

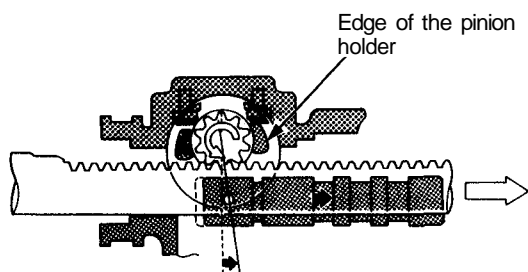


Full-lock Unloader System

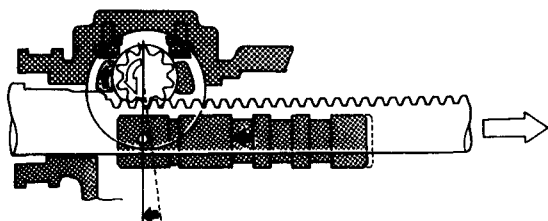
The 4-way valve shifts the direction of fluid flow when the steering wheel is turned right or left.

However, when the wheel is turned to the right or left lock at parking speed, the edge of the pinion holder rides up on the end of the rack, moving the pin in the opposite direction which pulls the 4-way valve back to neutral.

This keeps pump pressure from building up (which could cause idle speed to drop), and improves steering feel by increasing resistance at left and right lock.



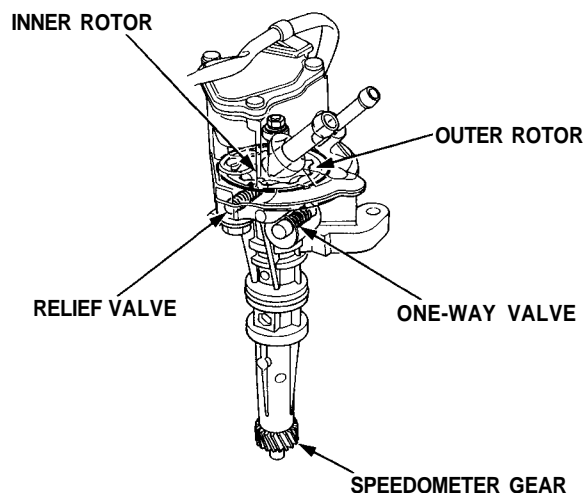
Control in "assist" position



4-way valve moves back to "neutral" position

Power Steering Speed Sensor

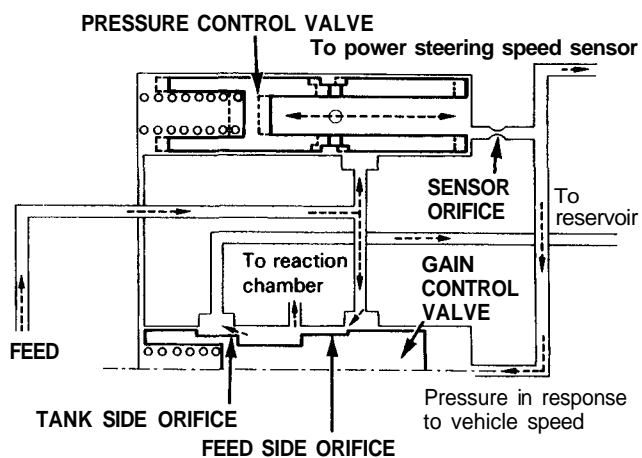
The power steering speed sensor is a trochoid-rotor, hydraulic pump combined with a relief valve and a one-way valve. It is driven by the speedometer gear shaft which in turn is driven by a helical gear on the differential.



The power steering speed sensor turns only when the car is moving, controlling the gain control valve.

The constant pressure is generated by the pressure control valve.

This pressure is used as a reference pressure for the response to the car's speed. By introducing this pressure to the power steering speed sensor through the sensor orifice, the pressure downstream of the orifice is changed according to the speed of the car.



(cont'd)