

# Replacement of Power Steering O-Ring

How-To Document by  
ensteele

Tools and parts that you will need:

- 12 mm socket with extension
- 10 mm socket
- Torx head T-40
- A Syringe or Turkey Baster
- 1 quart of transmission fluid
- 1 O-ring – measurements:
  - Outside Diameter – 15 mm 19/32"
  - Inside Diameter – 11 mm 7/16"
  - Thickness – 2 mm 5/64"
  - or Part No. **062610110**

You will need about 30 minutes to do this repair, but if you have done it before, it will take less time than that. The tools and parts that you will need are a 10 and 12 mm socket. You will need an extension for the 12 mm socket so you can get down to the bolt that holds the tank to the block. A T-40 Torx head is also needed to remove the tank. A syringe or turkey baster will be needed to suck out the fluid from the tank so it will not leak all over the engine. You will need a quart of **Dexron III Transmission Fluid** and a replacement O-ring.



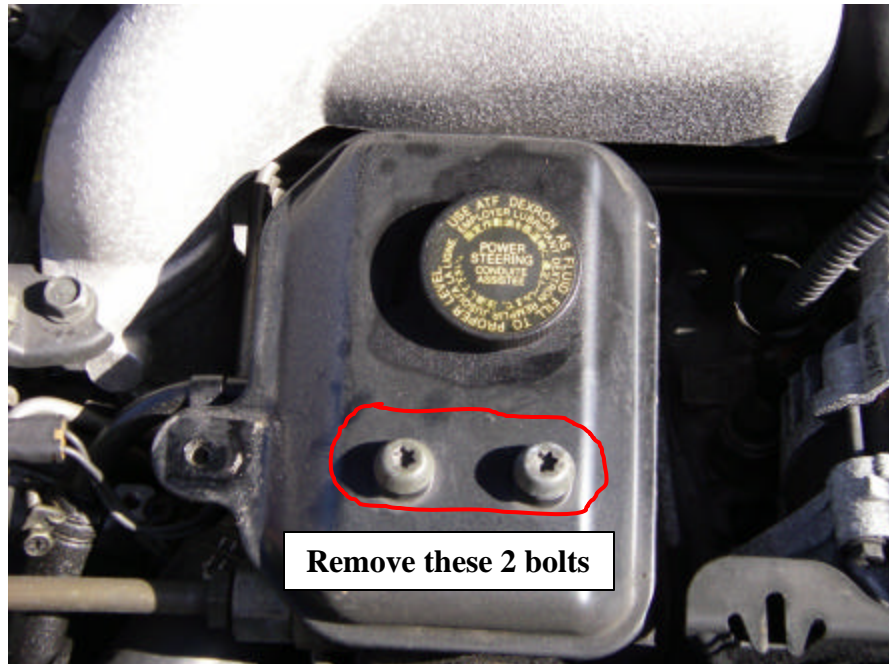
You will need to remove the belt cover which partially covers the tank itself. Do this by removing the two 10 mm bolts on each side of the cover. Be sure to slide the cover forward before lifting up so you will not break it.



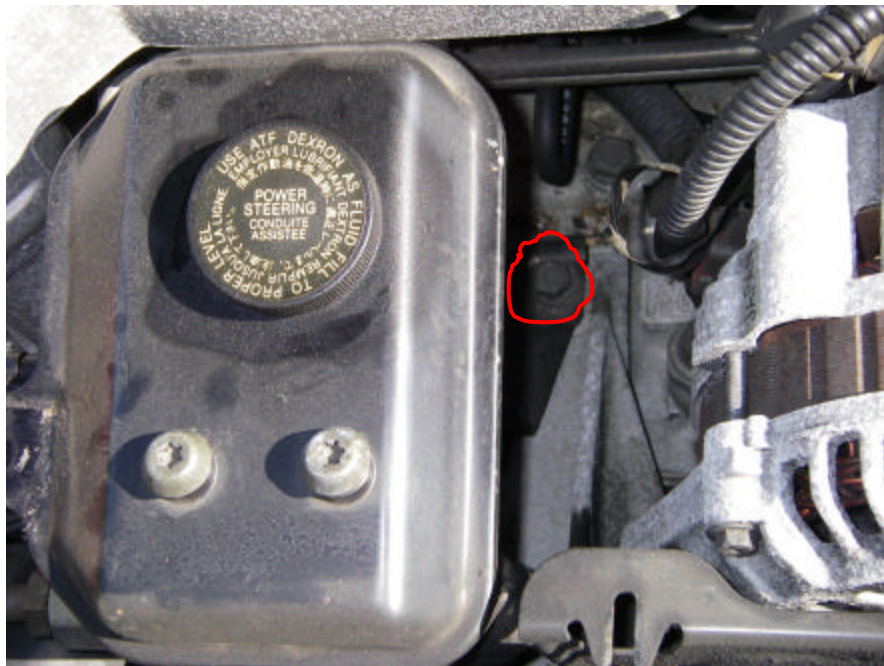
Remove the cap and pull out the screen so the fluid can be taken out. To take it out, put your finger into the screen and then pull it out. You may want to clean it if there is material trapped in it.



To drain the fluid from the tank, use a syringe or turkey baster. A short piece of tube has been added to this syringe to make it easier to get to the bottom and remove all of the fluid. When full, you will remove approximately 16 ounces of transmission fluid which can be put into a plastic bottle for proper disposal. This needs to be done so that the fluid will not spill onto the engine when the tank is removed from the pump.

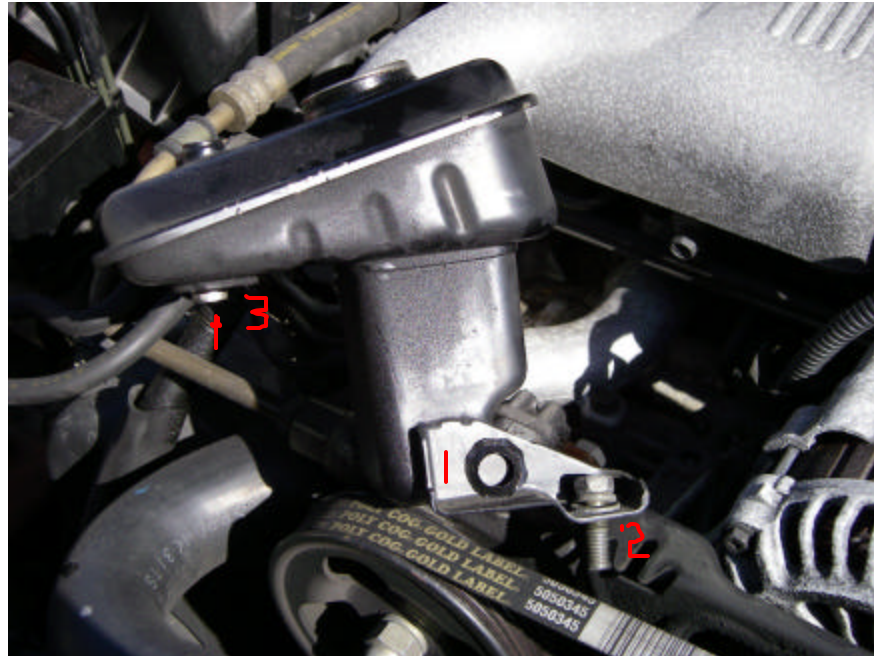


Remove the two (2) Torx head bolts which are size T-40. There is another bolt that needs to be removed, so don't try to remove the tank yet.



Remove the 12 mm hex bolt next. You will need an extension to reach the bolt. This will allow the tank to be pulled up and rotate to the right to get to where the O-ring is. You can lift the tank and the bolt at the same time so it is not dropped. It will still be connected by some hoses, but you will not need to remove them.





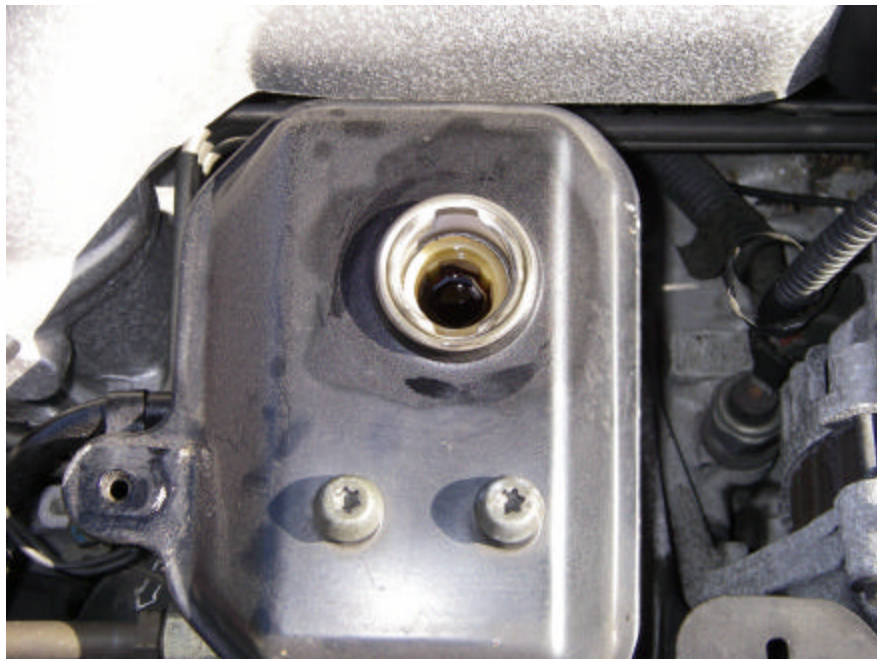
The tank assembly has been lifted off of the pump and the O-ring is ready to be replaced. You can see the old flat O-ring in the center of the picture (1) and the bolt still through the mounting piece (2). The short nipple that the O-ring is on can also be seen (3).



The nipple that the O-ring fits over is seen in the center of the picture. There are 2 other holes, located on the upper and lower side of it. The part number for it is **062610110**, or the actual size is listed on the first page. Once the O-ring is put on, the tank can be put back onto the pump.



Once the tank is put back onto the pump, start the Torx head bolts (T-40), and then the hex head bolt (12 mm) before tightening.



Put the cleaned screen into the tank, and fill it with **Dexron III Transmission Fluid** to the full line on the cap dip stick. It usually will take about 14 to 16 ounces of fluid. There is a mark on it that shows the proper level. Put the cap back on after it is full.



Slide the belt cover back onto the mount piece and then tighten the two 10 mm bolts that hold it on.

Start the engine and turn the steering wheel hard right to hard left several times to work out the air in the system. After that has been done, the level of the fluid should be checked again and topped off if it is low.

The problems that were experienced before should be gone.