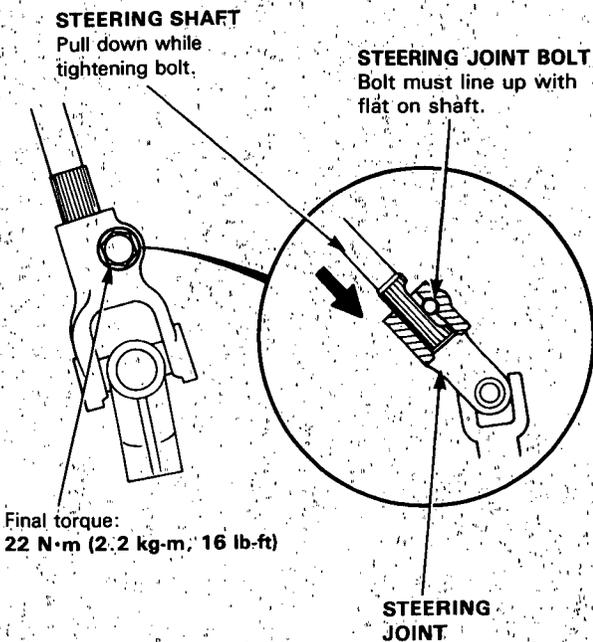
Column

Reassembly (cont'd)

13. Install the guide rail collars in the guide rails.
14. Install the guide rails, absorbing plates and sliding plates on the tilt bracket as shown.

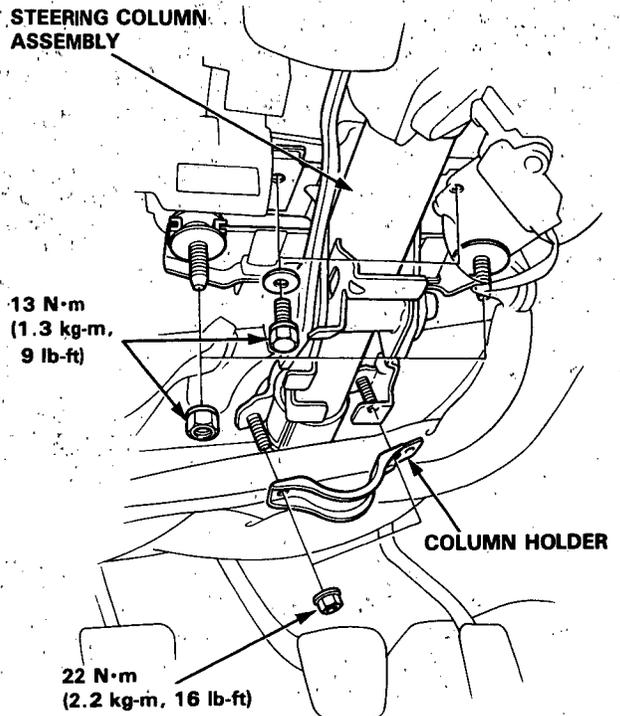


15. Slip the upper end of the steering joint onto the steering shaft (line up the bolt hole with the groove around the shaft) and loosely install the steering joint bolt.

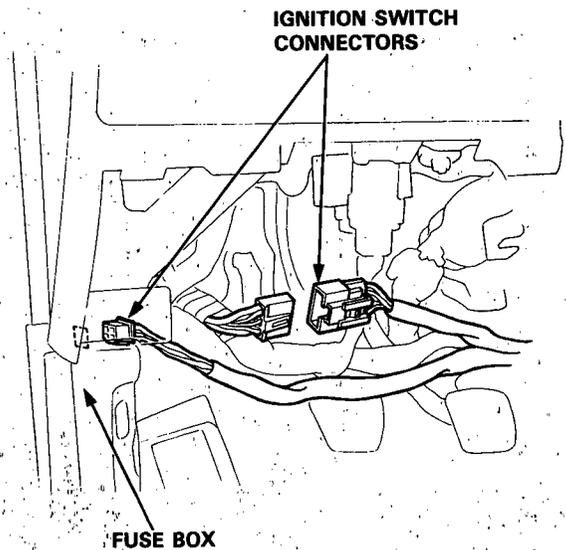


Installation

1. Slip the lower end of the steering joint onto the steering gearbox pinion shaft.
2. Install the steering column assembly with the flange nuts, bolts and column holder.

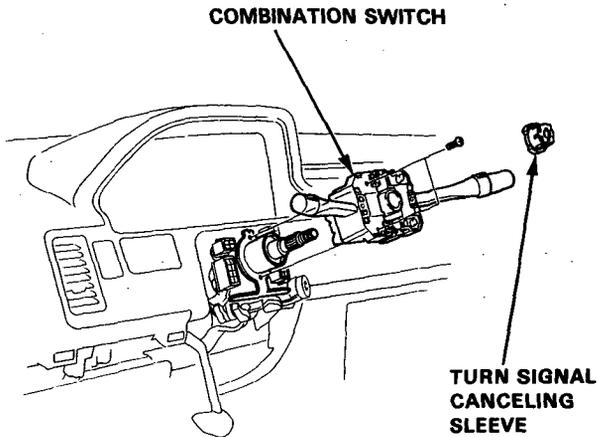


3. Connect the ignition switch connectors to the fuse box under the left side of the dash.



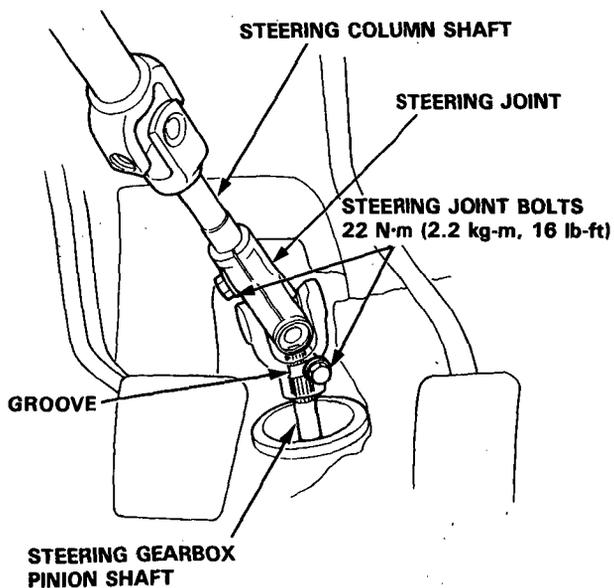


4. Install the combination switch and turn signal cancelling sleeve.
5. Connect the connectors to the combination switch.

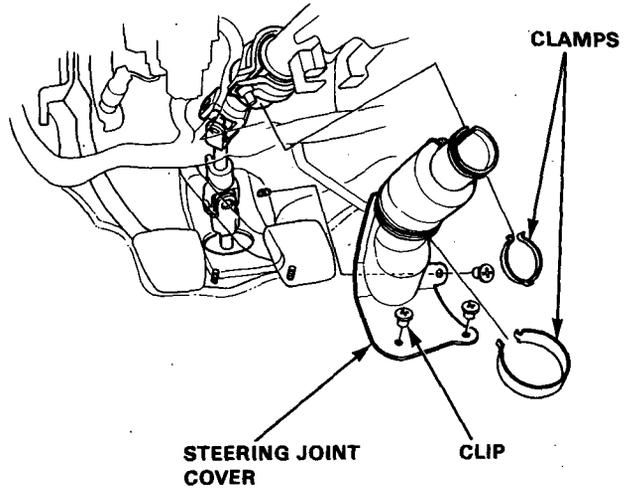


6. Install the steering joint bolts and tighten them.

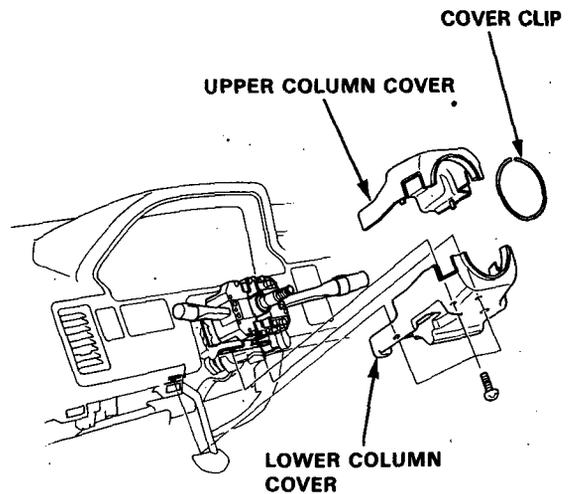
NOTE: Be sure that the steering joint bolt is securely in the groove in the steering gearbox pinion shaft.



7. Install the steering joint cover with the clamps and clips.



8. Install the column covers, and cover clip.

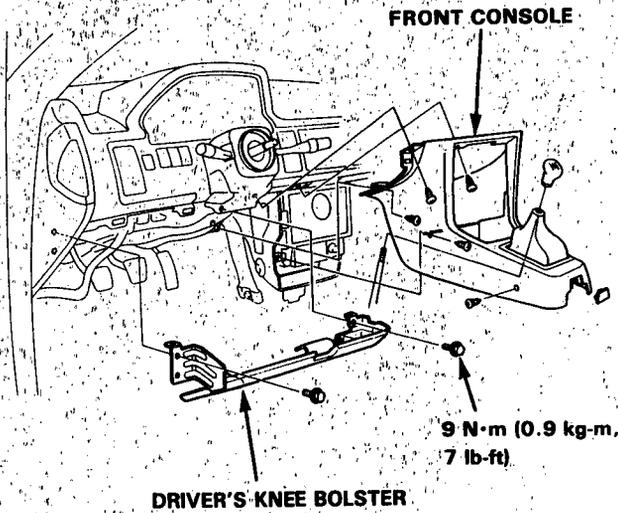


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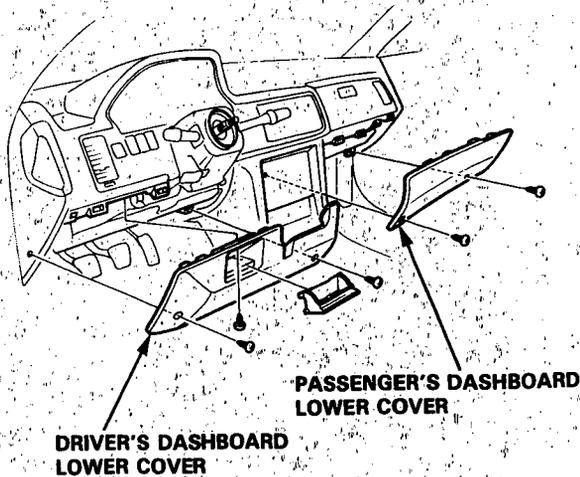
Installation (cont'd)

9. Install the driver's knee bolster on the steering hanger.

10. Install the front console.



11. Install the dashboard lower covers.



12. Install the steering wheel in a straight ahead position.

NOTE: Align the slots on the steering wheel and tabs on the turn signal canceling sleeve.

13. Tighten the steering wheel nut and torque to 50 N·m (5.0 kg-m, 36 lb-ft).

14. Check that the horn works properly, then install the center pad.

