

Power Brake Exchange

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Technical Bulletin – TB3

TOYOTA RACK & PINION PORT LEAKS

- USE:** Toyota cars and trucks 1988 to 2003,
- PROBLEM:** Replacement rack and pinion leaks from the pressure or return port fittings at the housing (see figure 1).
- REASON:** The original fitting O-ring seals were reused or fittings improperly tightened. High heat and pressure make the old seals hard and brittle - this is known as "compression set". Reusing seals causes leaks because they are unable to conform to the sealing surface. To compound the problem, a technician may assume that the leakage can be stopped if more torque is applied to the fittings - this assumption is INCORRECT. The seal on this type of fitting is held in place and activated by the pre-formed flare and grommet in the hydraulic line itself (see figure 2). Over-tightening the fittings can lead to stripped port threads and cracked castings.
- ANSWER:**
1. Replace original O-rings with the supplied new O-rings found in the installation kit attached to your rack & pinion.
 2. Follow all OE torque and installation specifications and practices (Reference the vehicle's OE Service Manual for installation specifications).
 3. Use the correct tools for the installation. For these applications, Toyota suggests certain tools (SST, see figure 3 for typical installation) that will assist and ensure correct installation of this rack & pinion. Refer to the vehicle OE Service Manual for individual installation specifications.

