

GROUP 37 – STEERING

BULLETIN No.	SUBJECT	MODEL
37/2003/001	Steering maintenance	Recirculating ball



MITSUBISHI

SERVICE BULLETIN

GROUP: 37 – Steering

DATE: August 2003

NO. 37/2003/001


MODEL: Recirculating ball steering box

SUBJECT: Maintenance areas of steering system

COUNTRIES:

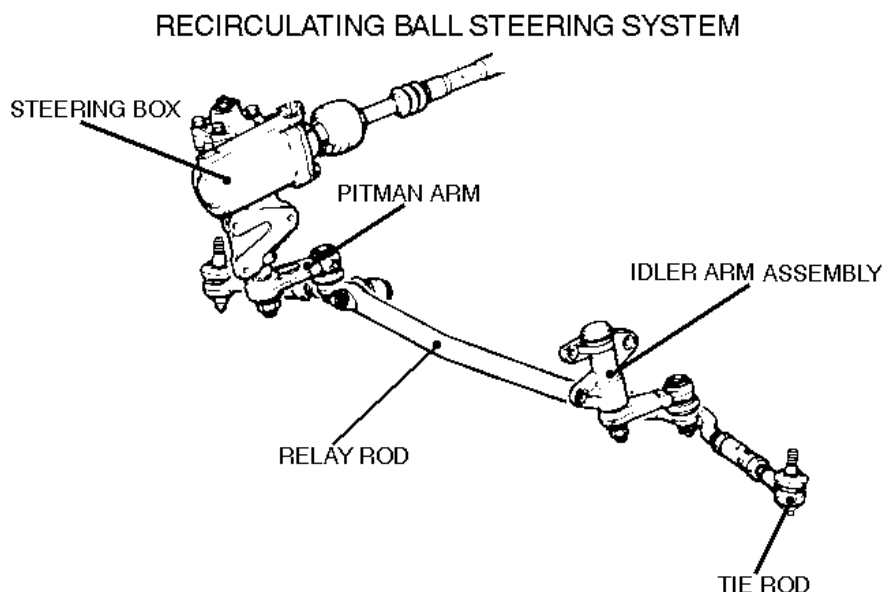
Australia

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MANAGER - AFTERSALES
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Bulletin Consists of 2 Pages

The purpose of this bulletin is to advise of the inspection procedures related to the maintenance of the recirculating ball steering system fitted to commercial 4WD vehicles.

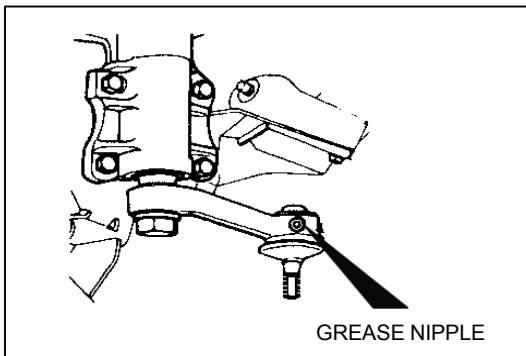


Due to the very nature of the operating conditions of the 4WD vehicle, the steering system can be subjected to severe shock loadings and excessively corrosive environments. It is therefore important that particular attention is paid to this area during maintenance inspections and that the following recommendations are followed when conducting any repairs.

NOTE: Always refer to the appropriate service manual for the applicable vehicle when checking any dimension, torque setting or applying any test procedure.

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SERVICE AND REPAIR

GREASE NIPPLES (WHERE FITTED)

Grease must be applied to all available nipples at each service interval. Damaged/blocked nipples should be replaced to ensure adequate lubrication of all joints.

REPAIRING COMPONENTS

When a vehicle is presented for repair or diagnosis of a steering related complaint, it is highly recommended that all related parts are disassembled and inspected for wear, damage and any abnormal conditions.

This would include the following

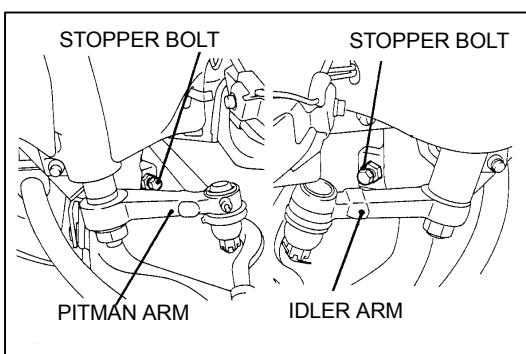
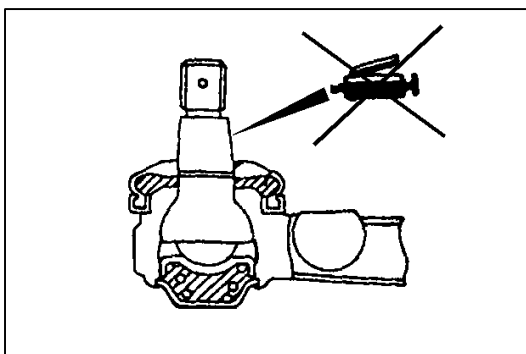
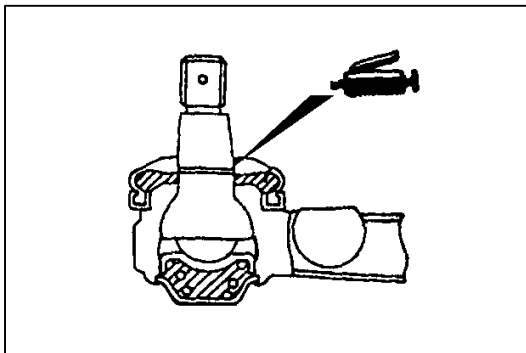
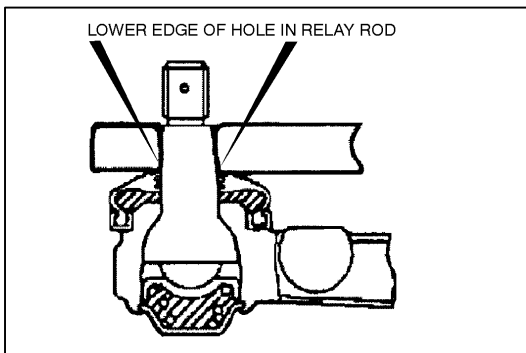
- Pitman arm
- Relay rod
- Idler arm
- Tie rod and ball joints

REPLACEMENT GUIDELINE

1. If the idler arm is being replaced due to wear etc, then the pitman arm **must** also be replaced.
2. When the lower edge of the hole in the relay rod (where the stud is mounted), shows signs of wear, the relay rod, idler arm, and pitman arm **must** be replaced.
3. Push down the dust cover of the pitman arm and clean the stud to inspect for corrosion. If any rust is observed at the circumference of the stud then the pitman arm **must** be replaced

REASSEMBLY

1. Grease **must be applied** to the dust cover lip of all ball joints and tie rod joints during reassembly of the linkages.
2. Grease **must not be applied** to the taper portion of the stud of either pitman arm or tie rod end.



STEERING STOP ADJUSTMENT

1. Confirm that the distance between the stopper of the lower arm and the knuckle is more than 1mm.
2. Adjust by using the stopper bolts of the pitman arm and or idler arm.