

# Power Steering Tester Instructions:

**NOTE:** Consult your Factory, Chilton, Mitchell or Motor manual for exact procedures and specifications. Use tester for designated application only. If used by other means that are not specified in these instructions, fluid leakage, gauge damage, and/or adapter damage, and personal injury may occur.

**WARNING:** Always use approved eye protection when operating this equipment.



**General test outline –** Depending on the car model, connection will be made at steering gear or power steering pump. With the engine not running, disconnect the high pressure power steering hose at the end with the easiest access. If adapters are not supplied for this end, reinstall the power steering hose and disconnect the hose at the other end.

**IMPORTANT:** Make sure that the gauge on the tester is between the shut-off valve on the tester and the power steering pump.

## Test no. 1

Start the engine and run until it is at normal operating temperature. Tests are usually made at idle. With shut-off valve open, turn the steering wheel all the way to the extreme right or left so the pump will develop its maximum pressure. **CAUTION: Do not hold the wheel to the extreme right or left for more than a few seconds to avoid undue pump wear.** Note the pressure on the gauge and compare it with what it should be for the particular car being tested (refer to manual).

- A. If the pressure is normal, or almost normal, then the power steering system is probably operating satisfactorily. Check front suspension and steering linkage for steering complaints.
- B. If the pressure is significantly lower than what it should be, proceed to Test no. 2.

## Test no. 2

Close the valve on the tester. **CAUTION: If during the test, the pressure on the gauge reads above normal pressure for the power steering system of the car you are testing, open the valve at once to avoid undue wear on the pump.** Closing the valve cuts off the reservoir and the return to the pump; the reading on the gauge will now be the maximum pressure developed by the pump. Here again, check the reading on the gauge against the specifications and make a decision as to whether the trouble is in the pump itself, or in the hoses, or the power steering gear. **Do not close the valve for longer than five seconds or pump damage may result.**

- A. If the gauge shows abnormally low pressure, the pump may be defective. **Refer to service manual.**
- B. If the pressure is normal, but Test no. 1 showed lower than normal pressure, then the power steering gear probably needs rebuilding, or the power steering hoses are kinked or contain a foreign object.