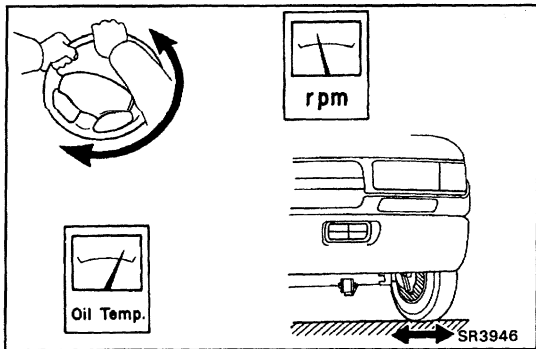




## ON-VEHICLE INSPECTION FLUID LEVEL CHECK

SR00F-02

1. KEEP VEHICLE LEVEL
2. BOOST FLUID TEMPERATURE

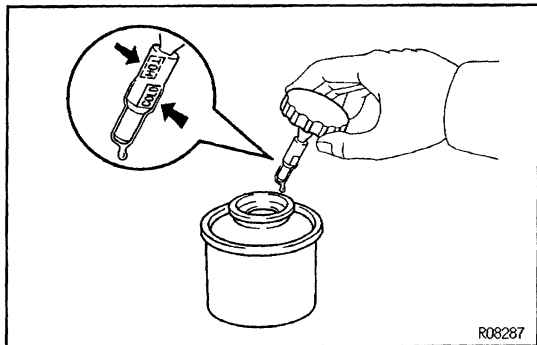
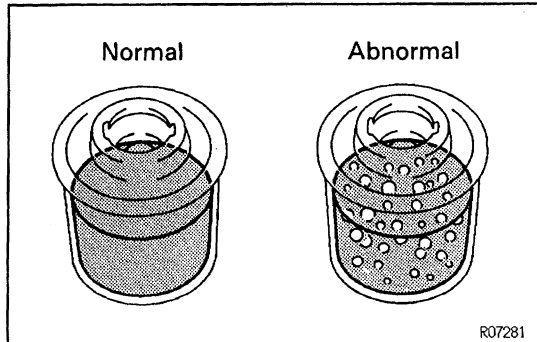
With the engine idling at 1,000 RPM or less, turn the steering wheel from lock to lock several times to boost fluid temperature.

**Fluid temperature:**

**80°C (176°F)**

3. 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.



4. CHECK FLUID LEVEL IN OIL RESERVOIR

Check the fluid level and add fluid if necessary.

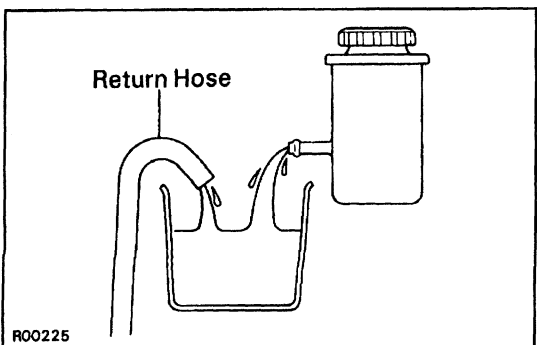
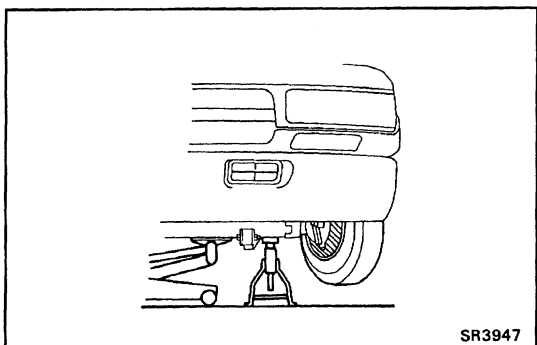
Fluid:

**ATF DEXRON® II**

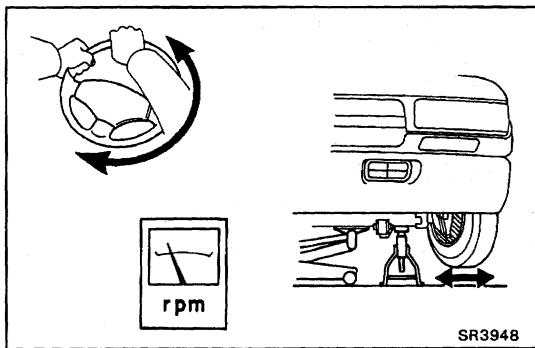
**HINT:** Check that the fluid level is within the HOT LEVEL of the dipstick of the reservoir cap. If the fluid is cold, check that it is within the COLD LEVEL of the dipstick.

## POWER STEERING FLUID REPLACEMENT

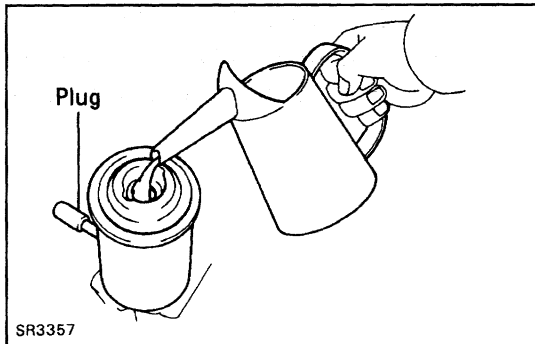
1. JACK UP FRONT OF VEHICLE AND SUPPORT IT WITH STANDS



2. REMOVE FLUID RETURN HOSE FROM OIL RESERVOIR TANK AND DRAIN FLUID INTO CONTAINER

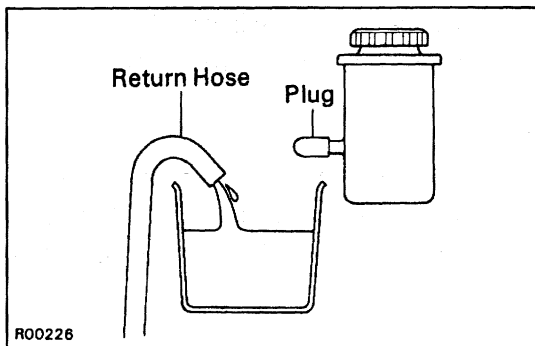


### 3. TURN STEERING WHEEL FROM LOCK TO LOCK WHILE DRAINING FLUID



### 4. FILL OIL RESERVOIR TANK WITH FRESH FLUID

Fluid:  
ATF DEXRON®II



### 5. 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.

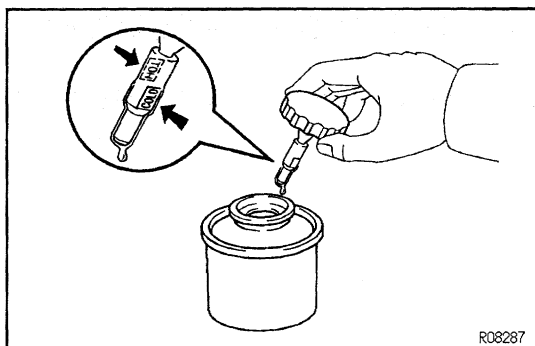
**NOTICE:** Take care that some fluid remains left in the oil reservoir.

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

### 7. CONNECT RETURN HOSE TO OIL RESERVOIR

### 8. BLEED POWER STEERING SYSTEM

(SEE PAGE [SR-24](#))



### 1. CHECK FLUID LEVEL IN OIL RESERVOIR

Check the fluid level and add fluid if necessary.

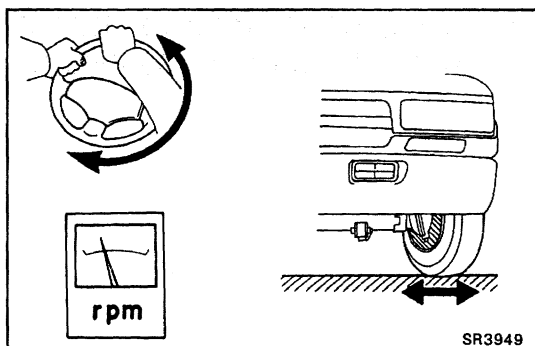
Fluid:

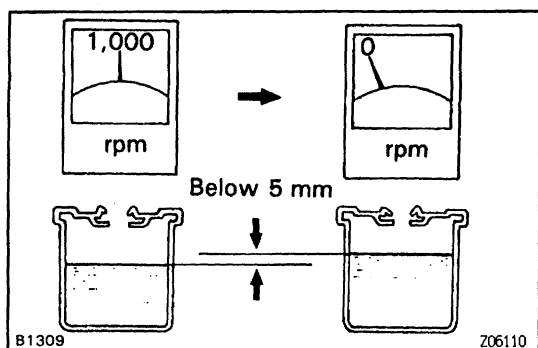
ATF DEXRON®II

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

### 2. START ENGINE AND TURN STEERING WHEEL FROM LOCK TO LOCK 3 OR 4 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 opposite full lock and keep it there for 2 – 3 seconds.





### 3. CHECK THAT FLUID IN OIL 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.

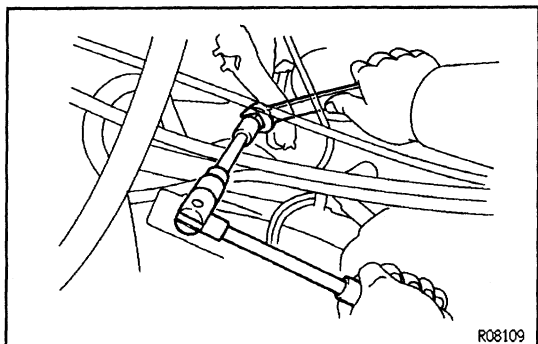
**Maximum rise:**

**5 mm (0.20 in.)**

If a problem is found, repeat steps 4 and 5 on page [SR-24](#). Repair the PS if the problem persists.

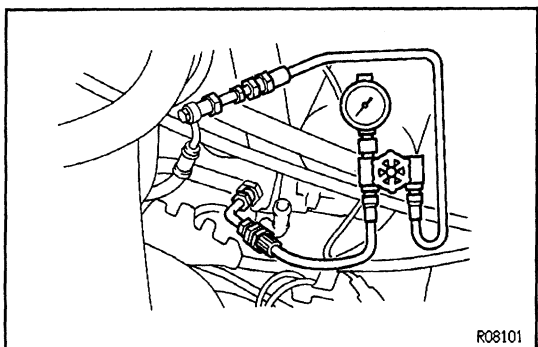
## OIL PRESSURE CHECK

BROME-01



### 1. CONNECT OIL PRESSURE GAUGE

- Drain fluid.
- Disconnect the pressure line joint.

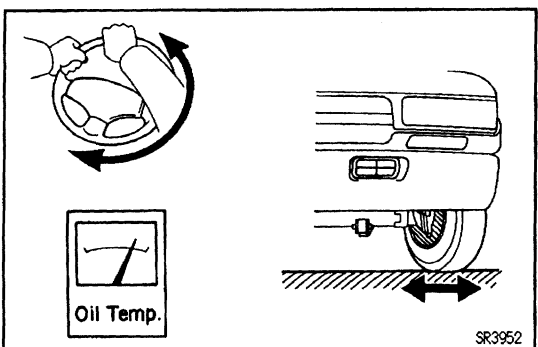


- Connect the gauge side of the pressure gauge to the PS pump side and the valve side to the pressure line side.

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

### 2. BLEED POWER STEERING SYSTEM

(See page [SR-24](#))



### 3. START ENGINE AND RUN IT AT IDLE

### 4. 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)**

### 5. CHECK FLUID PRESSURE READING WITH VALVE CLOSED

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

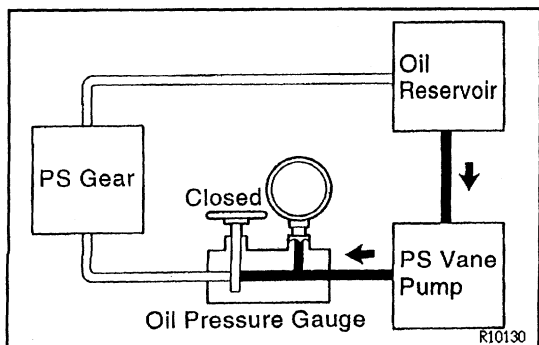
**Minimum pressure:**

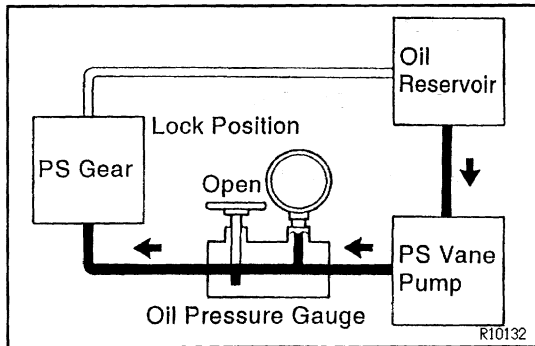
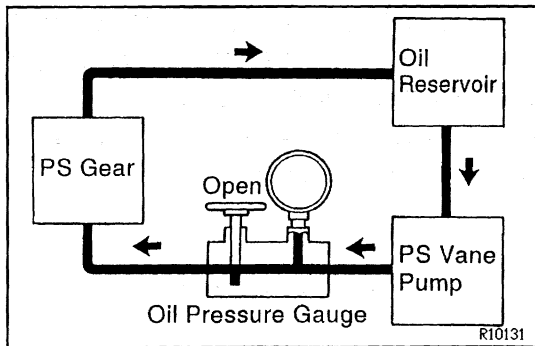
**9,316 kPa (95 kgf/cm<sup>2</sup>, 1,351 psi)**

**NOTICE:**

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

If pressure is low, repair or replace the PS pump.



**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/cm<sup>2</sup>, 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 pressure gauge valve is fully opened and the engine idling.

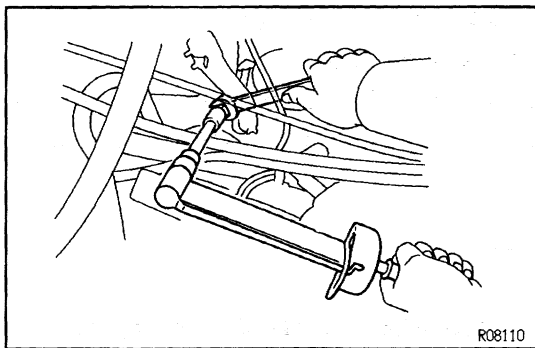
**Minimum pressure:**

**9,316 kPa (95 kgf/cm<sup>2</sup>, 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**

- Drain fluid.
- Disconnect the gauge.
- Connect the pressure line joint.

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

**11. BLEED POWER STEERING SYSTEM**

(SEE PAGE [SR-24](#))

**12. MEASURE STEERING EFFORT**

- Center the steering wheel and run the engine at idle.
- Using a spring scale, measure the steering effort in both directions.

**Maximum steering effort:**

**39 N (4.4 kbf, 8.8 lbf)**

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

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

