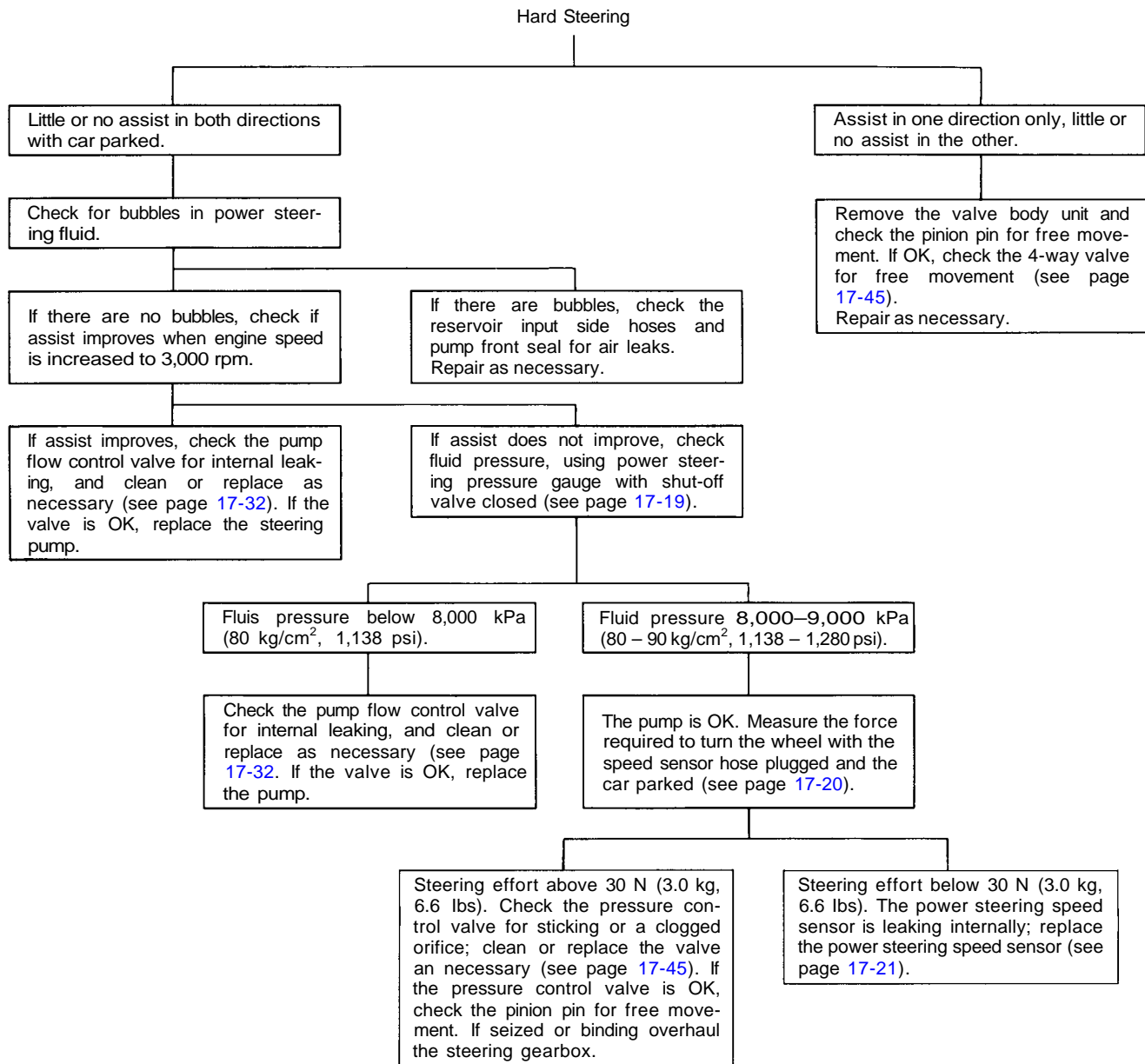


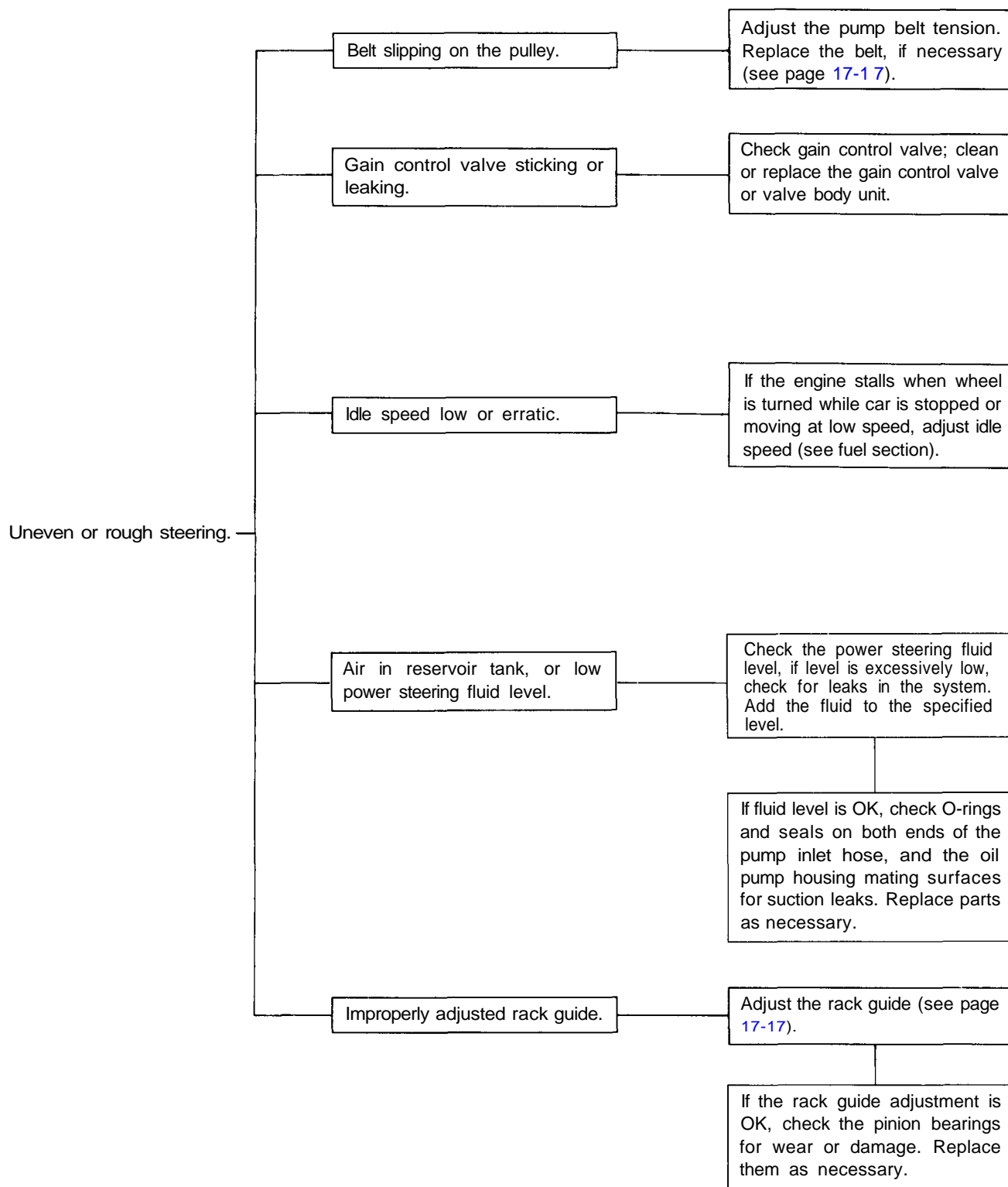
# Troubleshooting

## General Troubleshooting

Check the following before you begin:

- Has the suspension been modified in a way that would affect steering?
- Are tire sizes and air pressure correct?
- Is the steering wheel original equipment or equivalent?
- Is the power steering pump belt properly adjusted?
- Is steering fluid reservoir filled to proper level?
- Is the engine idle speed correct and steady?





(cont'd)

# Troubleshooting

## General Troubleshooting (cont'd)

Shock or vibration when wheel is turned to full lock.

Pump belt slipping on pulley (pump stops momentarily).

Adjust the belt tension (see page 17-17) or replace the belt.

Install the power steering pressure gauge. Close the shut-off valve fully and measure the pump pressure (see page 17-19).

The pump pressure should be 8,000–9,000 kPa (80–90 kg/cm<sup>2</sup>, 1,138–1,280 psi) with needle fluctuation of  $\pm 500$  kPa ( $\pm 5$  kg/cm<sup>2</sup>,  $\pm 70$  psi) or less. If the needle fluctuation exceeds  $\pm 500$  kPa ( $\pm 5$  kg/cm<sup>2</sup>,  $\pm 70$  psi) check the flow control valve. If the flow control valve is OK, replace the pump.

Assist (excessively light steering) at high speed:

Measure force required to turn wheel with bypass tube joint installed, and car parked on dry paved surface (see page 17-20).

If below, check gain control/pressure control valves and valve body unit and replace parts as necessary.

Pump belt slipping.

Adjust the belt tension (see page 17-17) or replace belt.

Steering kicks back during wide turns.

Sticking gain control valve or valve body unit.

Replace the gain control valve or valve body unit.

Rack guide adjusted too loose.

Adjust the rack guide (see page 17-17).

Wheel will not return smoothly.

Tire pressure too low.

Inflate to correct pressure.

Improper front wheel alignment.

Readjust the front wheel alignment or replace parts as necessary.

Improperly adjusted rack guide.

Adjust the rack guide (see page 17-17).