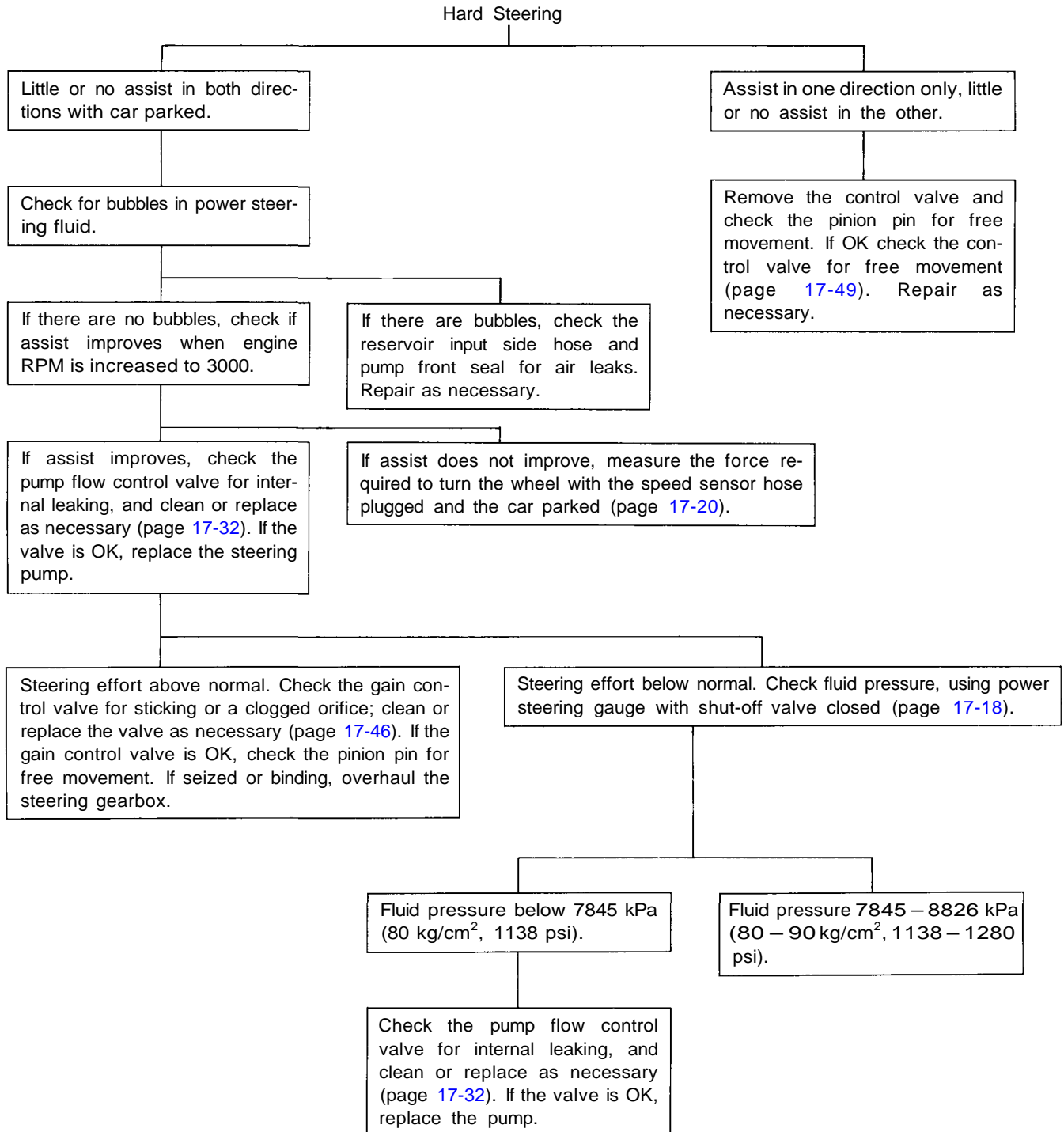


# Troubleshooting

## 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?





Uneven or rough steering.

Belt slipping on pulley.

Adjust belt tension. Replace belt, if necessary (page [17-17](#)).

Gain control valve sticking or leaking.

Check gain control valve; clean or replace the gain control valve or control unit.

Idle speed low or erratic.

If the engine stalls when wheel is turned while car is stopped or moving at low speed, adjust idle speed (see [Fuel Section](#)).

Air in reserve tank, or check power steering fluid level.

Check power steering fluid level. If level is excessively low, check for leaks in the system. Add fluid to the specified level.

If fluid level is OK, check O-rings and seals on both ends of the pump inlet hose, and the oil pump housing mating surfaces for suction leaks. Replace parts as necessary.

Improperly adjusted rack guide.

Adjust rack guide (page [17-17](#)).

If the rack guide adjustment is OK, check the pinion bearings for wear or damage. Replace them as necessary.

(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 17-18).

Check if pump pressure is within the range 7845-8826 kPa (80-90 kg/cm<sup>2</sup>, 1138 — 1280 psi) and the gauge needle travel is  $\pm 490$  kPa ( $\pm 5$  kg/cm<sup>2</sup>,  $\pm 70$  psi) or less. Check the flow control valve if the needle travel exceeds  $\pm 490$  kPa ( $\pm 5$  kg/cm<sup>2</sup>,  $\pm 70$  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.

Pump belt slipping.

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

Steering kicks back during wide turns.

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).