4-C. Steering

1. Excessive play in steering wheel

a. Check the steering gear free-play adjustment and properly adjust to remove excessive play.
b. Check the steering linkage for worn, damaged or defective parts. Replace failed components and perform a front end alignment.
c. Check for a worn, damaged, or defective steering box, replace the steering gear and check the front end alignment.

2. Steering wheel shakes at cruising speeds

a. Check for a bent front wheel. Replace a damaged wheel and check the tire for possible internal damage.
b. Check for an unevenly worn front tire. Replace the tire, adjust tire pressure and balance.
c. Check the front tires for hidden internal damage. Tires which have encountered large pot holes or suffered other hard blows may have sustained internal damage and should be replaced immediately.
d. Check the front tires for an out-of-balance condition. Remove, spin balance and reinstall. Torque all the wheel bolts or lug nuts to the recommended specification.
e. Check for a loose wheel bearing. If possible, adjust the bearing, or replace the bearing if it is a non-adjustable bearing.

3. Steering wheel shakes when braking

a. Refer to section 3-A, condition number 1.

4. Steering wheel becomes stiff when turned

a. Check the steering wheel free-play adjustment and reset as needed.
b. Check for a damaged steering gear assembly. Replace the steering gear and perform a front end alignment.
c. Check for damaged or seized suspension components. Replace defective components and perform a front end alignment.

4-D. Suspension

1. Vehicle pulls to one side

a. Tire pressure uneven. Adjust tire pressure to recommended settings.
b. Tires worn unevenly. Replace tires and check alignment settings.
c. Alignment out of specification. Align front end and check thrust angle.
d. Check for a dragging brake and repair or replace as necessary.

2. Vehicle is very bouncy over bumps

a. Check for worn or leaking shock absorbers or strut assemblies and replace as necessary.
b. Check for seized shock absorbers or strut assemblies and replace as necessary.

NOTE: When one shock fails, it is recommended to replace front or rear units as pairs.

3. Vehicle leans excessively in turns

a. Check for worn or leaking shock absorbers or strut assemblies and replace as necessary.
b. Check for missing, damaged, or worn stabilizer links or bushings, and replace or install as necessary.

4. Vehicle ride quality seems excessively harsh

a. Check for seized shock absorbers or strut assemblies and replace as necessary.
b. Check for excessively high tire pressures and adjust pressures to vehicle recommendations.

5. Vehicle seems low or leans to one side

a. Check for a damaged, broken or weak spring. Replace defective parts and check for a needed alignment.
b. Check for seized shock absorbers or strut assemblies and replace as necessary.
c. Check for worn or leaking shock absorbers or strut assemblies and replace as necessary.

4-E. Driving Noises and Vibrations

Noises

1. Vehicle makes a clicking noises when driven

a. Check the noise to see if it varies with road speed. Verify if the noise is present when coasting or with steering or throttle input. If the clicking noise frequency changes with road speed and is not affected by steering or throttle input, check the tire treads for a stone, piece of glass, nail or another hard object imbedded into the tire or tire tread. Stones rarely cause a tire puncture and are easily removed. Other objects may create an air leak when removed. Consider having these objects removed immediately at a facility equipped to repair tire punctures.
b. If the clicking noise varies with throttle input and steering, check for a worn Constant Velocity (CV-joint) joint, universal (U- joint) or flex joint.

2. Vehicle makes a clunking or knocking noise over bumps

a. A clunking noise over bumps is most often caused by excessive movement or clearance in a suspension component. Check the suspension for soft, cracked, damaged or worn bushings. Replace the bushings and check the vehicle's alignment.
b. Check for loose suspension mounting bolts. Check the tightness on subframe bolts, pivot bolts and suspension mounting bolts, and torque to specification.
c. Check the vehicle for a loose wheel bearing. Some wheel bearings can be adjusted for looseness, while others must be replaced if loose. Adjust or replace the bearings as recommended by the manufacturer.
d. Check the door latch adjustment. If the door is slightly loose, or the latch adjustment is not centered, the door assembly may create noises over bumps and rough surfaces. Properly adjust the door latches to secure the door.