

STEERING SYSTEM - POWER

1990 Nissan 240SX

1990 STEERING
Nissan - Power Rack & Pinion

Axxess, Maxima, Pulsar NX,
Sentra, Stanza, 240SX, 300ZX

DESCRIPTION

The power steering system consists of a rack and pinion steering gear, steering pump, reservoir and flexible connecting lines.

LUBRICATION

Capacity - Fluid capacity is approximately 1 qt. (.9L).

FLUID TYPE

Use Dexron ATF type fluid.

FLUID LEVEL CHECK

Check fluid level when engine off and cold. Remove fluid level dipstick on power steering pump reservoir. Fluid should be between MIN and MAX marks on dipstick. Add fluid through dipstick opening if needed and recheck. DO NOT overfill.

HYDRAULIC SYSTEM BLEEDING

1) Raise and support vehicle. While adding fluid, turn steering wheel quickly from lock-to-lock until fluid level no longer decreases and no bubbles exist.

2) Start engine and allow to idle and repeat step 1). Perform procedure until fluid level no longer decreases and no bubbles exist.

NOTE: DO NOT hold steering wheel at or near lock position for more than 15 seconds.

BELT TENSION ADJUSTMENT

With engine cold, apply 22 lbs. (10 kg) pressure on belt at center distance between pulleys and note belt deflection. Adjust belt tension if belt deflection is not within specification. See BELT ADJUSTMENT SPECIFICATIONS table.

NOTE: Belt deflection should be checked with engine cold. If engine is hot, wait 30 minutes and check belt tension.

BELT ADJUSTMENT SPECIFICATIONS TABLE

Model	(1) Deflection In. (mm)
Axxess & Stanza	
Used Belt	.24-.28 (6.0-7.0)
New Belt	.20-.24 (5.0-6.0)
Maxima	

Used Belt	.....	.39-.47	(9.9-11.9)
New Belt	.....	.31-.39	(7.9-9.9)
Pulsar NX			
Used Belt	.....	.16-.24	(4.0-6.0)
New Belt	.....	.12-.20	(3.0-5.0)
Sentra			
Used Belt	.....	.28-.35	(7.1-8.9)
New Belt	.....	.26-.34	(6.6-8.6)
240SX			
Used Belt	.....	.31-.35	(8.0-9.0)
New Belt	.....	.28-.31	(7.0-8.0)
300ZX			
Used Belt	.....	.47-.53	(12.0-13.5)
New Belt	.....	.41-.45	(11.0-12.0)

(1) - Deflection is with 22 lbs. (10 kg) pressure applied midway on the longest belt run.

PINION ROTATING TORQUE & RACK SLIDING FORCE ADJUSTMENT

NOTE: Perform pinion rotating torque and rack slide force adjustments with steering assembly removed from vehicle.

1) Install steering gear in soft-jawed vise. Disconnect hoses and drain fluid from steering gear.

2) Remove lock nut and adjusting screw. See Fig. 2. Apply locking sealant to threads and install adjusting screw. Lightly tighten adjusting screw lock nut. Tighten adjusting screw to 43-52 INCH lbs. (4.9-5.9 N.m). Loosen adjusting screw, then retighten to . 43-1.74 INCH lbs. (.05-.20 N.m).

3) Move rack over its entire stroke several times. On Axxess, Maxima, Stanza and 300ZX, measure pinion rotating torque within range of 180 degrees from neutral position. Stop gear at point of maximum torque. Loosen adjusting screw, then tighten to 43 INCH lbs. (4.9 N.m).

4) Loosen adjusting screw 40-60 degrees, then tighten lock nut. On 240SX, loosen adjusting screw 70-110 degrees, then tighten lock nut. On all models, ensure adjusting screw does not turn with lock nut. Using a spring scale attached to tie rod end of rack, check steering gear for rack sliding frictional force around neutral point of rack stroke. See RACK SLIDING FORCE SPECIFICATIONS table.

5) If sliding frictional force is not as specified, repeat step 2). If after readjustment, sliding frictional force is still not as specified, steering gear is damaged. If frictional force is as specified, go to next step.

6) Install Torque Adapter (J-26364) and an INCH lb. torque wrench on pinion. Measure turning force required to rotate pinion. See PINION ROTATING TORQUE SPECIFICATIONS table. If pinion rotating torque is not as specified, steering gear is damaged.

RACK SLIDING FORCE SPECIFICATIONS

RACK SLIDING FORCE SPECIFICATIONS TABLE (1)

Application		Lbs. (kg)
Axxess, 240SX & 300ZX	.....	27.6-37.5 (12.5-17.0)
Maxima & Stanza	.....	64 (29)
Pulsar NX & Sentra	.....	(2)

(1) - Checked at neutral point of rack stroke.

(2) - Information not available from manufacturer.

PINION ROTATING TORQUE SPECIFICATIONS

PINION ROTATING TORQUE SPECIFICATIONS TABLE (1)

Application	INCH Lbs. (N.m)
All Models	16 (1.9)

(1) - Measure within ± 100 degrees of neutral position.

NOTE: Ensure power steering belt tension and tire pressure are correct before performing hydraulic system pressure test.

HYDRAULIC SYSTEM PRESSURE TEST

1) Disconnect high pressure hose at power steering pump. Install Pressure Gauge (J-26357) between power steering pump and steering gear. See Fig. 1. Open valve and bleed air from system. See HYDRAULIC SYSTEM BLEEDING in this article. Check fluid level.

2) Start and run engine, allowing reservoir fluid temperature to reach 140-176°F (60-80°C). Check pressure quickly with wheel turned to full-lock position on left and right sides.

NOTE: DO NOT hold steering wheel at or near lock position for more than 15 seconds.

3) Compare pressure reading with HYDRAULIC SYSTEM PRESSURE SPECIFICATIONS table.

4) If pressure is lower than specification, slowly close shut-off valve and note pressure. DO NOT close shut-off valve for more than 15 seconds. If pressure now reads within specification, power steering pump is okay and steering gear is defective. If pressure reading is still not within specification, power steering pump is defective. Remove pressure gauge and bleed system.

HYDRAULIC SYSTEM PRESSURE SPECIFICATIONS TABLE

Application	psi (kg/cm ²)
Axxess	1109-1194 (78-84)
Maxima & Stanza	1067-1209 (75-85)
Pulsar NX	896-981 (63-69)
Sentra	924 (65)
240SX	924-1067 (65-75)
300ZX	1138 (80)

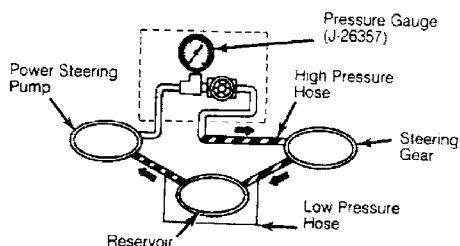


Fig. 1: Checking Hydraulic System Pressure
 Courtesy of Nissan Motor Co., U.S.A.

NOTE: Check tire pressure before testing steering wheel turning force.

STEERING WHEEL TURNING FORCE ADJUSTMENT

1) Park vehicle on dry, level surface. Ensure tire pressure is correct. Apply parking brake. Operate system until fluid temperature is 140-176°F (60-80°C).

2) Attach spring scale to steering wheel. Measure steering wheel turning force after steering wheel has been turned 360 degrees from center position.

3) Turning force should be less than 9 lbs. (4.08 kg). If turning force is not within specification, check pinion rotating force. See PINION ROTATING TORQUE & RACK SLIDING FORCE ADJUSTMENT.

NOTE: Pinion rotating force can be checked with steering gear installed in vehicle, with tie rods and hoses disconnected, if adequate room exists.

REMOVAL & INSTALLATION

STEERING GEAR

Removal

1) Raise and support vehicle. Position wheels in straight ahead position. Note position of hoses on steering gear. Disconnect and mark hoses at steering gear. Drain fluid. Plug hoses and openings in steering gear.

2) Remove tie rod nuts at steering knuckle. Using Ball Joint Separator (HT72520000), separate tie rod ends from steering knuckle.

3) Loosen steering column lower joint-to-pinion shaft retaining bolt. With wheels in straight ahead position, place punch mark on lower joint and pinion shaft for reassembly reference.

4) Remove lower joint from pinion shaft. Remove steering gear housing-to-suspension crossmember retaining bolts. Remove steering gear and linkage.

5) On some models, remove exhaust pipe, shift linkage for M/T models or shift cable on A/T models (if necessary).

NOTE: Check front wheel alignment if tie rods were removed or steering gear was overhauled.

Installation

1) Reverse removal procedures. Install new "O" rings on hoses (if equipped). Coat "O" rings with ATF before installation. Ensure proper sized "O" ring is installed. Align reference mark on lower joint and pinion.

2) Tighten bolts to specification. See TORQUE SPECIFICATIONS table at end of article. Fill system and bleed. See HYDRAULIC SYSTEM BLEEDING under LUBRICATION.

STEERING PUMP

Removal

1) Loosen power steering pump pulley nut (if removing pulley). Loosen pump adjusting bolts and remove pump drive belt.

2) Note angle of pressure hose installation on power steering pump. Disconnect high pressure hose from power steering pump. Drain fluid. Remove suction line from pump. Some models use a reservoir tank and suction hose is not used. Remove pump retaining bolts and pump.

Installation

1) To install, reverse removal procedure. Replace all sealing washers and "O" rings. Lubricate all sealing washers and "O" rings with ATF before installation.

2) Adjust belt tension. See BELT TENSION ADJUSTMENT in this article. Fill system and bleed. See HYDRAULIC SYSTEM BLEEDING in this article.

POWER STEERING GEAR OVERHAUL (PULSAR, SENTRA)

NOTE: Before disassembly steering gear, measure pinion rotating force and rack sliding force for reassembly reference. See PINION ROTATING TORQUE & RACK SLIDING FORCE ADJUSTMENT.

Disassembly (Pulsar NX & Sentra)

1) Remove breather and cylinder tubes. See Fig. 2. Loosen lock nut and remove outer tie rods. Remove boot band and boot clamp. Bend over lock plate at tie rod inner socket.

2) Remove tie rod inner socket and rack spacer (if equipped) from rack. Remove retainer lock nut, adjusting screw, cover, gasket, retainer spring, spring seat and retainer.

3) Remove rear cover cap. Remove snap ring and rear housing cover, "O" ring and oil seal. Remove housing plug. Using Torque Adapter (J-26364), hold pinion and remove nut from lower end of pinion.

4) Remove pinion, pinion seal and pinion bearing from pinion housing. Using End Cover Wrench (J-28822), remove end cover and back-up washer. Remove rack from cylinder.

5) Using long extension and 19-mm socket, drive center bushing and rack oil seal from cylinder. DO NOT scratch cylinder.

Inspection

1) Clean all components in solvent. Blow dry with compressed air. Replace all oil seals, packing and "O" rings. Inspect boots for damage. Replace if damaged.

2) Inspect all sealing surfaces and bearings for roughness. Inspect tie rod and tie rod inner socket for wear or end play. Replace if end play exists.

3) Using INCH lb. torque wrench and Torque Adapter (J-25765-A), measure torque required to rotate tie rod stud. See TIE ROD ROTATIONAL TORQUE SPECIFICATIONS table. Replace tie rod if not within specification.

4) Inspect steering gear components for damage. Replace steering gear as an assembly if steering gear components are damaged.

TIE ROD ROTATIONAL TORQUE SPECIFICATIONS TABLE

Application	INCH Lbs. (N.m)
Pulsar NX .....	.89-26.0 (.1-2.9)
Sentra	2.7-25.7 (.3-2.9)

Reassembly

1) Lubricate rack oil seal and center bushing with ATF and install on rack. DO NOT damage seal with rack teeth during installation. Lubricate rack teeth with grease. Install rack, oil seal and center bushing in cylinder. See Fig. 2.

2) Install back-up washer and end cover. Using end cover wrench, tighten end cover to specification. Stake cylinder in center approximately .080-.112" (2.03-2.84 mm) from end of cylinder. See

Fig. 4.

3) Apply grease to pinion bearing and install in pinion housing. Coat pinion housing and rear housing cover oil seal lip with grease.

4) Install oil seal in pinion housing and rear cover. Wrap pinion splines with tape. Install new "O" ring on rear housing cover.

5) Install rear housing cover on pinion. Use care not to damage oil seal. Remove tape from pinion. Install pinion and rear housing cover in pinion housing. Install snap ring.

6) Install new nut on lower end of pinion. Using torque adapter, tighten pinion nut to specification. Apply thread sealant to housing plug and install. Tighten plug to specification. Stake housing plug in 3 areas.

7) Lubricate retainer with grease. Install retainer, spring seat, spring, gasket and cover. Tighten rear housing cover bolts to specification. See TORQUE SPECIFICATIONS table at end of article. Apply thread sealant to inner tie rod sockets.

8) Install inner tie rod sockets, new lock plates and rack spacer (if equipped). Tighten inner tie rod sockets to specification. Bend over lock plates. Ensure no burrs exist on lock plates or boot will be damaged.

9) Measure rack stroke from inner edge of tie rod inner socket or rack spacer (if equipped) to edge of pinion housing. This ensures rack is centered. Measurements must be within specification. See RACK STROKE SPECIFICATIONS table.

RACK STROKE SPECIFICATIONS TABLE

Application	In. (mm)
Pulsar NX	
Pinion Side	2.756 (70.00)
Cylinder Side	2.756 (70.00)
Sentra	
Pinion Side	2.894 (73.50)
Cylinder Side	2.756 (70.00)

10) Apply sealant on boot-to-cylinder contact areas. Install boots and boot clamps. Install boot clamps so clamp ends are toward rear of vehicle.

11) Using screwdriver, tighten boot clamp. Bend boot clamp over diagonally approximately 40-70 degrees from center of pinion housing or cylinder. Ensure clamp DOES NOT contact boot.

12) Install boot bands on outer end of boot. Install tie rod end and lock nut. Tie rod should be positioned so distance between outside of lock nut and end of boot at boot band is 6.94" (176.2 mm). Adjustment may require toe-in to be set.

13) Install rear cover cap so center indicator is toward front of vehicle. See Fig. 3. Install adjusting screw. With rack in center position, tighten adjusting screw to 43 INCH lbs. (5 N.m) twice.

14) With rack still in center position, loosen adjusting screw and retighten to .43-1.74 INCH lbs. (.05-.19 N.m). Apply thread sealant on adjusting screw and lock nut. Tighten lock nut to specification. See TORQUE SPECIFICATIONS table at end of article. DO NOT allow adjusting nut to move.

15) Using Torque Adapter (J-26364) and an INCH-pound torque wrench on pinion, measure turning force required to rotate pinion. Rotating torque should be 16 INCH lbs. (1.8 N.m) or less. Adjust screw if not within specification.

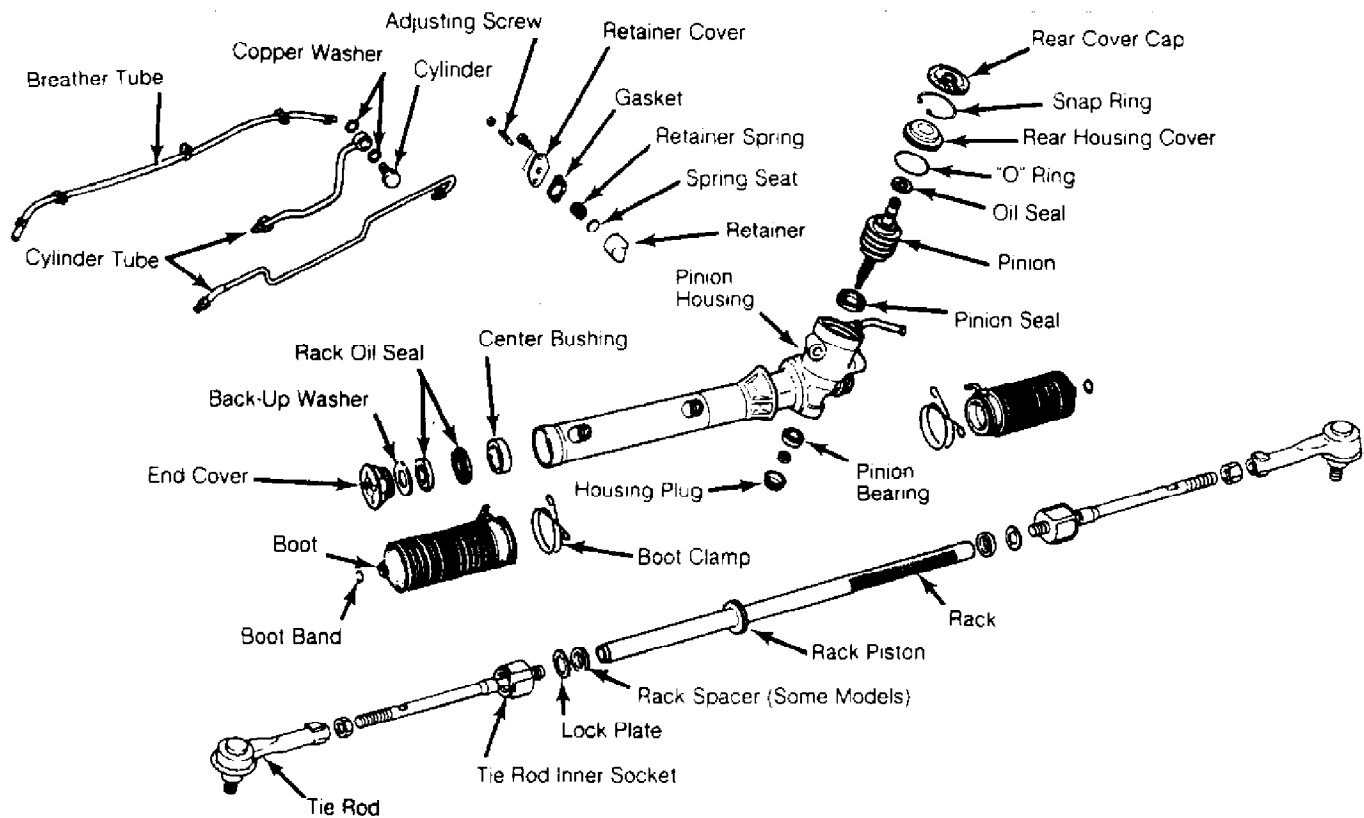


Fig. 2: Exploded View of Steering Gear (Pulsar NX & Sentra)
 Courtesy of Nissan Motor Co., U.S.A.

PULSAR NX & SENTRA

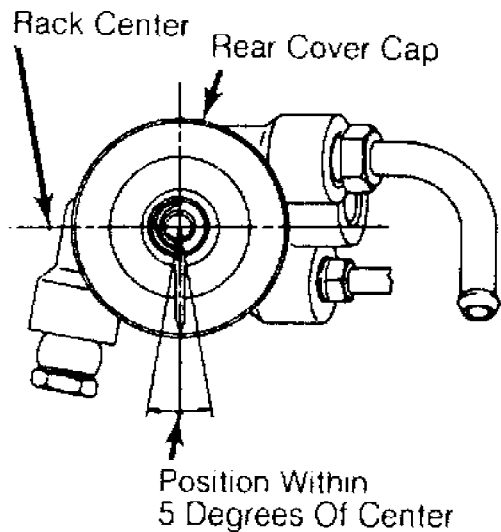


Fig. 3: Installing Rear Cover Cap (Pulsar NX & Sentra)
 Courtesy of Nissan Motor Co., U.S.A.

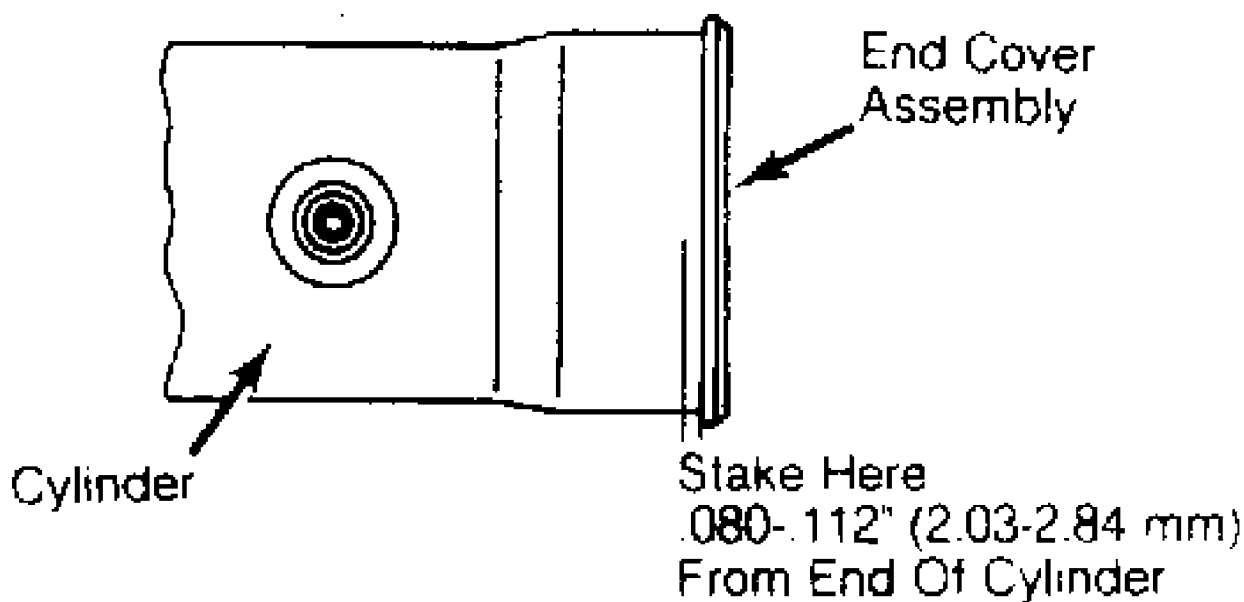


Fig. 4: Positioning Stake Area For Cylinder & End Cover
Courtesy of Nissan Motor Co., U.S.A.

POWER STEERING GEAR OVERHAUL (STANZA)

NOTE: Before disassembly steering gear, measure pinion rotating force and rack sliding force for reassembly reference. See PINION ROTATING TORQUE & RACK SLIDING FORCE ADJUSTMENT.

Disassembly (Stanza)

- 1) Remove breather and drain all fluid from steering gear. Using Torque Adapter (J-26364), measure and record pinion rotating torque. Remove pinion assembly.
- 2) Loosen tie rod outer sockets and boots. See Fig. 5. Loosen tie rod inner socket by prying up on staked portion. Remove tie rod outer socket and retainer. Remove pinion assembly.
- 3) Drill out staked portion of gear housing end until staking is eliminated. Remove end cover assembly. Draw out rack assembly. Using a heat gun, heat rack seal to approximately 104°F (40°C) and remove rack seal ring.
- 4) Using a tape-wrapped socket and extension bar, drive out center bushing and rack oil seal without scratching pinion housing inner surface.

Inspection

- 1) Clean all components in solvent. Blow dry with compressed air. Replace all oil seals, packing and "O" rings. Inspect boots for damage. Replace if damaged. Inspect all sealing surfaces and bearings for roughness.
- 2) Inspect tie rod and tie rod inner socket for end play. Replace tie rod or tie rod inner socket if end play exists. Inspect steering gear components for damage. Replace damaged components.

Reassembly

- 1) Apply ATF to rack. Using a heat gun, heat new rack seal ring to approximately 104°F (40°C) and install onto rack. Insert Rack Seal Ring Reformer (KV48104400) from rack gear side and compress rack seal ring into position and secure it to rack.
- 2) Place plastic sleeve into rack seal (to prevent damage from rack teeth) and insert new rack oil seal. Remove plastic sleeve

after rack seal is properly positioned. Ensure rack oil seal face each other. Install center bushing and rack oil seal with rack assembly.

3) Tighten end cover. Fasten end cover assembly to gear housing by staking gear housing. Set rack gear in neutral position and measure rack stroke. Rack stroke should be 2.83" (72.0 mm). Coat pinion oil seal lip assembly with multipurpose grease and install seal facing toward pinion housing of gear housing.

4) Install pinion bearing adjusting shim(s). ALWAYS install new and same number of adjusting shims. Using a heat gun, heat pinion seal ring to approximately 104°F (40°C) and install on pinion gear assembly. Apply multipurpose grease to needle bearing roller and oil seal and install pinion assembly to gear housing.

5) Install pinion assembly to pinion housing. Apply multipurpose grease to new rear oil seal lip and install to rear housing. Install rear cover cap. Install retainer, spring washer and diaphragm spring. Ensure convex (painted) end of diaphragm spring is facing outward. Install retainer spring and adjusting nut temporarily.

6) Attach lock plate to tie rod inner socket. Apply locking sealant to inner socket threads. Screw inner socket into rack and tighten to 58-72 ft. lbs. (78-98 N.m). Clinch lock plate in 2 places at rack groove. Remove burrs from lock plate.

7) Tighten outer socket lock nut. Measure tie rod length. Tie rod length should be 3.1" (79 mm). Measure rack stroke. Rack stroke should be 2.83" (72.0 mm). Coat contact surfaces between boot and tie rod with grease. Install boot and boot clamps. Ensure boot clamps are facing rear of vehicle when gear housing is installed.

POWER STEERING GEAR OVERHAUL (ALL OTHERS)

NOTE: Before disassembly steering gear, measure pinion rotating force and rack sliding force for reassembly reference. See PINION ROTATING TORQUE & RACK SLIDING FORCE ADJUSTMENT.

Disassembly (Axxess, Maxima, 240SX & 300ZX)

1) Remove breather tube. Drain fluid. Remove boot band and boot clamp. Measure and record pinion rotating torque. Remove outer tie rod and boot. See Fig. 5.

2) Pry up staked portion to tie rod inner socket. Remove tie rod inner socket. Remove retainer. Remove pinion assembly. Drill staked portion of gear housing end. Remove end cover assembly. Draw out rack assembly.

3) Using a heat gun, heat rack seal to approximately 104°F (40°C). Remove rack seal ring. Using a tape-wrapped socket and extension bar, remove center bushing and rack oil seal. DO NOT scratch inner surface of pinion housing.

Inspection

1) Clean all components in solvent. Blow dry with compressed air. Replace all oil seals, packing and "O" rings. Inspect boots for damage. Replace if damaged. Inspect all sealing surfaces and bearings for roughness.

2) Inspect tie rod and tie rod inner socket for end play. Replace tie rod or tie rod inner socket if end play exists. Inspect steering gear components for damage. Replace damaged components.

Reassembly

1) Using a heat gun, heat rack seal to approximately 104°F (40°C) and install seal into rack. Insert Rack Seal Ring Reformer (KV48104400) from rack gear side and compress rack seal ring to position and secure on rack.

2) Place plastic film into rack oil seal to prevent damage by rack teeth. Insert rack oil seal. Ensure rack oil seal lips face each

other. Remove plastic film. Install center bushing and rack oil seal with rack assembly.

3) Tighten end cover assembly. Stake gear housing to cover assembly. Set rack gear in neutral position. Measure rack stroke. See RACK STROKE SPECIFICATIONS table.

RACK STROKE SPECIFICATIONS TABLE

Application	In. (mm)
Axxess	
2WD Models	2.83 (72.0)
4WD models	2.48 (63.0)
Maxima & 240SX	2.70 (69.0)
300ZX	2.44 (62.0)

4) Coat seal lip with multi-purpose grease. Install new pinion oil seal to pinion housing of gear housing. Ensure installed seal lip is facing upward. Install NEW pinion bearing adjusting shim(s). ALWAYS use same number of shim(s).

5) Using a heat gun, heat pinion seal ring to approximately 104°F (40°C) and install pinion seal on pinion gear assembly. Ensure pinion seal ring settles properly in valve groove. Apply multipurpose grease to needle bearing roller and oil seal lip. Install pinion assembly in gear housing.

6) Install pinion assembly to pinion housing of gear housing. Apply multipurpose grease to rear oil seal lip and install in rear housing. Install rear cover cap. Install retainer, spring washer and diaphragm spring. Ensure convex (painted) end of diaphragm spring is facing outward. Install retainer spring and adjusting nut temporarily.

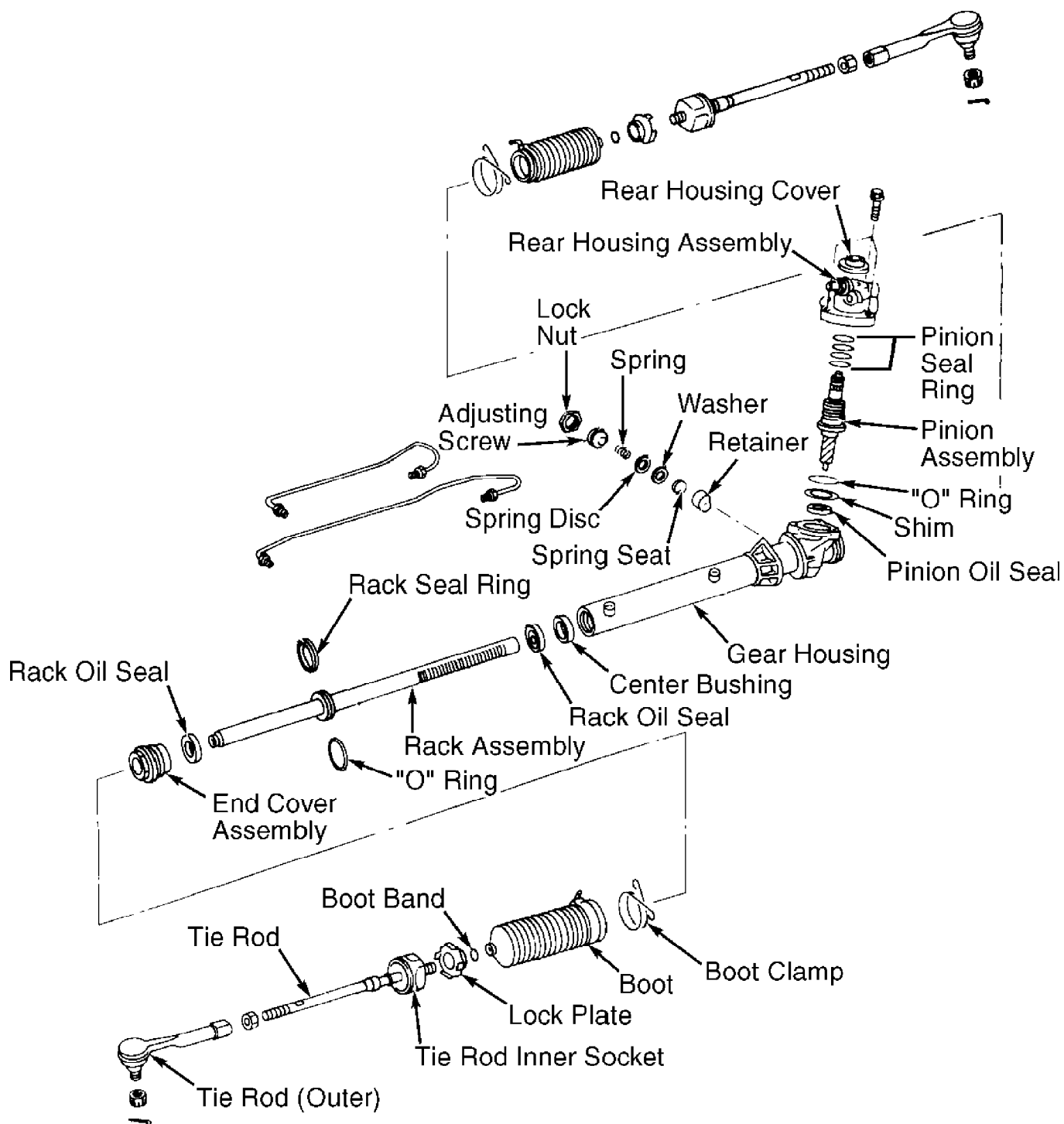
7) Attach lock plate to side rod inner socket. Apply locking sealant to inner socket threads. Screw inner socket into rack and tighten to 58-72 ft. lbs. (78-98 N.m). Clinch lock plate in 2 places at rack groove. Remove burrs from lock plate.

8) Tighten outer socket lock nut. Measure tie rod length. See TIE ROD LENGTH SPECIFICATIONS table. Recheck rack stroke. See RACK STROKE SPECIFICATIONS table. If rack stroke is not within specification, recheck procedures performed in steps 4)-7).

TIE ROD LENGTH SPECIFICATIONS TABLE

Application	In. (mm)
Axxess	
2WD Models	7.09 (180.0)
4WD Models	6.89 (175.0)
Maxima	7.05 (179.0)
240SX	6.96 (177.0)
300ZX	6.10 (155.0)

9) Coat contact surfaces between boot and tie rod with grease. Install boot and boot clamps. Ensure boot clamps are facing rear of vehicle when gear housing is in installed position.



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Fig. 5: Exploded View of Steering Gear (Axxess, Maxima, Stanza, 240SX & 300ZX)

Courtesy of Nissan Motor Co., U.S.A.

POWER STEERING PUMP OVERHAUL

NOTE: Disassemble power steering pump to repair leaks only.

Replace pump if defective.

Disassembly

- 1) Ensure pump housing is cleaned before disassembly. Remove pulley nut and pulley. See Figs. 6 and 7. Scribe reference marks on housing, cam case (if equipped) and rear cover.
- 2) Remove suction pipe or reservoir. Remove rear cover bolts. Remove rear cover and gasket or "O" ring.
- 3) On Pulsar NX and Sentra, remove mounting bracket from front of pump. Remove pulley shaft bearing retaining snap ring. See Fig. 6. Remove shaft and bearing.

CAUTION: Mark internal components for direction of installation before removal.

- 4) Mark direction of cam ring, rotor and vane installation. Remove rotor, vanes, cam ring and pins. Remove front side plate and "O" rings.
- 5) Remove housing spring. Remove connector, control valve and spring from housing. Remove oil seal from housing. Note seal installation direction.
- 6) On other models, remove rear pulley shaft snap ring. See Fig. 7. Remove pulley shaft. Remove cam case and "O" rings. Mark rotor and vanes for direction of installation. Remove rotor and vanes.
- 7) Remove connector bolts, spool connector, spool valve and spring from housing. DO NOT remove spool from inside of connector bolt. On some models spool connector is screwed into housing and retains spool valve.

Inspection

Inspect components for scoring or damage. Replace pump assembly if components are damaged.

Reassembly

- 1) Install new oil seals, "O" rings and gaskets. Coat "O" rings with ATF before installation. Rotor should be installed with punch mark located on face of rotor toward housing side of pump. Install vanes with flat side toward rotor.
- 2) On Pulsar NX models, install cam ring in alignment with pins. Ensure cam ring properly seats on both pins. On all models, reverse removal procedures. Align reference marks. Tighten bolts to specification. See TORQUE SPECIFICATIONS table at end of article.

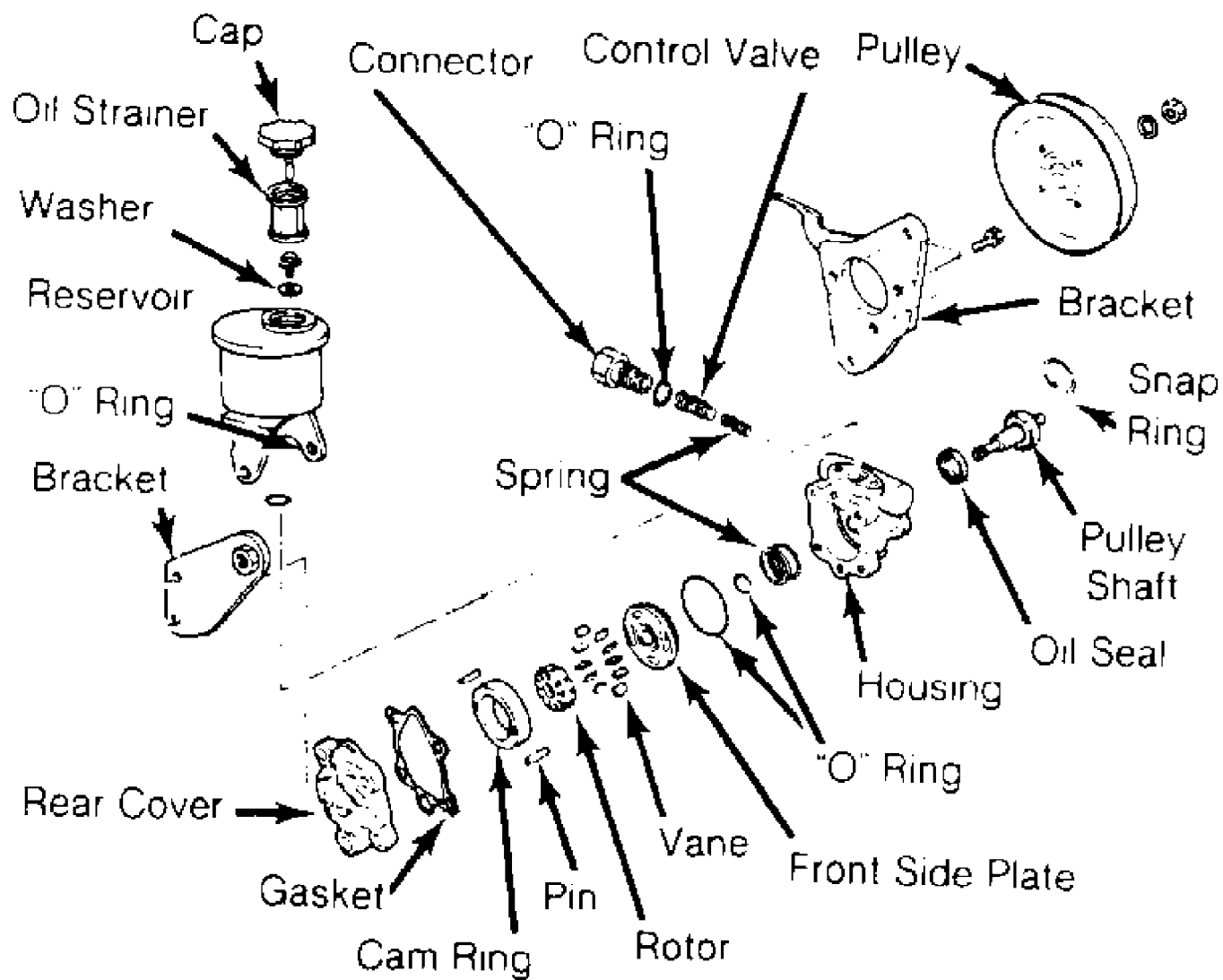


Fig. 6: Exploded View of Power Steering Pump (Pulsar NX & Sentra)
 Courtesy of Nissan Motor Co., U.S.A.

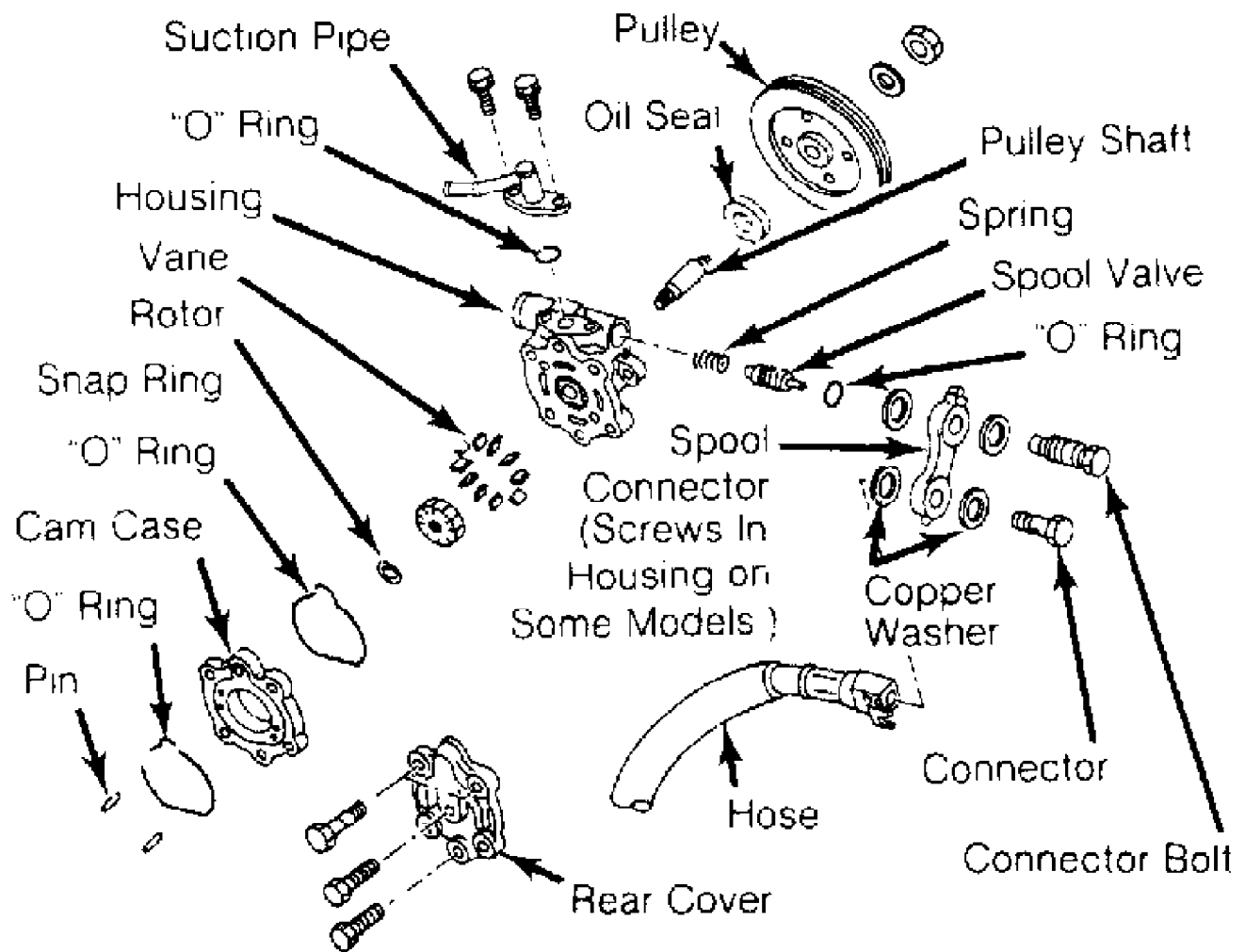


Fig. 7: Exploded View of Power Steering Pump (Axxess, Maxima, Stanza, 240SX & 300ZX)
 Courtesy of Nissan Motor Co., U.S.A.

STEERING GEAR TORQUE SPECIFICATIONS

STEERING GEAR TORQUE SPECIFICATIONS TABLE

Application	Ft. Lbs. (N.m)
Adjusting Screw Lock Nut (1) Axxess, Maxima, Stanza, 240SX & 300ZX	29-43 (39-58)
End Cover	
Axxess, Maxima, 240SX & 300ZX	43-54 (59-74)
Pulsar NX & Sentra	47-54 (64-73)
Stanza	43-54 (59-74)
Lower Joint-to-Pinion Bolt	17-22 (23-30)
Pinion Nut	14-19 (19-26)
Rear Housing Cover Bolt	12-15 (16-20)
Steering Gear Mount Bracket Bolt	
Axxess, Maxima, Pulsar NX & Sentra	54-72 (73-98)
240SX & 300ZX	65-80 (88-108)

Tie Rod Inner Socket	58-72 (79-98)
Tie Rod Lock Nut	
Axxess 2WD, Pulsar NX, Sentra, Stanza & 240SX	27-34 (37-46)
Axxess 4WD, Maxima & 300ZX	58-72 (78-98)
Tie Rod-to-Steering Knuckle Nut	22-29 (30-39)

INCH Lbs. (N.m)

Adjusting Screw Lock Nut	
Pulsar NX & Sentra	7-11 (10-15)

(1) - For Pulsar NX & Sentra, see INCH Lbs.

POWER STEERING PUMP TORQUE SPECIFICATIONS

POWER STEERING PUMP TORQUE SPECIFICATIONS TABLE

Application	Ft. Lbs. (N.m)
Pulley Nut	
Axxess, Maxima, Pulsar NX, Stanza, 240SX & 300ZX	40-50 (54-68)
Sentra	23-31 (31-42)
Rear Cover Bolt	23-31 (31-42)
Spool Connector	
Axxess & Sentra	36-51 (49-69)
Maxima, Pulsar NX, Stanza, 240SX & 300ZX	51-58 (69-79)
Suction Pipe Bolt	10-13 (14-18)