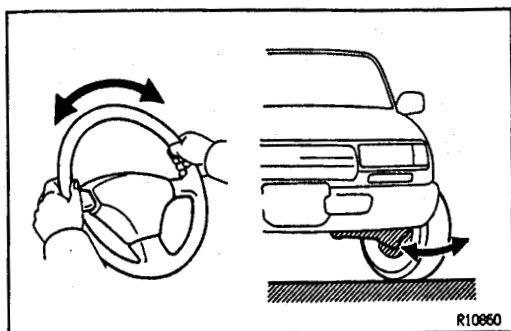




On-Vehicle Inspection

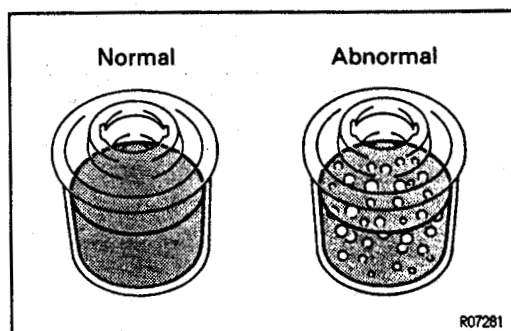
FLUID LEVEL CHECK

1. KEEP VEHICLE LEVEL

2. BOOST FLUID TEMPERATURE

With the engine idling at 1,000 rpm or less, turn the steering wheel from lock to lock several times to boost fluid temperature.

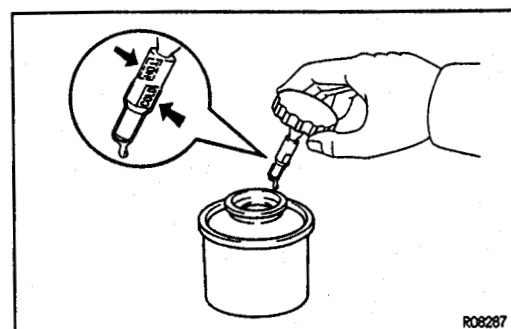
Fluid temperature: 80°C (176°F)



3. STOP ENGINE

4. CHECK FOR FOAMING OR EMULSIFICATION

HINT: Foaming and emulsification indicate either the existence of air in the system or that the fluid level is too low.

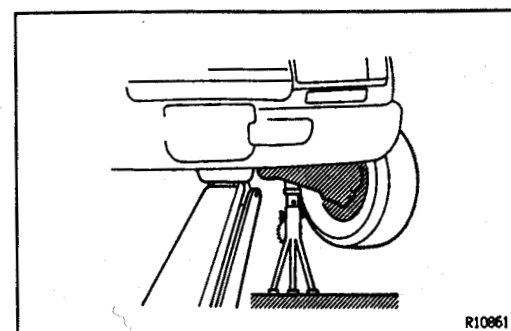


5. CHECK FLUID LEVEL IN RESERVOIR

Check the fluid level and add fluid if necessary.

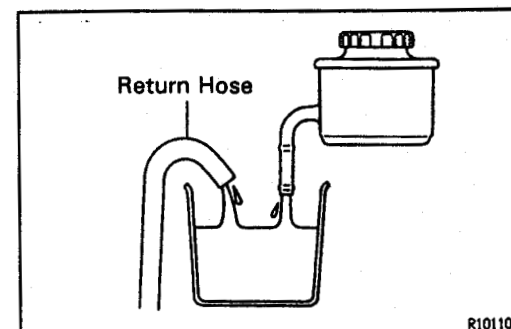
Fluid: ATF DEXRON® II

HINT: Check that the fluid level is within the HOT LEVEL range on the reservoir cap dipstick. If the fluid is cold, check that it is within the COLD LEVEL range.



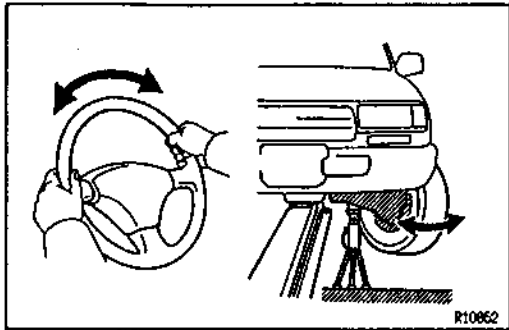
POWER STEERING FLUID REPLACEMENT

1. JACK UP FRONT OF VEHICLE AND SUPPORT IT WITH STANDS

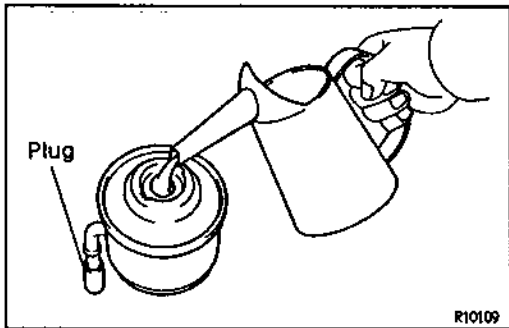


2. DRAIN FLUID

(a) With the engine, stopped, remove the return hose from the oil reservoir.

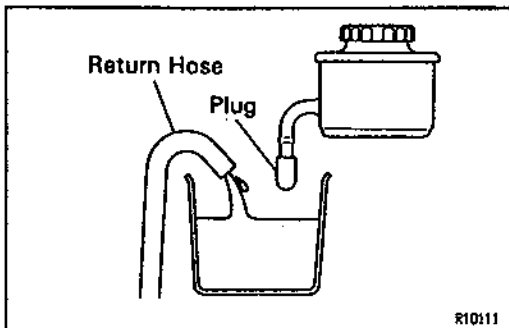


(b) Turn the steering wheel from lock to lock while draining fluid.



3. FILL RESERVOIR TANK WITH FRESH FLUID

Fluid : ATF DEXRON® II



4. START ENGINE AND RUN IT AT 1,000 RPM

After 1 or 2 seconds, fluid will begin to discharge from the return hose. Stop the engine immediately at this time.

NOTICE: Take care that some fluid remains left in the reservoir tank.

5. REPEAT STEPS 3 AND 4 FOUR OR FIVE TIMES UNTIL THERE IS NO MORE AIR IN FLUID

6. CONNECT RETURN HOSE

7. BLEED POWER STEERING SYSTEM

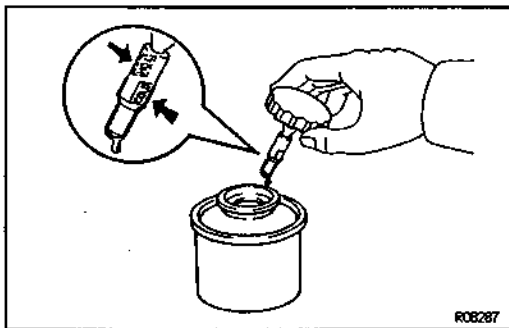
POWER STEERING SYSTEM BLEEDING

1. CHECK FLUID LEVEL IN OIL RESERVOIR

Check the fluid level and add fluid if necessary.

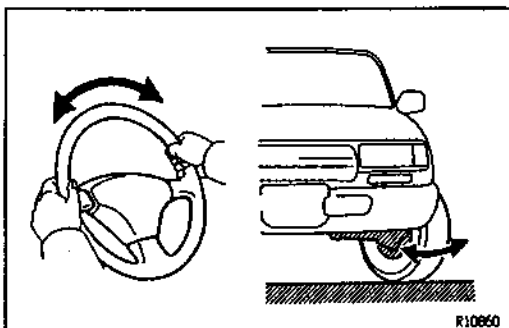
Fluid: ATF DEXRON® II

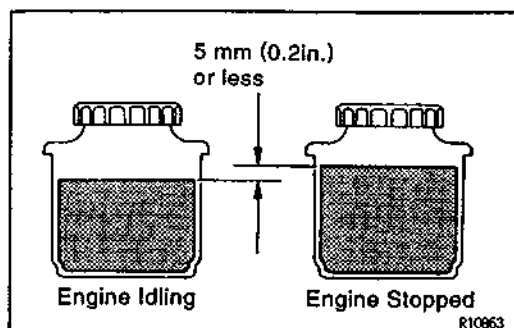
HINT: Check that the fluid level is within the HOT LEVEL range on the reservoir cap dipstick. If the fluid is cold, check that it is within the COLD LEVEL range.



2. START ENGINE AND TURN STEERING WHEEL FROM LOCK TO LOCK THREE OR FOUR TIMES

With the engine speed below 1,000 rpm, turn the steering wheel to left or right full lock and keep it there for 2 – 3 seconds, then turn the wheel to the reverse full lock and keep it there for 2 – 3 seconds.





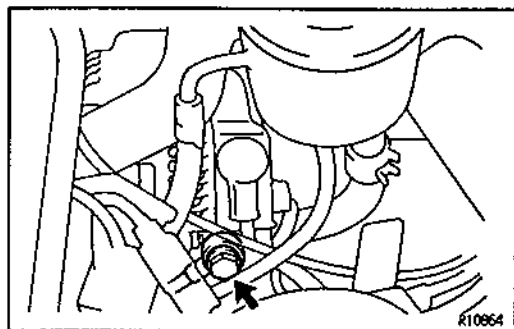
3. CHECK THAT FLUID IN RESERVOIR IS NOT FOAMY OR CLOUDY AND DOES NOT RISE OVER MAXIMUM WHEN ENGINE IS STOPPED

Measure the fluid level with the engine running. Stop the engine and measure the fluid level.

Maximum rise: 5 mm (0.20 in.)

If a problem is found, repeat "POWER STEERING FLUID REPLACEMENT" [SR-19](#).

Repair the PS if the problem persists.

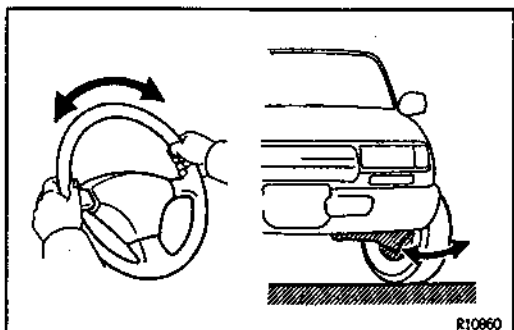
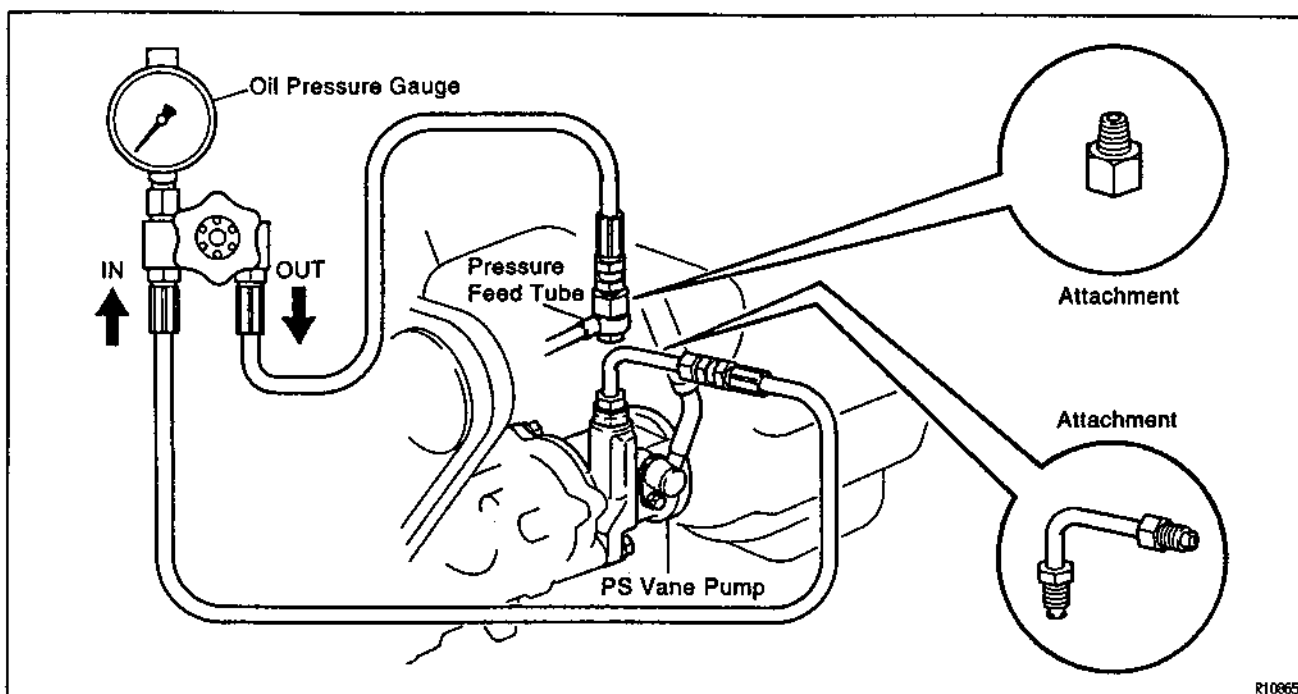


OIL PRESSURE CHECK

1. CONNECT PRESSURE GAUGE

- Disconnect the pressure feed tube from the PS vane pump.
- Connect the gauge with a new gasket on each side of the pressure feed tube.

NOTICE: Check that the valve of the gauge is in the open position.



2. BLEED POWER STEERING SYSTEM

(See page [SR-20](#))

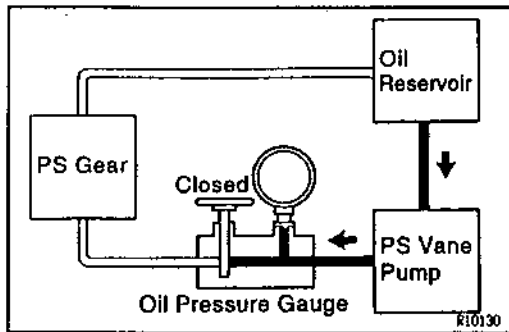
3. START ENGINE AND RUN IT AT IDLE

4. CHECK FLUID PRESSURE READING WITH VALVE CLOSED

Close the pressure gauge valve and observe the reading on the gauge.

Fluid temperature:

80 °C (176 °F)



5. CHECK FLUID PRESSURE READING WITH VALVE CLOSED

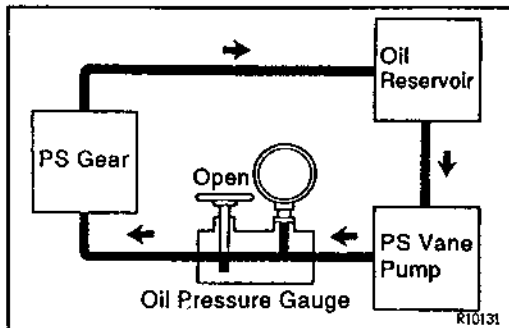
Close the valve of the oil pressure gauge and observe the reading on the gauge.

Minimum pressure:

9,316 kPa (95 kgf/cm², 1,351 psi)

NOTICE:

- Do not keep the valve closed for more than 10 seconds.
- Do not let the fluid temperature become too high.



6. OPEN VALVE FULLY

7. CHECK AND RECORD PRESSURE READING AT 1,000 RPM.

8. CHECK AND RECORD PRESSURE READING AT 3,000 RPM

Check that the pressure difference between the 1,000 rpm and 3,000 rpm checks is less than 490 kPa (5 kgf/cm², 71 psi).

If the difference is excessive, repair or replace the flow control valve of the PS pump.

NOTICE: Do not operate the steering wheel.

9. CHECK PRESSURE READING WITH STEERING WHEEL TURNED TO FULL LOCK

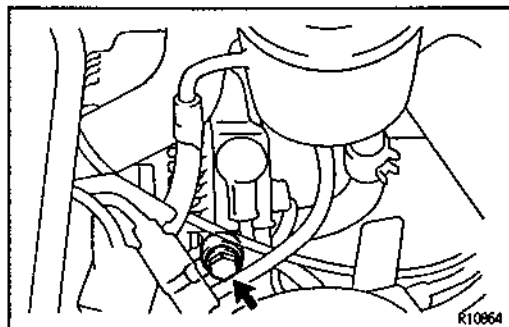
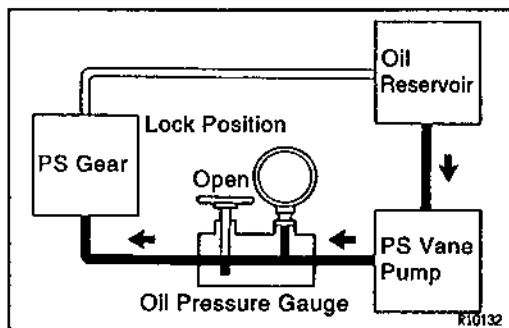
Be sure the valve of the oil pressure gauge is fully opened, and the engine idling.

Minimum pressure:

9,316 kPa (95 kgf/cm², 1,351 psi)

NOTICE:

- Do not maintain lock position for more than 10 seconds.
- Do not let the fluid temperature become too high.



If pressure is low, the gear housing has an internal leak and must be repaired or replaced.

10. DISCONNECT OIL PRESSURE GAUGE

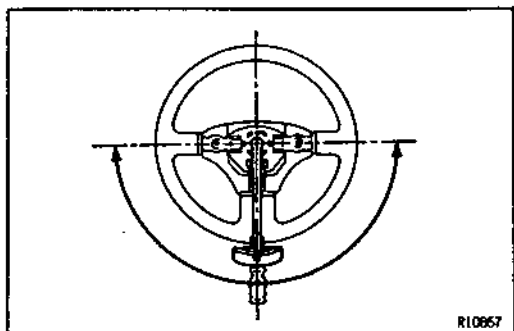
11. CONNECT PRESSURE FEED TUBE

Torque the union bolt with a new gasket on each side of the tube.

Torque: 56 N.m (575 kgf.cm, 42 ft.lbf)

12. BLEED POWER STEERING SYSTEM

(See page [SR-20](#))



MEASURE STEERING EFFORT

1. CENTER STEERING WHEEL

2. MEASURE STEERING EFFORT

- (a) Remove the steering wheel pad.
- (b) Start the engine and run it at idle.
- (c) Measure the steering effort in both directions.

Reference:

5.9 N.m (60 kgf.cm, 52 in. lbf)

If steering effort is excessive, repair the power steering unit.

HINT: Be sure to consider the tire type, pressure and contact surface before making your diagnosis.

- (d) Torque the steering wheel set nut.

Torque: 34 N.m (350 kgf.cm, 25 ft.lbf)

- (e) Install the steering wheel pad.