

ROAD TEST (Continued)

- 4. Do not touch anything until a road test and a thorough visual inspection of the vehicle have been performed. Do not change tire pressure or vehicle load. Adjusting tire pressures, vehicle load, or making other adjustments may reduce the condition's intensity to a point where it cannot be identified clearly. It may also inject something new into the system, preventing proper diagnosis.

Make a visual inspection as part of the preliminary diagnostic routine, writing down anything that does not look right. Note tire pressures, but do not adjust them yet. Note leaking fluids, loose nuts and / or bolts, or bright spots where components may be rubbing against each other. Check luggage compartment or cargo area for unusual loads.

Refer to High Speed Shake Diagnosis chart

- 3. High Speed: A vibration is felt in the footwell or seats with no visible shake, but with an accompanying sound of rattle, buzz, hum, drone or booming noise. Coast with clutch depressed or automatic transaxle selector in NEUTRAL and engine idling. If vibration is still evident, it may be related to wheels, tires, brake rotors, hubs or bearing.

Refer to High Speed Shake Diagnosis chart

- 4. Off-High Speed: A vibration is felt whenever the engine reaches a certain rpm. It will disappear if you coast to a stop. The vibration can be duplicated by operating the engine at the problem rpm while the vehicle is sitting still. It can be caused by any component, from the accessory drive pulley in the clutch or torque converter which turns at engine speed when the vehicle is stopped.

Refer to Engine Accessory Diagnosis chart

Noise and Vibration while Turning, Coasting, coasting or shifting may be due to the following:

- A. Cut or damaged CV joint boot resulting in the discharge of contaminated lubricant from the hub area of the CV joint
- B. Loose CV joint boot clamp
- C. Other component contacting lower ball assembly
- D. Worn, damaged or improperly installed upper or lower ball joint
- E. Worn, contaminated or dry tapered roller bearings

U-105293

ROAD TEST (Continued)

...the CV joint boot is damaged or the CV joint is loose, the vehicle will vibrate at a certain rpm. ...

NOTE: The condition described here is not a safety hazard. However, it may cause discomfort and reduce the vehicle's performance. It should be corrected as soon as possible.

If the condition described here is not corrected, it may cause damage to the CV joint and other components. It may also cause the vehicle to vibrate at a certain rpm.

Once you have identified the CV joint as the cause of the condition, refer to the appropriate section for diagnosis and repair.

- 1. Tighten wheel lug nuts.
- 2. Check tire pressure and adjust if necessary.
- 3. Tighten wheel bearings.
- 4. Check for loose components in the engine compartment.
- 5. Check for loose components in the luggage compartment or cargo area.
- 6. Check for loose components in the trunk area.
- 7. Check for loose components in the underbody area.
- 8. Check for loose components in the suspension area.
- 9. Check for loose components in the steering area.
- 10. Check for loose components in the drivetrain area.

DIAGNOSIS AND TESTING

Tools Required:

- * Roll-over Bar (1990-1992) or Roll-over Protection System (1993-1994)
- * Soft Tapping Device (J-4288)
- * Dial Indicator with Stand (J-4289)

These diagnostic procedures are intended to help you identify the cause of the condition. They are not intended to be used as a substitute for proper diagnosis and repair. Always use the proper safety procedures when working on the vehicle. Refer to the appropriate section for diagnosis and repair.

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