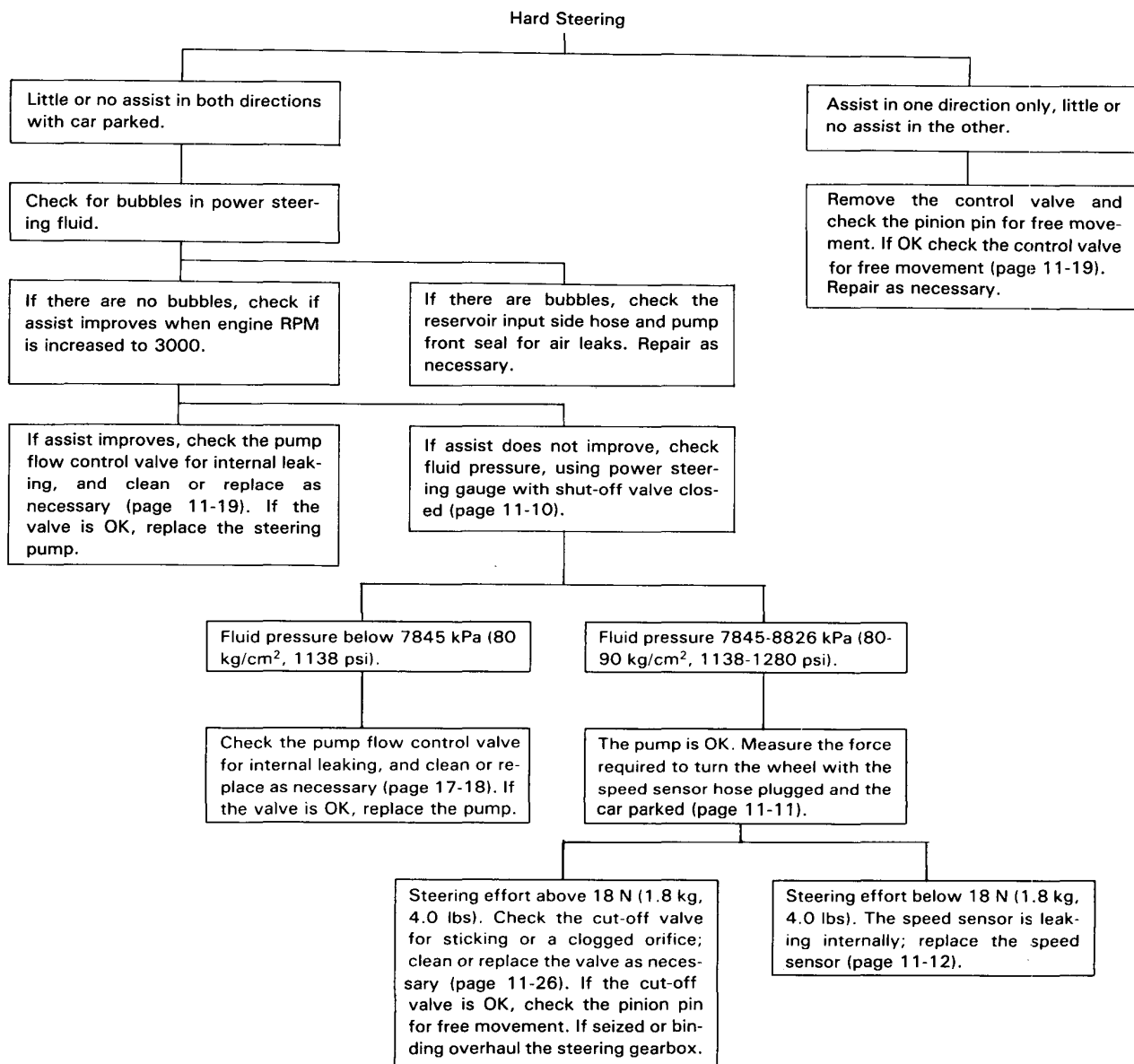


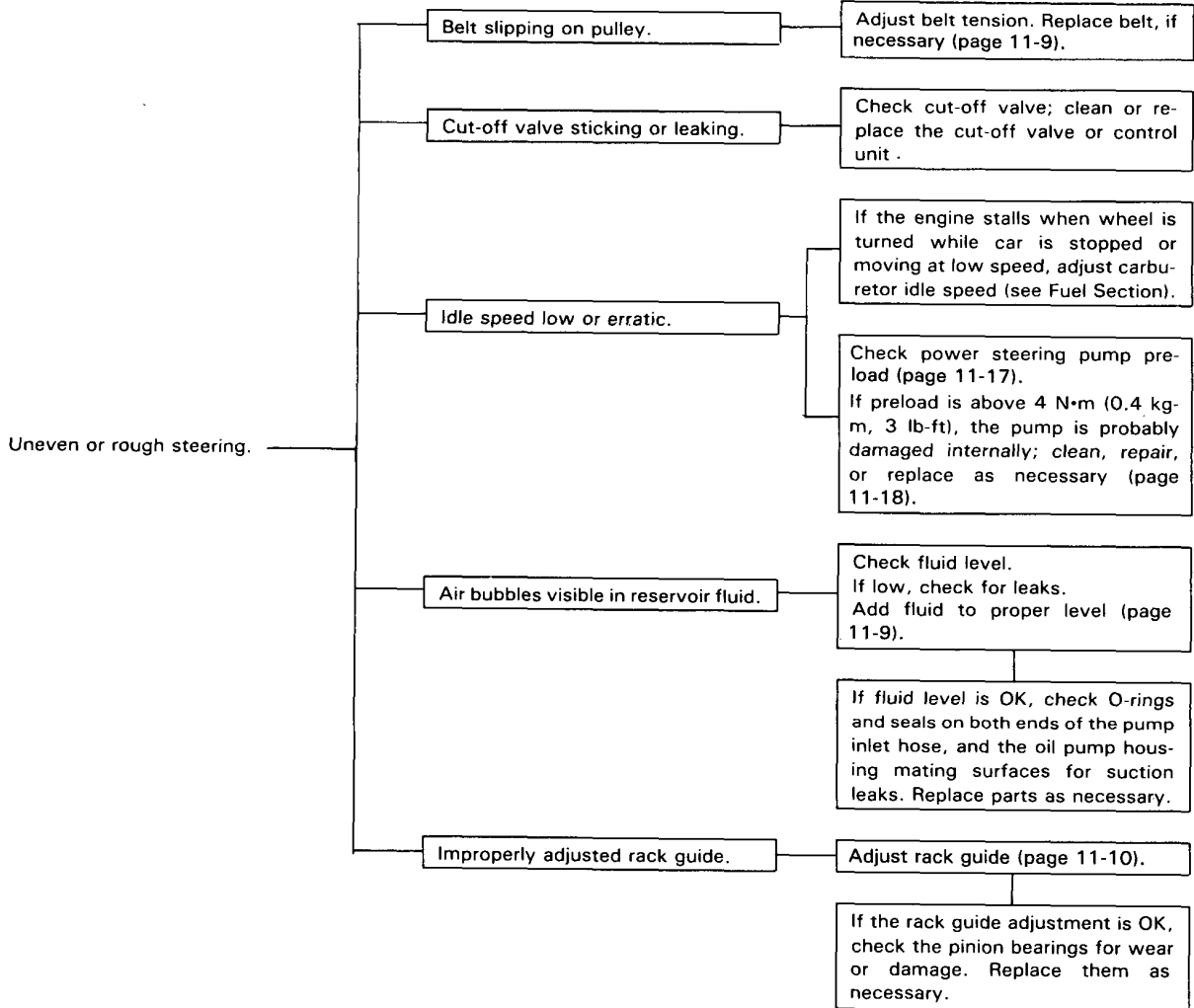
# Troubleshooting

## General

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 (cont'd)

Shock or vibration when wheel is turned to full lock.

Pump belt slipping on pulley (pump stops momentarily).

Adjust belt tension (page 17-8) or replace belt.

Sticking relief valve; pulsation exceeds 980 kPa (10 kg/cm<sup>2</sup>, 142 psi).

Check flow control valve (page 17-18); clean or replace as necessary. 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 (page 11-12).

If below 50 N (5.0 kg, 11 lbs), check cut-off valve and control unit and replace parts as necessary.

Steering kicks back during wide turns.

Pump belt slipping.

Adjust belt tension (page 11-9) or replace belt.

Sticking cut-off valve or control valve.

Replace cut-off valve or control unit.

Rack guide adjusted too loose.

Adjust rack guide (page 11-10).

Wheel will not return smoothly.

Tire pressure too low.

Inflate to correct pressure.

Improper front wheel alignment.

Re-adjust front wheel alignment or replace parts as necessary.

Improperly adjusted rack guide.

Adjust rack guide (page 11-10).