Reference	SSM60517
Models	Range Rover Sport / L320 LR3 / L319 LR2 / L359 LR4 / L319
Title	Steering Gear O-ring Fluid Leaks
Category	Chassis
Last modified	06-Jun-2013 00:00:00
Symptom	303000 Steering/Handling
Content	**Issue:** Following warranty analysis of Steering Racks reported to be leaking, 75% have been identified as no fault found, following testing. **Cause:** Land Rover Engineering have recently visited dealerships where a request has been made to replace the Steering Gear for an oil leak in the area of the pinion housing, casting, yoke plug or the gaiter adjacent to the pinion housing. Following investigation the source of the leak path was identified as being from the supply and return hose O-ring seals. **Action:** If an oil leak is identified from the area of the pinion housing, casting, yoke plug or gaiter ensure that the leak is not as a result of a damaged O-ring seal on the supply or return hoses. Carry out the following steps where a Steering Gear leak is suspected: 1. Thoroughly clean the area of the pinion housing, casting, yoke plug, gaiter and pipe connections with a suitable cleaning agent. 2. Carefully replace the supply and return O-ring seals with reference to TOPIx 211- Steering System and top up the fluid level thoroughly clean the Steering Gear. 3. Start the engine and allow to idle, rotate the steering wheel lock to lock 3 cycles, switch off engine and then re-assess the area of the leak. 4. If there are no signs of damage or fluid leak from the pinion housing, casting, yoke plug, gaiters or O-rings, recheck the reservoir level/ top up if necessary and return the vehicle to the customer. 5. If a leak is still present, replace the Steering Gear. **Causion:** If a steering gear is replaced for any reason, new o-rings must be installed **Note:** The supply and return pipes are attached to the Steering Gear using a single clamp plate attached to the supply pipe. In order to allow the clamp plate to sit flush to the pinion housing, the return pipe flange is undersize and has the effect that it is loose in its bore, however this is design intent and normal.