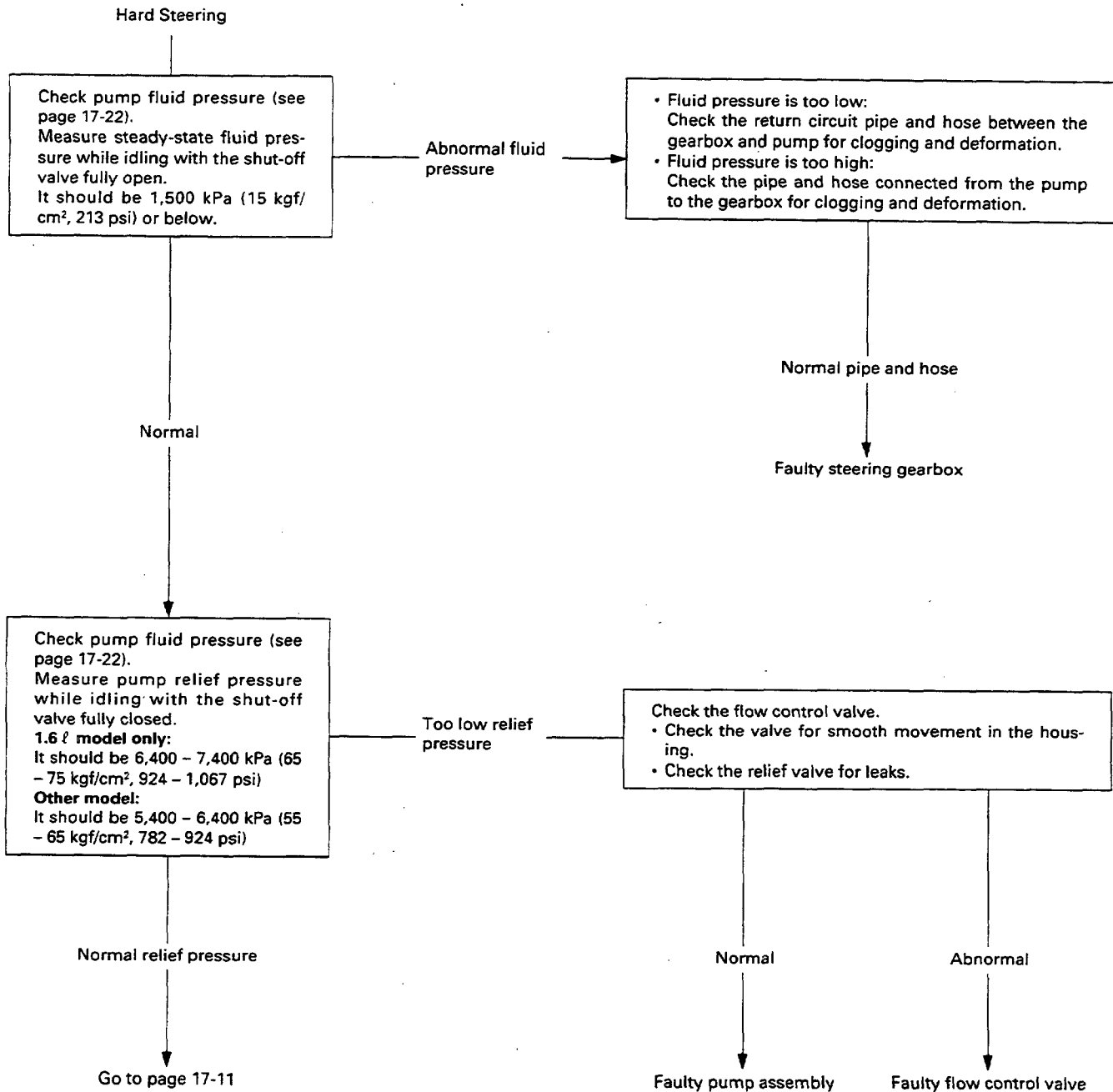


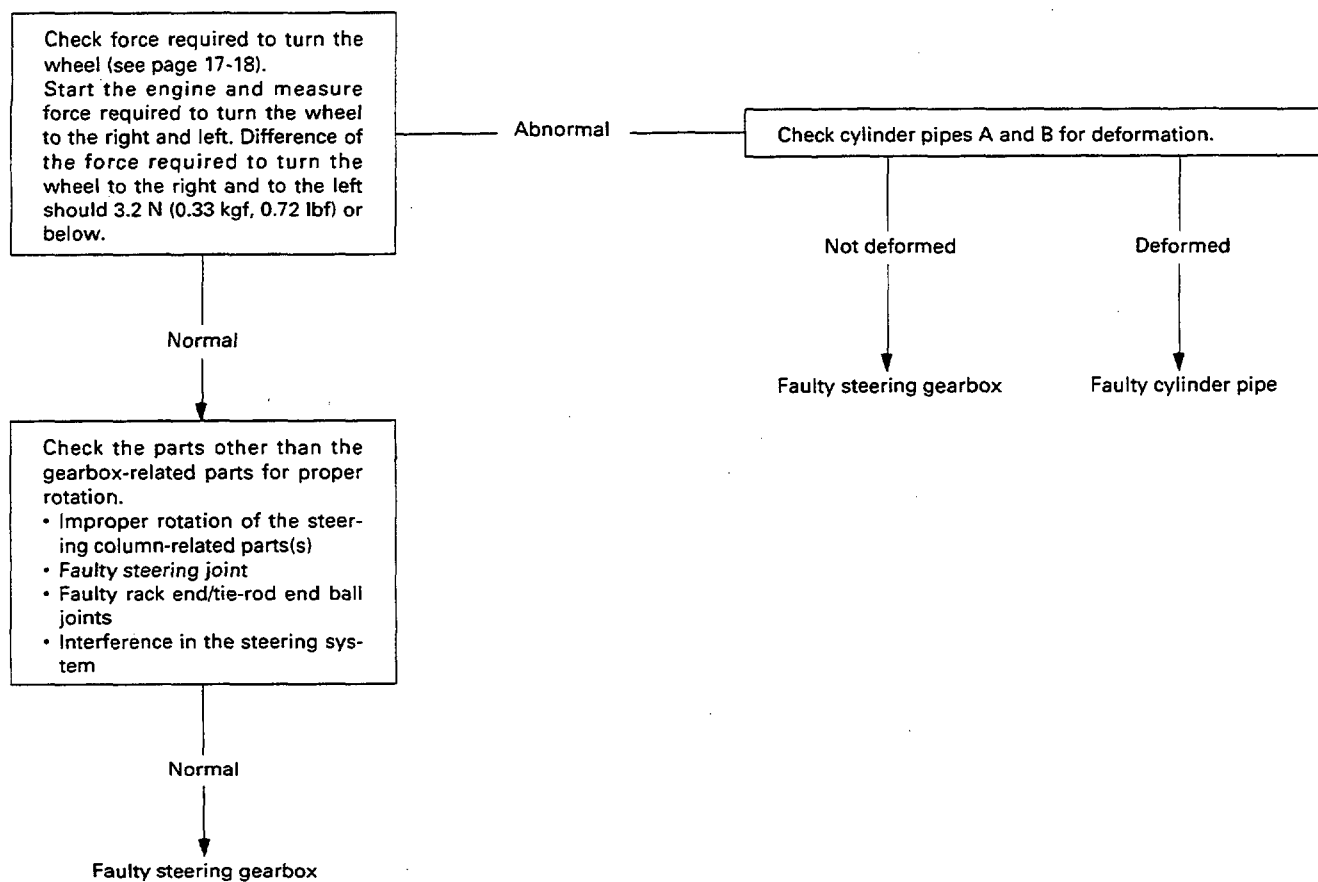
Troubleshooting

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)

CAUTION: When inspecting, do not holding the steering wheel all the way to right or left.

Shock or vibration when wheel is turned to full lock.

Pump belt slipping on pulley (pump stops momentarily).

Adjust belt tension (page 17-20) or replace belt, if necessary.

Check the flow control valve (see page 17-36).

Clean the flow control valve or replace the pump, if necessary.

Assist (excessively light steering) at high speed.

Measure force required to turn wheel with car parked on dry paved surface (page 17-18).

If below 30 N (3.1 kgf, 6.8 lbf), replace the steering gearbox.

Steering kicks back during wide turns.

Belt slipping on pulley.

Adjust belt tension (page 17-20) or replace belt, if necessary.

Sticking power valve mechanism.

Replace steering gearbox.

Rack guide too loose.

Replace steering gearbox.

Wheel will not return smoothly.

Check cylinder pipes A and B for deformation.

If either A or B cylinder pipe is deformed, replace it.
If cylinder pipe A and B are normal, replace steering gearbox.

Tire pressure too low.

Inflate to correct pressure.

Improper front wheel alignment.

Readjust front wheel alignment or replace parts as necessary.

Improperly rack clearance.

Replace steering gearbox.



Uneven or rough steering.

Improperly adjusted rack guide.

Replace steering gearbox.

Belt slipping on pulley.

Adjust belt tension. Replace belt, if necessary (see page 17-20).

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 section 11).

Air in reservoir, 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.

Steering kicks back during wide turns.

Pump belt slipping on pulley (pump stops momentarily).

Adjust belt tension (see page 17-20) or replace belt.

Set the power steering pressure gauge. Close the shut-off valve fully and measure the pump pressure (see page 17-22).

Check if pump pressure is within the range [1.6 l model only: 6,400 – 7,400 kPa (65 – 75 kgf/cm², 924 – 1,067 psi) Other model: 5,400 – 6,400 kPa (55 – 65 kgf/cm², 782 – 924 psi)] and the gauge needle travel is 500 kPa (5 kgf/cm², 71 psi) or less. Check the flow control valve if the needle travel exceeds 500 kPa (5 kgf/cm², 71 psi). If the flow control valve is normal, replace the pump as an assembly.