

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 7 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. 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. Lines or hoses from the control unit Reposition lines so they don't touching each other. touch. Hissing -Noise from control valve. Replace the control unit. NOTE: Pump noise up to 2-3 minutes after starting in cold If pump noise is abnormally loud, weather (~20°C, -4°F or colder) Pump gear noise check the pump drive and driven gears (page 11-31). Compare pump noise at operating temperature to another car. Check fluid level. If low, fill reservoir to proper level, Cavitation caused by air bubbles in and check for leaks. Grating noise from pump -Tighten or replace as necessary. Check for crushed suction hose or a loose hose clamp allowing air into the system. Tighten or replace as necessary.