

Noise and Vibration NOTE: Pump noise in first 2-3 minutes after starting in cold weather (- 20°C, - 4°F or colder) is normal. Humming, due to pulsation of fluid, is normal, particularly when wheel is turned with car stopped. If equipped with Automatic Confirm by temporarily removing Humming transmission, the hum could be pump belt. torque converter or pump noise. High pressure line touching the Reposition the line. frame. Belt slipping. Tighten or replace belt. Pinion shaft seal not lubricated. Grease it. Squeaking : Horn contact not lubricated, or Grease the contact, or bend it to under too much pressure. reduce the pressure. Remove pinion and file burrs Burrs on the pinion gear. smooth. The joint cover is not lubricated or the joint dust seal is worn (the Grease the joint cover or replace bushing section of the lower the joint dust seal. dashboard). NOTE: A single "clunk" may be a normal amount of linkage clearance. To distinguish this type of clunk, turn the wheel back and forth with the engine OFF. Tighten or replace pulley. Loose pump pulley. If shaft is loose, replace the pump. Rattle or chattering -Loose steering shaft connector, tie-Check and tighten, or replace parts rod, or ball joint. as necessary. Lower column hanger bushing Replace column assembly. damaged. Adjust the drive pinion assembly and the rack. • Tighten the steering joint. If Manually rotate the center steering necessary, replace it. shaft, checking for rattling. · Perform a function check of the rear gearbox (page 11-87). If necessary, replace it. (cont'd)

Troubleshooting (4WS)

