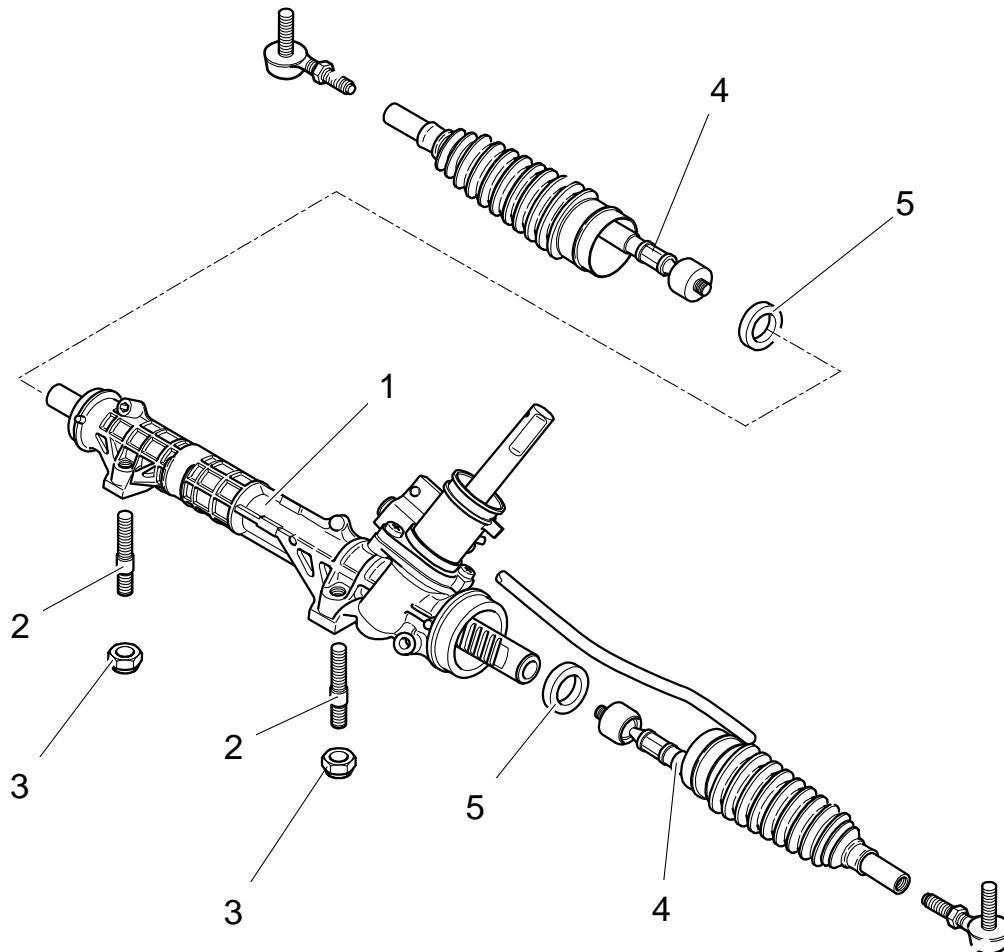




C2 R2 MAX

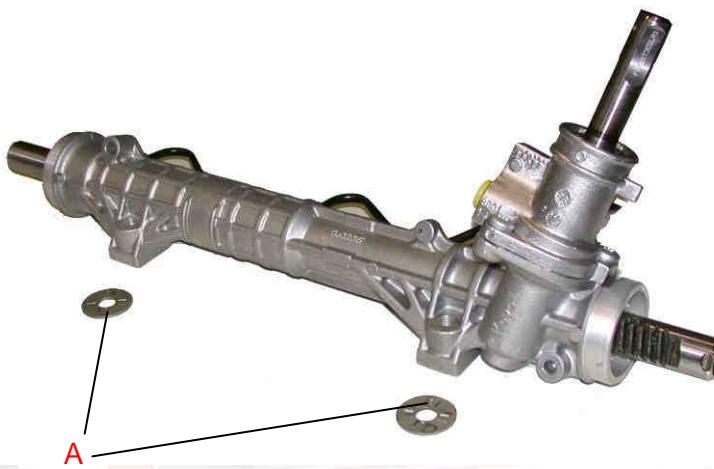
E44

DIRECTION



Preparing the rack.

Remove the standard fixing bolts located on the rack, and retrieve the two shims (ref. A).



Remove the two steering arms from the rack. Retrieve the following components:

- Steering ball joint / pivot (ref. B no. 2).
- Sealing boot (ref. C no. 2).

Only the standard arms and travel stop shims will not be re-used for our application.

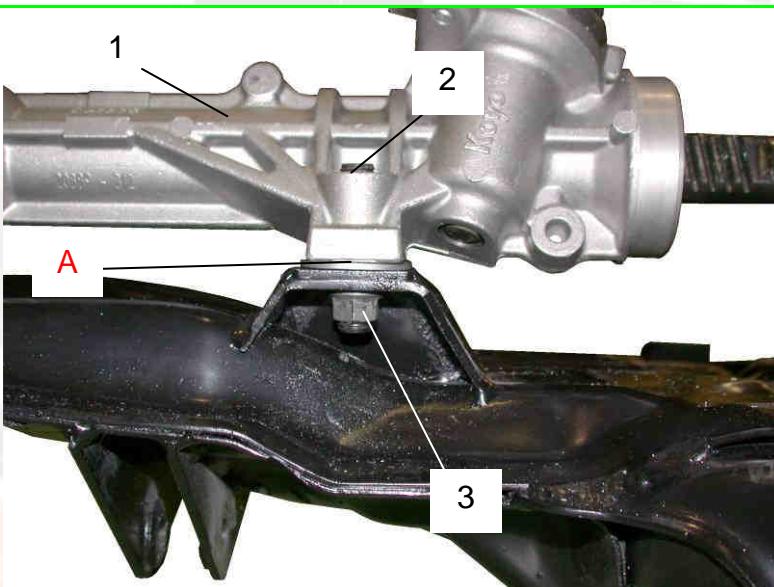




Fit the bolts (ref. 2) on the rack (Loctite 270 on the threads on the rack side).

Fit the rack on the cradle using the nuts (ref. 3).

Do not forget the standard shim (ref. A) between the rack and the cradle!



270

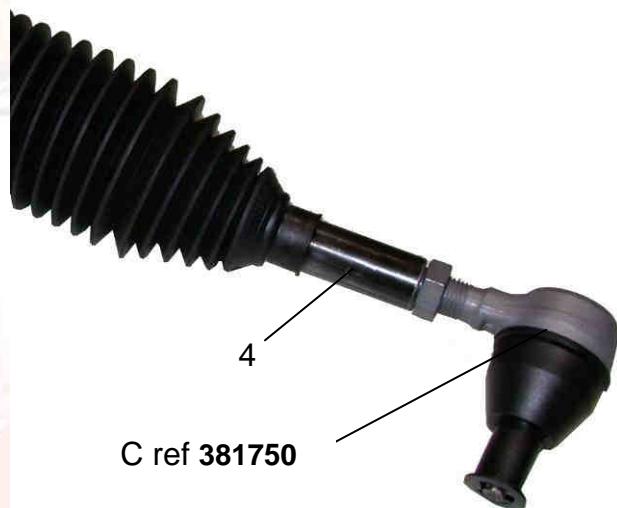
10 m.kg



Fit the standard ball joints (ref. B page 3) and their counter nuts (without tightening) on the Right and Left steering arms (ref. 4).

Slide the standard boot (ref. C page 3) onto the steering arms.

For information, the reference for the standard ball joint (ref. C) is 381750



Version 03 – 03 April 2009



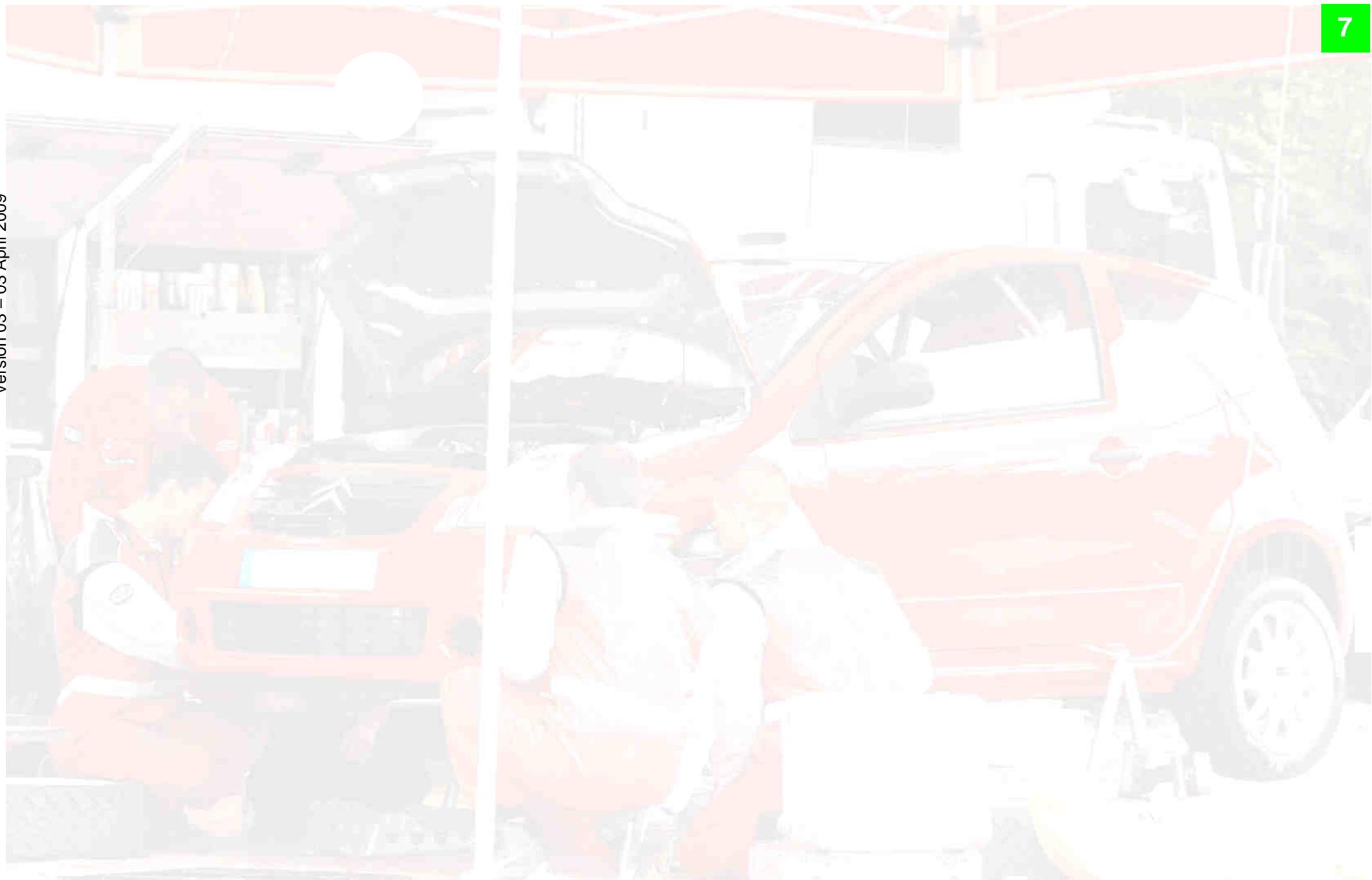
Fit the travel stop shims (ref. 6) on the steering rack bar (ref. 1).



Fit the assembled the Right and Left steering arms on the rack.



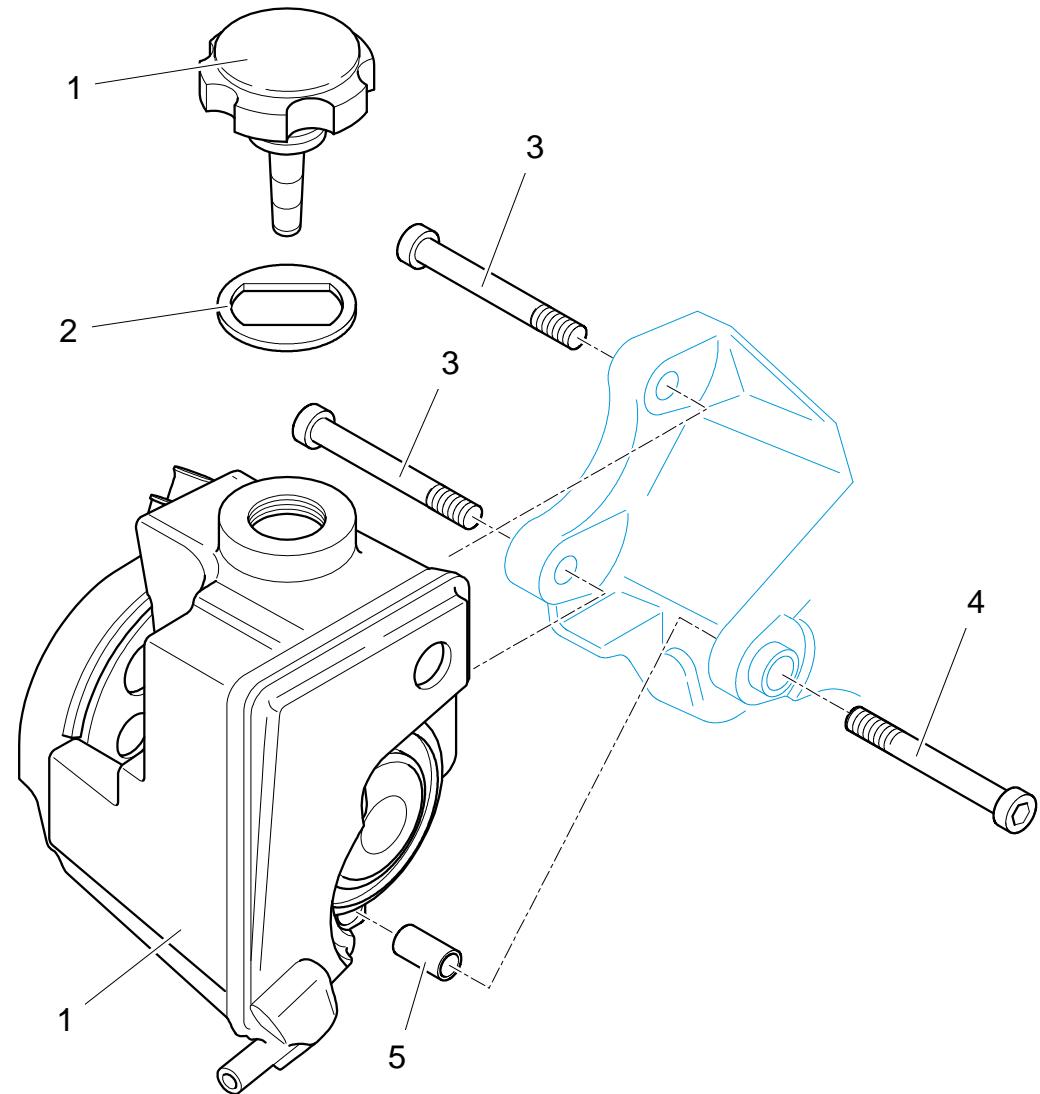
	<p>Fit the sealing boots onto the body of the rack, and attach them with a rilsan (ref. 2).</p>		
	<p>Fit the assembled the Right and Left steering arms on their respective pivots. <i>The counter nuts of the steering ball joints must not be tightened (adjustment of the axles).</i></p>		<p>242 4,5 m.kg</p>



E44
Direction



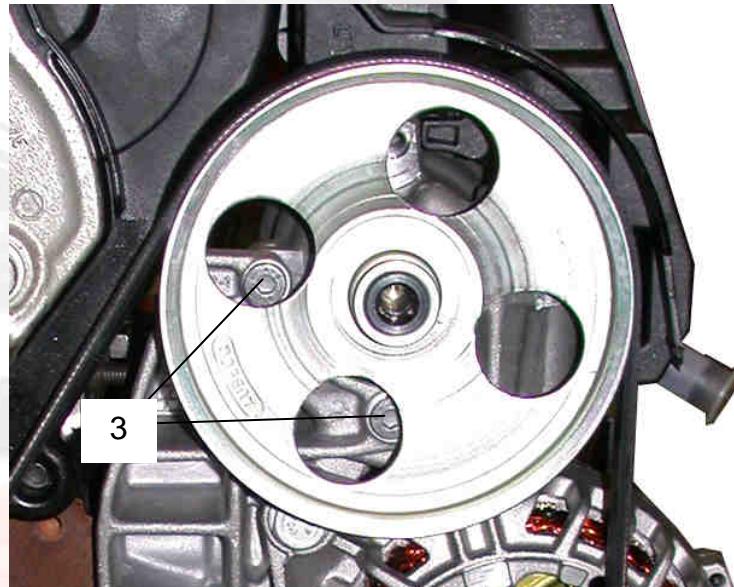
E
*FRONT END
AND REAR END*





Fit the steering hydraulic pump on the “alternator / steering pump” mount.

First of all torque tighten the two screws on the pulley side ([ref. 3](#)).



242

3,5 m.kg



Finish torque tightening the pump with the screw (ref. 4), and the pin (ref. 5).



242

3,5 m.kg

Preparing the filler cap.

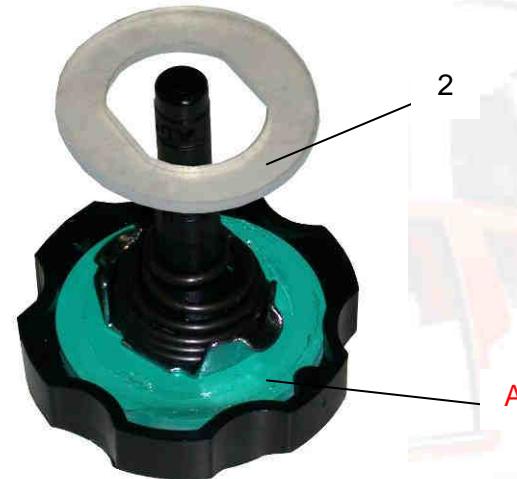
Remove the spring (ref. A).

Carefully remove the standard seal (ref. B) without damaging it.

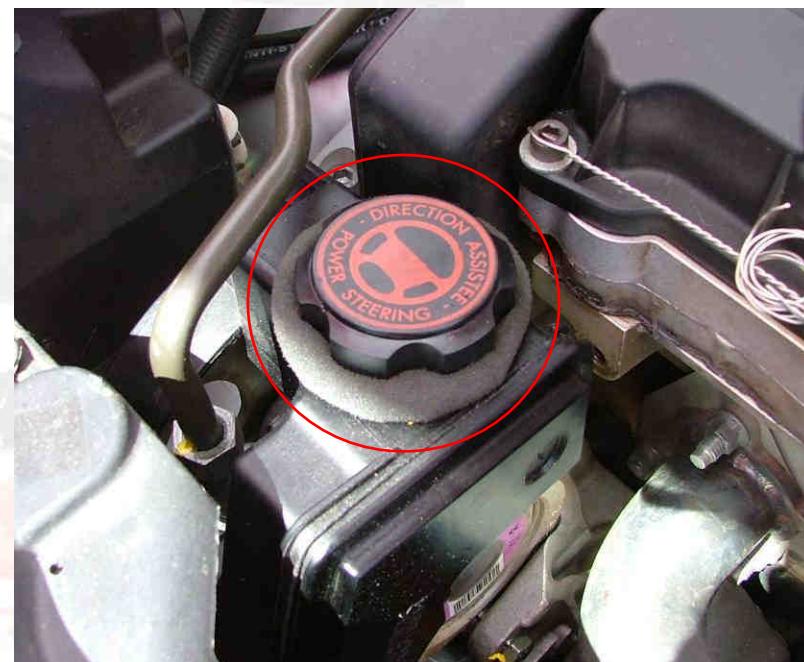
Place the special seal (ref. 2) in the place of the standard seal.

Put the standard seal back in place, on top of the special seal.

Refit the spring on the cap.



We also recommend adding a bit of foam around the cap (see photo opposite) for the purpose of holding power steering liquid splashes and residues.





Type of fluid / filling / level:

Type of fluid:

PEUGEOT / CITROËN product, type “**Fluide AT42**”.

Filling:

1: Each time before the engine is started, first of all fill the power steering fluid reservoir almost to the maximum.

2: With the vehicle on jack-stands and the wheels hanging, start the engine and leave the vehicle running at slow speed for a few minutes, without turning the steering wheel.

Warning: someone must be present, near the reservoir, to add more fluid if necessary.

3: Slowly turn the steering wheel from left to right, going right to the stops (without forcing) in order to purge the circuit. As in step 2, top up the fluid if necessary.



Level:

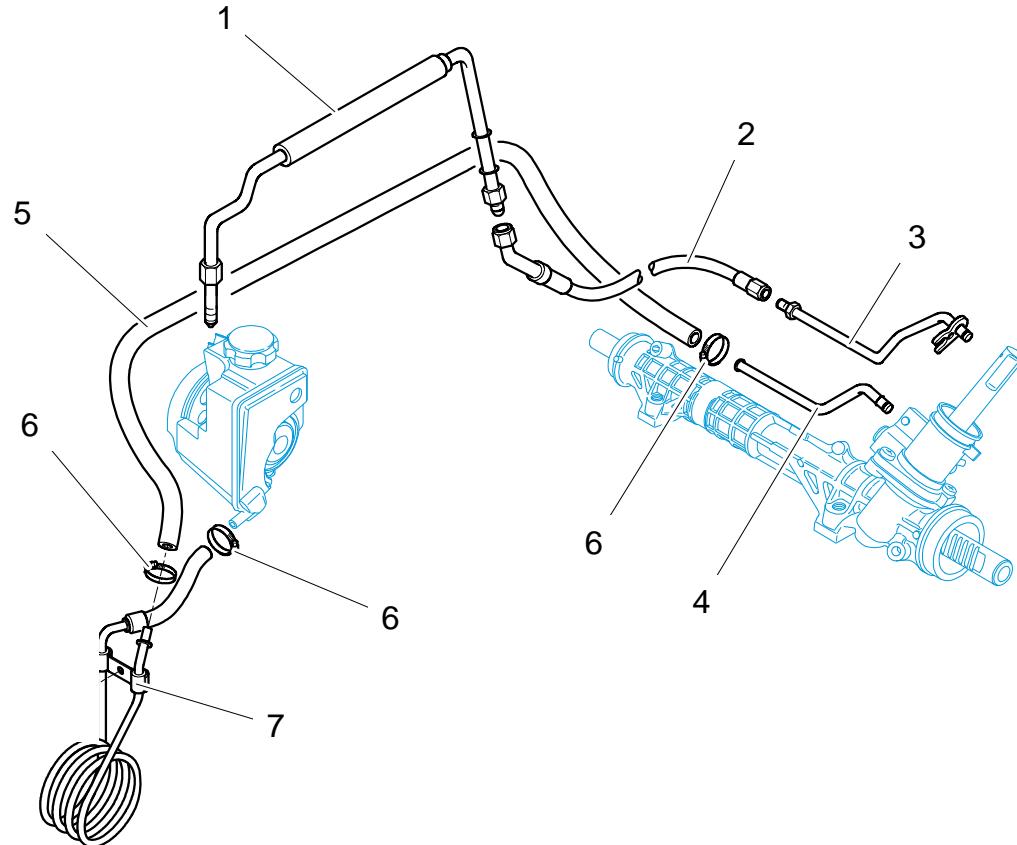
Once the circuit has been purged, screw the cap onto its reservoir so as to immerse the cap's level gauge in the fluid.

As shown in the photo opposite, do not exceed the level of fluid shown.

Otherwise the fluid could overflow and there could be splashes.

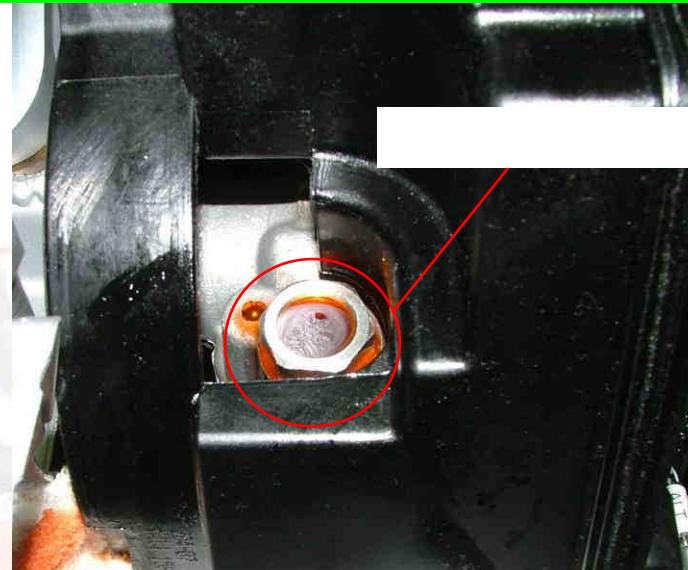


Fluid level not to be exceeded



Preparing the power steering pump gauge.

Unscrew the gauge of the pump (see photo opposite):



Once the gauge has been removed from the pump, re-drill the existing bore (\varnothing 2.2mm) depending on the surface it will be used on:



Recommendation for Asphalt: \varnothing 3.4 mm.

Recommendation for Dirt Track: \varnothing 4 mm.

N.B.: These diameters are a base. A smaller or larger diameter can be produced, depending on the degree of assistance the driver wants.

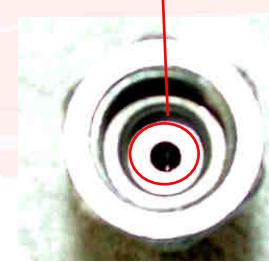
Increasing the diameter: **+ assistance.**

Reducing the diameter: **- assistance.**

Disassembled gauge



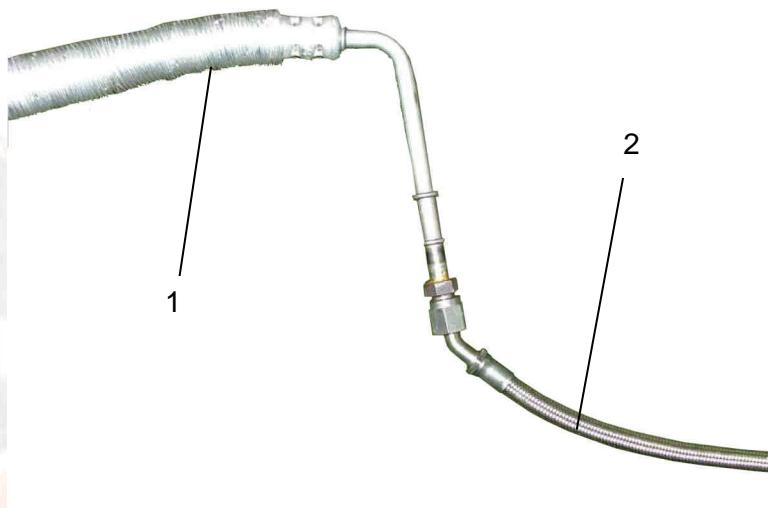
\varnothing to re-drill



Connect the high pressure hose on pump (ref. 1) onto the pump, and respect the routing of this hose according to the photo opposite. Aluminium saddles to be glued can be used to attach the hose.



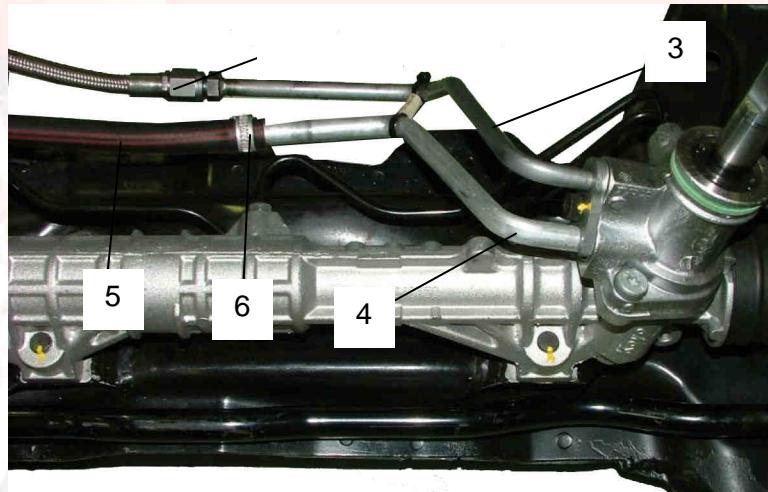
Fit the flexible high pressure hose (ref. 2) on the high pressure hose on pump (ref. 1)



Fit the flexible pressure hose (ref. 2) on the rigid pressure hose on the rack (ref. 3).



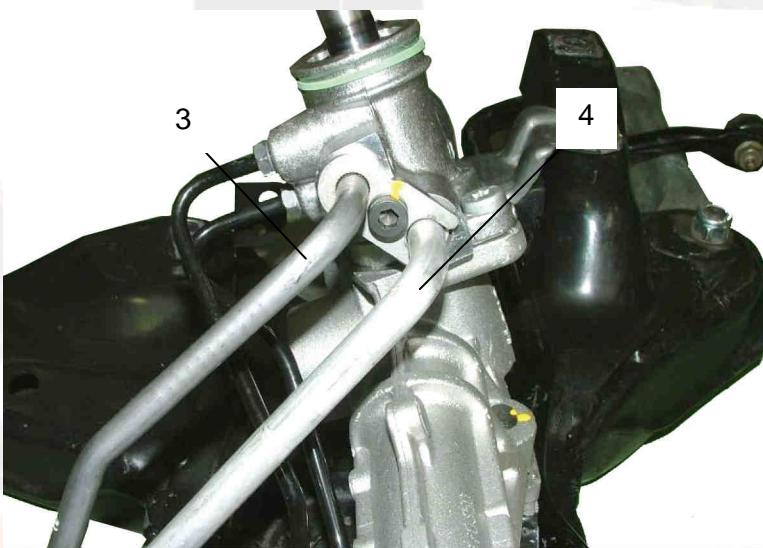
Fit the flexible low pressure hose (ref. 5) on the rigid low pressure hose (ref. 4) using the collar (ref. 6).





Side view: make sure that you respect the positions of these two rigid hoses (ref. 3 and 4) on the rack, as shown in the photo opposite.

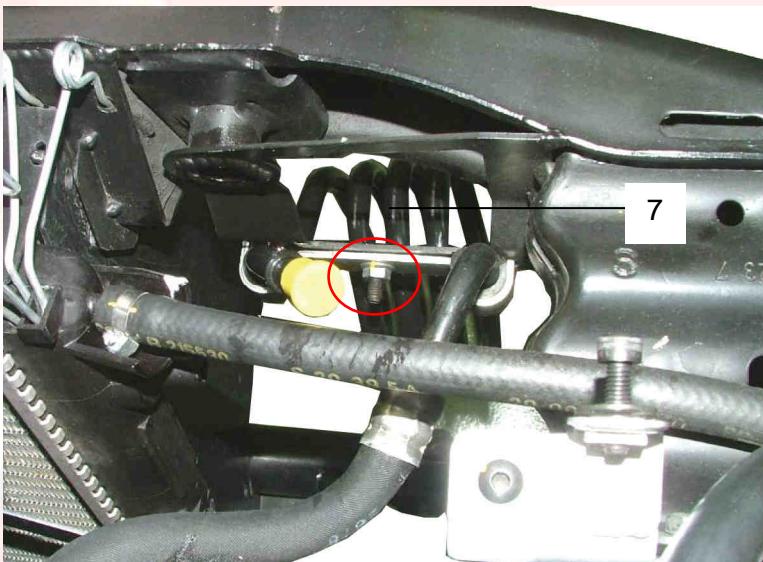
N.B.: if necessary, uncrimp the rigid hose (ref. 3) to give it the correct orientation.



Fit the power steering liquid cooler (ref. 7) on its mount welded on the upper crossmember (see chapter K3D Front Crossmember).

Use a self-locking H M8 nut (see area outlined in red opposite).

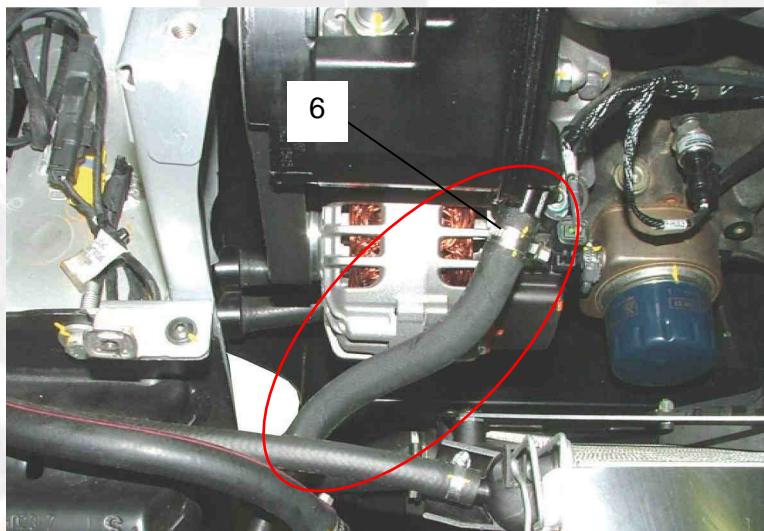
N.B.: Check that there is no contact between the return valve and the cooler with their mounting plate.



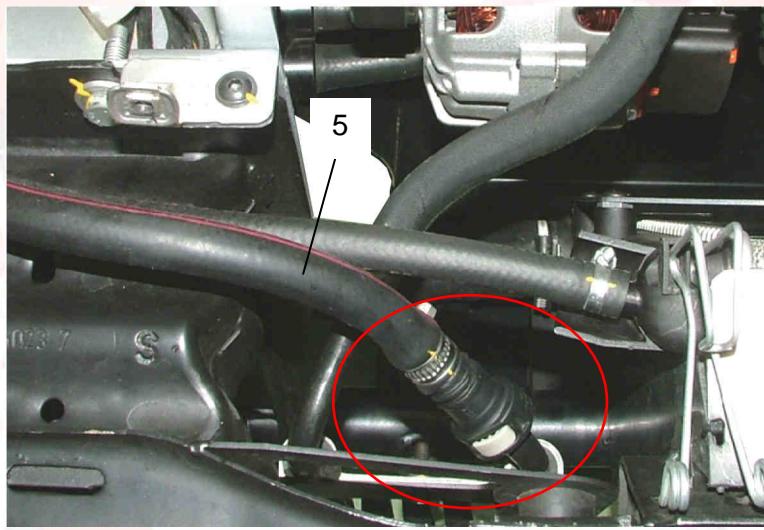


Connect the cooler's hose onto the power steering liquid reservoir, after having cut it in order to obtain the routing shown in the photo opposite.

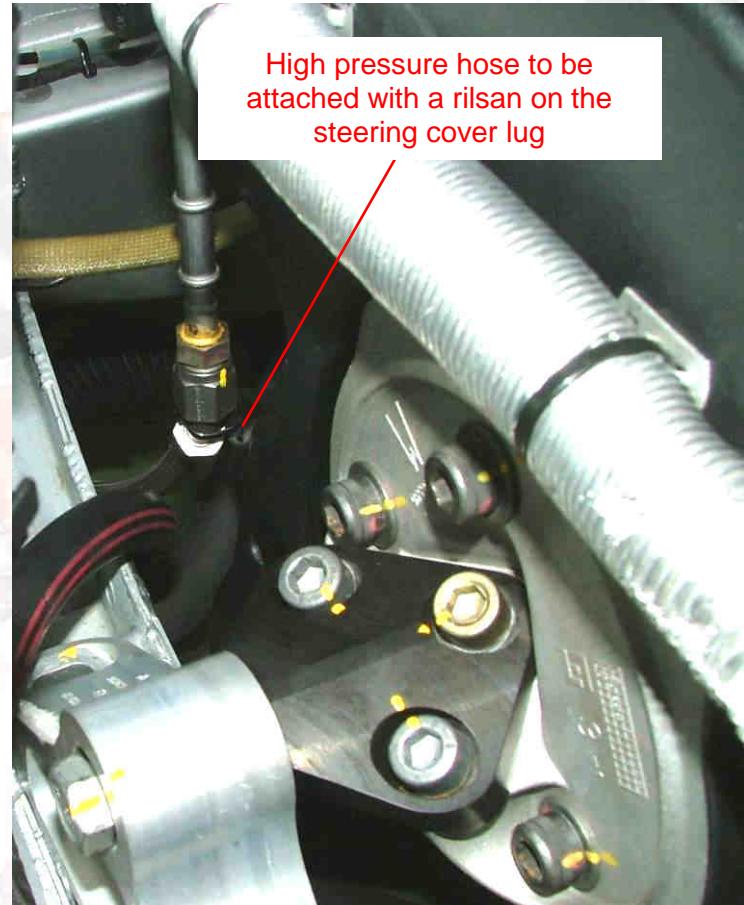
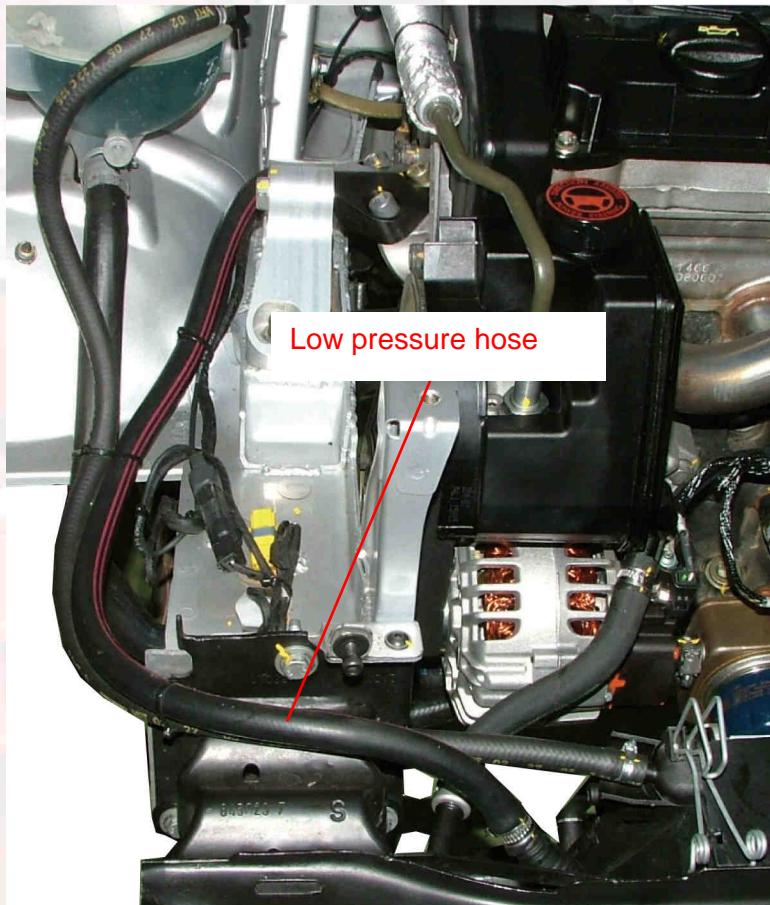
Use the collar (ref. 6) to attach the hose to the reservoir.



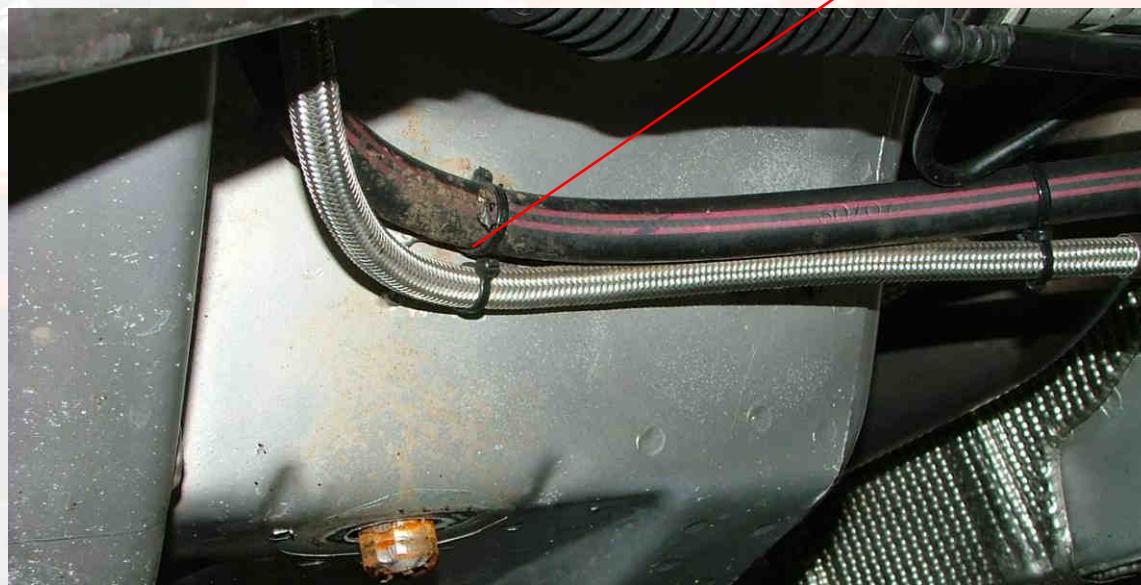
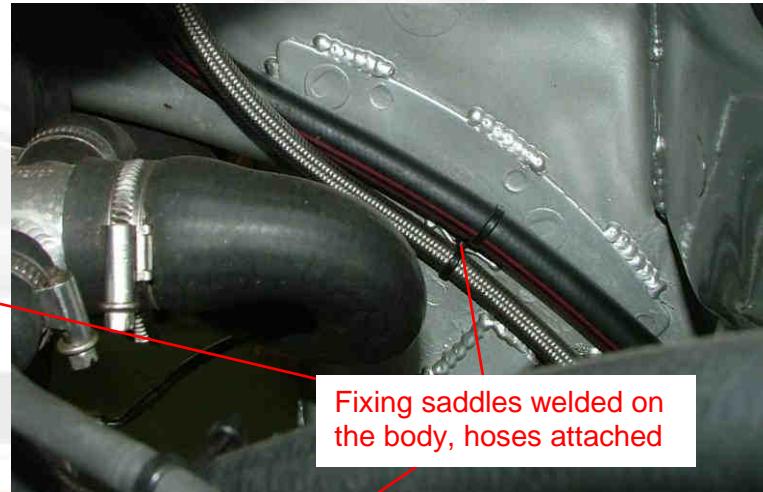
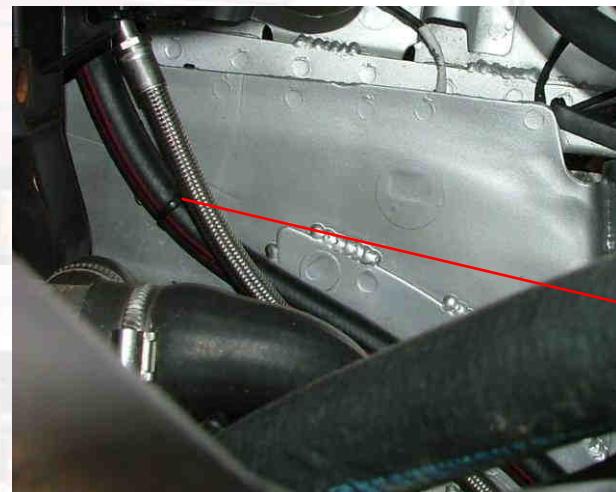
Connect the flexible low pressure hose (ref. 5) onto the cooler, using the "valve" retrieved when the cooler hose was cut.

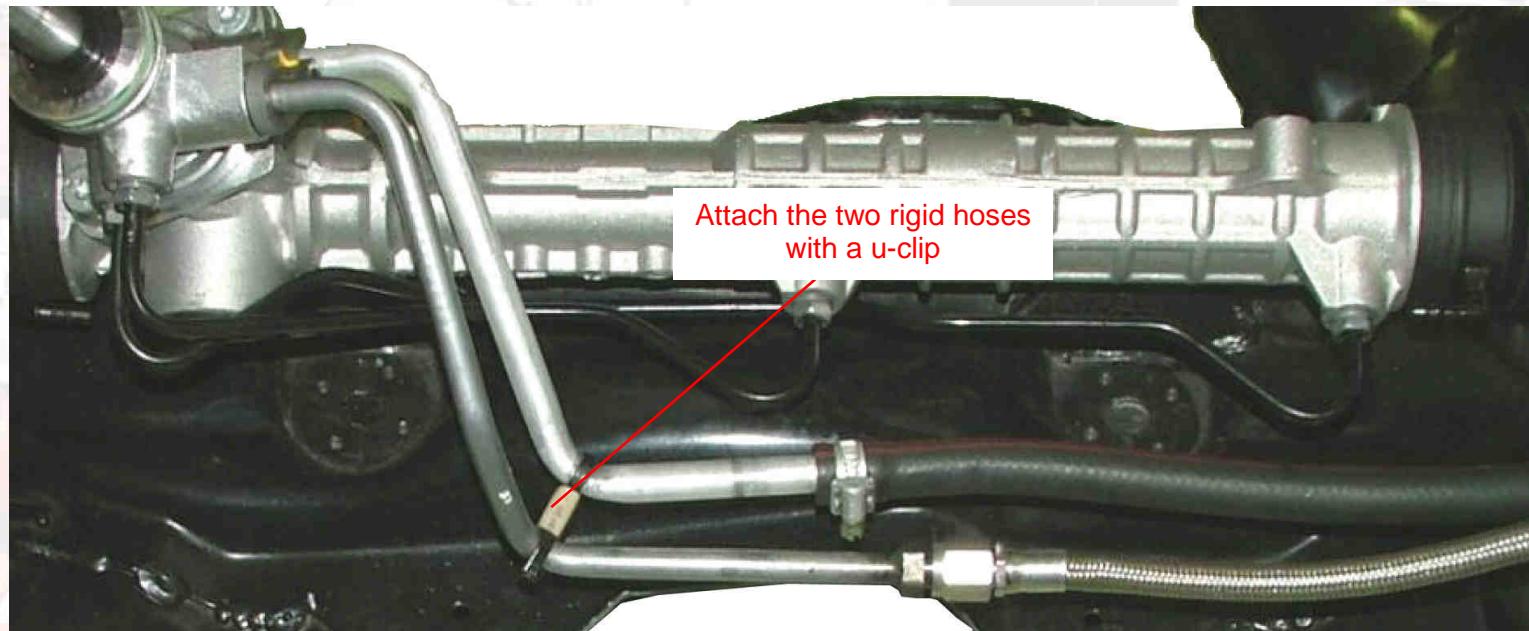


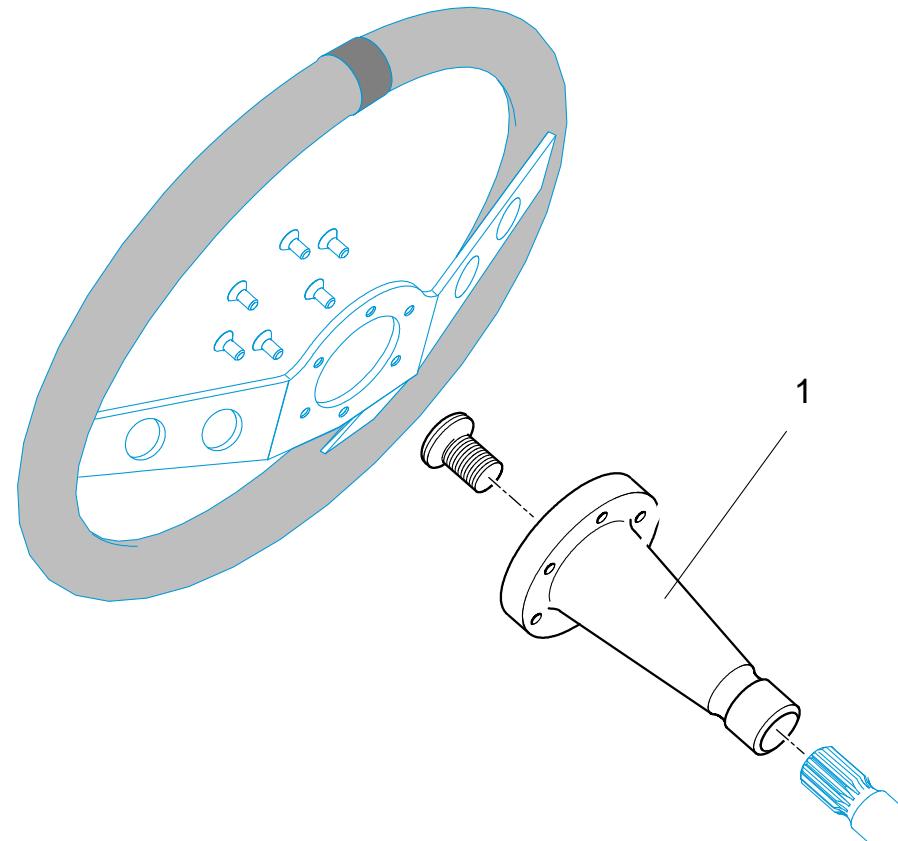
Fixing and routing for the various power steering hoses:



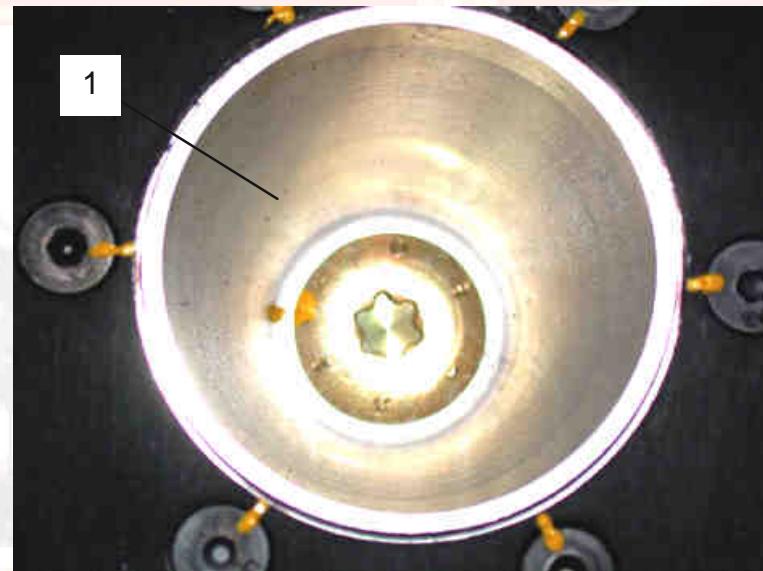
Version 03 – 03 April 2009







Fit the steering wheel hub (ref. 1) on the steering column, using the standard screws (only).



242

5 m.kg

