

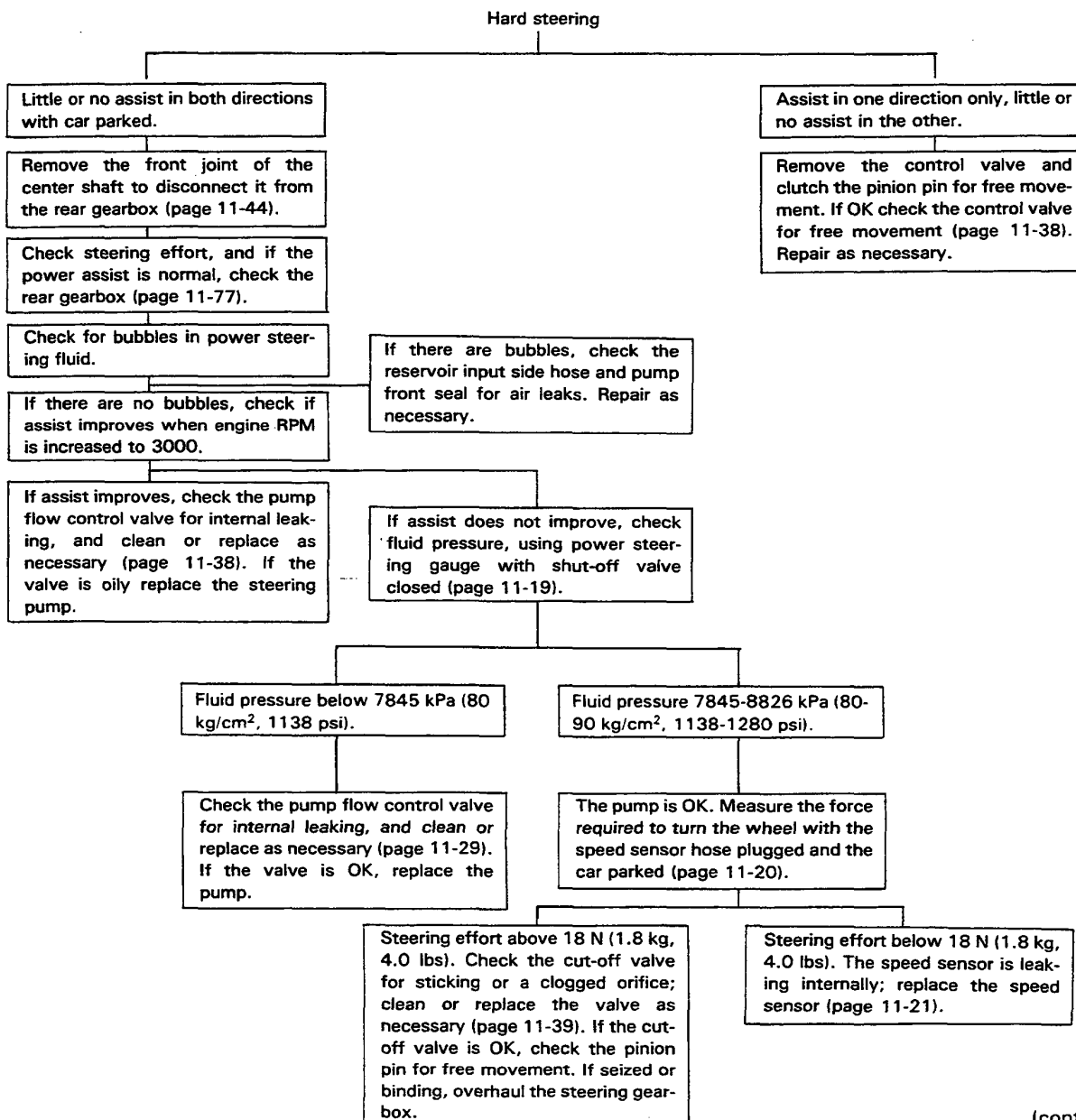


Troubleshooting (4WS)

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?
- Is the steering system damaged?
- Is there oil leakage?



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Troubleshooting (4WS)

General Troubleshooting (cont'd)

Uneven or rough steering.

Belt slipping on pulley.

Adjust belt tension. Replace belt, if necessary (page 11-18).

Cut-off valve sticking or leaking.

Check cut-off valve; clean or replace the cut-off 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 carburetor idle speed (see Fuel Section).

Check power steering pump preload (page 11-26).
If preload is above 4 N·m (0.4 kg-m, 3 lb-ft), the pump is probably damaged internally; clean, repair, or replace as necessary (page 11-26).

Air bubbles visible in reservoir fluid.

Check fluid level.
If low, check for leaks.
Add fluid to proper level (page 11-19).

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 11-18).

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

Interference with center shaft.

Visually inspect that the front and rear gearboxes are installed properly.

Uneven rear steering.
NOTE: Measure the wheel alignment (Toe, camber) and confirm that they are within limits.

Confirm the rear gearbox neutral position and check the rear wheel angle.

If the wheel angle is not within limit, replace the rear gearbox.



Shock or vibration when wheel is turned to full lock.

Pump belt slipping on pulley (pump stops momentarily).

Adjust belt tension (page 11-18) or replace belt.

Sticking relief valve; pulsation exceeds 980 kPa (10 kg/cm², 142 psi).

Check flow control valve (page 11-30); 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 11-21).

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

Check the installation of the front/rear gearboxes and center shaft.

If installation is OK, perform a function check of the rear gearbox (page 11-87).

If defective, replace the rear gearbox (page 11-83).

Check installation of the front/rear gearboxes.

If the torque of the mounting bolts is normal, perform a function check of rear gearbox (page 11-87).

If defective, replace the rear gearbox assembly (page 11-84).

Steering kicks back during wide turns.

Pump belt slipping.

Adjust belt tension (page 11-18) 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 11-18).

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Troubleshooting (4WS)

General Troubleshooting (cont'd)

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 11-18).

Check the steering joint.

If there is any rattling or defects, etc, replace the joint.

Excessive friction around the steering linkage.

The joint cover is not lubricated. Grease the steering joint cover.

The ball joint is seize or binding. Replace the ball joint.

Interference with the joint cover of the center steering shaft.

Check installation of the front/rear gearboxes.

Poor installation of the front/rear gearboxes.

Check the mounting rubbers of both steering gearboxes. If necessary, replace them.