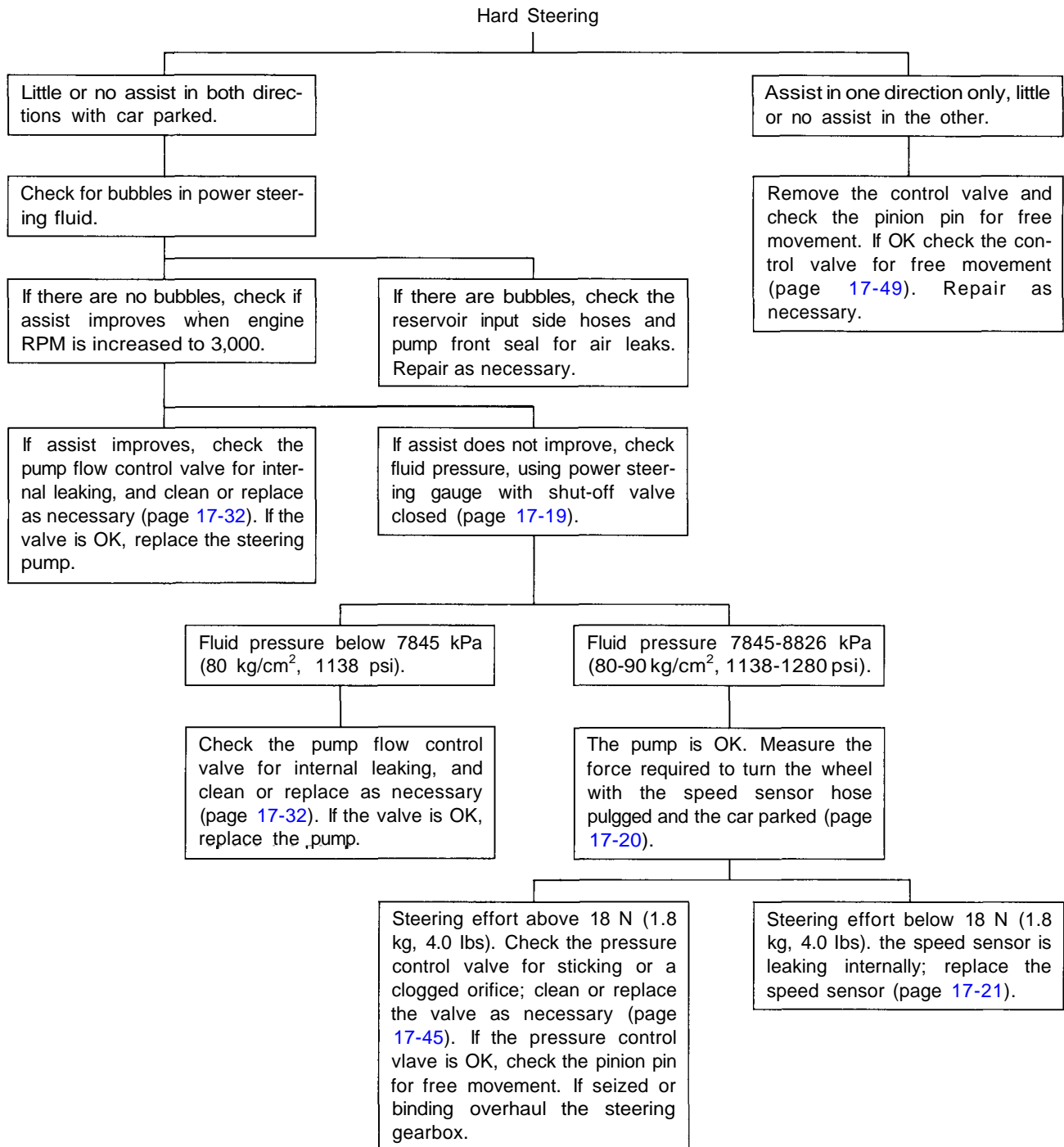


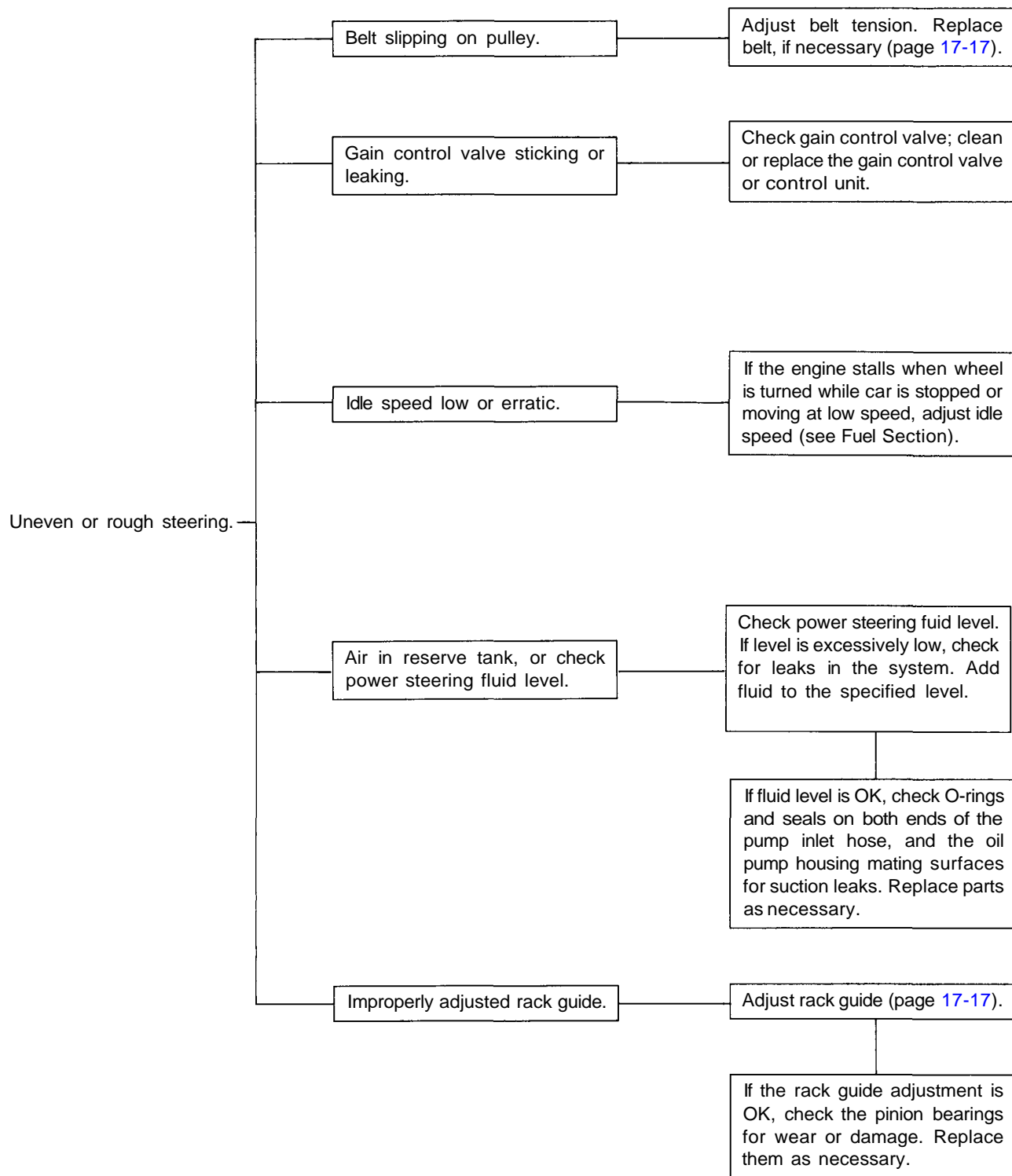
Troubleshooting

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 belt tension (page 17-17) or replace belt.

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

Check if pump pressure is within the range 7845-8826 kPa (80-90 kg/cm², 1138 – 1280 psi) and the gauge needle travel is ± 490 kPa (± 5 kg/cm², ± 70 psi) or less. Check the flow control valve if the needle travel exceeds ± 490 kPa (± 5 kg/cm², ± 70 psi) (see page 17-33). If the flow control valve is normal, replace the pump as an assembly.

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 (page 17-20).

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

Steering kicks back during wide turns.

Pump belt slipping.

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

Sticking gain control valve or control valve.

Replace gain valve or control valve.

Rack guide adjusted too loose.

Adjust rack guide (page 17-17).

Wheel will not return smoothly.

Tire pressure too low.

Inflate to correct pressure.

Improper front wheel alignment.

Readjust front wheel alignment or replace parts as necessary.

Improperly adjusted rack guide.

Adjust rack guide (page 17-17).