

2002-2009 SPECIFICATIONS INDEX

A4, S4 & RS4 (B6 Platform)

SPECIFICATIONS INDEX

1.8L (ENGINE CODE: AMB)

SPECIFICATIONS INDEX - B6 PLATFORM - 1.8L (ENGINE CODE: AMB)

System	Specification/Procedure
Air Conditioning	
Service	<u>A/C REFRIGERANT SYSTEM, SERVICING</u> <u>A/C REFRIGERANT SYSTEM, CAPACITIES</u>
Torque	<u>COMPRESSOR, REMOVING AND INSTALLING FROM</u> <u>BRACKET</u>
Axle Nut/Hub Nut	<u>TORQUE SPECIFICATIONS</u>
Battery	<u>NO-LOAD VOLTAGE, CHECKING</u> <u>BATTERY, TESTING</u>
Brakes	
Bleeding Sequence	<u>BRAKE SYSTEM, BLEEDING</u>
Disc Brakes	<u>GENERAL, TECHNICAL DATA</u>
Torque	<u>BRAKES - MECHANICAL COMPONENTS</u> <u>BRAKES - HYDRAULIC COMPONENTS</u>
Charging	
Generator	NA
Torque	<u>TIGHTENING TORQUES</u>
Drive Belts	
Adjustment	<u>RIBBED BELT, REMOVING AND INSTALLING</u>
Belt Routing	<u>INSTALLING</u>
Engine Cooling	
General Service Specifications	<u>GENERAL, TECHNICAL DATA</u>
Radiator Cap Pressure	1.4-1.6 Bar
Thermostat R & I	<u>COOLING SYSTEM COMPONENTS, OVERVIEW (#10 IN</u> <u>ILLUSTRATION)</u>
Water Pump R & I	<u>COOLANT PUMP, REMOVING AND INSTALLING</u>
Engine Mechanical	
Compression	<u>COMPRESSION PRESSURE, CHECKING</u>
Oil Pressure	At Idle: 1.0 Bar At 3000 RPM: 3.5-4.5 Bar
Overhaul	<u>ENGINE, DISASSEMBLING AND ASSEMBLING</u>
Torque	See Appropriate Procedure
Fluid Specifications	See FLUIDS under MAINTENANCE tab.

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Flywheel/Flex Plate Torque	Duel-Mass Flywheel: 60 Nm + 180° Drive Plate: 60 Nm + 90°
Fuel Pressure	
Pressure Specification	4.0 Bar
Fuel Pressure Test Procedure	<u>CHECKING SYSTEM PRESSURE</u>
Ignition	
Firing Order	<u>FIRING ORDER & CYLINDER IDENTIFICATION</u>
Ignition Wires (Resistance)	Coil-On-Plug
Ignition Wires (Routing)	Coil-On-Plug
Spark Plug	<u>TECHNICAL DATA</u>
Starting	
Starter	<u>STARTER - 1.8L 4-CYLINDER TURBO ENGINE, REMOVING AND INSTALLING</u>
Torque	<u>STARTER - 1.8L 4-CYLINDER TURBO ENGINE, REMOVING AND INSTALLING</u>
Wheel Alignment	
Adjustment Specifications	<u>SPECIFICATIONS FOR WHEEL ALIGNMENT</u>
Torque	<u>FRONT - COMPONENT, ASSEMBLY OVERVIEW</u> <u>REAR - AXLE COMPONENT ALLOCATION</u>
Wheel & Tire	
Wheel Lug Nut Torque	120 Nm

2.0L (ENGINE CODES: BGP, BWT)**SPECIFICATIONS INDEX - B6 PLATFORM - 2.0L (ENGINE CODES: BGP, BWT)**

System	Specification/Procedure
Air Conditioning	
Service	<u>A/C REFRIGERANT SYSTEM, SERVICING</u> <u>A/C REFRIGERANT SYSTEM, CAPACITIES</u>
Torque	<u>COMPRESSOR, REMOVING AND INSTALLING FROM BRACKET</u>
Axle Nut/Hub Nut	<u>TORQUE SPECIFICATIONS</u>
Battery	<u>NO-LOAD VOLTAGE, CHECKING</u> <u>BATTERY, TESTING</u>
Brakes	
Bleeding Sequence	<u>BRAKE SYSTEM, BLEEDING</u>
Disc Brakes	<u>GENERAL, TECHNICAL DATA</u>
Torque	<u>BRAKES - MECHANICAL COMPONENTS</u> <u>BRAKES - HYDRAULIC COMPONENTS</u>
Charging	

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Generator	NA
Torque	<u>TIGHTENING TORQUES</u>
Drive Belts	
Adjustment	<u>RIBBED BELT, REMOVING AND INSTALLING</u>
Belt Routing	<u>RIBBED BELT, ROUTING</u>
Engine Cooling	
General Service Specifications	NA
Radiator Cap Pressure	1.4-1.6 Bar
Thermostat R & I	<u>MAP CONTROLLED ENGINE COOLING THERMOSTAT F265 , REMOVING AND INSTALLING</u>
Water Pump R & I	<u>COOLANT PUMP, REMOVING AND INSTALLING</u>
Engine Mechanical	
Compression	<u>COMPRESSION PRESSURES, CHECKING</u>
Oil Pressure	At 2000 RPM and oil temperature of 80°C: at least 2.7-4.5 Bar
Overhaul	<u>ENGINE, DISASSEMBLING AND ASSEMBLING</u>
Torque	See Appropriate Procedure
Fluid Specifications	See FLUIDS under MAINTENANCE tab.
Flywheel/Flex Plate Torque	<u>DUAL-MASS FLYWHEEL, REMOVING AND INSTALLING</u> <u>DRIVE PLATE, REMOVING AND INSTALLING</u>
Fuel System	
Pressure Specification	6.0 Bar (Before High-Pressure Pump)
Fuel Pressure Test Procedure	<u>FUEL PRESSURE AND RESIDUAL PRESSURE BEFORE HIGH PRESSURE PUMP, CHECKING</u>
Starting	
Starter	<u>STARTER - 2.0L 4-CYL TURBO FSI ENGINE, REMOVING AND INSTALLING</u>
Torque	<u>STARTER - 2.0L 4-CYL TURBO FSI ENGINE, REMOVING AND INSTALLING</u>
Wheel Alignment	
Adjustment Specifications	<u>SPECIFICATIONS FOR WHEEL ALIGNMENT</u>
Torque	<u>FRONT - COMPONENT, ASSEMBLY OVERVIEW</u> <u>REAR - AXLE COMPONENT ALLOCATION</u>
Wheel & Tire	
Wheel Lug Nut Torque	120 Nm

2.7L (2002 S4 - ENGINE CODE: APB)**SPECIFICATIONS INDEX - B6 PLATFORM - 2.7L (ENGINE CODE: APB)**

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2002-2009 SPECIFICATIONS INDEX A4, S4 & RS4 (B6 Platform)

System	Specification/Procedure
Air Conditioning	
Service	<u>A/C REFRIGERANT SYSTEM, SERVICING</u> <u>A/C REFRIGERANT SYSTEM, CAPACITIES</u>
Torque	<u>COMPRESSOR, REMOVING AND</u> <u>INSTALLING FROM BRACKET</u>
Axle Nut/Hub Nut	<u>TORQUE SPECIFICATIONS</u>
Battery	<u>NO-LOAD VOLTAGE, CHECKING</u> <u>BATTERY, TESTING</u>
Brakes	
Bleeding Sequence	<u>BRAKE SYSTEM, BLEEDING</u>
Disc Brakes	<u>GENERAL, TECHNICAL DATA</u>
Torque	<u>BRAKES - MECHANICAL COMPONENTS</u> <u>BRAKES - HYDRAULIC COMPONENTS</u>
Charging	
Generator	NA
Torque	NA
Drive Belts	
Adjustment	<u>RIBBED BELT, REMOVING AND</u> <u>INSTALLING</u>
Belt Routing	<u>INSTALLING</u>
Engine Cooling	
General Service Specifications	<u>TECHNICAL DATA</u>
Radiator Cap Pressure	1.4-1.6 Bar
Thermostat R & I	<u>COOLANT THERMOSTAT, REMOVING</u> <u>AND INSTALLING</u>
Water Pump R & I	<u>COOLANT PUMP, REMOVING AND</u> <u>INSTALLING</u> <u>AUXILIARY WATER PUMP, REMOVING</u> <u>AND INSTALLING</u>
Engine Mechanical	
Compression	<u>COMPRESSION, CHECKING</u>
Oil Pressure	At 2000 RPM and oil temperature of 80°C: at least 2.0 Bar
Overhaul	<u>ENGINE CRANKSHAFT/CRANKCASE,</u> <u>DISASSEMBLY AND ASSEMBLY</u>
Torque	See Appropriate Procedure
Fluid Specifications	See FLUIDS under MAINTENANCE tab.
Flywheel/Flex Plate Torque	Flywheel: 60 Nm + 180° Drive Plate: 60 Nm + 90°
Fuel System	
Pressure Specification	3.8-4.2 Bar

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Fuel Pressure Test Procedure	<u>FUEL PRESSURE REGULATOR AND RESIDUAL FUEL PRESSURE, CHECKING</u>
Starting	
Starter	<u>VEHICLES WITH 6-CYLINDER ENGINE</u>
Torque	<u>VEHICLES WITH 6-CYLINDER ENGINE</u>
Wheel Alignment	
Adjustment Specifications	<u>SPECIFICATIONS FOR WHEEL ALIGNMENT</u>
Torque	<u>FRONT - COMPONENT, ASSEMBLY OVERVIEW REAR - AXLE COMPONENT ALLOCATION</u>
Wheel & Tire	
Wheel Lug Nut Torque	120 Nm

3.0L (ENGINE CODES: AVK, BGN)**SPECIFICATIONS INDEX - B6 PLATFORM - 3.0L (ENGINE CODES: AVK, BGN)**

System	Specification/Procedure
Air Conditioning	
Service	<u>A/C REFRIGERANT SYSTEM, SERVICING A/C REFRIGERANT SYSTEM, CAPACITIES</u>
Torque	<u>COMPRESSOR, REMOVING AND INSTALLING FROM BRACKET</u>
Axle Nut/Hub Nut	<u>TORQUE SPECIFICATIONS</u>
Battery	<u>NO-LOAD VOLTAGE, CHECKING BATTERY, TESTING</u>
Brakes	
Bleeding Sequence	<u>BRAKE SYSTEM, BLEEDING</u>
Disc Brakes	<u>GENERAL, TECHNICAL DATA</u>
Torque	<u>BRAKES - MECHANICAL COMPONENTS BRAKES - HYDRAULIC COMPONENTS</u>
Charging	
Generator	NA
Torque	<u>INSTALLING</u>
Drive Belts	
Adjustment	<u>RIBBED BELT, REMOVING AND INSTALLING</u>
Belt Routing	<u>BELT PATH</u>
Engine Cooling	
General Service Specifications	NA
Radiator Cap	1.4-1.6 Bar

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2002-2009 SPECIFICATIONS INDEX A4, S4 & RS4 (B6 Platform)

Pressure	
Thermostat R & I	<u>COOLANT THERMOSTAT, REMOVING, INSTALLING AND CHECKING</u>
Water Pump R & I	<u>COOLANT PUMP, REMOVING AND INSTALLING</u>
Engine Mechanical	
Compression	<u>COMPRESSION PRESSURE, CHECKING</u>
Oil Pressure	At Idle: 1.5 Bar At 2000 RPM: At Least 3.0 Bar
Overhaul	<u>ENGINE, DISASSEMBLING AND ASSEMBLING</u>
Torque	See Appropriate Procedure
Fluid Specifications	See FLUIDS under MAINTENANCE tab.
Flywheel/Flex Plate Torque	Duel-Mass Flywheel: <u>TIGHTENING TORQUES</u> Drive Plate: <u>TIGHTENING TORQUES</u>
Fuel System	
Pressure Specification	3.8-4.2 Bar
Fuel Pressure Test Procedure	<u>FUEL PRESSURE TESTING (VEHICLES UP TO JUNE 2003)</u> <u>FUEL PRESSURE TESTING (VEHICLES AS OF JULY 2003)</u>
Ignition	
Firing Order	<u>FIRING ORDER & CYLINDER IDENTIFICATION</u>
Ignition Wires (Resistance)	Coil-On-Plug
Ignition Wires (Routing)	Coil-On-Plug
Spark Plug	<u>TECHNICAL DATA FOR IGNITION SYSTEM</u>
Starting	
Starter	<u>STARTER - 3.0L 6-CYLINDER ENGINE, REMOVING AND INSTALLING</u>
Torque	<u>STARTER - 3.0L 6-CYLINDER ENGINE, REMOVING AND INSTALLING</u>
Wheel Alignment	
Adjustment Specifications	<u>SPECIFICATIONS FOR WHEEL ALIGNMENT</u>
Torque	<u>FRONT - COMPONENT, ASSEMBLY OVERVIEW</u> <u>REAR - AXLE COMPONENT ALLOCATION</u>
Wheel & Tire	
Wheel Lug Nut Torque	120 Nm

3.2L (ENGINE CODE: BKH)

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2002-2009 SPECIFICATIONS INDEX A4, S4 & RS4 (B6 Platform)

SPECIFICATIONS INDEX - B6 PLATFORM - 3.2L (ENGINE CODE: BKH)

System	Specification/Procedure
Air Conditioning	
Service	<u>A/C REFRIGERANT SYSTEM, SERVICING</u> <u>A/C REFRIGERANT SYSTEM, CAPACITIES</u>
Torque	<u>COMPRESSOR, REMOVING AND INSTALLING FROM</u> <u>BRACKET</u>
Axle Nut/Hub Nut	<u>TORQUE SPECIFICATIONS</u>
Battery	<u>NO-LOAD VOLTAGE, CHECKING</u> <u>BATTERY, TESTING</u>
Brakes	
Bleeding Sequence	<u>BRAKE SYSTEM, BLEEDING</u>
Disc Brakes	<u>GENERAL, TECHNICAL DATA</u>
Torque	<u>BRAKES - MECHANICAL COMPONENTS</u> <u>BRAKES - HYDRAULIC COMPONENTS</u>
Charging	
Generator	NA
Torque	<u>GENERATOR (GEN) - 3.2L 6-CYLINDER FSI ENGINE,</u> <u>REMOVING AND INSTALLING</u>
Drive Belts	
Adjustment	<u>RIBBED BELT DRIVE, COMPONENT OVERVIEW</u>
Belt Routing	<u>INSTALLING</u>
Engine Cooling	
General Service Specifications	NA
Radiator Cap Pressure	1.4-1.6 Bar
Thermostat R & I	<u>COOLANT THERMOSTAT, REMOVING AND INSTALLING</u>
Water Pump R & I	<u>COOLANT PUMP, REMOVING AND INSTALLING</u>
Engine Mechanical	
Compression	<u>COMPRESSION PRESSURES, CHECKING</u>
Oil Pressure	At Idle: 1.2 Bar At 2000 RPM: at least 3.4 Bar
Overhaul	<u>ENGINE - CRANKSHAFT, CYLINDER BLOCK</u>
Torque	See Appropriate Procedure
Fluid Specifications	See FLUIDS under MAINTENANCE tab.
Flywheel/Flex Plate Torque	Bolt length 22.5 mm: 60 Nm + 90° Bolt length 35.0 mm: 60 + 180 ° Bolt length 43.0 mm: 60 + 180 °
Fuel System	
Pressure Specification	Approx. 6.0 Bar
Fuel Pressure Test Procedure	<u>FUEL PRESSURE AND RESIDUAL PRESSURE BEFORE</u> <u>HIGH PRESSURE PUMP, CHECKING</u>

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2002-2009 SPECIFICATIONS INDEX A4, S4 & RS4 (B6 Platform)

Ignition

Firing Order	<u>FIRING ORDER & CYLINDER IDENTIFICATION</u>
Ignition Wires (Resistance)	Coil-On-Plug
Ignition Wires (Routing)	Coil-On-Plug
Spark Plug	<u>TEST DATA, SPARK PLUGS</u>

Starting

Starter	<u>STARTER - 3.2L 6-CYLINDER FSI ENGINE, REMOVING AND INSTALLING</u>
Torque	<u>STARTER - 3.2L 6-CYLINDER FSI ENGINE, REMOVING AND INSTALLING</u>

Wheel Alignment

Adjustment Specifications	<u>SPECIFICATIONS FOR WHEEL ALIGNMENT</u>
Torque	<u>FRONT - COMPONENT, ASSEMBLY OVERVIEW</u> <u>REAR - AXLE COMPONENT ALLOCATION</u>

Wheel & Tire

Wheel Lug Nut Torque	120 Nm
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4.2L (ENGINE CODES: BHF, BNS)**SPECIFICATIONS INDEX - B6 PLATFORM - 4.2L (ENGINE CODES: BHF, BNS)**

System	Specification/Procedure
Air Conditioning	
Service	<u>A/C REFRIGERANT SYSTEM, SERVICING</u> <u>A/C REFRIGERANT SYSTEM, CAPACITIES</u>
Torque	<u>COMPRESSOR, REMOVING AND INSTALLING FROM BRACKET</u>
Axle Nut/Hub Nut	<u>TORQUE SPECIFICATIONS</u>
Battery	<u>NO-LOAD VOLTAGE, CHECKING</u> <u>BATTERY, TESTING</u>
Brakes	
Bleeding Sequence	<u>BRAKE SYSTEM, BLEEDING</u>
Disc Brakes	<u>GENERAL, TECHNICAL DATA</u>
Torque	<u>BRAKES - MECHANICAL COMPONENTS</u> <u>BRAKES - HYDRAULIC COMPONENTS</u>
Charging	
Generator	NA
Torque	<u>TIGHTENING TORQUES (4.2L - S4)</u> <u>TIGHTENING TORQUES (4.2L - RS4)</u>
Drive Belts	
Adjustment	<u>RIBBED BELT, REMOVING AND INSTALLING</u>
Belt Routing	<u>INSTALLING</u>
Engine Cooling	

2006 Audi A4 Quattro

2002-2009 SPECIFICATIONS INDEX A4, S4 & RS4 (B6 Platform)

General Service Specifications	NA
Radiator Cap Pressure	1.4-1.6 Bar
Thermostat R & I	<u>COOLANT THERMOSTAT, REMOVING AND INSTALLING (S4 - BHF)</u> <u>COOLANT THERMOSTAT, REMOVING AND INSTALLING (RS4 - BNS)</u>
Water Pump R & I	<u>COOLANT PUMP, REMOVING AND INSTALLING (S4 - BHF)</u> <u>COOLANT PUMP, REMOVING AND INSTALLING (RS4 - BNS)</u>
Engine Mechanical	
Compression	<u>COMPRESSION PRESSURES, CHECKING (S4 - BHF)</u> <u>COMPRESSION PRESSURES, CHECKING (RS4 - BNS)</u>
Oil Pressure	S4 (BHF) At 2000 RPM: Min. 2.0 Bar At 3500 RPM: Min. 3.5 Bar RS4 (BNS) At Idle: Min. 1.5 Bar At 2000 RPM: Min. 3.5 Bar
Overhaul	<u>ENGINE, DISASSEMBLING AND ASSEMBLING (S4 - BHF)</u> <u>ENGINE - CRANKSHAFT, CYLINDER BLOCK (RS4 - BNS)</u>
Torque	See Appropriate Procedure
Fluid Specifications	See FLUIDS under MAINTENANCE tab.
Flywheel/Flex Plate Torque	60 Nm + 90°
Fuel System	
Pressure Specification	S4: 3.5 Bar RS4: Approx. 6.0 Bar (Before high-pressure pump)
Fuel Pressure Test Procedure	<u>FUEL PRESSURE REGULATOR AND HOLDING PRESSURE, CHECKING (S4 - BHF)</u> <u>FUEL PRESSURE AND RESIDUAL PRESSURE BEFORE HIGH PRESSURE PUMP, CHECKING (RS4 - BNS)</u>
Ignition	
Firing Order	<u>FIRING ORDER & CYLINDER IDENTIFICATION</u>
Ignition Wires (Resistance)	Coil-On-Plug
Ignition Wires (Routing)	Coil-On-Plug
Spark Plug	<u>TECHNICAL DATA FOR IGNITION SYSTEM (S4 - BHF)</u> <u>TECHNICAL DATA (RS4 - BNS)</u>
Starting	
Starter	<u>STARTER - 4.2L 8-CYLINDER ENGINE, REMOVING AND INSTALLING (S4 - BHF)</u> <u>STARTER - 4.2L 8-CYLINDER FSI ENGINE, REMOVING AND INSTALLING (RS4 - BNS)</u>
Torque	<u>STARTER - 4.2L 8-CYLINDER ENGINE, REMOVING AND INSTALLING (S4 - BHF)</u>

	<u>STARTER - 4.2L 8-CYLINDER FSI ENGINE, REMOVING AND INSTALLING (RS4 - BNS)</u>
Wheel Alignment	
Adjustment Specifications	<u>SPECIFICATIONS FOR WHEEL ALIGNMENT</u>
Torque	<u>FRONT - COMPONENT, ASSEMBLY OVERVIEW</u> <u>REAR - AXLE COMPONENT ALLOCATION</u>
Wheel & Tire	
Wheel Lug Nut Torque	120 Nm

GENERAL INFORMATION

Commonly Used Abbreviations

*** PLEASE READ THIS FIRST ***

NOTE: This article is intended for general information purposes only. This information may not apply to all makes and models. Not all abbreviations are covered as manufacturers add new ones every day.

"A"

A

Amperes

ABS

Anti-Lock Brakes

ABRS

Air Bag Restraint System

AC

Alternating Current

A/C

Air Conditioning

ACCS

A/C Cycling Switch

ACCUM

Accumulator

ACCY

Accessory

ACT

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

Air Charge Temperature Sensor

ADJ

Adjust or Adjustable

ADV

Advance

AFS

Airflow Sensor

AI

Air Injection

AIR or A.I.R.

Air Injection Reactor

AIS

Air Injection System

Alt.

Alternator or Altitude

Amp./amp/amps

Ampere

ASCS

Air Suction Control Solenoid

ASD

Auto Shutdown

ASDM

Air Bag System Diagnostic Module

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

ASV

Air Suction Valve

A/T

Automatic Transmission/Transaxle

ATC

Automatic Temperature Control

ATDC

After Top Dead Center

ATF

Automatic Transmission Fluid

ATS

Air Temperature Sensor

Aux.

Auxiliary

Avg.

Average

AXOD

Automatic Transaxle Overdrive (Ford Models Only)

"B"

BAC

By-Pass Air Control

BAP

Barometric Absolute Pressure Sensor

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

BARO

Barometric

Batt.

Battery

Bbl.

Barrel (Example: 4-Bbl.)

BCM

Body Control Module

BHP

Brake Horsepower

BMAP

Barometric and Manifold Absolute Pressure Sensor

BOO

Brake On-Off Switch

B/P

Backpressure

BPS

Barometric Pressure Sensor

BPT

Backpressure Transducer

BTDC

Before Top Dead Center

BTU

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

British Thermal Unit

BVSV

Bimetallic Vacuum Switching Valve

"C"

° C

Celsius (Degrees)

Calif.

California

CANP

Canister Purge

CARB

California Air Resources Board

CAT

Catalytic Converter

CB

Circuit Breaker

CBD

Closed Bowl Distributor

cc

cubic centimeter

CCC

Computer Command Control

CCD

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

Computer Controlled Dwell

CCOT

Cycling Clutch Orifice Tube

CCW

Counterclockwise

CDI

Capacitor Discharge Ignition

CEC

Computerized Engine Control

CID

Cubic Inch Displacement

cm

Centimeter

CMP

Camshaft Position Sensor

CO

Carbon Monoxide

CO₂

Carbon Dioxide

Cont.

Continued

CONV

Convertible

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

CP

Canister Purge

CKP

Crankshaft Position Sensor

CTS

Coolant Temperature Sensor

Cu. In.

Cubic Inch

CVC

Constant Vacuum Control

CV

Check Valve or Constant Velocity

CW

Clockwise

CYL or Cyl.

Cylinder

C³ I

Computer Controlled Coil Ignition

C⁴

Computer Controlled Catalytic Converter

"D"

"D"

Drive

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

DC

Direct Current Or Discharge

DDD

Dual Diaphragm Distributor

Def.

Defrost

Defog.

Defogger

DERM

Diagnostic Energy Reserve Module

DFI

Digital Fuel Injection

Diag.

Diagnostic

DTC

Diagnostic Trouble Code

DIC

Driver Information Center

DIS

Distributorless Ignition System

DIST

Distribution

DLC

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

Data Link Connector

DOHC

Double Overhead Cam

DOT

Department of Transportation

DRB-II

Diagnostic Readout Box

DVOM

Digital Volt-Ohmmeter

"E"

EACV

Electric Air Control Valve

EATX

Electronic Automatic Transaxle

EBCM

Electronic Brake Control Module

EBL

Electronic Back Light

ECM

Engine Control Module

ECT

Engine Coolant Temperature Sensor

EDIS

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

Electronic Distributorless Ignition System

EEC

Electronic Engine Control

EECS

Evaporative Emission Control System

EEPROM

Electronically Erasable PROM

EFE

Early Fuel Evaporation

EGO

Exhaust Gas Oxygen Sensor

EGR

Exhaust Gas Recirculation

ESA

Electronic Spark Advance

ESC

Electronic Spark Control

EST

Electronic Spark Timing

EVAP

Fuel Evaporative System

EVIC

Electronic Vehicle Information Center

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

EVP

EGR Valve Position Sensor

Exc.

Except

"F"

° F

Fahrenheit (Degrees)

F/B

Fuse Block

Fed.

Federal

FI

Fuel Injection

FICU

Fuel Injection Control Unit

FIPL

Fuel Injector Pump Lever

FPR-VSV

Fuel Pressure Regulator Vacuum Switching Valve

Ft. Lbs.

Foot Pounds

FWD

Front Wheel Drive

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

"G"

g

grams

Gals.

gallons

GND or GRND

Ground

"H"

HAC

High Altitude Compensation

HC

Hydrocarbons

H/D

Heavy Duty

HO2S

Heated Exhaust Gas Oxygen Sensor

Hg

Mercury

Hgt.

Height

HLDT

Headlight

HO

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

High Output

HO2S

Heated Oxygen Sensor

HP

High Performance

HSC

High Swirl Combustion

HSO

High Specific Output

HTR

Heater

Hz

Hertz (Cycles Per Second)

"I"

IAC

Idle Air Control

IACV

Idle Air Control Valve

IAT

Intake Air Temperature

IC

Integrated Circuit

ID

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

Identification

I.D.

Inside Diameter

Ign.

Ignition

IMRC

Intake Manifold Runner Control

In.

Inches

INCH Lbs.

Inch Pounds

in. Hg

Inches of Mercury

Inj.

Injector

IP

Instrument Panel

ISC

Idle Speed Control

IVSV

Idle Vacuum Switching Valve

"J"

J/B

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

Junction Block

"K"

KAPWR

Keep Alive Power

k/ohms

kilo-ohms (1000 ohms)

kg

Kilograms (weight)

kg/cm²

Kilograms Per Square Centimeter

KM/H

Kilometers Per Hour

KOEO

Key On, Engine Off

KOER

Key On, Engine Running

KS

Knock Sensor

kW

Kilowatt

kV

Kilovolt

"L"

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

L

Liter

lbs. (Lbs. when used in table)

Pounds

LCD

Liquid Crystal Display

L/D

Light Duty

LDP

Leak Detection Pump (Part of EVAP system.)

LED

Light Emitting Diode

LH

Left Hand

"M"

mA

Milliamps

MA or MAF

Mass Airflow

MAFS

Mass Airflow Sensor

MAP

Manifold Absolute Pressure

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

MAT

Manifold Air Temperature

Mem.

Memory

MEM-CAL

Memory Calibration Chip

mfd.

Microfarads

MFI

Multiport Fuel Injection

MIL

Malfunction Indicator Light

MPI

Multi-Point (Fuel) Injection

mm

Millimeters

MPH

Miles Per Hour

mV

Millivolts

"N"

NA

Not Available

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

NCA

No Color Available

NGS

New Generation Star

N.m

Newton Meter

No.

Number

Nos.

Numbers

NOx

Oxides of Nitrogen

"O"

O₂

Oxygen

OBD

On-Board Diagnostics

OC

Oxidation Catalyst

OD

Overdrive

O.D.

Outside Diameter

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

OHC

Overhead Camshaft

OSS

Output Speed Sensor

O/S

Oversize

oz.

Ounce

ozs.

Ounces

"P"

"P"

Park

P/C

Printed Circuit

PCM

Powertrain Control Module

PCS

Purge Control Solenoid

PC-SOL

Purge Control Solenoid

PCV

Positive Crankcase Ventilation

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

PFI

Port Fuel Injection

PGM-FI

Programmed Fuel Injection

PID

Parameter Identification

PIP

Profile Ignition Pick-up

PNP

Park Neutral Position Switch

P/N

Park/Neutral

PRNDL

Park Reverse Neutral Drive Low

PROM

Programmable Read-Only Memory

psi

Pounds Per Square Inch

P/S

Power Steering

PSPS

Power Steering Pressure Switch

PTC

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

Positive Temperature Coefficient

PTO

Power Take-Off

Pts.

Pints

Pwr.

Power

"Q"

Qts.

Quarts

"R"

RABS

Rear Anti-Lock Brake System

RECIRC

Recirculation

RH

Right Hand

RPM

Revolutions Per Minute

RWAL

Rear Wheel Anti-Lock Brake

RWD

Rear Wheel Drive

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

"S"

SBC

Single Bed Converter

SBEC

Single Board Engine Controller

SES

Service Engine Soon

SFI

Sequential (Port) Fuel Injection

SIL

Shift Indicator Light

SIR

Supplemental Inflatable Restraint

SOHC

Single Overhead Cam

SOL or Sol.

Solenoid

SPFI

Sequential Port Fuel Injection

SPK

Spark Control

SPOUT

Spark Output

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

SRI

Service Reminder Indicator

SRS

Supplemental Restraint System (Air Bag)

STAR

Self-Test Automatic Readout

STO

Self-Test Output

SUB-O₂

Sub Oxygen Sensor

Sw.

Switch

Sys.

System

"T"

TAB

Thermactor Air By-Pass

TAC

Throttle Actuator Module

TAD

Thermactor Air Diverter

TBC

Body Control Module

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

TBI

Throttle Body Injection

TCC

Torque Converter Clutch

TDC

Top Dead Center

Temp.

Temperature

TFI

Thick Film Ignition

THERMAC

Thermostatic Air Cleaner

TPM

Tire Pressure Monitor

TPMS

Tire Pressure Monitor System

TPS

Throttle Position Sensor/Switch

TS

Temperature Sensor

TV

Thermovalve

TWC

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

Three-Way Catalyst

"V"

V

Valve

Vac.

Vacuum

VAF

Vane Airflow

VAPS

Variable Assist Power Steering

VCC

Viscous Converter Clutch

VCRM

Variable Control Relay Module

VIN

Vehicle Identification Number

VM

Vacuum Modulator

Volt.

Voltage

VOM

Volt-Ohmmeter (Analog)

VRV

2005 Audi A4 Quattro

GENERAL INFORMATION Commonly Used Abbreviations

Vacuum Regulator Valve

VSS

Vehicle Speed Sensor

VSV

Vacuum Switching Valve

"W"

W/

With

W/O

Without

WAC

Wide Open Throttle A/C Switch

WOT

Wide Open Throttle

GENERAL INFORMATION

Audi - 1984-10

EGR WARNING LIGHT

On models equipped with EGR warning light, warning light will come on every 15,000 miles. After EGR system has been checked, and any faults have been corrected, reset mileage counter. See **Fig. 1**.

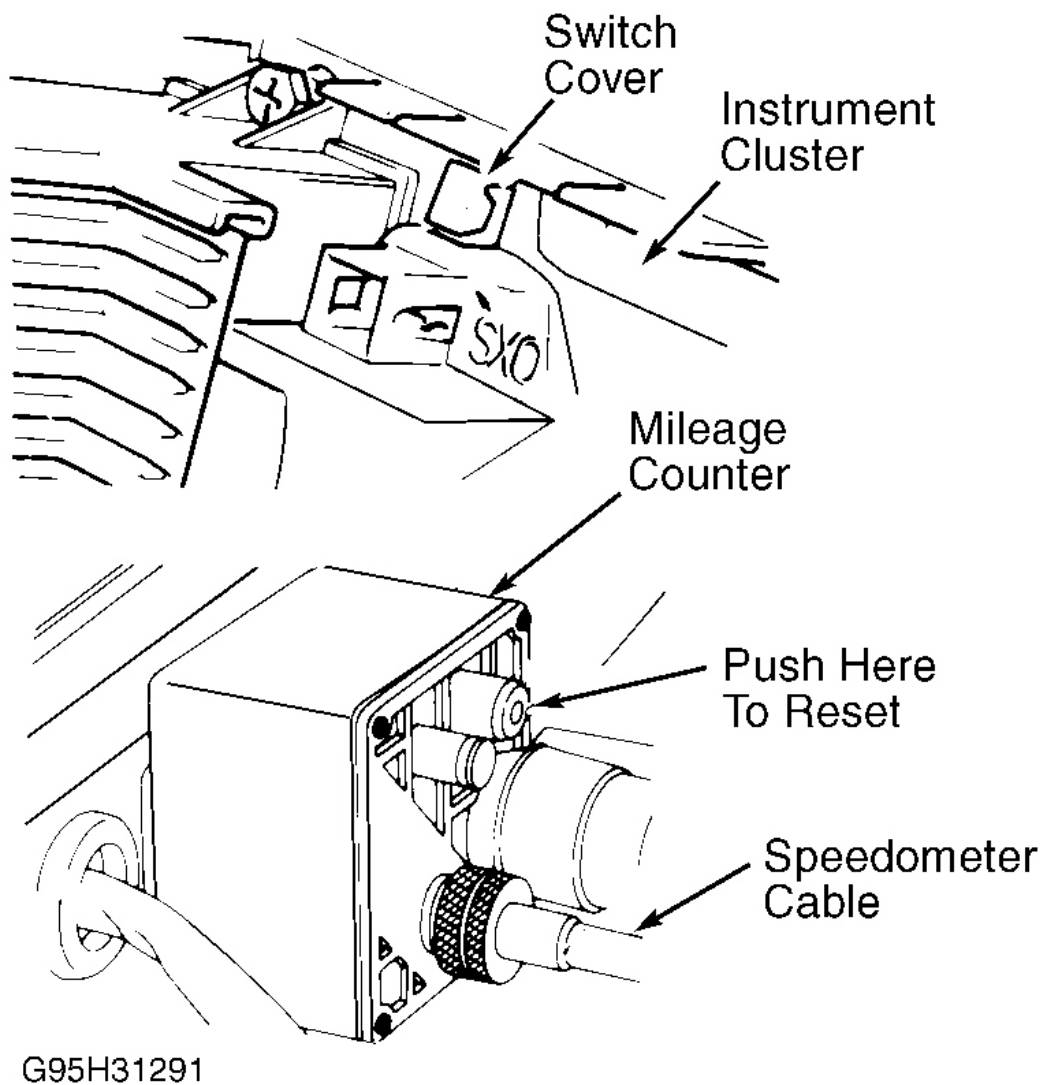


Fig. 1: Resetting Maintenance Reminder Light Mileage Counter
Courtesy of AUDI OF AMERICA, INC.

OXYGEN SENSOR WARNING LIGHT

NOTE: To determine appropriate reset procedure, refer to **OXYGEN SENSOR WARNING LIGHT RESET PROCEDURE INDEX**. Only vehicles listed in this index have an OXYGEN SENSOR warning light.

NOTE: The O2S counter on Coupe GT models with electronic dash is solid state circuitry and cannot be reset. At 30,000 miles, replace oxygen sensor, remove and discard warning light bulb from cluster.

OXYGEN SENSOR WARNING LIGHT RESET PROCEDURE INDEX

Model & Year	Reset Procedure
100/200 Turbo	
1989	<u>OXYGEN SENSOR WARNING LIGHT RESET - PROCEDURE 2</u>
4000	
1984-88	<u>OXYGEN SENSOR WARNING LIGHT RESET - PROCEDURE 1</u>
5000 Non-Turbo	
1984-88	<u>OXYGEN SENSOR WARNING LIGHT RESET - PROCEDURE 1</u>
5000S	
1984-88	<u>OXYGEN SENSOR WARNING LIGHT RESET - PROCEDURE 1</u>
5000 Turbo	
1984-88	<u>OXYGEN SENSOR WARNING LIGHT RESET - PROCEDURE 2</u>

OXYGEN SENSOR WARNING LIGHT RESET - PROCEDURE 1

Every 30,000 miles an oxygen sensor service reminder light in dash will illuminate. This indicates emissions system should be checked and oxygen sensor should be replaced.

- To reset counter, remove 2 upper and/or 2 lower instrument cluster cover screws.
- Pull cover toward steering wheel.
- Lift upper instrument cluster cover off of cluster.
- Break off square plastic switch cover at top center near imprinted OXS. See **Fig. 1**.
- Using a screwdriver, push switch to reset light. On some models, remove instrument cluster if necessary to access switch.
- To turn off reminder light on all models except Coupe GT with electronic dash:
 - Trace speedometer cable to reset box (in-line with cable). See **Fig. 1**.
 - Press White button on box. Turn ignition on, and ensure indicator is out.

OXYGEN SENSOR WARNING LIGHT RESET - PROCEDURE 2

Every 60,000 miles an oxygen sensor service reminder light in dash will illuminate. This indicates emissions system should be checked and oxygen sensor should be replaced.

1. To reset counter, lift rear seat and push button marked OXS on reset box.
2. Turn ignition on, and ensure indicator is out.
3. To turn off reminder light on all models except Coupe GT with electronic dash:
 - Trace speedometer cable to reset box (in-line with cable). See **Fig. 1**.
 - Press White button on box. Turn ignition on, and ensure indicator is out.

SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY

NOTE: To determine appropriate reset procedure, refer to **SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET PROCEDURE INDEX**. Only vehicles listed in this index have a service reminder indicator or a service interval display.

NOTE: DO NOT reset display between required service intervals, otherwise service interval will be incorrect. Service display information will remain intact even when battery is disconnected.

SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET PROCEDURE INDEX

Model & Year	Reset Procedure
100	
1992-94	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 1</u>
ALLROAD	
2001-05	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 2</u>
A3	
2006-10	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 6</u>
A4	
1996-97	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 1</u>
1998-2001	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 2</u>
2002-05	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 4</u>
2006-09	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 6</u>
2010	<u>SERVICE REMINDER INDICATOR/SERVICE</u>

2005 Audi A4 Quattro

GENERAL INFORMATION Audi - 1984-10

	<u>INTERVAL DISPLAY RESET - PROCEDURE 7</u>
A4 Cabriolet	
2003-05	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 4</u>
A5	
2009	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 6</u>
2010	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 7</u>
A6	
1995-97	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 1</u>
1998-2004	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 3</u>
2005-06	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 1</u>
2010	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 7</u>
A6 Avant Quattro	
1999-2005	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 3</u>
A8	
1997-2009	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 1</u>
Q5	
2009-10	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 7</u>
Q7	
2010	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 7</u>
RS4	
2007-08	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 6</u>
RS6	
2003	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 3</u>
S2 Avant	
2002-03	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 2</u>
S4	
1992-94	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 1</u>
2000-03	<u>SERVICE REMINDER INDICATOR/SERVICE</u>

2005 Audi A4 Quattro

GENERAL INFORMATION Audi - 1984-10

	<u>INTERVAL DISPLAY RESET - PROCEDURE 2</u>
2004-05	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 4</u>
2006-09	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 6</u>
2010	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 7</u>
S5	
2009	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 6</u>
2010	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 7</u>
S6	
1995	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 1</u>
2010	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 7</u>
S8	
2002-09	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 1</u>
TT	
2002-06	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 5</u>
2007-09	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 6</u>
2010	<u>SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 7</u>

SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 1

NOTE: Factory scan tool, VAG 1551/1552 or VAS 5051, is required to reset service reminder indicator.

SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 2

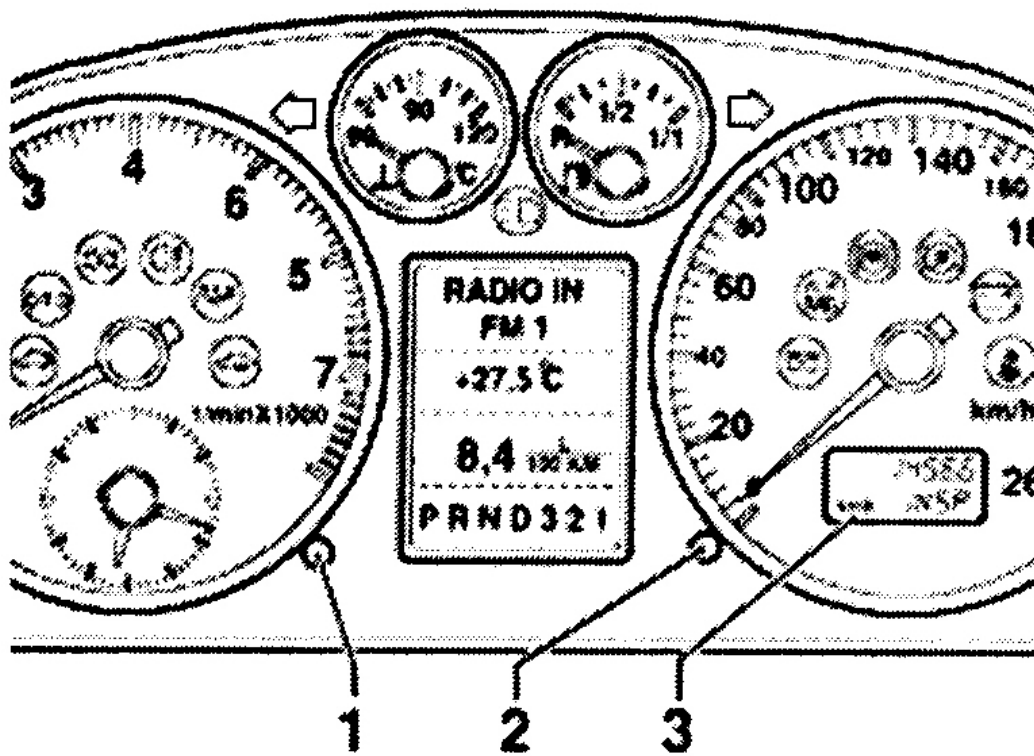
1. Switch ignition off.
2. Press trip recorder reset button (2) on instrument cluster and at same time switch ignition on. See **Fig. 2**. Trip recorder display (3) will read "service OIL".
3. Release button.

NOTE: Depending on make of instrument cluster, display on trip recorder will either continue to read "service OIL" (Nippon Seiki) or change to "- - -" (VDO).

4. Pull clock adjuster button (1) on instrument cluster and hold for approximately 2 seconds. This resets "service OIL" display.
5. Press trip recorder reset button again to advance to next type of service.
6. Release button. Trip recorder display will read "service INSP".

NOTE: Depending on the make of the instrument cluster, the display on the trip recorder will either continue to read "service INSP" (Nippon Seiki) or change to " - - -" (VDO).

7. Pull clock adjuster button on instrument cluster and hold for approximately 2 seconds. This resets "service INSP" display.
8. Switch ignition off.



G00295719

Fig. 2: Identifying SRI Reset Button (1998-2001 A4)

Courtesy of AUDI OF AMERICA, INC.

SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 3

Factory scan tool, VAG 1551, can be used to reset SRI or perform the following:

1. Turn ignition off.
2. Press reset button for trip recorder (2) in instrument cluster and switch ignition on at same time. See **Fig. 2**. "Service OIL" will appear on trip recorder display (3).
3. Pull out clock adjuster knob(1) in instrument cluster and hold in position until message "Service OIL" is cancelled. Trip recorder display will now read "Service - - -".
4. Press trip recorder reset button again to call up next service message. The message "Service INSP" will appear on trip recorder display.
5. Pull out clock adjuster knob in instrument cluster and hold in position until message "Service INSP" is cancelled. Trip recorder display will now read "Service - - -".
6. Turn ignition off.

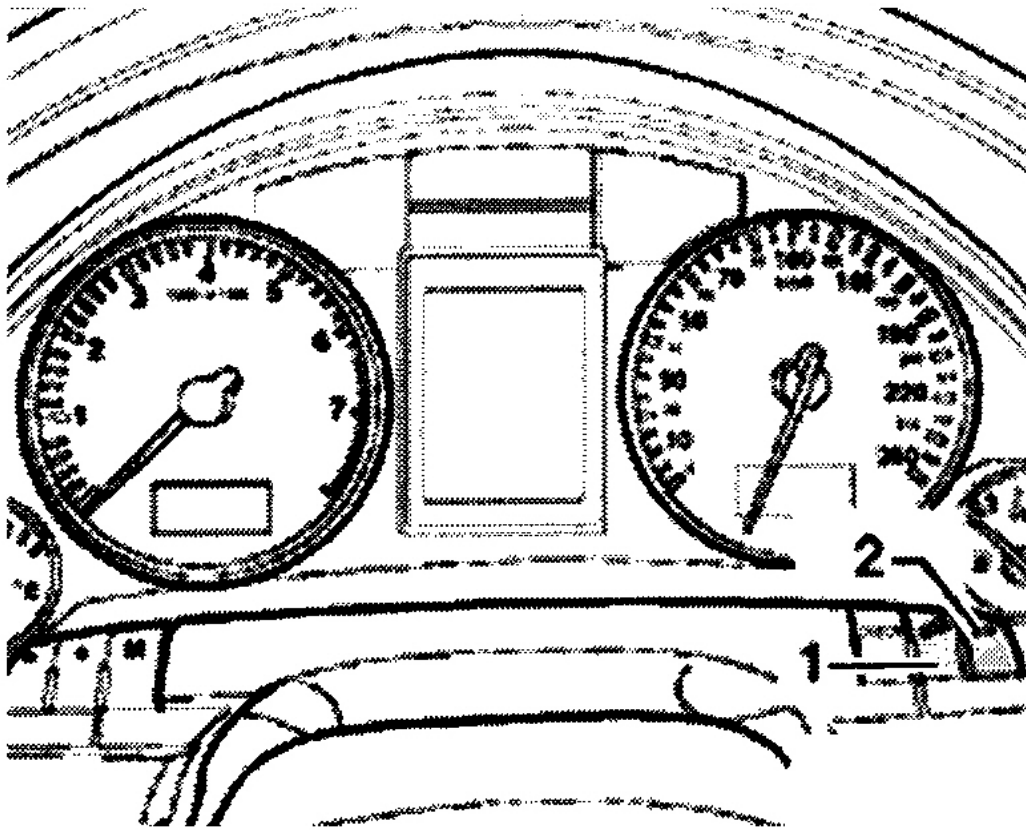
SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 4

To display remaining distance to service, with ignition on, press button (marked with wrench symbol) on right side of instrument cluster. A function test can be performed with the engine idling or when vehicle speed has reached at least 3 MPH. If there is a priority 1 malfunction (Red symbol), distance remaining will not display. Distance remaining will be updated every 310 miles.

On a new vehicles or immediately after a service has been performed, a "SERVICE IN ---- MI (KM) --- DAYS" message will be displayed for the first 310 miles. As soon as less than 1200 miles of driving are left before the next service is due, a "SERVICE IN 1,200 MI (2,000 KM) --- DAYS" message will be displayed when ignition switch is turned to ON position. The display will return to normal after 5 seconds. If service is due immediately, a "SERVICE!" message will be displayed when ignition switch is turned to ON position. Display will return to normal after 5 seconds. To reset interval display after performing required service, perform the following:

NOTE: Service reminder can be reset manually or by using VAS 5051 factory scan tool. If resetting without VAS 5051, the service is automatically set to a fixed interval 9942 miles (16 000 km).

1. Turn ignition off.
2. Press button (1) on right side of instrument cluster and turn ignition switch to ON position. See **Fig. 3**. Either "SERVICE IN ---- MI (KM)" or "SERVICE!" message will be displayed.
3. Press reset button (2) on right side of instrument cluster until the following message "SERVICE IN ---- MILES --- DAYS" and "SERVICE!" is displayed. Display will return to normal after 5 seconds.



G00295718

Fig. 3: Identifying SRI Reset Button

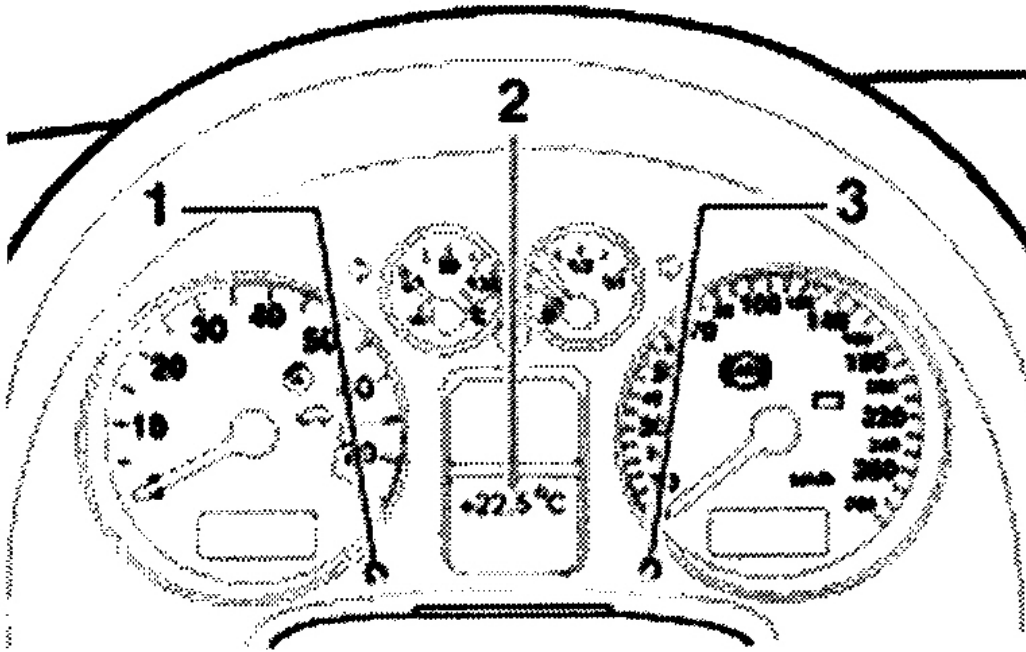
Courtesy of AUDI OF AMERICA, INC.

SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 5

To display remaining distance to service, turn ignition on. Press button on left side of instrument cluster display (lower right side of tachometer). A system function test can be performed with the engine idling or when vehicle speed has reached at least 3 MPH. If there is a priority "1" malfunction (Red symbol), distance remaining will not display. If service is needed soon, "SERVICE IN 1200 MLS" will be displayed. If service is now due, "SERVICE!" will appear. The display will return to normal after 5 seconds. To reset interval display after performing required service:

1. Turn ignition off.
2. Turn ignition on while pressing trip recorder reset button (3). See **Fig. 4**. "SERVICE!" will appear in the display (2).
3. Press button on left side of instrument cluster display (1) until "SERVICE!" is cleared from the display.

Display should now show next service event required. If there is a defect in the instrument cluster, dEF will appear in the trip odometer display area continuously. Vehicle must be serviced.



G00295717

Fig. 4: Identifying SRI Reset Button (TT)
 Courtesy of AUDI OF AMERICA, INC.

SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 6

1. Turn ignition on. A wrench symbol appears on instrument cluster display (odometer area).
2. Pull knob (trip odometer reset) located on bottom of speedometer to activate reset mode.
3. Pull knob out again until display "SERVICE IN - - - MILES" or "SERVICE" appears in the display. If reset button is not pushed within 5 seconds, the display reset mode closes and will not reset counter

SERVICE REMINDER INDICATOR/SERVICE INTERVAL DISPLAY RESET - PROCEDURE 7

To reset service reminder: Using CAR button on radio, select "Service interval display", then select "Reset oil change interval".

TIRE PRESSURE MONITOR SYSTEM (TPMS)

2005 Audi A4 Quattro

GENERAL INFORMATION Audi - 1984-10

NOTE: To determine appropriate TPMS reset procedure, refer to STORING TIRE INFLATION PRESSURES INDEX. Only vehicles listed in this index have a TPMS display or a reset procedure.

NOTE: In order for the tire pressure monitoring system to work, the specified pressures (provided on tire pressure label) must be reprogrammed after every change in air pressure.

NOTE: Whenever tire pressure is adjusted (i.e., when readjusting tire pressure for a load condition), or after every wheel change, the adjusted pressure has to be stored again. See appropriate STORING TIRE INFLATION PRESSURES procedure.

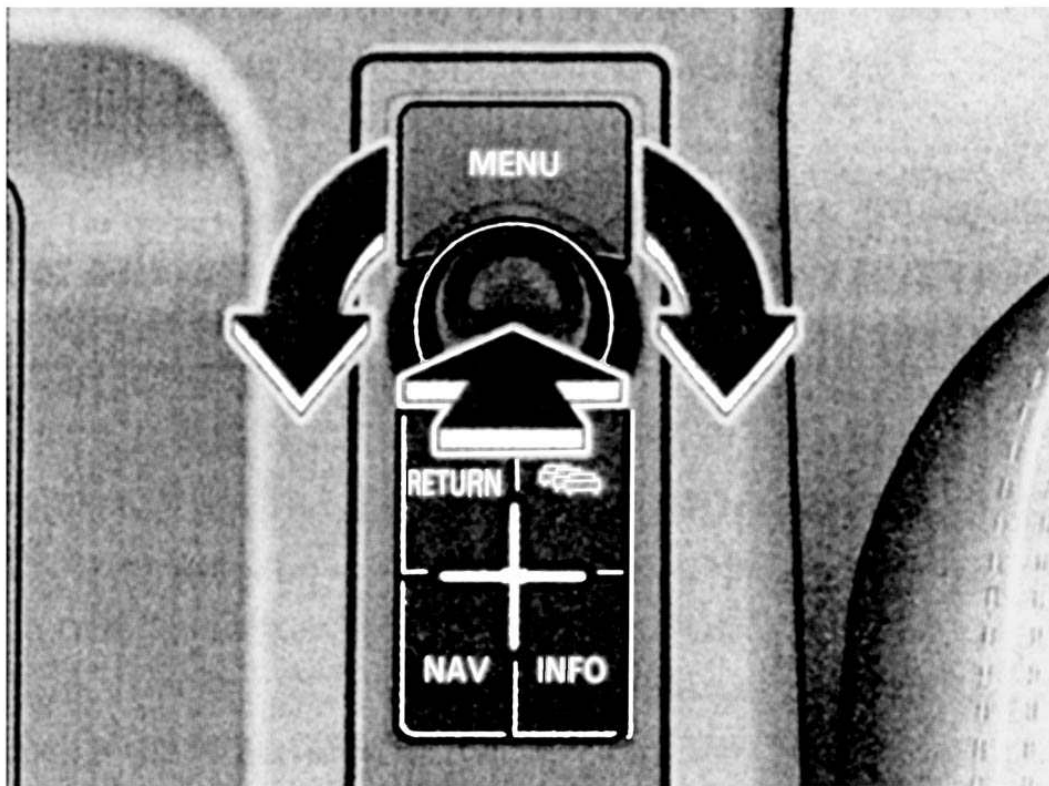
STORING TIRE INFLATION PRESSURES INDEX

Model & Year	Reset Procedure
ALLROAD	
2005	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 3</u>
A3	
2006-07	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 4</u>
2008-10	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 8</u>
A4	
2005	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 1</u>
2006-08	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 5</u>
2009-10	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 2</u>
A5	
2008	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 6</u>
2009-10	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 2</u>
A6	
2005-10	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 2</u>
A8	
2005-10	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 2</u>
Q5	
2009-10	<u>STORING TIRE INFLATION PRESSURES -</u>

	<u>PROCEDURE 2</u>
Q7	
2007-10	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 2</u>
RS4	
2007	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 5</u>
R8	
2008	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 7</u>
S4	
2005	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 1</u>
2006-09	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 5</u>
2010	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 2</u>
S5	
2008	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 6</u>
2009-10	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 2</u>
S6	
2007-10	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 2</u>
S8	
2007-09	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 2</u>
TT	
2008-10	<u>STORING TIRE INFLATION PRESSURES - PROCEDURE 8</u>

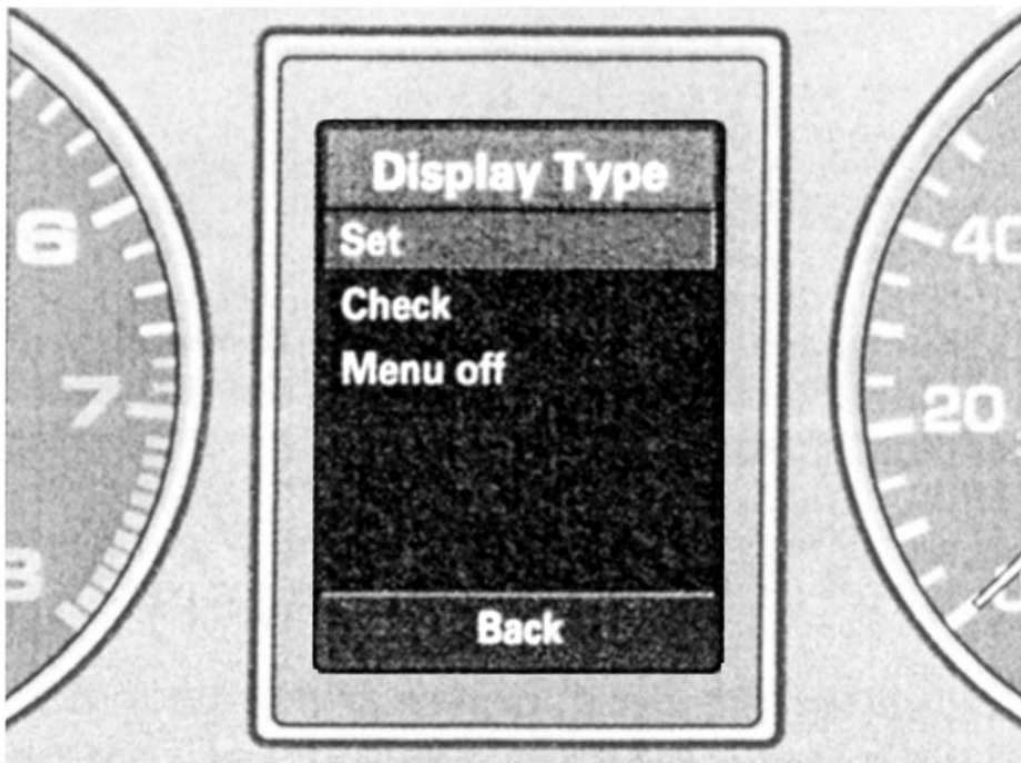
STORING TIRE INFLATION PRESSURES - PROCEDURE 1

1. Ensure air pressure in all tires (including spare tire) is properly adjusted to specification.
2. On the center instrument cluster display, press the MENU button. See **Fig. 5**.
3. Push the turn-switch to select "SET" option. See **Fig. 6**.
4. Turn the switch to scroll to "TYRE PRESSURE", then push switch. See **Fig. 7**.
5. Push the switch again to select "STORE PRESSURES". See **Fig. 8**. After the tire pressures have been saved, the system will measure the actual pressures once again, and then save these as the new pressures.



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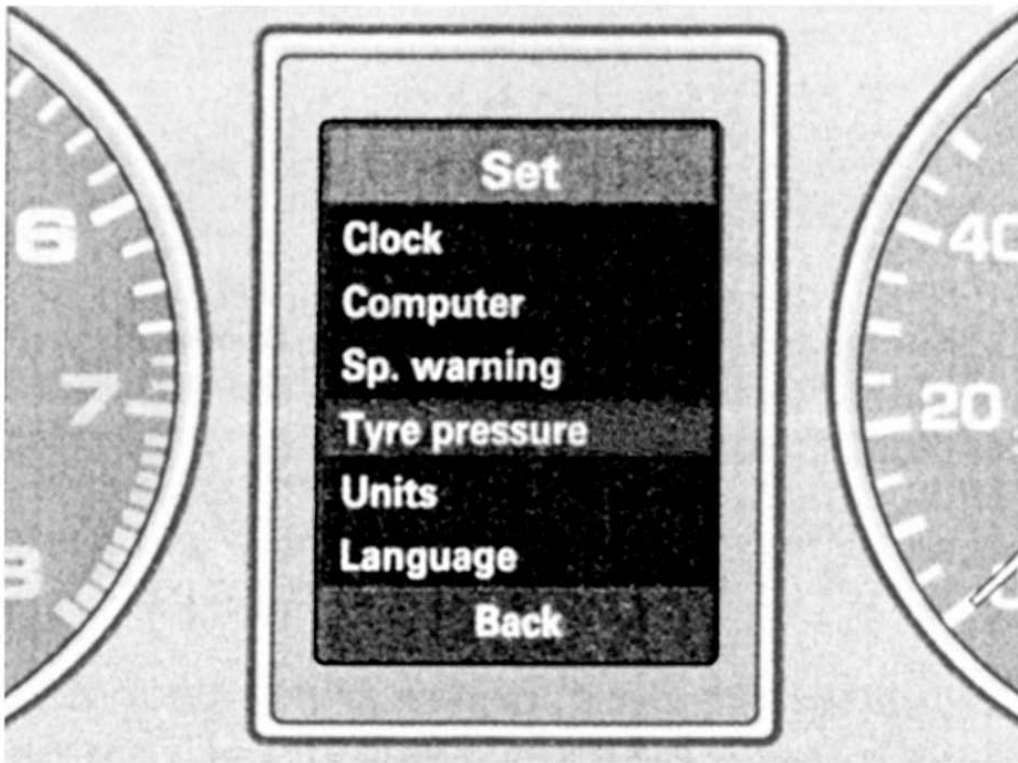
Fig. 5: Identifying Tire Pressure Menu
Courtesy of AUDI OF AMERICA, INC.



G00225461

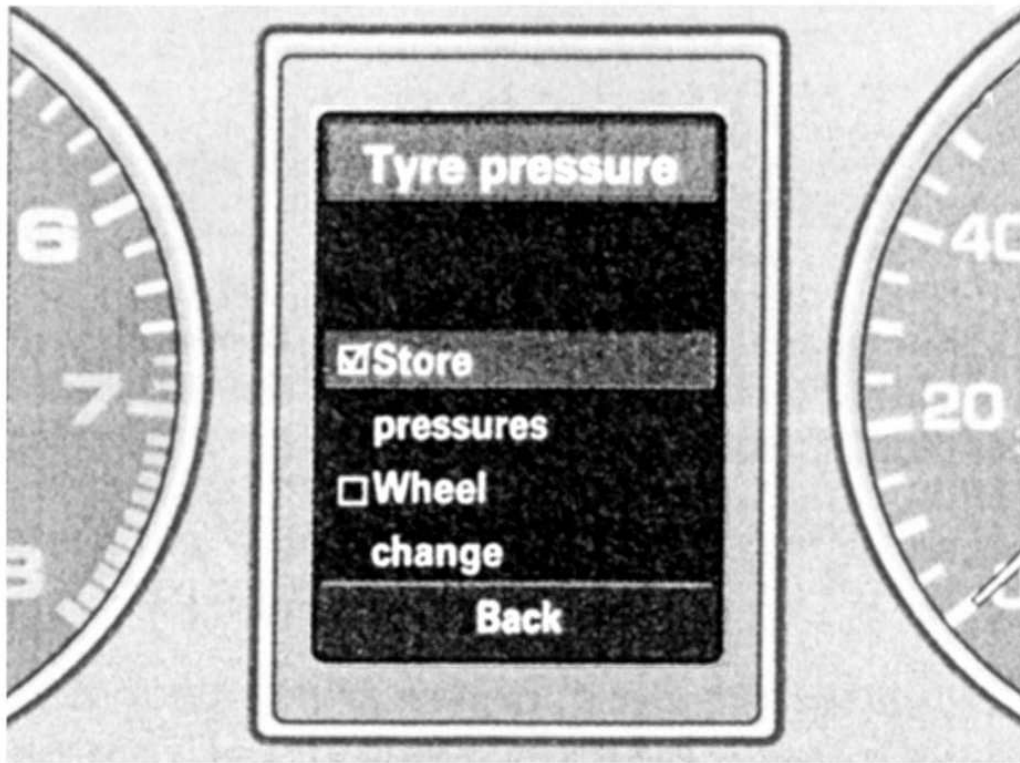
Fig. 6: Identifying Starting Menu

Courtesy of AUDI OF AMERICA, INC.



G00225462

Fig. 7: Storing Tire Pressure (1 Of 2)
Courtesy of AUDI OF AMERICA, INC.

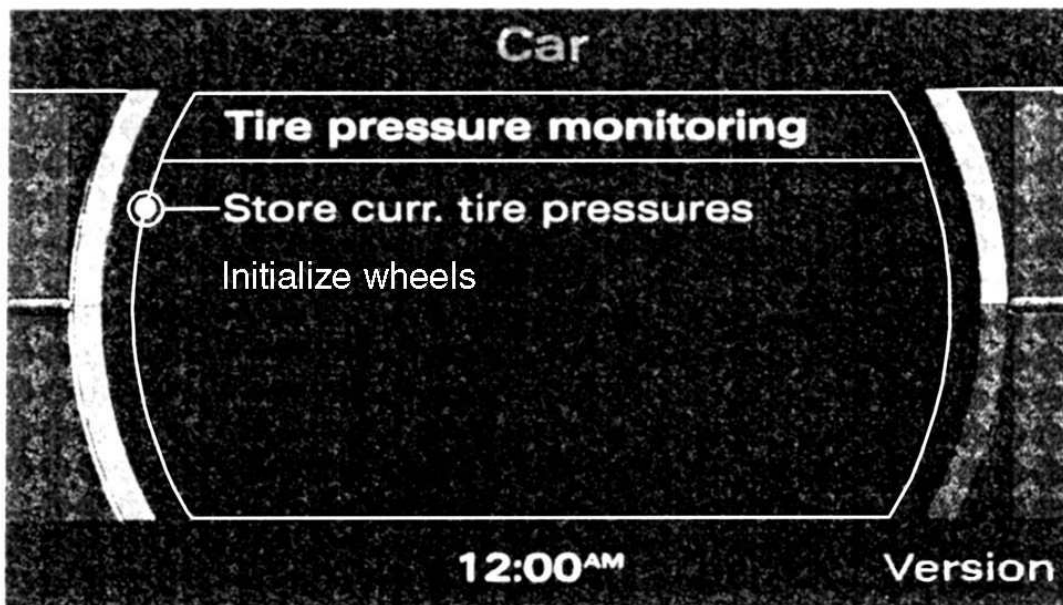


G00225463

Fig. 8: Storing Tire Pressure (2 Of 2)
Courtesy of AUDI OF AMERICA, INC.

STORING TIRE INFLATION PRESSURES - PROCEDURE 2

1. Ensure air pressure in all tires is properly adjusted to specification.
2. On the center instrument cluster display, press the CAR function button. See **Fig. 9**.
3. Select "TIRE PRESSURE MONITORING".
4. Select "STORE CURR. TIRE PRESSURES".



G00225470

Fig. 9: Identifying Tire Pressure Monitoring Display
 Courtesy of AUDI OF AMERICA, INC.

STORING TIRE INFLATION PRESSURES - PROCEDURE 3

NOTE: In order for the tire pressure monitoring system to work, the specified pressures (provided on tire pressure label located on driver's side door pillar) must be reprogrammed after every change in air pressure or after every wheel change.

1. Turn ignition switch to ON position.
2. Press the MENU button to open the start menu.
3. Move the selection arrow to "SET" by rotating the turn/push knob.
4. Press the turn/push knob. The settings menu will appear.
5. Move the selection arrow to "TIRE PRESSURE" by rotating the turn/push knob.
6. Press the turn/push knob. The sub-menu TIRE PRESSURE will appear.
7. Move the selection arrow to "STORE PRESSURES!". See **Fig. 10**. When this is initiated, the system automatically starts the learning procedure.

NOTE: The learning procedure is launched by storing the air pressures. It takes several minutes while you are driving. The system will learn the tire pressures set on the vehicle, and will check to see if any tires were changed. During the learning phase, the system is operable, but will only issue a warning when the pressure in one or more tires (including the spare) deviates from the specified pressure by more than 6 psi (41 kPa). If this occurs, the Red tire warning symbol and "CHECK TIRE PRESSURE"

message will appear.

NOTE: If a tire symbol with a slash through it appears in the display at the end of a learning phase, it means that the system cannot recognize which wheels are mounted on the vehicle. This may be because one or more wheels were mounted lacking a wheel sensor.

NOTE: During the learning phase, if the system determines that there is a difference of more than 6 psi (41 kPa) between the air pressures on one axle, a message will be displayed showing both affected wheels.

8. Press the turn/push knob. A check mark will appear. The system reports that the store request was saved with "THE CURRENT TIRE PRESSURES WILL BE SAVED".
9. Move the selection arrow to "BACK".
10. Press the turn/push knob to leave the tire pressure menu.



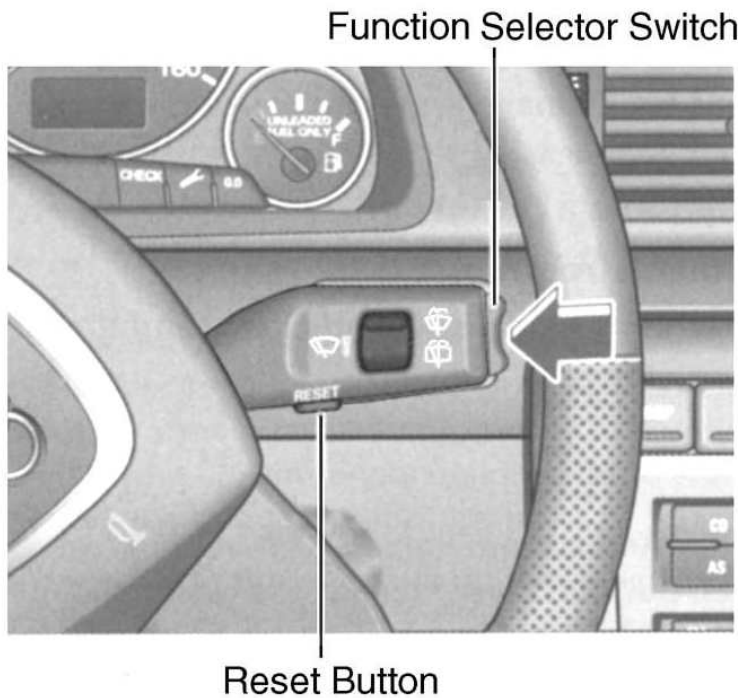
Fig. 10: Identifying Tire Pressure Menu
Courtesy of AUDI OF AMERICA, INC.

STORING TIRE INFLATION PRESSURES - PROCEDURE 4

With vehicle stationary and ignition switch turned to ON position, press and hold TPMS and ESP/ASR buttons until a signal sounds. No further calibration (tire pressure re-adaptation) is required after basic calibration.

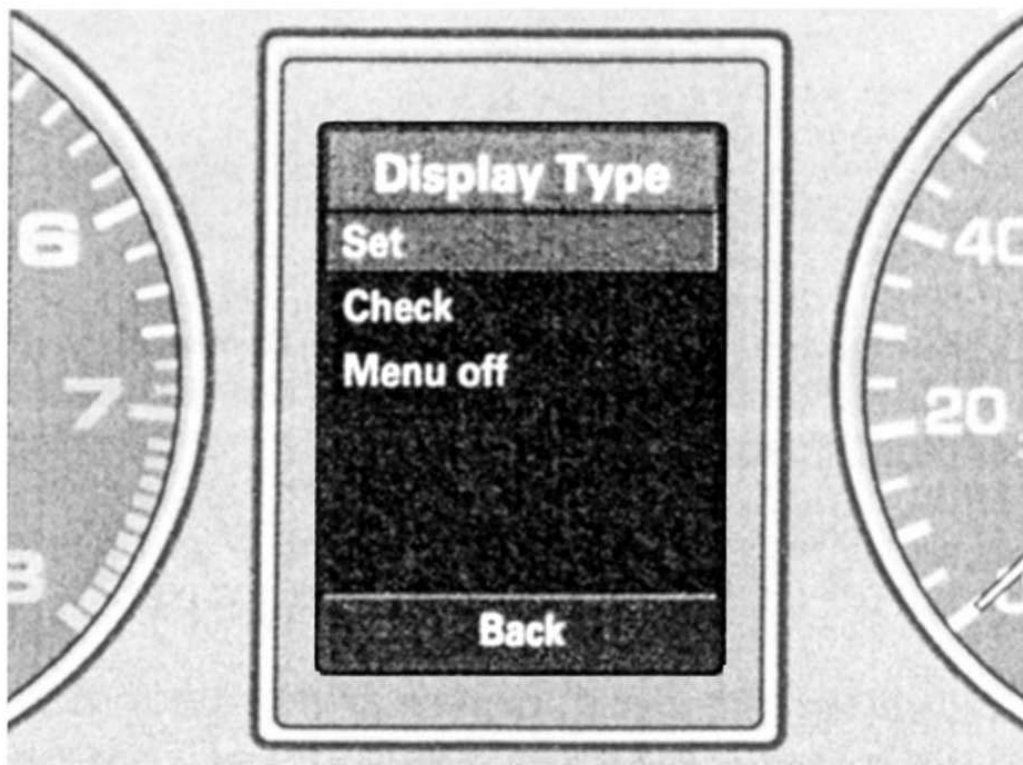
STORING TIRE INFLATION PRESSURES - PROCEDURE 5

1. Ensure air pressure in all tires (including spare tire) is properly adjusted to specification.
2. Push RESET button until "DISPLAY TYPE" menu is shown. See **Fig. 11** & **Fig. 12**.
3. Push in the upper (lower) protrusion on the function selector switch to select the "SET" option.
4. Push RESET button.
5. Push in the upper (lower) protrusion on the function selector switch to select "TYRE PRESSURE" option. See **Fig. 13**.
6. Push RESET button.
7. Push in the upper (lower) protrusion on the function selector switch to select "STORE PRESSURES" option. See **Fig. 14**.
8. After the tire pressures have been saved, the system will measure the actual pressures once again, and then save these as the new pressures.



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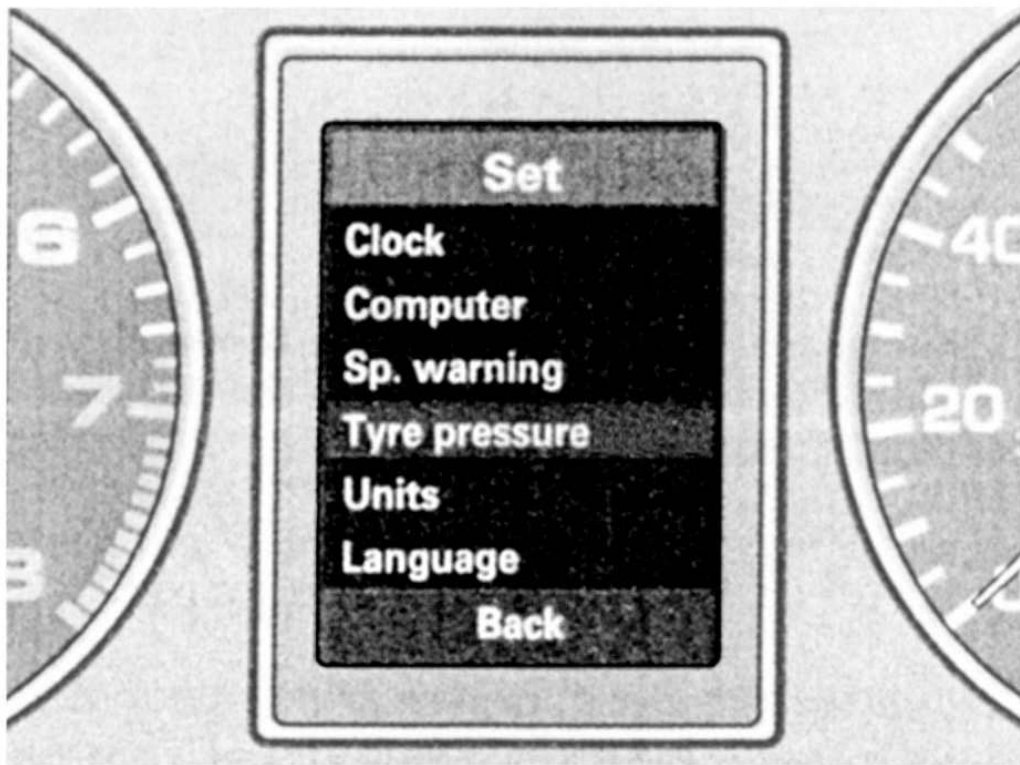
Fig. 11: Identifying TPM System Function Controls
Courtesy of AUDI OF AMERICA, INC.



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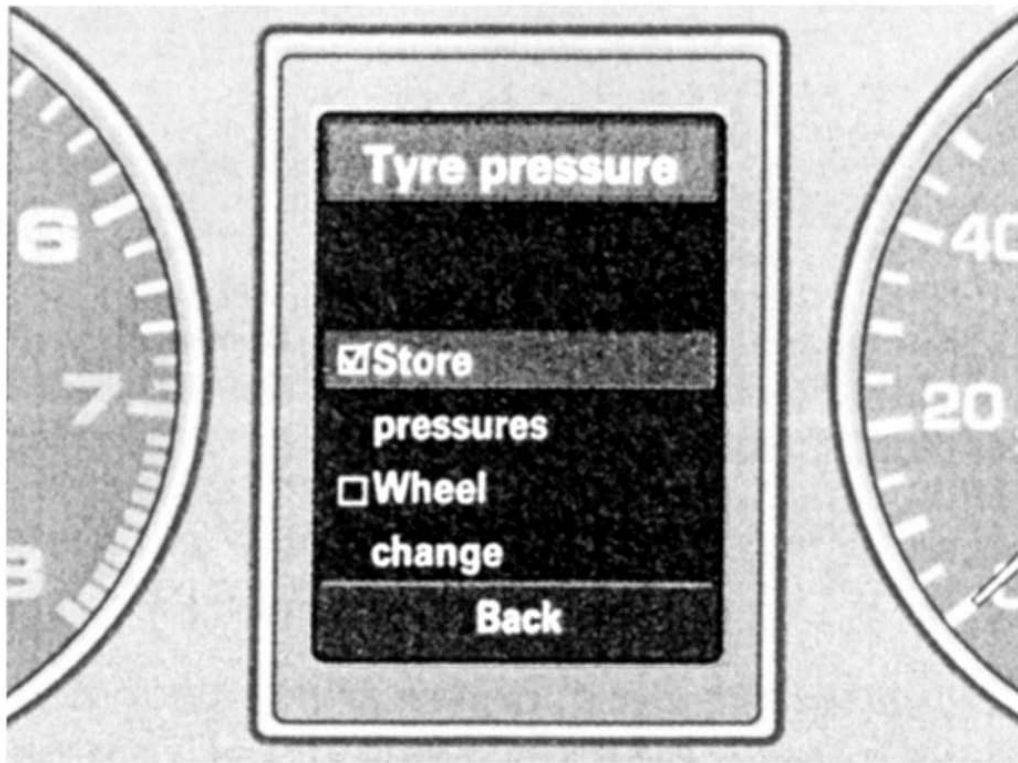
Fig. 12: Identifying Starting Menu

Courtesy of AUDI OF AMERICA, INC.



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Fig. 13: Storing Tire Pressure (1 Of 2)
Courtesy of AUDI OF AMERICA, INC.



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Fig. 14: Storing Tire Pressure (2 Of 2)
Courtesy of AUDI OF AMERICA, INC.

STORING TIRE INFLATION PRESSURES - PROCEDURE 6

NOTE: The correct saving of the specified values is a basic requirement for accurate tire pressure monitoring.

1. Adjust air pressure in all tires to specifications (provided on tire pressure label located inside fuel filler door or B pillar).
2. Turn ignition ON.
3. Select "CAR", "SYSTEMS", "TIRE PRESSURES MONITORING".
4. Press the multimedia control button on the center console when in the Tire Pressure Monitoring menu. See [Fig. 15](#).
5. The saving takes place while driving.



Multimedia Control Head Button

Fig. 15: Identifying Multimedia Control Head Button

Courtesy of AUDI OF AMERICA, INC

STORING TIRE INFLATION PRESSURES - PROCEDURE 7

NOTE: The correct saving of the specified values is a basic requirement for accurate tire pressure monitoring.

CAUTION: Only use the VAS 5051B on this vehicle.

1. Adjust air pressure in all tires to specifications.
2. Connect Vehicle Diagnosis and Service System VAS 5051B with corresponding diagnostic cable to vehicle.
3. Turn ON Vehicle Diagnosis and Service System.
4. Vehicle Diagnosis and Service System is ready when it displays operating modes in the button fields.
5. Turn ignition ON.
6. Select "GUIDED FUNCTIONS" on screen.
7. Select "TIRE PRESSURE MONITORING SYSTEM J502", and then "CODING CONTROL MODULE".

8. Follow the on screen instructions.

STORING TIRE INFLATION PRESSURES - PROCEDURE 8

NOTE: **The correct saving of the specified values is a basic requirement for accurate tire pressure monitoring.**

1. Adjust air pressure in all tires to specifications (provided on tire pressure label located inside fuel filler door/B pillar).
2. Turn ignition ON.
3. Vehicle must be stationary.
4. Press the Tire Pressure Monitoring button on the center console switch strip for approximately 5 seconds or until a signal tone is heard and the Yellow malfunction light in the instrument cluster flashes several times, this confirms the calibration procedure.

GENERAL INFORMATION

Trouble Shooting - Basic Procedures

*** PLEASE READ THIS FIRST ***

NOTE: This is **GENERAL** information. This article is not intended to be specific to any unique situation or individual vehicle configuration. The purpose of this Trouble Shooting information is to provide a list of common causes to problem symptoms. For model-specific Trouble Shooting, refer to **SUBJECT**, **DIAGNOSTIC**, or **TESTING** articles available in the section(s) you are accessing.

ACCESSORIES & ELECTRICAL**CHARGING SYSTEM TROUBLE SHOOTING**

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BASIC CHARGING SYSTEM TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Vehicle Will Not Start	
Dead battery	Check battery cells, alternator belt tension and alternator output
Loose or corroded battery connections	Check all charging system connections
Ignition circuit or switch malfunction	Check and replace as necessary
Alternator Light Stays On With Engine Running	
Loose or worn alternator drive belt	Check alternator drive tension and condition, See Belt Adjustment in TUNE-UP article in the TUNE-UP section
Loose alternator wiring connections	Check all charging system connections

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Short in alternator light wiring	See Indicator Warning Lights in STANDARD INSTRUMENTS in the ACCESSORIES & EQUIPMENT section
Defective alternator stator or diodes	See Bench Tests in ALTERNATOR article
Defective regulator	See Regulator Check in ALTERNATOR article
Alternator Light Stays Off With Ignition Switch ON	
Blown fuse	See WIRING DIAGRAMS
Defective alternator	See Testing in ALTERNATOR article
Defective indicator light bulb or socket	See Indicator Warning Lights in STANDARD INSTRUMENTS in the ACCESSORIES & EQUIPMENT section
Alternator Light Stays OFF With Ignition Switch ON	
Short in alternator wiring	See On-Vehicle Tests in ALTERNATOR article
Defective rectifier bridge	See Bench Tests in ALTERNATOR article
Lights or Fuses Burn Out Frequently	
Defective alternator wiring	See On-Vehicle Tests in ALTERNATOR article
Defective regulator	See Regulator Check in ALTERNATOR article
Defective battery	Check and replace as necessary
Ammeter Gauge Shows Discharge	
Loose or worn drive belt	Check alternator drive belt tension and condition. See Belt Adjustment in TUNE-UP article in the TUNE-UP section
Defective wiring	Check all wires and wire connections
Defective alternator or regulator	See Bench Tests and On-Vehicle Tests in ALTERNATOR article
Defective ammeter, or improper ammeter wiring connection	See Testing in STANDARD INSTRUMENTS in the ACCESSORIES & EQUIPMENT section
Noisy Alternator	
Loose drive pulley	Tighten drive pulley attaching nut

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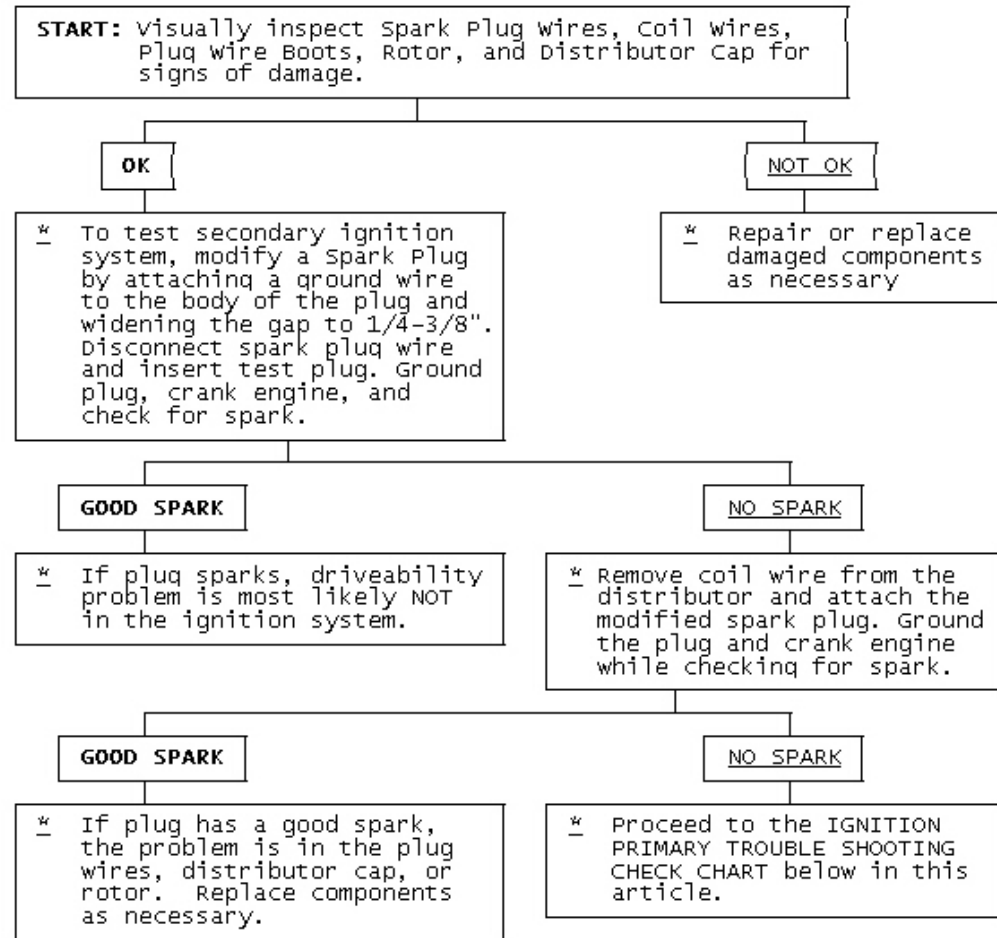
GENERAL INFORMATION Trouble Shooting - Basic Procedures

Loose mounting bolts	Tighten all alternator mounting bolts
Worn or dirty bearings	See Bearing Replacement ALTERNATOR article
Defective diodes or stator	See Bench Test in ALTERNATOR article
Battery Does Stay Charged	
Loose or worn drive belt	Check alternator drive belt tension and condition. See Belt Adjustment in appropriate TUNE-UP article in the TUNE-UP section
Loose or corroded battery connections	Check all charging system connections
Loose alternator connections	Check all charging system connections
Defective alternator or battery	See On-Vehicle Tests and Bench Tests in ALTERNATOR article
Add-on electrical accessories exceeding alternator capacity	Install larger alternator
Battery Overcharged-Uses Too Much Water	
Defective battery	Check alternator output and repair as necessary
Defective alternator	See On-Vehicle Test and Bench Tests in ALTERNATOR article
Excessive alternator voltage	Check alternator output and repair as necessary

IGNITION SYSTEM TROUBLE SHOOTING

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Ignition Secondary Trouble shooting Chart

**Fig. 1: Ignition Secondary Trouble Shooting Chart**

Ignition Primary Trouble Shooting Chart

START: visually inspect primary ignition wires for broken, frayed, split, or cut wires. Also check for loose, corroded, or disconnected connectors.

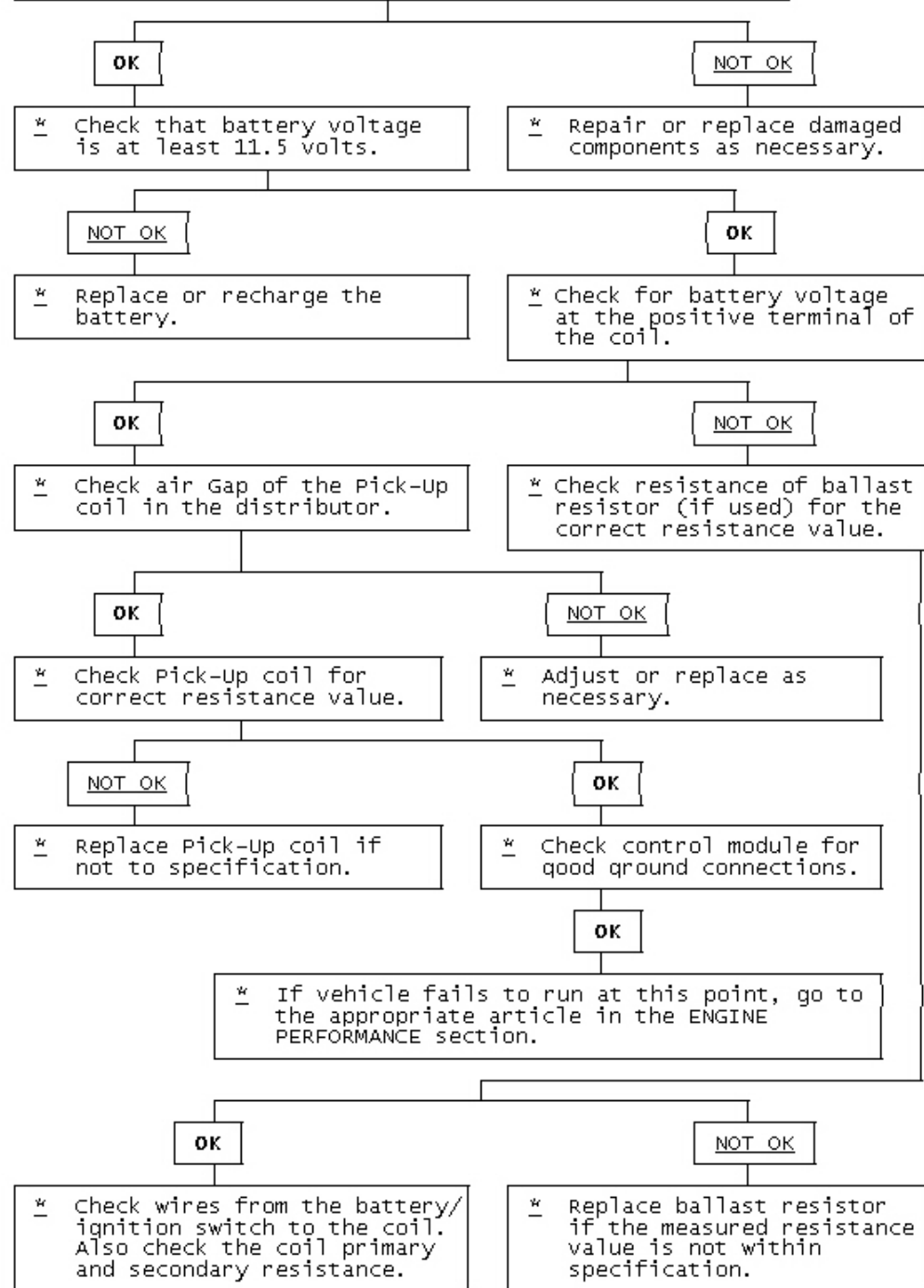


Fig. 2: Ignition Primary Trouble Shooting Chart**STARTER TROUBLE SHOOTING**

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BASIC STARTER TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Starter Fails to Operate	
Dead battery or bad connections between starter and battery	Check battery charge and all wires and connections to starter
Ignition switch faulty or misadjusted	Adjust or replace ignition switch
Open circuit between starter switch ignition terminal on starter relay	Check and repair wires and connections as necessary
Starter relay or starter defective	See Testing in STARTER article
Open solenoid pull-in wire	Testing in STARTER article
Starter Does Not Operate and Headlights Dim	
Weak battery or dead cell	Charge or replace battery as necessary
Loose or corroded battery connections	Check that battery connections are clean and tight
Internal ground in starter windings	See Testing in STARTER article
Grounded starter fields	See Testing in STARTERS
Armature rubbing on pole	See STARTER article shoes
Starter Turns but Engine Does Not Rotate	
Starter clutch slipping	See STARTER article
Broken clutch housing	See STARTER article
Pinion shaft rusted or dry	See STARTER article
Engine basic timing incorrect	See Ignition Timing in TUNE-UP article
Broken teeth on engine flywheel	Replace flywheel and check for starter pinion gear damage
Starter Will Not Crank Engine	
Faulty overrunning clutch	See STARTER article
Broken clutch housing	See STARTER article

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Broken flywheel teeth	Replace flywheel and check for starter pinion gear damage
Armature shaft sheared or reduction gear teeth stripped	See STARTER article
Weak battery	Charge or replace battery as necessary
Faulty solenoid	See On-Vehicle Tests in STARTER article
Poor grounds	Check all ground connections for tight and clean connections
Ignition switch faulty or misadjusted	Adjust or replace ignition switch as necessary
Starter Cranks Engine Slowly	
Battery weak or defective	Charge or replace battery as necessary
Engine overheated	See ENGINE COOLING SYSTEM article
Engine oil too heavy	Check that proper viscosity oil is used
Poor battery-to-starter connections	Check that all between battery and starter are clean and tight
Current draw too low or too high	See Bench Tests in STARTER article
Bent armature, loose pole shoes screws or worn bearing	See STARTER article
Burned solenoid contacts	Replace solenoid
Faulty starter	Replace starter
Starter Engages Engine Only Momentarily	
Engine timing too far advanced	See Ignition Timing in TUNE-UP article
Overrunning clutch not engaging properly	Replace overrunning clutch. See STARTER article
Broken starter clutch	See STARTER article
Broken teeth on engine flywheel	Replace flywheel and check starter pinion gear for damage
Weak drive assembly thrust spring	See STARTER article
Weak hold-in coil	See Bench Tests in STARTER article
Starter Drive Will Not Engage	
Defective point assembly	See Testing in STARTER article
Poor point assembly ground	See Testing in STARTER article
Defective pull-in coil	Replace starter solenoid
Starter Relay Does Not Close	

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Dead battery	Charge or replace battery as necessary
Faulty wiring	Check all wiring and connections leading to relay
Neutral safety switch faulty	Replace neutral safety switch
Starter relay faulty	Replace starter relay
Starter Drive Will Not Disengage	
Starter motor loose on mountings	Tighten starter attach bolts
Worn drive end bushing	See STARTER article
Damaged engine flywheel teeth	Replace flywheel and starter pinion gear for damage
Drive yolk return spring broken or missing	Replace return spring
Faulty ignition switch	Replace ignition switch
Insufficient clearance between winding leads to solenoid terminal and main contact in solenoid	Replace starter solenoid
Starter clutch not disengaging	Replace starter clutch
Ignition starter switch	Replace ignition switch contacts sticking
Starter Relay Operates but Solenoid Does Not	
Faulty solenoid switch, switch connections or relay	Check all wiring between relay and solenoid or replace relay or solenoid as necessary
Broken lead or loose soldered connections	Repair wire or wire connections as necessary
Solenoid Plunger Vibrates When Switch is Engaged	
Weak battery	Charge or replace battery as necessary
Solenoid contacts corroded	Clean contacts or replace solenoid
Faulty wiring	Check all wiring leading to solenoid
Broken connections inside switch cover	Repair connections or replace solenoid
Open hold-in wire	solenoid
Low Current Draw	
Worn brushes or weak brush springs	Replace brushes or brush springs as necessary
High Pitched Whine During Cranking Before Engine Fires but Engine Fires and Cranks Normally	
Distance too great between starter pinion and flywheel	Align starter or check that correct starter and flywheel are being used
High Pitched Whine After Engine Fires With Key released. Engine Fires and Cranks Normally	
Distance too small between starter pinion and flywheel	Flywheel runout contributes to

the intermittent nature

AIR CONDITIONING & HEAT

AIR CONDITIONING TROUBLE SHOOTING

WARNING: This is GENERAL information. This article is not intended to be specific to any unique situation or individual vehicle configuration. The purpose of this Trouble Shooting information is to provide a list of common causes to problem symptoms. For model-specific Trouble Shooting, refer to SUBJECT, DIAGNOSTIC, or TESTING articles available in the section(s) you are accessing.

BASIC AIR CONDITIONING TROUBLE SHOOTING CHART

CONDITION	POSSIBLE CAUSE
Compressor Not Working	Compressor clutch circuit open.
.....	Compressor clutch coil inoperative.
.....	Poor clutch ground connection.
.....	Fan belts loose.
.....	Thermostatic switch inoperative.
.....	Thermostatic switch not adjusted.
.....	Ambient temperature switch open.
.....	Superheat fuse blown.
Excessive Noise or Vibration	Missing or loose mounting bolts.
.....	Bad idler pulley bearings.
.....	Fan belts not tightened correctly.
.....	Compressor clutch contacting body.
.....	Excessive system pressure.
.....	Compressor oil level low.
.....	Damaged clutch bearings.
.....	Damaged reed valves.
.....	Damaged compressor.
Insufficient or No Cooling; Compressor Working	Expansion valve inoperative.
.....	Heater control valve stuck open.
.....	Low system pressure.
.....	Blocked condenser fins.
.....	Blocked evaporator fins.
.....	Vacuum system leak.
.....	Vacuum motors inoperative.
.....	Control cables improperly adjusted.
.....	Restricted air inlet.

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

.....	Mode doors binding.
.....	Blower motor inoperative.
.....	Temperature above system capacity.

HEATER SYSTEM TROUBLE SHOOTING

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BASIC HEATER SYSTEM TROUBLE SHOOTING CHART

CONDITION	POSSIBLE CAUSE
Insufficient, Erratic, or No Heat	Low Coolant Level
.....	Incorrect thermostat.
.....	Restricted coolant flow through core.
.....	Heater hoses plugged.
.....	Misadjusted control cable.
.....	Sticking heater control valve.
.....	Vacuum hose leaking.
.....	Vacuum hose blocked.
.....	Vacuum motors inoperative.
.....	Blocked air inlet.
.....	Inoperative heater blower motor.
.....	Oil residue on heater core fins.
.....	Dirt on heater core fins.
Too Much Heat	Improperly adjusted cables.
.....	Sticking heater control valve.
.....	No vacuum to heater control valve.
.....	Temperature door stuck open.
Air Flow Changes During Acceleration	Vacuum system leak.
.....	Bad check valve or reservoir.
Air From Defroster At All Times	Vacuum system leak.
.....	Improperly adjusted control cables.
.....	Inoperative vacuum motor.
Blower Does Not Operate Correctly	Blown fuse.
.....	Blower motor windings open.
.....	Resistors burned out.
.....	Motor ground connection loose.
.....	Wiring harness connections loose.

.....	Blower motor switch inoperative.
.....	Blower relay inoperative.
.....	Fan binding or foreign object in housing.
.....	Fan blades broken or bent.

BRAKES

BRAKE SYSTEM TROUBLE SHOOTING

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BRAKE SYSTEM TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Brakes Pull Left or Right	
Incorrect tire pressure	Inflate tires to proper pressure
Front end out of alignment	See WHEEL ALIGNMENT
Mismatched tires	Check tires sizes
Restricted brake lines or hoses	Check hose routing
Loose or malfunctioning caliper	See DISC BRAKES or BRAKE SYSTEM
Bent shoe or oily linings	See DRUM BRAKES or BRAKE SYSTEM
Malfunctioning rear brakes	See DRUM, DISC BRAKES or BRAKE SYSTEM
Loose suspension parts	See SUSPENSION
Noises Without Brakes Applied	
Front linings worn out	Replace linings
Dust or oil on drums or rotors	See DRUM, DISC BRAKES or BRAKE SYSTEM
Noises With Brakes Applied	
Insulator on outboard shoe damaged	See DISC BRAKES or BRAKE SYSTEM
Incorrect pads or linings	Replace pads or linings
Brake Rough, Chatters or Pulsates	
Excessive lateral runout	Check rotor runout
Parallelism not to specifications	Reface or replace rotor
Wheel bearings not adjusted	See SUSPENSION
Rear drums out-of-round	Reface or replace drums

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Disc pad reversed, steel against rotor	Remove and reinstall pad
Excessive Pedal Effort	
Malfunctioning power unit	See POWER BRAKES or BRAKE SYSTEM
Partial system failure	Check fluid and pipes
Worn disc pad or lining	Replace pad or lining
Caliper piston stuck or sluggish	See DISC BRAKES or BRAKE SYSTEM
Master cylinder piston stuck	See MASTER CYLINDERS or BRAKE SYSTEM
Brake fade due to incorrect pads for linings	Replace pads or linings
Linings or pads glazed	Replace pads or linings
Worn drums	Reface or replace drums
Excessive Pedal Travel	
Partial brake system failure	Check fluid and pipes
Insufficient fluid in master cylinder	See MASTER CYLINDERS or BRAKE SYSTEM
Air trapped in system	See BRAKE BLEEDING or BRAKE SYSTEM
Rear brakes not adjusted	See Adjustments in DRUM BRAKES or BRAKE SYSTEM
Bent shoe or lining	See DRUM BRAKES or BRAKE SYSTEM
Plugged master cylinder cap	See MASTER CYLINDERS or BRAKE SYSTEM
Improper brake fluid	Replace brake fluid
Pedal Travel Decreasing	
Compensating port plugged	See MASTER CYLINDERS or BRAKE SYSTEM
Swollen cup in master cylinder	See MASTER CYLINDERS or BRAKE SYSTEM
Master cylinder piston not returning	See MASTER CYLINDERS or BRAKE SYSTEM
Weak shoe retracting springs	See DRUM BRAKES or BRAKE SYSTEM
Wheel cylinder piston sticking	See DRUM BRAKES or BRAKE SYSTEM
Dragging Brakes	
Master cylinder pistons not returning	See MASTER CYLINDERS or BRAKE SYSTEM
Restricted brake lines or hoses	Check line routing
Incorrect parking brake adjustment	See DRUM BRAKES

	BRAKE SYSTEM
Parking Brake cables frozen	See DRUM BRAKES BRAKE SYSTEM
Incorrect installation of inboard disc pad	Remove and replace correctly
Power booster output rod too long	See POWER BRAKE UNITS BRAKE SYSTEM
Brake pedal not returning freely	See DISC, DRUM BRAKES BRAKE SYSTEM
Brakes Grab or Uneven Braking Action	
Malfunction of combination valve	See CONTROL VALVE or BRAKE SYSTEM
Malfunction of power brake unit	See POWER BRAKE UNITS or BRAKE SYSTEM
Binding brake pedal	See DISC, DRUM BRAKES or BRAKE SYSTEM
Pulsation or Roughness	
Uneven pad wear caused by caliper	See DISC BRAKES or BRAKE SYSTEM
Uneven rotor wear	See DISC BRAKES or BRAKE SYSTEM
Drums out-of-round	Reface or replace drums

ENGINE MECHANICAL

COOLING SYSTEM TROUBLE SHOOTING

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COOLING SYSTEM TROUBLE SHOOTING

CONDITION & POSSIBLE CAUSE	CORRECTION
Overheating	
Coolant Leak	Fill/Pressure Test System
A/C Condenser Fins Clogged	Remove/Clean Condenser
Radiator Fins Clogged	Remove/Clean Radiator
Thermostat Stuck Closed	Replace Thermostat
Clogged Cooling System Passages	Clean/Flush Cooling System
Water Pump Malfunction	Replace Water Pump
Fan Clutch Malfunction	Replace Fan Clutch
Retarded Ignition Timing	Reset Ignition Timing

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Cooling Fan Malfunction	Test Cooling Fan/Circuit
Cooling Fan Motor Malfunction	Test Fan Motor
Cooling Fan Relay Malfunction	Test Fan Relay
Faulty Radiator Cap	Replace Radiator Cap
Broken/Slipping Fan Belt	Replace Fan Belt
Restricted Exhaust	Repair Exhaust System
Corrosion	
Impurities In Coolant	Clean/Flush System
Coolant Leakage	
Damaged hose	Replace Hose
Leaky Water Pump	Replace Water Pump
Damaged Radiator Seam	Replace/Repair Radiator
Leaky Thermostat Cover	Replace Thermostat Cover
Cylinder Head Problem	Check Head/Head Gasket
Leaky Freeze Plugs	Replace Freeze Plugs
Recovery System Inoperative	
Loose and/or Defective Radiator Cap	Replace Radiator Cap
Overflow Tube Clogged and/or Leaking	Repair Tube
Recovery Bottle Vent Restricted	Clean Vent
No Heater Core Flow	
Collapsed Heater Hose	Replace Heater Hose
Plugged Heater Core	Clean/Replace Heater Core
Faulty Heater Valve	Replace Heater Valve

GASOLINE ENGINE - MECHANICAL TROUBLE SHOOTING

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BASIC GASOLINE ENGINE - MECHANICAL TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Engine Lopes At Idle	
Intake manifold-to-head leaks	Replace manifold gasket, See ENGINES
Blown head gasket	Replace head gasket, See ENGINES
Worn timing gears, chain or sprocket	Replace gears, chain or sprocket
Worn camshaft lobes	Replace camshaft, See

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	ENGINES
Overheated engine	Check cooling system, See COOLING
Blocked crankcase vent valve	Remove restriction
Leaking EGR valve	Repair leak and/or replace valve
Faulty fuel pump	Replace fuel pump
Engine Has Low Power	
Leaking fuel pump	Repair leak and/or replace fuel pump
Excessive piston-to-bore clearance	Install larger pistons, See ENGINES
Sticking valves or weak valve springs	Check valve train components, See ENGINES
Incorrect valve timing	Reset valve timing, See ENGINES
Worn camshaft lobes	Replace camshaft, See ENGINES
Blown head gasket	Replace head gasket. See ENGINES.
Clutch slipping	Adjust pedal and/or replace components, See ENGINES
Engine overheating	Check cooling system, See COOLING
Auto. Trans. pressure regulator valve faulty	Replace pressure regulator valve
Auto. Trans. fluid level too low	Add fluid as necessary
Improper vacuum diverter valve operation	Replace vacuum diverter valve
Vacuum leaks	Inspect vacuum system and repair as required
Leaking piston rings	Replace piston rings, See ENGINES
Faulty High Speed Operation	
Low fuel pump volume	Replace fuel pump
Leaking valves or worn	Replace valves and/or springs, See ENGINES
Incorrect valve timing	Reset valve timing, See ENGINES
Intake manifold restricted	Remove restriction
Worn distributor shaft	Replace distributor
Faulty Acceleration	
Improper fuel pump stroke	Remove pump and reset pump

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	stroke
Incorrect ignition timing	Reset ignition timing, See TUNE-UP
Leaking valves	Replace valves, See ENGINES
Worn fuel pump diaphragm or piston	Replace diaphragm or piston
Intake Backfire	
Improper ignition timing	Reset ignition timing, See TUNE-UP
Faulty accelerator pump discharge	Replace accelerator pump
Improper choke operation	Check choke and adjust as required
Defective EGR valve	Replace EGR valve
Fuel mixture too lean	Reset air/fuel mixture, See TUNE-UP
Choke valve initial clearance too large	Reset choke valve initial clearance
Exhaust Backfire	
Vacuum leak	Inspect and repair vacuum system
Faulty vacuum diverter valve	Replace vacuum diverter valve
Faulty choke operation	Check choke and adjust as required
Exhaust system leak	repair exhaust system leak
Engine Detonation	
Ignition timing too far advanced	Reset ignition timing, See TUNE-UP
Faulty ignition system	Check ignition timing, See TUNE-UP
Spark plugs loose or faulty	Retighten or replace plugs
Fuel delivery system clogged	Inspect lines, pump and filter for clog
EGR valve inoperative	Replace EGR valve
PCV system inoperative	Inspect and/or replace hoses or valve
Vacuum leaks	Check vacuum system and repair leaks
Excessive combustion chamber deposits	Remove built-up deposits
Leaking, sticking or broken valves	Inspect and/or replace valves
External Oil Leakage	
Fuel pump improperly seated or worn gasket	Remove pump, replace gasket and seat properly

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Oil pan gasket broken or pan bent	Straighten pan and replace gasket
Timing chain cover gasket broken	Replace timing chain cover gasket
Rear main oil seal worn	Replace rear main oil seal
Oil pan drain plug not seated properly	Remove and reinstall drain plug
Camshaft bearing drain hole blocked	Remove restriction
Oil pressure sending switch leaking	Remove and reinstall sending switch
Excessive Oil Consumption	
Worn valve stems or guides	Replace stems or guides, See ENGINES
Valve "O" ring seals damaged	Replace "O" ring seals, See ENGINES
Plugged oil drain back holes	Remove restrictions
Improper PCV valve operation	Replace PCV valve
Engine oil level too high	Remove excess oil
Engine oil too thin	Replace thicker oil
Valve stem oil deflectors damaged	Replace oil deflectors
Incorrect piston rings	Replace piston rings, See ENGINES
Piston ring gaps not staggered	Reinstall piston rings, See ENGINES
Insufficient piston ring tension	Replace rings, See ENGINES
Piston ring grooves or oil return	slots clogged Replace piston rings, See ENGINES
Piston rings sticking in grooves	Replace piston rings, See ENGINES
Piston ring grooves excessively worn	Replace piston and rings, See ENGINES
Compression rings installed upside down	Replace compression rings correctly, See ENGINES
Worn or scored cylinder walls	Rebore cylinders or replace block
Mismatched oil ring expander and rail	Replace oil ring expander and rail, See ENGINES
Intake gasket dowels too long	Replace intake gasket dowels
Excessive main or connecting rod bearing clearance	Replace main or connecting rod bearings, See ENGINES
No Oil Pressure	
Low oil level	Add oil to proper level
Oil pressure sender or gauge broken	Replace sender or gauge

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Oil pump malfunction	Remove and overhaul oil pump, See ENGINES
Oil pressure relief valve sticking	Remove and reinstall valve
Oil pump passages blocked	Overhaul oil pump, See ENGINES
Oil pickup screen or tube blocked	Remove restriction
Loose oil inlet tube	Tighten oil inlet tube
Loose camshaft bearings	Replace camshaft bearings, See ENGINES
Internal leakage at oil passages	Replace block or cylinder head
Low Oil Pressure	
Low engine oil level	Add oil to proper level
Engine oil too thin	Remove and replace with thicker oil
Excessive oil pump clearance	Reduce oil pump clearance, See ENGINES
Oil pickup tube or screen blocked	Remove restrictions
Main, rod or cam bearing clearance excessive	Replace bearing to reduce clearance, See ENGINES
High Oil Pressure	
Improper grade of oil	Replace with proper oil
Oil pressure relief valve stuck closed	Eliminate binding
Oil pressure sender or gauge faulty	Replace sender or gauge
Noisy Main Bearings	
Inadequate oil supply	Check oil delivery to main bearings
Excessive main bearing clearance	Replace main bearings, See ENGINES
Excessive crankshaft end play	Replace crankshaft, See ENGINES
Loose flywheel or torque converter	Tighten attaching bolts
Loose or damaged vibration damper	Tighten or replace vibration damper
Crankshaft journals out-of-round	Re-grind crankshaft journals
Excessive belt tension	Loosen belt tension
Noisy Connecting Rods	
Excessive bearing clearance or missing bearing	Replace bearing, See ENGINES
Crankshaft rod journal out-of-round	Re-grind crankshaft journal
Misaligned connecting rod or cap	Remove rod or cap and realign

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Incorrectly tightened rod bolts	Remove and re-tighten rod bolts
Noisy Pistons and Rings	
Excessive piston-to-bore clearance	Install larger pistons, See ENGINES
Bore tapered or out-of-round	Rebore block
Piston ring broken	Replace piston rings, See ENGINES
Piston pin loose or seized	Replace piston pin, See ENGINES
Connecting rods misaligned	Realign connecting rods
Ring side clearance too loose or tight	Replace with larger or smaller rings
Carbon build-up on piston	Remove carbon
Noisy Valve Train	
Worn or bent push rods	Replace push rods, See ENGINES
Worn rocker arms or bridged pivots	Replace push rods, See ENGINES
Dirt or chips in valve lifters	Remove lifters and remove dirt/chips
Excessive valve lifter leak-down	Replace valve lifters, See ENGINES
Valve lifter face worn	Replace valve lifters, See ENGINES
Broken or cocked valve springs	Replace or reposition springs
Too much valve stem-to-guide clearance	Replace valve guides, See ENGINES
Valve bent	Replace valve, See ENGINES
Loose rocker arms	Retighten rocker arms, See ENGINES
Excessive valve seat run-out	Reface valve seats, See ENGINES
Missing valve lock	Install new valve lock
Excessively worn camshaft lobes	Replace camshaft, See ENGINES
Plugged valve lifter oil holes	Eliminate restriction or replace lifter
Faulty valve lifter check ball	Replace lifter check ball, See ENGINES
Rocker arm nut installed upside down	Remove and reinstall correctly
Valve lifter incorrect for engine	Remove and replace valve lifters

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Faulty push rod seat or lifter plunger	Replace plunger or push rod
Noisy Valves	
Improper valve lash	Re-adjust valve lash, See ENGINES
Worn or dirty valve lifters	Clean and/or replace lifters
Worn valve guides	Replace valve guides, See ENGINES
Excessive valve seat or face run-out	Reface seats or valve face
Worn camshaft lobes	Replace camshaft, See ENGINES
Loose rocker arm studs	Re-tighten rocker arm studs, See ENGINES
Bent push rods	Replace push rods, See ENGINES
Broken valve springs	Replace valve springs, See ENGINES
Burned, Sticking or Broken Valves	
Weak valve springs or warped valves	Replace valves and/or springs, See ENGINES
Improper lifter clearance	Re-adjust clearance or replace lifters
Worn guides or improper guide clearance	Replace valve guides, See ENGINES
Out-of-round valve seats or improper seat width	Re-grind valve seats
Gum deposits on valve stems, seats or guide	Remove deposits
Improper spark timing	Re-adjust spark timing
Broken Pistons/Rings	
Undersize pistons	Replace with larger pistons, See ENGINES
Wrong piston rings	Replace with correct rings, See ENGINES
Out-of-round cylinder bore	Re-bore cylinder bore
Improper connecting rod alignment	Remove and realign connecting rods
Excessively worn ring grooves	Replace pistons, See ENGINES
Improperly assembled piston pins	Re-assemble pin-to-piston, See ENGINES
Insufficient ring gap clearance	Install new rings, See ENGINES
Engine overheating	Check cooling system
Incorrect ignition timing	Re-adjust ignition timing, See TUNE-UP

Excessive Exhaust Noise

Leaks at manifold to head, or to pipe	Replace manifold or pipe gasket
Exhaust manifold cracked or broken	Replace exhaust manifold, See ENGINES

ENGINE PERFORMANCE**CARBURETOR TROUBLE SHOOTING:**

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BASIC COLD START SYMPTOMS TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Engine Won't Start	
Choke not closing	Check choke operation, see FUEL SYSTEMS
Choke linkage bent	Check linkage, see FUEL SYSTEM
Engine Starts, Then Dies	
Choke vacuum kick setting too wide	Check setting and adjust see, FUEL SYSTEMS
Fast idle RPM too low	Reset RPM to specification, see TUNE-UP
Fast idle cam index incorrect	Reset fast idle cam index, see FUEL SYSTEMS
Vacuum leak	Inspect vacuum system for leaks
Low fuel pump outlet	Repair or replace pump, see FUEL SYSTEMS
Low carburetor fuel level	Check float setting see FUEL SYSTEM
Engine Quits Under Load	
Choke vacuum kick setting incorrect	Reset vacuum kick setting, see FUEL SYSTEMS
Fast idle cam index incorrect	Reset fast idle cam index, see FUEL SYSTEM
Incorrect hot fast idle speed RPM	Reset fast idle RPM, see TUNE-UP

2005 Audi A4 Quattro**GENERAL INFORMATION Trouble Shooting - Basic Procedures****Engine Starts, Runs Up, Then Idles, Slowly With Black Smoke**

Choke vacuum kick set too narrow	Reset vacuum kick, see FUEL SYSTEMS
Fast idle cam index incorrect	Reset fast idle cam index, see FUEL SYSTEMS
Hot fast idle RPM too low	Reset fast idle RPM, see TUNE-UP

BASIC HOT START SYMPTOMS TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Engine Won't Start	
Engine flooded	Allow fuel to evaporate

BASIC COLD ENGINE DRIVEABILITY SYMPTOMS TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Engine Stalls in Gear	
Choke vacuum kick setting incorrect	Reset choke vacuum kick, see FUEL SYSTEMS
Fast idle RPM incorrect	Reset fast idle RPM, see TUNE-UP
Fast idle cam index incorrect	Reset fast idle cam see FUEL SYSTEMS
Acceleration Sag or Stall	
Defective choke control switch	Replace choke control switch
Choke vacuum kick setting incorrect	Reset choke vacuum kick see, FUEL SYSTEMS
Float level incorrect (too low)	Adjust float level, FUEL SYSTEMS
Accelerator pump defective	Repair or replace pump see FUEL SYSTEMS
Secondary throttles not closed	Inspect lockout adjustment, see FUEL SYSTEMS
Sag or Stall After Warmup	
Defective choke control switch	Replace choke control switch, see FUEL SYSTEMS
Defective accelerator pump	Replace pump, see FUEL SYSTEMS
Float level incorrect (too low)	Adjust float level, see FUEL SYSTEMS
Backfiring & Black Smoke	
Plugged heat crossover system	Remove restriction

BASIC WARM ENGINE DRIVEABILITY SYMPTOMS TROUBLE SHOOTING CHART

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CONDITION & POSSIBLE CAUSE	CORRECTION
Hesitation With Small Amount of Gas Pedal Movement	
Vacuum leak	Inspect vacuum lines
Accelerator pump weak or inoperable	Replace pump, see FUEL SYSTEMS
Float level setting too low	Reset float level, see FUEL SYSTEMS
Metering rods sticking or binding	Inspect and/or replace rods, see FUEL SYSTEMS
Carburetor idle or transfer system plugged	Inspect system and remove restriction
Frozen or binding heated air inlet	Inspect heated air door for binding
Hesitation With Heavy Gas Pedal Movement	
Defective accelerator pump	Replace pump, see FUEL SYSTEMS
Metering rod carrier sticking or binding	Remove restriction
Large vacuum leak	Inspect vacuum system and repair leak
Float level setting too low	Reset float level, see FUEL SYSTEMS
Defective fuel pump, lines or filter	Inspect pump, lines and filter
Air door setting incorrect	Adjust air door setting, see FUEL

DIESEL ENGINE TROUBLE SHOOTING

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NOTE: Diesel engines mechanical diagnosis is the same as gasoline engines for items such as noisy valves, bearings, pistons, etc. The following trouble shooting covers only items pertaining to diesel engines.

BASIC DIESEL ENGINE TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Engine Won't Crank	
Bad battery connections or dead batteries	Check connections and/or replace batteries
Bad starter connections or bad starter	Check connections and/or

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

	replace starter
Engine Cranks Slowly, Won't Start	
Bad battery connections or dead batteries	Check connections and/or replace batteries
Engine oil too heavy	Replace engine oil
Engine Cranks Normally, But Will Not Start	
Glow plugs not functioning	Check glow plug system, see FUEL SYSTEMS
Glow plug control not functioning	Check controller, see FUEL SYSTEMS
Fuel not injected into cylinders	Check fuel injectors, see FUEL SYSTEMS
No fuel to injection pump	Check fuel delivery system
Fuel filter blocked	Replace fuel filter
Fuel tank filter blocked	Replace fuel tank filter
Fuel pump not operating	Check pump operation and/or replace pump
Fuel return system blocked	Inspect system and remove restriction
No voltage to fuel solenoid	Check solenoid and connections
Incorrect or contaminated fuel	Replace fuel
Incorrect injection pump timing	Re-adjust pump timing, see FUEL SYSTEMS
Low compression	Check valves, pistons, rings, see ENGINES
Injection pump malfunction	Inspect and/or replace injection pump
Engine Starts, Won't Idle	
Incorrect slow idle adjustment	Reset idle adjustment, see TUNE-UP
Fast idle solenoid malfunctioning	Check solenoid and connections
Fuel return system blocked	Check system and remove restrictions
Glow plugs go off too soon	See glow plug diagnosis in FUEL SYSTEMS
Injection pump timing incorrect	Reset pump timing, see FUEL SYSTEMS
No fuel to injection pump	Check fuel delivery system
Incorrect or contaminated fuel	Replace fuel
Low compression	Check valves, piston, rings, see ENGINES

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Injection pump malfunction	Replace injection pump, see FUEL SYSTEMS
Fuel solenoid closes in RUN position	Check solenoid and connections
Engines Starts/Idles Rough W/out Smoke or Noise	
Incorrect slow idle adjustment	Reset slow idle, see TUNE-UP
Injection line fuel leaks	Check lines and connections
Fuel return system blocked	Check lines and connections
Air in fuel system	Bleed air from system
Incorrect or contaminated fuel	Replace fuel
Injector nozzle malfunction	Check nozzles, see FUEL SYSTEMS
Engines Starts and Idles Rough W/out Smoke or Noise, But Clears After Warm-Up	
Injection pump timing incorrect	Reset pump timing, see FUEL SYSTEMS
Engine not fully broken in	Put more miles on engine
Air in system	Bleed air from system
Injector nozzle malfunction	Check nozzles, see FUEL SYSTEMS
Engine Idles Correctly, Misfires Above Idle	
Blocked fuel filter	Replace fuel filter
Injection pump timing incorrect	Reset pump timing, see FUEL SYSTEMS
Incorrect or contaminated fuel	Replace fuel
Engine Won't Return To Idle	
Fast idle adjustment incorrect	Reset fast idle, see TUNE-UP
Internal injection pump malfunction	Replace injection pump, see FUEL SYSTEMS
External linkage binding	Check linkage and remove binding
Fuel Leaks On Ground	
Loose or broken fuel line	Check lines and connections
Internal injection pump seal leak	Replace injection pump, see FUEL SYSTEMS
Cylinder Knocking Noise	
Injector nozzles sticking open	Test injectors, see FUEL SYSTEMS
Very low nozzle opening pressure	Test injectors and/or replace
Loss of Engine Power	
Restricted air intake	Remove restriction
EGR valve malfunction	Replace EGR valve
Blocked or damaged exhaust system	Remove restriction and/or

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	replace components
Blocked fuel tank filter	Replace filter
Restricted fuel filter	Remove restriction and/or replace filter
Block vent in gas cap	Remove restriction and/or replace cap
Tank-to-injection pump fuel supply blocked	Check fuel lines and connections
Blocked fuel return system	Remove restriction
Incorrect or contaminated fuel	Replace fuel
Blocked injector nozzles	Check nozzle for blockage, see FUEL SYSTEMS
Low compression	Check valves, rings, pistons, see ENGINES
Loud Engine Noise With Black Smoke	
Basic timing incorrect	Reset timing, see FUEL SYSTEMS
EGR valve malfunction	Replace EGR valve
Internal injection pump malfunction	Replace injection pump, see FUEL SYSTEMS
Incorrect injector pump housing pressure	Check pressure, see FUEL SYSTEMS
Engine Overheating	
Cooling system leaks	Check cooling system and repair leaks
Belt slipping or damaged	Check tension and/or replace belt
Thermostat stuck closed	Remove and replace thermostat, see ENGINE COOLING
Head gasket leaking	Replace head gasket
Oil Light on at Idle	
Low oil pump pressure	Check oil pump operation, see ENGINES
Oil cooler or line restricted	Remove restriction and/or replace cooler
Engine Won't Shut Off	
Injector pump fuel solenoid does not return fuel valve to OFF position	Remove and check solenoid and replace if needed

VACUUM PUMP DIAGNOSIS

CONDITION & POSSIBLE CAUSE	CORRECTION
Excessive Noise	

Loose pump-to-drive assembly screws	Tighten screws
Loose tube on pump assembly	Tighten tube
Valves not functioning properly	Replace valves
Oil Leakage	
Loose end plug	Tighten end plug
Bad seal crimp	Remove and re-crimp seal

FUEL INJECTION TROUBLE SHOOTING

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BASIC FUEL INJECTION TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Engine Won't Start (Crank Normal)	
Cold start valve inoperative	Test valve and circuit
Poor connection; vacuum or wiring	Check vacuum and electrical connections
Contaminated fuel	Test fuel for water or alcohol
Defective fuel pump relay or circuit	Test relay and wiring
Battery too low	Charge and test battery
Low fuel pressure	Test pressure regulator and fuel pump, check for restricted lines and filters
No distributor reference pulses	Repair ignition system as necessary
Open coolant temperature sensor circuit	Test sensor and wiring
Shorted W.O.T. switch in T.P.S.	Disconnect W.O.T. switch, engine should start
Defective ECM	Replace ECM
Fuel tank residual pressure valve leaks	Test for fuel pressure drop after shut down
Hard Starting	
Disconnected hot air tube to air cleaner	Reconnect tube and test control valve
Defective Idle Air Control (IAC) valve	Test valve operation and circuit
Shorted, open or misadjusted T.P.S.	Test and adjust or replace T.P.S.
EGR valve open	Test EGR valve and control

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	circuit
Poor Oxygen sensor signal	Test for shorted or circuit
Incorrect mixture from PCV system	Test PCV for flow, check sealing of oil filter cap
Poor High Speed Operation	
Low fuel pump volume	Faulty pump or restricted fuel lines or filters
Poor MAP sensor signal	Test MAP sensor, vacuum hose and wiring
Poor Oxygen sensor signal	Test for shorted or open sensor or circuit
Open coolant temperature sensor circuit	Test sensor and wiring
Faulty ignition operation	Check wires for cracks or poor connections, test secondary voltage with oscilloscope
Contaminated fuel	Test fuel for water or alcohol
Intermittent ECM ground	Test ECM ground connection for resistance
Restricted air cleaner	Replace air cleaner
Restricted exhaust system	Test for exhaust manifold back pressure
Poor MAF sensor signal	Check leakage between sensor and manifold
Poor VSS signal	If tester for ALCL hook-up is available check that VSS reading matches speedometer
Ping or Knock on Acceleration	
Poor Knock sensor signal	Test for shorted or open sensor or circuit
Poor Baro sensor signal	Test for shorted or open sensor or circuit
Improper ignition timing	See VEHICLE EMISSION CONTROL LABEL (where applicable)
Check for engine overheating problems	Low coolant, loose belts or electric cooling fan inoperative

NOTE: For additional electronic fuel injection trouble shooting information, see the appropriate article in the ENGINE PERFORMANCE section (not all vehicles have Computer Engine Control articles). Information is provided there for diagnosing fuel system problems on vehicles with electronic fuel injection.

IGNITION SYSTEM TROUBLE SHOOTING

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Ignition Secondary Trouble Shooting Chart

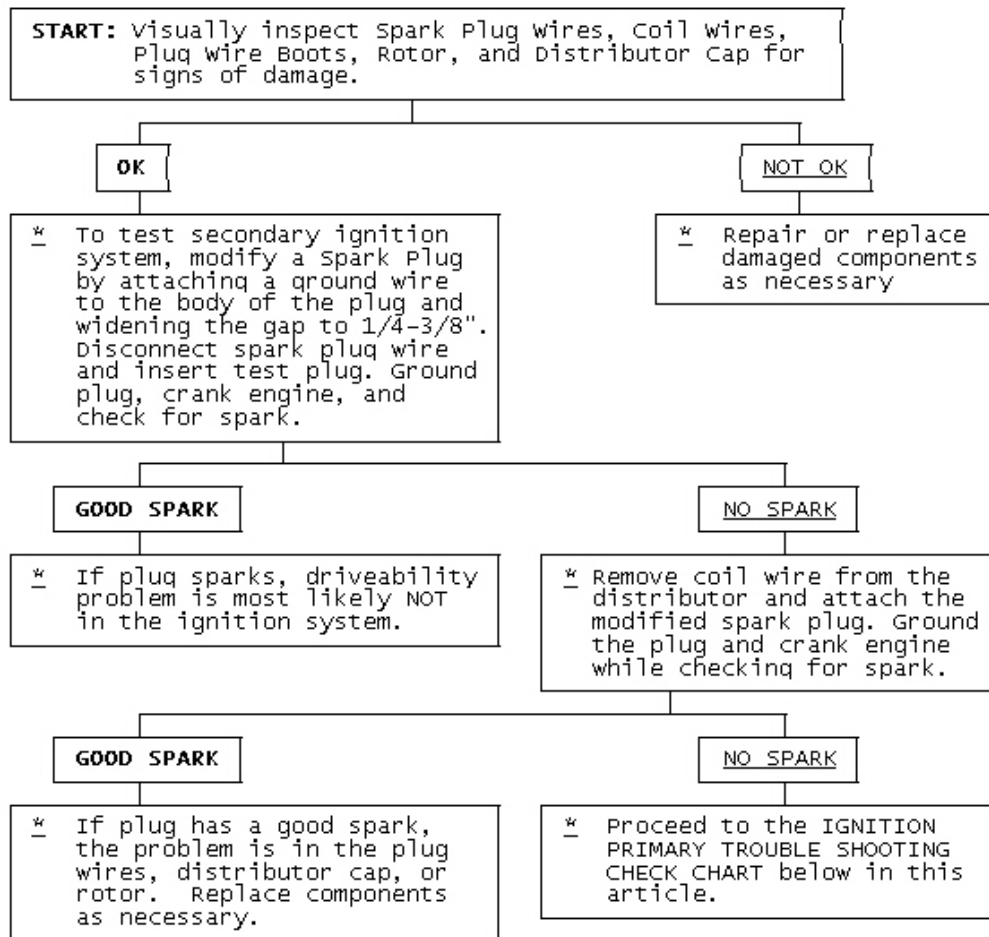


Fig. 3: Ignition Secondary Trouble Shooting Chart

Ignition Primary Trouble Shooting Chart

START: visually inspect primary ignition wires for broken, frayed, split, or cut wires. Also check for loose, corroded, or disconnected connectors.

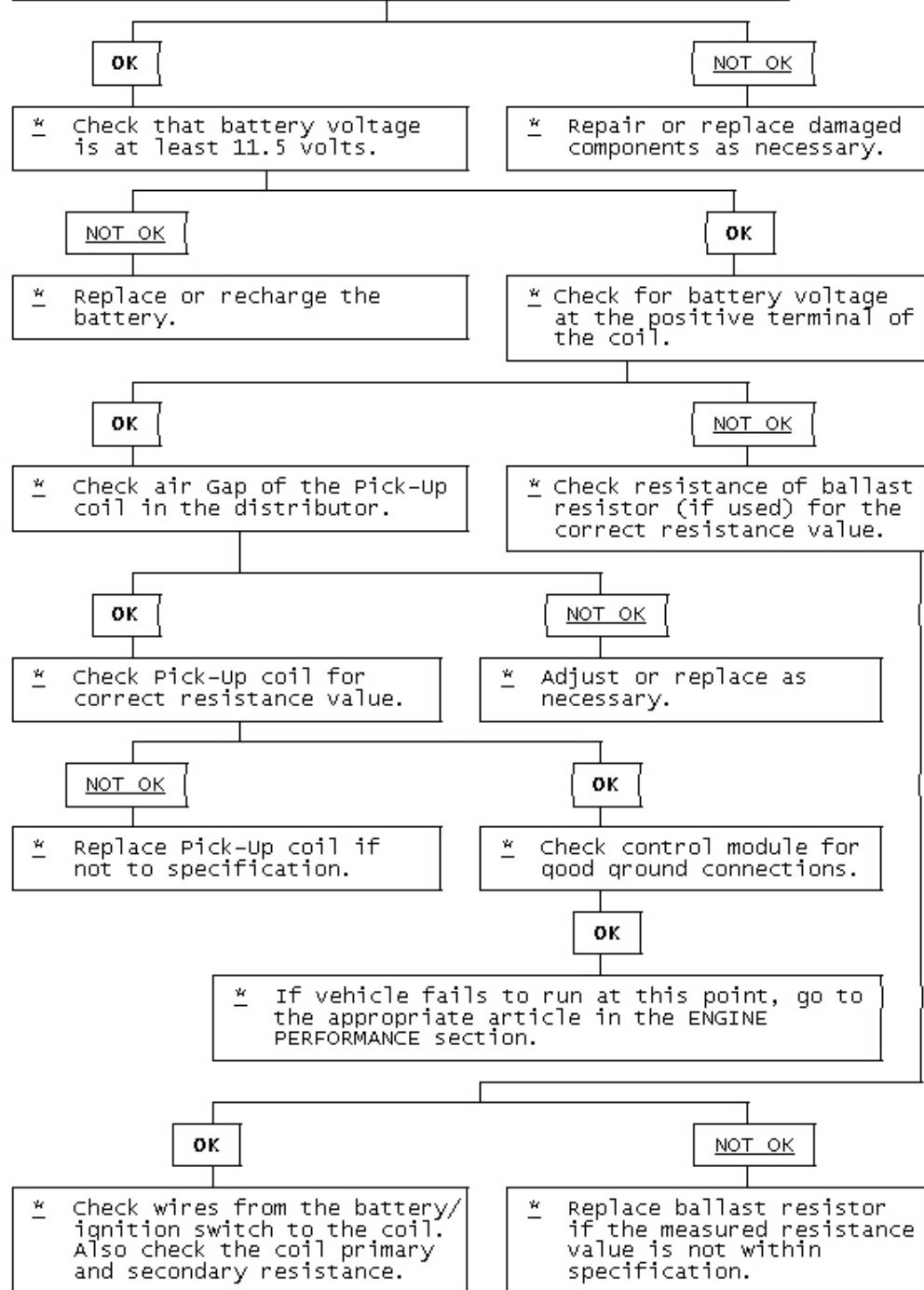


Fig. 4: Ignition Primary Trouble Shooting Chart**STARTER TROUBLE SHOOTING**

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BASIC STARTER TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Starter Fails to Operate	
Dead battery or bad connections between starter and battery	Check battery charge and all wires and connections to starter
Ignition switch faulty or misadjusted	Adjust or replace ignition switch
Open circuit between starter switch ignition terminal on starter relay	Check and repair wires and connections as necessary
Starter relay or starter defective	See Testing in STARTER article
Open solenoid pull-in wire	See Testing in STARTER article
Starter Does Not Operate and Headlights Dim	
Weak battery or dead cell	Charge or replace battery as necessary
Loose or corroded battery connections	Check that battery connections are clean and tight
Internal ground in starter windings	See Testing in STARTER article
Grounded starter fields	See Testing in STARTERS
Armature rubbing on pole shoes	See STARTER article
Starter Turns but Engine Does Not Rotate	
Starter clutch slipping	See STARTER article
Broken clutch housing	See STARTER article
Pinion shaft rusted or dry	See STARTER article
Engine basic timing incorrect	See Ignition Timing in TUNE-UP article
Broken teeth on engine flywheel	Replace flywheel and check for starter pinion gear damage
Starter Will Not Crank Engine	

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Faulty overrunning clutch	See STARTER article
Broken clutch housing	See STARTER article
Broken flywheel teeth	Replace flywheel and check for starter pinion gear damage
Armature shaft sheared or reduction gear teeth stripped	See STARTER article
Weak battery	Charge or replace battery as necessary
Faulty solenoid	See On-Vehicle Tests in STARTER article
Poor grounds	Check all ground connections for tight and clean connections
Ignition switch faulty or misadjusted	Adjust or replace ignition switch as necessary
Starter Cranks Engine Slowly	
Battery weak or defective	Charge or replace battery as necessary
Engine overheated	See ENGINE COOLING SYSTEM article
Engine oil too heavy	Check that proper viscosity oil is used
Poor battery-to-starter connections	Check that all between battery and starter are clean and tight
Current draw too low or too high	See Bench Tests in STARTER article
Bent armature, loose pole shoes screws or worn bearings	See STARTER article
Burned solenoid contacts	Replace solenoid
Faulty starter	Replace starter
Starter Engages Engine Only Momentarily	
Engine timing too far advanced	See Ignition Timing in TUNE-UP article
Overrunning clutch not engaging properly	Replace overrunning clutch. See STARTER article
Broken starter clutch	See STARTER article
Broken teeth on engine flywheel	Replace flywheel and check starter pinion gear for damage
Weak drive assembly thrust spring	See STARTER article
Weak hold-in coil	See Bench Tests in STARTER article
Starter Drive Will Not Engage	

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Defective point assembly	See Testing in STARTER article
Poor point assembly ground	See Testing in STARTER article
Defective pull-in coil	Replace starter solenoid
Starter Relay Does Not Close	
Dead battery	Charge or replace battery as necessary
Faulty wiring	Check all wiring and connections leading to relay
Neutral safety switch faulty	Replace neutral safety switch
Starter relay faulty	Replace starter relay
Starter Drive Will Not Disengage	
Starter motor loose on mountings	Tighten starter attach bolts
Worn drive end bushing	See STARTER article
Damaged engine flywheel teeth	Replace flywheel and starter pinion gear for damage
Drive yolk return spring broken or missing	Replace return spring
Faulty ignition switch	Replace ignition switch
Insufficient clearance between winding leads to solenoid terminal and main contact in solenoid	Replace starter solenoid
Starter clutch not disengaging	Replace starter clutch
Ignition starter switch contacts sticking	Replace ignition switch
Starter Relay Operates but Solenoid Does Not	
Faulty solenoid switch, switch connections or relay	Check all wiring between relay and solenoid or replace relay or solenoid as necessary
Broken lead or loose soldered connections	Repair wire or wire connections as necessary
Solenoid Plunger Vibrates When Switch is Engaged	
Weak battery	Charge or replace battery as necessary
Solenoid contacts corroded	Clean contacts or replace solenoid
Faulty wiring	Check all wiring leading to solenoid
Broken connections inside switch cover	Repair connections or replace solenoid
Open hold-in wire	Replace solenoid
Low Current Draw	
Worn brushes or weak	Replace brushes or brush springs as necessary
High Pitched Whine During Cranking Before Engine Fires but Engine Fires and Cranks Normally	

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Distance too great between starter pinion and flywheel	Align starter or check that correct starter and flywheel are being used
High Pitched Whine After Engine Fires With Key released. Engine Fires and Cranks Normally	
Distance too small between starter pinion and flywheel	Flywheel runout contributes to the intermittent nature

TUNE-UP TROUBLE SHOOTING - GAS ENGINE VEHICLES

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BASIC SPARK PLUG TROUBLE SHOOTING CHARTS

CONDITION & POSSIBLE CAUSE	CORRECTION
Normal Spark Plug Condition	
Light Tan or Gray deposits	No Action
Electrode not burned or fouled	No Action
Gap tolerance not changed	No Action
Cold Fouling or Carbon Deposits	
Overrich air/fuel mixture	Adjust air/fuel mixture, see ENGINE PERFORMANCE section
Faulty choke	Replace choke assembly, see ENGINE PERFORMANCE section
Clogged air filter	Clean and/or replace air filter
Incorrect idle speed or dirty carburetor	Reset idle speed and/ or clean carburetor
Faulty ignition wires	Replace ignition wiring
Prolonged operation at idle	Shut engine off during long idle
Sticking valves or worn valve guide seals	Check valve train
Wet Fouling or Oil Deposits	
Worn rings and pistons	Install new rings and pistons
Excessive cylinder wear	Rebore or replace block
Excessive valve guide clearance	Worn or loose bearing
Gap Bridged	
Deposits in combustion chamber becoming fused to electrode	Clean combustion chamber of deposits
Blistered Electrode	

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Engine overheating	Check cooling system
Wrong type of fuel	Replace with correct fuel
Loose spark plugs	Retighten spark plugs
Over-advanced ignition timing	Reset ignition timing see ENGINE PERFORMANCE
Pre-Ignition or Melted Electrodes	
Incorrect type of fuel	Replace with correct fuel
Incorrect ignition timing	Reset ignition timing see ENGINE PERFORMANCE
Burned valves	Replace valves
Engine Overheating	Check cooling system
Wrong type of spark plug, too hot	Replace with correct spark plug, see ENGINE PERFORMANCE
Chipped Insulators	
Severe detonation	Check for over-advanced timing or combustion
Improper gapping procedure	Re-gap spark plugs
Rust Colored Deposits	
Additives in unleaded fuel	Try different fuel brand
Water In Combustion Chamber	
Blown head gasket or cracked head	Repair or replace head or head gasket

NOTE: Before diagnosing an electronic ignition system, ensure that all wiring is connected properly between distributor, wiring connector and spark plugs. Ignition problem will show up either as: Engine Will Not Start or Engine Runs Rough.

BASIC ELECTRONIC IGNITION TROUBLE SHOOTING CHARTS

CONDITION & POSSIBLE CAUSE	CORRECTION
Engine Won't Start	
Open circuit between distributor and bulkhead connector	Repair circuit
Open circuit between bulkhead connector and ignition switch	Repair circuit
Open circuit between ignition switch and starter solenoid	Repair circuit
Engine Runs Rough	
Fuel lines leaking or clogged	Tighten fitting, remove restriction
Initial timing incorrect	Reset ignition timing see ENGINE PERFORMANCE
Centrifugal advance malfunction	Repair distributor advance
Defective spark plugs or wiring	Replace plugs or plug wiring

Component Failure

Spark arc-over on cap, rotor or coil	Replace cap, rotor or or coil
Defective pick-up coil	Replace pick-up coil
Defective ignition coil	Replace ignition coil
Defective vacuum unit	Replace vacuum unit
Defective control module	Replace control module

BASIC ELECTRONIC IGNITION TROUBLE SHOOTING CHARTS - USING OSCILLOSCOPE PATTERNS

CONDITION & POSSIBLE CAUSE	CORRECTION
Firing Voltage Lines are the Same, but Abnormally High	
Retarded ignition timing	Reset ignition timing, see ENGINE PERFORMANCE section
Fuel mixture too lean	Readjust carburetor, see ENGINE PERFORMANCE
High resistance in coil wire	Replace coil wire
Corrosion in coil tower terminal	Clean and/or replace coil
Corrosion in distributor coil terminal	Clean and/or replace distributor cap
Firing Voltage Lines are the Same but Abnormally Low	
Fuel mixture too rich	Readjust carburetor, see ENGINE PERFORMANCE
Breaks in coil wire causing arcing	Replace coil wire
Cracked coil tower causing arcing	Replace coil
Low coil output	Replace coil
Low engine compression	Determine cause and repair
One or More, But Not All Firing Voltage Lines are Higher Than Others	
Carburetor idle mixture not balanced	Readjust carburetor, see ENGINE PERFORMANCE
EGR valve stuck open	Clean and/or replace valve
High resistance in spark plug wires	Replace spark plug wires
Cracked or broken spark plug insulator	Replace spark plugs
Intake vacuum leak	Repair leak
Defective spark plugs	Replace spark plugs
Corroded spark plug terminals	Replace spark plugs
One or More, But Not All Firing Voltage Lines Are Lower Than Others	
Curb idle mixture not balanced	Readjust carburetor, see ENGINE PERFORMANCE
Breaks in plug wires	Replace plug wires causing arcing
Cracked coil tower causing arcing	Replace coil

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Low compression	Determine cause and repair
Defective spark plugs	Replace spark plugs
Corroded spark plugs	Replace spark plugs
Cylinders Not Firing	
Cracked distributor cap terminals	Replace distributor cap
Shorted spark plug wire	Determine cause and repair
Mechanical problem in engine	Determine cause and repair
Defective spark plugs	Replace spark plugs
Spark plugs fouled	Replace spark plugs

BASIC DRIVEABILITY PROBLEMS TROUBLE SHOOTING

CONDITION & POSSIBLE CAUSE	CORRECTION
Hard Starting	
Binding carburetor linkage	Eliminate binding
Binding choke linkage	Eliminate binding
Binding choke piston	Eliminate binding
Restricted choke vacuum	Check vacuum lines for blockage
Worn or dirty needle valve and seat	Clean carburetor, see ENGINE PERFORMANCE
Float sticking	Readjust or replace float see the ENGINE PERFORMANCE section
Incorrect choke adjustment	Reset choke adjustment see ENGINE PERFORMANCE
Defective coil	Replace coil
Improper spark plug gap	Regap spark plugs
Incorrect ignition timing	Reset ignition timing see ENGINE PERFORMANCE
Detonation	
Over-advanced ignition timing	Reset ignition timing see ENGINE PERFORMANCE
Defective spark plugs	Replace spark plugs
Fuel lines clogged	Clean fuel lines
EGR system malfunction	Check and repair EGR system
PCV system malfunction	Repair PCV system
Vacuum leaks	Check and repair vacuum system
Loose fan belts	Tighten or replace fan belts, see ENGINE PERFORMANCE
Restricted airflow	Remove restriction

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Vacuum advance malfunction	Check distributor operation
Dieseling	
Binding carburetor linkage	Eliminate binding
Binding throttle linkage	Eliminate binding
Binding choke linkage or fast idle cam	Eliminate binding
Defective idle solenoid	Replace idle solenoid see ENGINE PERFORMANCE
Improper base idle speed	Reset idle speed, see ENGINE PERFORMANCE
Incorrect ignition timing	Reset ignition timing see ENGINE PERFORMANCE
Incorrect idle mixture setting	Reset idle mixture, see ENGINE PERFORMANCE
Faulty Acceleration	
Incorrect ignition timing	Reset ignition timing see ENGINE PERFORMANCE
Engine cold and choke too lean	Adjust choke and allow engine to warm-up
Defective spark plugs	Replace spark plugs
Defective coil	Replace coil
Faulty Low Speed Operation	
Clogged idle transfer slots	Clean idle transfer slots, see FUEL
Restricted idle air bleeds and passages	Disassemble and clean carburetor, see FUEL
Clogged air cleaner	Replace air filter
Defective spark plugs	Replace spark plugs
Defective ignition wires	Replace ignition wire see ENGINE PERFORMANCE
Defective distributor cap	Replace distributor cap
Faulty High Speed Operation	
Incorrect ignition timing	Reset ignition timing see ENGINE PERFORMANCE
Defective distributor centrifugal advance	Replace advance mechanism
Defective distributor vacuum advance	Replace advance unit
Incorrect spark plugs or plug gap	Check gap and/or replace spark plugs
Faulty choke operation	Check choke and repair as required
Clogged vacuum passages	Remove restrictions
Improper size or clogged main jet	Check jet size and clean, see FUEL

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Restricted air cleaner	Check filter and replace as necessary
Defective distributor cap, rotor or coil	Replace cap, rotor or coil
Misfire at All Speeds	
Defective spark plugs	Replace spark plugs
Defective spark plug wires	Replace spark plug wires
Defective distributor cap, rotor, or coil	Replace cap, rotor, or coil
Cracked or broken vacuum hoses	Replace vacuum hoses
Vacuum leaks	Repair vacuum leaks
Fuel lines clogged	Remove restriction
Hesitation	
Cracked or broken vacuum	Replace vacuum hoses hoses
Vacuum leaks	Repair Vacuum leaks
Binding carburetor linkage	Eliminate binding
Binding throttle linkage	Eliminate binding
Binding choke linkage or fast idle cam	Eliminate binding
Improper float setting	Readjust float setting, see FUEL
Cracked or broken ignition wires	Replace ignition wires
Rough Idle, Missing or Stalling	
Incorrect curb idle or fast idle speed	Reset idle speed, see ENGINE PERFORMANCE
Incorrect basic timing	Reset ignition timing see ENGINE PERFORMANCE
Improper idle mixture adjustment	Reset idle mixture, see ENGINE PERFORMANCE
Improper feedback system operation	Check feedback system see ENGINE PERFORMANCE
Incorrect spark plug gap	Reset spark plug gap, see ENGINE PERFORMANCE
Moisture in ignition components	Dry components
Loose or broken ignition wires	Replace ignition wires
Damaged distributor cap or or rotor	Replace distributor cap or rotor
Faulty ignition coil	Replace ignition coil
Fuel filter clogged or worn	Replace fuel filter
Damaged idle mixture screw	Replace idle mixture screw, see FUEL
Improper fast idle cam adjustment	Reset fast idle cam adjustment, see TUNE- see ENGINE PERFORMANCE
Improper EGR valve operation	Replace EGR valve

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Faulty PCV valve air flow	Replace PCV valve
Choke binding or improper choke setting	Reset choke or eliminate binding
Vacuum leak	Repair vacuum leak
Improper float bowl fuel level	Reset float adjustment, see FUEL
Clogged air bleed or idle passages	Clean carburetor passages, see FUEL
Clogged or worn air cleaner filter	Replace air filter
Faulty choke vacuum diaphragm	Replace diaphragm, see ENGINE PERFORMANCE
Exhaust manifold heat valve inoperative	Replace heat valve
Improper distributor spark advance	Check distributor operation
Leaking valves or valve components	Check and repair valvetrain
Improper carburetor mounting	Remove and remount carburetor
Excessive play in distributor shaft	Replace distributor
Loose or corroded wiring connections	Repair or replace as required
Engine Surges	
Improper PCV valve airflow	Replace PCV valve
Vacuum leaks	Repair vacuum leaks
Clogged air bleeds	Remove restriction
EGR valve malfunction	Replace EGR valve
Restricted air cleaner filter	Replace air filter
Cracked or broken vacuum hoses	Replace vacuum hoses
Cracked or broken ignition wires	Replace ignition wires
Vacuum advance malfunction	Check unit and replace as necessary
Defective or fouled spark plugs	Replace spark plugs
Ping or Spark Knock	
Incorrect ignition timing	Reset ignition timing see ENGINE PERFORMANCE
Distributor centrifugal or vacuum advance malfunction	Check operation and replace as necessary
Carburetor setting too lean	Readjust mixture setting, see ENGINE PERFORMANCE
Vacuum leak	Eliminate vacuum leak
EGR valve malfunction	Replace EGR valve
Poor Gasoline Mileage	
Cracked or broken vacuum	Replace vacuum hoses hoses
Vacuum leaks	Repair vacuum leaks
Defective ignition wires	Replace wires

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Incorrect choke setting	Readjust setting, see ENGINE PERFORMANCE
Defective vacuum advance	Replace vacuum advance
Defective spark plugs	Replace spark plugs
Binding carburetor power piston	Eliminate binding
Dirt in carburetor jets	Clean and/or replace jets
Incorrect float adjustment	Readjust float setting, see FUEL
Defective power valve	Replace power valve, see ENGINE PERFORMANCE
Incorrect idle speed	Readjust idle speed
Engine Stalls	
Improper float level	Readjust float level
Leaking needle valve and seat	Replace needle valve and seat
Vacuum leaks	Eliminate vacuum leaks

VACUUM PUMP - DIESEL TROUBLE SHOOTING

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NOTE: Diesel engines mechanical diagnosis is the same as gasoline engines for items such as noisy valves, bearings, pistons, etc. The following trouble shooting covers only items pertaining to diesel engines.

VACUUM PUMP (DIESEL) TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Excessive Noise	
Loose pump-to-drive assembly screws	Tighten screws
Loose tube on pump assembly	Tighten tube
Valves not functioning properly	Replace valves
Oil Leakage	
Loose end plug	Tighten end plug
Bad seal crimp	Remove and re-crimp seal

MANUAL TRANSMISSION

MANUAL TRANSMISSION TROUBLE SHOOTING

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MANUAL TRANSMISSION/TRANSAXLE TROUBLE SHOOTING

Condition	Possible Cause
Noisy In Forward Gears	Low gear oil level, Loose bell housing bolts, Worn bearings or gears
Clunk On Deceleration (FWD Only)	Loose engine mounts, Worn inboard CV joints, Worn differential pinion shaft, Side gear hub counterbore in case worn oversize
Gear Clash When Shifting Forward Gears	Clutch Out Of Adjustment, Shift linkage damaged or out of adjustment, Gears or synchronizers damaged, Low gear oil level
Transmission Noisy When Moving (RWD Only) Quiet In Neutral With Clutch Engaged	Worn rear outputshaft bearing
Gear Rattle	Worn bearings, Wrong gear oil, Low gear oil, Worn gears
Steady Ticking At Idle (Increases With RPM)	Broken tooth on gear
Gear Clash When Shifting Forward Gears	Worn or broken synchronizers
Loud Whine In Reverse	Normal condition ⁽¹⁾
Noise When Stepping On Clutch	Bad release bearing, Worn pilot bearing
Ticking Or Screeching As Clutch Is Engaged	Faulty release bearing, Uneven pressure plate fingers
Click Or Snap When Clutch Is Engaged	Worn clutch fork, Worn or broken front bearing retainer
Transmission Shifts Hard	Clutch not releasing, Shift mechanism binding, Clutch installed backwards
Will Not Shift Into One Gear, Shifts Into All Others	Bent shift fork, Worn detent balls
Locked Into Gear, Cannot Shift	Clutch adjustment, Worn detent balls
Transmission Jumps Out Of Gear	Pilot bearing worn, Bent shift fork, Worn gear teeth or face, Excessive gear train end play, Worn synchronizers, Missing detent ball spring, Shift mechanism worn or out of adjustment, Engine or transmission mount bolts loose or out of adjustment, Transmission not aligned
Shift Lever Rattle	Worn shift lever or detents, Worn shift forks, Worn synchronizers sleeve
Shift Lever Hops Under Acceleration	Worn engine or transmission mounts
(1) Most units use spur cut gears in reverse and are noisy	

POWERTRAIN

CLUTCH TROUBLE SHOOTING

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BASIC CLUTCH TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Chattering or Grabbing	
Incorrect clutch adjustment	Adjust clutch
Oil, grease or glaze on facings	Disassemble and clean or replace
Loose "U" joint flange	See DRIVE AXLES article
Worn input shaft spline	Replace input shaft
Binding pressure plate	Replace pressure plate
Binding release lever	See CLUTCH article
Binding clutch disc hub	Replace clutch disc
Unequal pressure plate contact	Replace worn/misaligned components
Loose/bent clutch disc	Replace clutch disc
Incorrect transmission alignment	Realign transmission
Worn pressure plate, disc or flywheel	Replace damaged components
Broken or weak pressure springs	Replace pressure plate
Sticking clutch pedal	Lubricate clutch pedal & linkage
Incorrect clutch disc facing	Replace clutch disc
Engine loose in chassis	Tighten all mounting bolts
Failure to Release	
Oil or grease on clutch facings	Clean or replace clutch disc
Incorrect release lever or pedal adjustment	See CLUTCH article
Worn or broken clutch facings	Replace clutch disc
Bent clutch disc or pressure plate	Replace damaged components
Clutch disc hub binding on input shaft	Clean or replace clutch disc and/or input shaft
Binding pilot bearing	Replace pilot bearing
Sticking release bearing sleeve	Replace release bearing and/or sleeve
Binding clutch cable	See CLUTCH article
Defective clutch master	Replace master cylinder

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Defective clutch slave	Replace slave cylinder
Air in hydraulic system	Bleed hydraulic system
Rattling	
Weak or broken release lever spring	Replace spring and check alignment
Damaged pressure plate	Replace pressure plate
Broken clutch return spring	Replace return spring
Worn splines on clutch disc or input shaft	Replace clutch disc and/or input shaft
Worn clutch release bearing	Replace release bearing
Dry or worn pilot bearing	Lubricate or replace pilot bearing
Unequal release lever contact	Align or replace release lever
Incorrect pedal free play	Adjust free play
Warped or damaged clutch disc	Replace damaged components
Slipping	
Pressure springs worn or	Release pressure plate
Oily, greasy or worn facings	Clean or replace clutch disc
Incorrect clutch alignment	Realign clutch assembly
Warped clutch disc or pressure plate	Replace damaged components
Binding release levers or clutch pedal	Lubricate and/or replace release components
Squeaking	
Worn or damaged release	Replace release bearing
Dry or worn pilot or release bearing	Lubricate or replace assembly
Pilot bearing turning in crankshaft	Replace pilot bearing and/or crankshaft
Worn input shaft bearing	Replace bearing and seal
Incorrect transmission alignment	Realign transmission
Dry release fork between pivot	Lubricate release fork and pivot
Heavy and/or Stiff Pedal	
Sticking release bearing sleeve	Replace release bearing and/or sleeve
Dry or binding clutch pedal hub	Lubricate and align components
Floor mat interference with pedal	Lay mat flat in proper area
Dry or binding ball/fork pivots	Lubricate and align components
Faulty clutch cable	Replace clutch cable
Noisy Clutch Pedal	
Faulty interlock switch	Replace interlock switch
Self-adjuster ratchet noise	Lubricate or replace self-adjuster
Speed control interlock switch	Lubricate or replace interlock switch

Clutch Pedal Sticks Down

Binding clutch cable	See CLUTCH article
Springs weak in pressure plate	Replace pressure plate
Binding in clutch linkage	Lubricate and free linkage

Noisy

Dry release bearing	Lubricate or replace release bearing
Dry or worn pilot bearing	Lubricate or replace bearing
Worn input shaft bearing	Replace bearing

Transmission Click

Weak springs in pressure	Replace pressure plate plate
Release fork loose on ball stud	Replace release fork and/or ball stud
Oil on clutch disc damper	Replace clutch disc
Broken spring in slave cylinder	Replace slave cylinder

DRIVE AXLE - NOISE DIAGNOSIS**Unrelated Noises**

Some driveline trouble symptoms are also common to the engine, transmission, wheel bearings, tires, and other parts of the vehicle. Ensure cause of trouble actually is in the drive axle before adjusting, repairing, or replacing any of its parts.

Non-Drive Axle Noises

A few conditions can sound just like drive axle noise and have to be considered in pre-diagnosis. The 4 most common noises are exhaust, tires, CV/universal joints and wheel trim rings.

In certain conditions, the pitch of the exhaust gases may e gear whine. At other times, it may be mistaken for a wheel bearing rumble.

Tires, especially radial and snow, can have a high-pitched tread whine or roar, similar to gear noise. Also, some non-standard tires with an unusual tread construction may emit a roar or whine.

Defective CV/universal joints may cause clicking noises or excessive driveline play that can be improperly diagnosed as drive axle problems.

Trim and moldings also can cause a whistling or whining noise. Ensure none of these components are causing the noise before disassembling the drive axle.

Gear Noise

A "howling" or "whining" noise from the ring and pinion gear can be caused by an improper gear pattern, gear damage, or improper bearing preload. It can occur at various speeds and driving conditions, or it can be

continuous.

Before disassembling axle to diagnose and correct gear ke sure that tires, exhaust, and vehicle trim have been checked as possible causes.

Chuckle

This is a particular rattling noise that sounds like a stick against the spokes of a spinning bicycle wheel. It occurs while decelerating from 40 MPH and usually can be heard until vehicle comes to a complete stop. The frequency varies with the speed of the vehicle.

A chuckle that occurs on the driving phase is usually caused ive clearance due to differential gear wear, or by a damaged tooth on the coast side of the pinion or ring gear. Even a very small tooth nick or a ridge on the edge of a gear tooth is enough the cause the noise.

This condition can be corrected simply by cleaning the gear tooth nick or ridge with a small grinding wheel. If either gear is damaged or scored badly, the gear set must be replaced. If metal has broken loose, the carrier and housing must be cleaned to remove particles that could cause damage.

Knock

This is very similar to a chuckle, though it may be louder, and occur on acceleration or deceleration. Knock can be caused by a gear tooth that is damaged on the drive side of the ring and pinion gears. Ring gear bolts that are hitting the carrier casting can cause knock. Knock can also be due to excessive end play in the axle shafts.

Clunk

Clunk is a metallic noise heard when an automatic transmission is engaged in Reverse or Drive, or when throttle is applied or released. It is caused by backlash somewhere in the driveline, but not necessarily in the axle. To determine whether driveline clunk is caused by the axle, check the total axle backlash as follows:

1. Raise vehicle on a frame or twinpost hoist so that drive wheels are free. Clamp a bar between axle companion flange and a part of the frame or body so that flange cannot move.
2. On conventional drive axles, lock the left wheel to keep it from turning. On all models, turn the right wheel slowly until it is felt to be in Drive condition. Hold a chalk marker on side of tire about 12" from center of wheel. Turn wheel in the opposite direction until it is again felt to be in Drive condition.
3. Measure the length of the chalk mark, which is the total axle backlash. If backlash is one inch or less, drive axle is not the source of clunk noise.

Bearing Whine

Bearing whine is a high-pitched sound similar to a whistle. It is usually caused by malfunctioning pinion bearings. Pinion bearings operate at drive shaft speed. Roller wheel bearings may whine in a similar manner if they run completely dry of lubricant. Bearing noise will occur at all driving speeds. This distinguishes it from gear whine, which usually comes and goes as speed changes.

Bearing Rumble

Bearing rumble sounds like marbles being tumbled. It is usually caused by a malfunctioning wheel bearing. The lower pitch is because the wheel bearing turns at only about 1/3 of drive shaft speed.

Chatter On Turns

This is a condition where the entire front or rear of vehicle vibrates when vehicle is moving. The vibration is plainly felt as well as heard. Extra differential thrust washers installed during axle repair can cause a condition of partial lock-up that creates this chatter.

Axle Shaft Noise

Axle shaft noise is similar to gear noise and pinion bearing whine. Axle shaft bearing noise will normally distinguish itself from gear noise by occurring in all driving modes (Drive, cruise, coast and float), and will persist with transmission in Neutral while vehicle is moving at problem speed.

If vehicle displays this noise condition, remove suspect parts, replace wheel seals and install a new set of bearings. Re-evaluate vehicle for noise before removing any internal components.

Vibration

Vibration is a high-frequency trembling, shaking or grinding condition (felt or heard) that may be constant or variable in level and can occur during the total operating speed range of the vehicle.

The types of vibrations that can be felt in the vehicle can be divided into 3 main groups:

- Vibrations of various unbalanced rotating parts of the vehicle.
- Resonance vibrations of the body and frame structures caused by rotating of unbalanced parts.
- Tip-in moans of resonance vibrations from stressed engine or exhaust system mounts or driveline flexing modes.

DRIVE AXLE - RWD TROUBLE SHOOTING

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DRIVE AXLE (RWD) TROUBLE SHOOTING

CONDITION & POSSIBLE CAUSE	CORRECTION
Knocking or Clunking	
Differential Side Gear Clearance	Check Clearance
Worn Pinion Shaft	Replace Pinion Shaft

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Axle Shaft End Play	Check End Play
Missing Gear Teeth	Check Differential/Replace Gear
Wrong Axle Backlash	Check Backlash
Misaligned Driveline	Realign Driveline
Clinking During Engagement	
Side Gear Clearance	Check Clearance
Ring and Pinion Backlash	Check Backlash
Worn/Loose Pinion Shaft	Replace Shaft/Bearing
Bad "U" Joint	Replace "U" Joint
Sticking Slip Yoke	Lube Slip Yoke
Broken Rear Axle Mount	Replace Mount
Loose Drive Shaft Flange	Check Flange
Click/Chatter On Turns	
Differential Side Gear Clearance	Check Clearance
Wrong Turn On Plates ⁽¹⁾	Replace Clutch Plates
Wrong Differential Lubricant ⁽¹⁾	Change Lubricant
Knock Or Click	
Flat Spot on Rear Wheel Bearing	Replace Wheel Bearing
Low Vibration At All Speeds	
Faulty Wheel Bearing	Replace Wheel Bearing
Faulty "U" Joint	Replace "U" Joint
Faulty Drive Shaft	Balance Drive Shaft
Faulty Companion Flange	Replace Flange
Faulty Slip Yoke Flange	Replace Flange
⁽¹⁾ Limited slip differential only.	

FWD AXLE SHAFTS & CV JOINTS TROUBLE SHOOTING

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BASIC FWD AXLE SHAFTS & CV JOINTS TROUBLE SHOOTING CHART

CONDITION	POSSIBLE CAUSE
Grease Leaks	CV boot torn or cracked
Clicking Noise on Cornering	Damaged outer CV
Clunk Noise on Acceleration	Damaged inner CV
Vibration or Shudder on Acceleration	Sticking, damaged or worn CV Misalignment or

spring height

STEERING & SUSPENSION

MANUAL STEERING GEAR TROUBLE SHOOTING

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BASIC MANUAL STEERING GEAR TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Rattle or Chucking Noise in Rack and Pinion	
Rack and pinion mounting bracket loose	Tighten all mounting bolts
Lack of/or incorrect lubricant	Correct as necessary
Steering gear mounting bolts loose	Tighten all mounting bolts
Excessive Play	
Front wheel bearing improperly adjusted	See FRONT SUSPENSION article
Loose or worn steering linkage	See STEERING LINKAGE article
Loose or worn steering gear shift	See MANUAL STEERING GEAR article
Steering arm loose on gear shaft	See MANUAL STEERING GEAR article
Steering gear housing bolts loose	Tighten all mounting bolts
Steering gear adjustment too loose	See MANUAL STEERING GEAR article
Steering arms loose on knuckles	Tighten and check steering linkage
Rack and pinion mounting loose	Tighten all mounting bolts
Rack and pinion out of adjustment	See adjustment in STEERING article
Tie rod end loose	Tighten and check steering linkage
Excessive Pitman shaft-to-ball nut lash	Repair as necessary
Poor Returnability	
Lack of lubricant in ball joint or linkage	Lubricate and service systems
Binding in linkage or ball joints	See STEERING LINKAGE and SUSPENSION article
Improper front end alignment	See WHEEL ALIGNMENT

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	article
Improper tire pressure	Inflate to proper pressure
Tie rod binding	Inflate to proper pressure
Shaft seal rubbing shaft	See STEERING COLUMN article
Excessive Vertical Motion	
Improper tire pressure	Inflate to proper pressure
Tires, wheels or rotors out of balance	Balance tires then check wheels and rotors
Worn or faulty shock absorbers	Check and replace if necessary
Loose tie rod ends or steering	Tighten or replace if necessary
Loose or worn wheel bearings	See SUSPENSION article
Steering Pulls to One Side	
Improper tire pressure	Inflate to proper pressure
Front tires are different sizes	Rotate or replace if necessary
Wheel bearings not adjusted properly	See FRONT SUSPENSION article
Bent or broken suspension components	See FRONT SUSPENSION article
Improper wheel alignment	See WHEEL ALIGNMENT article
Brakes dragging	See BRAKES article
Instability	
Low or uneven tire pressure	Inflate to proper pressure
Loose or worn wheel bearings	See FRONT SUSPENSION article
Loose or worn idler arm bushing	See FRONT SUSPENSION article
Loose or worn strut bushings	See FRONT SUSPENSION article
Incorrect front wheel alignment	See WHEEL ALIGNMENT article
Steering gear not centered	See MANUAL STEERING GEARS article
Springs or shock	Check and replace if necessary
Improper cross shaft	See MANUAL STEERING GEARS article

POWER STEERING TROUBLE SHOOTING

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symptoms. For model-specific Trouble Shooting, refer to SUBJECT, DIAGNOSTIC, or TESTING articles available in the section(s) you are accessing.

BASIC POWER STEERING TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Rattle or Chucking Noise	
Pressure hoses touching engine parts	Adjust to proper clearance
Loose Pitman shaft	Adjust or replace if necessary
Tie rods ends or Pitman arm loose	Tighten and check system
Rack and pinion mounts loose	Tighten all mounting bolts
Free play in worm gear	See POWER STEERING GEAR article
Loose sector shaft or thrust bearing adjustment	See POWER STEERING GEAR
Free play in pot coupling	See STEERING COLUMN article
Worn shaft serrations	See STEERING COLUMN article
Growl in Steering Pump	
Excessive pressure in hoses	Restricted hoses, see POWER STEERING GEAR article
Scored pressure plates	See POWER STEERING GEAR article
Scored thrust plates or rotor	See POWER STEERING GEAR article
Extreme wear of cam ring	See POWER STEERING GEAR article
Rattle in Steering Pump	
Vanes not installed	See POWER STEERING PUMP article
Vanes sticking in rotor	See POWER STEERING PUMP article
Swish noise in Pump	
Defective flow control valve	See POWER STEERING PUMP article
Groan in Steering Pump	
Air in fluid	See POWER STEERING PUMP article
Poor pressure hose connection	Tighten and check, replace if necessary
Squawk When Turning	
Damper "O" ring on valve spool cut	See POWER STEERING PUMP article

Moan or Whine in Pump

Pump shaft bearing scored	Replace bearing and fluid
Air in fluid or fluid level low	See POWER STEERING PUMP article
Hose or column grounded	Check and replace if necessary
Cover "O" ring missing or damaged	See POWER STEERING PUMP article
Valve cover baffle missing or damaged	See POWER STEERING PUMP article
Interference of components in pump	See POWER STEERING PUMP article
Loose or poor bracket alignment	Correct or replace if necessary

Hissing When Parking

Internal leakage in steering gear	Check valved assembly first
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Chirp in Steering Pump

Loose or worn power steering belt	Adjust or replace if necessary
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Buzzing When Not Steering

Noisy pump	See POWER STEERING PUMP article
Free play in steering shaft bearing	See STEERING COLUMN article
Bearing loose on shaft serrations	See STEERING COLUMN article

Clicking Noise in Pump

Pump slippers too long	See POWER STEERING PUMP article
Broken slipper springs	See POWER STEERING PUMP article
Excessive wear or nicked rotors	See POWER STEERING PUMP article
Damaged cam contour	See POWER STEERING PUMP article

Poor Return of Wheel

Wheel rubbing against turn signal	See STEERING COLUMN SWITCHES article
Flange rubbing steering gear adjuster	See STEERING COLUMN article
Tight or frozen steering shaft bearing	See STEERING COLUMN article
Steering gear out of adjustment	See POWER STEERING GEAR article
Sticking or plugged spool valve	See POWER STEERING

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

	PUMP article
Improper front end alignment	See WHEEL ALIGNMENT article
Wheel bearings worn or loose	See FRONT SUSPENSION article
Ties rods or ball joints binding	Check and replace if necessary
Intermediate shaft joints binding	See STEERING COLUMN article
Kinked pressure hoses	Correct or replace if necessary
Loose housing head spanner nut	See POWER STEERING GEAR article
Damaged valve lever	See POWER STEERING GEAR article
Sector shaft adjusted too tight	See ADJUSTMENTS in POWER STEERING GEAR article
Worm thrust bearing adjusted too tight	See ADJUSTMENTS in POWER STEERING GEAR article
Reaction ring sticking in cylinder	See POWER STEERING GEAR article
Reaction ring sticking in housing head	See POWER STEERING GEAR article
Steering pump internal leakage	See POWER STEERING PUMP article
Steering gear-to-column misalignment	See STEERING COLUMN article
Lack of lubrication in linkage	Service front suspension
Lack of lubrication in ball joints	Service front suspension
Increased Effort When Turning Wheel Fast Foaming, Milky Power Steering Fluid, Low Fluid Level or Low Pressure	
High internal pump leakage	See POWER STEERING PUMP article
Power steering pump belt slipping	Adjust or replace if necessary
Low fluid level	Check and fill to proper level
Engine idle speed too low	Adjust to correct setting
Air in pump fluid system	See POWER STEERING PUMP article
Pump output low	See POWER STEERING PUMP article
Steering gear malfunctioning	See POWER STEERING GEAR article

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

Wheel Surges or Jerks

Low fluid level	Check and fill to proper level
Loose fan belt	Adjust or replace if necessary
Insufficient pump pressure	See POWER STEERING PUMP article
Sticky flow control valve	See POWER STEERING PUMP article
Linkage hitting oil pan at full turn	Replace bent components

Kick Back or Free Play

Air in pump fluid system	See POWER STEERING PUMP article
Worn poppet valve in steering gear	See POWER STEERING PUMP article
Excessive over center lash	See POWER STEERING GEAR article
Thrust bearing out of adjustment	See POWER STEERING GEAR article
Free play in pot coupling	See POWER STEERING PUMP article
Steering gear coupling loose on shaft	See POWER STEERING PUMP article
Steering disc mounting bolts loose	Tighten or replace if necessary
Coupling loose on worm shaft	Tighten or replace if necessary
Improper sector shaft adjustment	See POWER STEERING GEAR article
Excessive worm piston side play	See POWER STEERING GEAR article
Damaged valve lever	See POWER STEERING GEAR article
Universal joint loose	Tighten or replace if necessary
Defective rotary valve	See POWER STEERING GEAR article

No Power When Parking

Sticking flow control valve	See POWER STEERING PUMP article
Insufficient pump pressure output	See POWER STEERING PUMP article
Excessive internal pump leakage	See POWER STEERING PUMP article
Excessive internal gear leakage	See POWER STEERING

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GENERAL INFORMATION Trouble Shooting - Basic Procedures

	PUMP article
Flange rubs against gear adjust plug	See STEERING COLUMN article
Loose pump belt	Adjust or replace if necessary
Low fluid level	Check and add proper amount of fluid
Engine idle too low	Adjust to correct setting
Steering gear-to-column misaligned	See STEERING COLUMN article
No Power, Left Turn	
Left turn reaction seal "O" ring worn	See POWER STEERING GEAR article
Left turn reaction seal damaged/missing	See POWER STEERING GEAR article
Cylinder head "O" ring damaged	See POWER STEERING PUMP article
No Power, Right Turns	
Column pot coupling bottomed	See STEERING COLUMN article
Right turn reaction seal "O" ring worn	See POWER STEERING GEAR article
Right turn reaction seal damaged	See POWER STEERING GEAR article
Internal leakage through piston end plug	See POWER STEERING GEAR article
Internal leakage through side plugs	See POWER STEERING GEAR article
Lack of Effort in Turning	
Left and/or right reaction seal sticking in cylinder head	Replace, see POWER STEERING GEAR article
Wanders to One Side	
Front end alignment incorrect	See WHEEL ALIGNMENT article
Unbalanced steering gear valve	See POWER STEERING GEAR article
Low Pressure Due to Steering Pump	
Flow control valve stuck or inoperative	See POWER STEERING PUMP article
Pressure plate not flat against cam ring	See POWER STEERING PUMP article
Extreme wear of cam ring	Replace and check adjustments
Scored plate, thrust plate or rotor	See POWER STEERING

	PUMP article
Vanes not installed properly	See POWER STEERING PUMP article
Vanes sticking in rotor slots	See POWER STEERING PUMP article
Cracked/broken thrust or pressure plate	See POWER STEERING PUMP article

STEERING COLUMN TROUBLE SHOOTING

NOTE: This is **GENERAL** information. This article is not intended to be specific to any unique situation or individual vehicle configuration. The purpose of this Trouble Shooting information is to provide a list of common causes to problem symptoms. For model-specific Trouble Shooting, refer to **SUBJECT**, **DIAGNOSTIC**, or **TESTING** articles available in the section(s) you are accessing.

BASIC STEERING COLUMN TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Noise in Steering	
Coupling pulled apart	See STEERING COLUMNS article
Column not correctly aligned	See STEERING COLUMNS article
Broken lower joint	Replace joint
Horn contact ring not	See STEERING COLUMN article
Bearing not lubricated	See STEERING COLUMN article
Shaft snap ring not properly seated	Reseat or replace snap ring
Plastic spherical joint not lubricated	See STEERING COLUMN article
Shroud or housing loose	Tighten holding screws
Lock plate retaining ring not seated	See STEERING COLUMN article
Loose sight shield	Tighten holding screws
High Steering Shaft Effort	
Column assembly misaligned	See STEERING COLUMN article
Improperly installed dust shield	Adjust or replace
Tight steering universal joint	See STEERING COLUMN article
High Shift Effort	
Column is out of alignment	See STEERING COLUMN

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	article
Improperly installed dust shield	Adjust or replace
Seals or bearings not lubricated	See STEERING COLUMNS article
Mounting bracket screws too long	Replace with new shorter screws
Burrs on shift tube	Remove burrs or replace tube
Lower bowl bearing assembled wrong	See STEERING COLUMN article
Shift tube bent or broken	Replace as necessary
Improper adjustment of shift levers	See STEERING COLUMN article
Improper Trans. Shifting	
Sheared shift tube joint	Replace as necessary
Sheared lower shaft lever	Replace as necessary
Improper shift lever adjustment	See STEERING COLUMN article
Improper gate plate adjustment	See STEERING COLUMN article
Excess Play in Column	
Instrument panel bracket bolts loose	Tighten bolts and check bracket
Broken weld nut on jacket	See STEERING COLUMN article
Instrument bracket capsule sheared	See STEERING COLUMN article
Column bracket/jacket bolts loose	Tighten bolts and check bracket
Steering Locks in Gear	
Release lever mechanism	See STEERING COLUMN article

SUSPENSION TROUBLE SHOOTING

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BASIC SUSPENSION TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Front End Noise	

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Loose or worn wheel	See Wheel Bearing Adjustment in SUSPENSION
Worn shocks or shock mountings	Replace struts or strut mountings
Worn struts or strut mountings	Replace struts or strut mountings
Loose or worn lower control arm	See SUSPENSION
Loose steering gear-to-frame bolts	See STEERING
Worn control arm bushings	See SUSPENSION
Ball joints not lubricated	Lubricate ball joints & see Ball Joint Checking in SUSPENSION
Front Wheel Shake, Shimmy, or Vibration	
Tires or wheels out of balance	Check tire balance
Incorrect wheel alignment	See WHEEL ALIGNMENT
Drive shaft unbalanced	Check drive shaft balance
Loose or worn wheel bearings	See WHEEL ALIGNMENT
Loose or worn tie rod ends	See SUSPENSION
Worn upper ball joints	See Ball Joint Checking in SUSPENSION
Worn shock absorbers	Replace shock absorbers
Worn strut bushings	Replace strut bushings
Car Pulls to One Side	
Mismatched or uneven tires	Check tire condition
Broken or sagging springs	See SUSPENSION
Loose or worn strut bushings	See SUSPENSION
Improper wheel alignment	See WHEEL ALIGNMENT
Improper rear axle alignment	Check rear axle alignment
Power steering gear unbalanced	See STEERING
Front brakes dragging	See BRAKES
Abnormal Tire Wear	
Unbalanced tires	Check tire balance & rotation
Sagging or broken springs	See SUSPENSION
Incorrect front end alignment	See WHEEL ALIGNMENT
Faulty shock absorbers	Replace shock absorbers
Scuffed Tires	
Toe-In incorrect	See WHEEL ALIGNMENT
Suspension arm bent or twisted	See appropriate SUSPENSION article
Springs Bottom or Sag	
Bent or broken springs	See SUSPENSION
Leaking or worn shock absorbers	Replace shock absorbers

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Frame misalignment	Check frame for damage
Spring Noises	
Loose "U" Bolts	See SUSPENSION
Loose or worn bushings	See SUSPENSION
Worn or missing interliners	See SUSPENSION
Shock Absorber Noise	
Loose shock mountings	Check & tighten mountings
Worn bushings	Replace bushings
Air in system	Bleed air from system
Undercoating on shocks	Remove undercoating
Car Leans or Sways on Corners	
Loose stabilizer bar	See SUSPENSION
Faulty shocks or mountings	Replace shocks or mountings
Broken or sagging springs	See SUSPENSION
Shock Absorbers Leaking	
Worn seals or reservoir tube crimped	See SUSPENSION
Broken Springs	
Loose "U" bolts	See SUSPENSION
Inoperative shock absorbers	Replace shock absorbers

WHEEL ALIGNMENT TROUBLE SHOOTING

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BASIC WHEEL ALIGNMENT TROUBLE SHOOTING CHART

CONDITION & POSSIBLE CAUSE	CORRECTION
Premature Tire Wear	
Improper tire inflation	Check tire pressure
Front alignment out of tolerance	See ALIGNMENT SPECS in WHEEL ALIGNMENT section
Suspension components worn	See SUSPENSION section
Steering system components worn	See STEERING section
Improper standing height	See WHEEL ALIGNMENT
Uneven or sagging springs	See SUSPENSION section
Bent wheel	See WHEEL ALIGNMENT
Improper torsion bar adjustment	See SUSPENSION section
Loose or worn wheel bearings	See WHEEL BEARING ADJ.

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	in SUSPENSION section
Worn or defective shock	Replace shock absorbers
Tires out of balance	Check tire balance
Pulls to One Side	
Improper tire inflation	Check tire pressure
Brake dragging	See BRAKE section
Mismatched tires	See WHEEL ALIGNMENT
Broken or sagging spring	See SUSPENSION section
Broken torsion bar	See SUSPENSION section
Power steering valve not centered	See STEERING section
Front alignment out of tolerance	See WHEEL ALIGNMENT section
Defective wheel bearing	See WHEEL BEARINGS in SUSPENSION section
Uneven sway bar links	See SUSPENSION section
Frame bent	Check for frame damage
Steering system bushing worn	See STEERING section
Hard Steering	
Idler arm bushing too tight	See STEERING LINKAGE in STEERING section
Ball joint tight or seized	See SUSPENSION section
Steering linkage too tight	See STEERING LINKAGE in STEERING section
Power steering fluid low	Add proper amount of fluid
Power steering drive belt loose	See STEERING section
Power steering pump defective	See STEERING section
Steering gear out of adjustment	See STEERING section
Incorrect wheel alignment	See WHEEL ALIGNMENT
Damaged steering gear	See STEERING section
Damaged suspension	See SUSPENSION section
Bent steering knuckle or supports	See SUSPENSION section
Vehicle "Wanders"	
Strut rod or control arm bushing worn	See SUSPENSION section
Loose or worn wheel bearings	See WHEEL BEARINGS in SUSPENSION section
Improper tire inflation	Check tire pressure
Stabilizer bar missing or defective	See SUSPENSION section
Wheel alignment out of tolerance	See Adjustment in WHEEL ALIGNMENT section
Broken spring	See SUSPENSION section
Defective shock absorber	Replace shock absorbers

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Worn steering & suspension components	See SUSPENSION section
Front End Shimmy	
Tire out of balance/round	Check tire balance
Excessive wheel runout	See WHEEL ALIGNMENT
Insufficient or improper caster	See WHEEL ALIGNMENT section
Worn suspension or steering components	See SUSPENSION section
Defective shock absorbers	Replace shock absorber
Wheel bearings worn or loose	See WHEEL BEARING ADJ. in SUSPENSION section
Power steering reaction Bracket loose	See STEERING section
Steering gear box (rack) mounting loose	See STEERING section
Steering gear adjustment loose	See STEERING section
Worn spherical joints	See SUSPENSION section
Toe-In Not Adjustable	
Lower control arm bent	See SUSPENSION section
Frame bent	Check frame for damage
Camber Not Adjustable	
Control arm bent	See SUSPENSION section
Frame bent	Check frame for damage
Hub & bearing not seated properly	See SUSPENSION section

GENERAL INFORMATION**Engine Overhaul Procedures***** PLEASE READ THIS FIRST ***

Examples used in this article are general in nature and do not necessarily relate to a specific engine or system. Illustrations and procedures have been chosen to guide mechanic through engine overhaul process. Descriptions of processes of cleaning, inspection, assembly and machine shop practice are included.

Always refer to appropriate engine overhaul article, if available, in the ENGINES section for complete overhaul procedures and specifications for the vehicle being repaired.

DESCRIPTION

Examples used in this article are general in nature and do not necessarily relate to a specific engine or system. Illustrations and procedures have been chosen to guide mechanic through engine overhaul process. Descriptions of cleaning, inspection, and assembly processes are included.

ENGINE IDENTIFICATION

Engine may be identified from Vehicle Identification Number (VIN) stamped on a metal tab. Metal tab may be located in different locations depending on manufacturer. Engine identification number or serial number is located on cylinder block. Location varies with each manufacturer.

INSPECTION PROCEDURES*** PLEASE READ THIS FIRST ***

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GENERAL

Engine components must be inspected to meet manufacturer's specifications and tolerances during overhaul. Proper dimensions and tolerances must be met to obtain proper performance and maximum engine life.

Micrometers, depth gauges and dial indicator are used for checking tolerances during engine overhaul. Magnaflux, Magnaglo, dye-check, ultrasonic and x-ray inspection procedures are used for parts inspection.

MAGNETIC PARTICLE INSPECTION

Magnaflux & Magnaglo

Magnaflux is an inspection technique used to locate material flaws and stress cracks. Component is subjected to a strong magnetic field. Entire component or a localized area can be magnetized. Component is coated with either a wet or dry material that contains fine magnetic particles.

Cracks which are outlined by the particles cause an interruption of magnetic field. Dry powder method of Magnaflux can be used in normal lighting and crack appears as a bright line.

Fluorescent liquid is used along with a Black light in the Magnaglo Magnaflux system. Darkened room is required for this procedure. The crack will appear as a glowing line. Complete demagnetizing of component upon completion is required on both procedures. Magnetic particle inspection applies to ferrous materials only.

PENETRANT INSPECTION**Zyglo**

The Zyglo process coats material with a fluorescent dye penetrant. Component is often warmed to expand cracks that will be penetrated by the dye. Using darkened room and Black light, component is inspected for cracks. Crack will glow brightly.

Developing solution is often used to enhance results. Parts made of any material, such as aluminum cylinder heads or plastics, may be tested using this process.

Dye Check

Penetrating dye is sprayed on the previously cleaned component. Dye is left on component for 5-45 minutes, depending upon material density. Component is then wiped clean and sprayed with a developing solution. Surface cracks will show up as a bright line.

ULTRASONIC INSPECTION

If an expensive part is suspected of internal cracking, ultrasonic testing is used. Sound waves are used for component inspection.

X-RAY INSPECTION

This form of inspection is used on highly stressed components. X-ray inspection may be used to detect internal and external flaws in any material.

PRESSURE TESTING

Cylinder heads can be tested for cracks using a pressure tester. Pressure testing is performed by plugging all but one of the holes of cylinder head and injecting air or water into the open passage.

Leaks are indicated by the appearance of wet or damp areas when using water. When air is used, it is necessary to spray the head surface with a soap solution. Bubbles will indicate a leak. Cylinder head may also be

submerged in water heated to specified temperature to check for cracks created during heat expansion.

CLEANING PROCEDURES

* PLEASE READ THIS FIRST *

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GENERAL

All components of an engine do not have the same cleaning requirements. Physical methods include bead blasting and manual removal. Chemical methods include solvent blast, solvent tank, hot tank, cold tank and steam cleaning of components.

BEAD BLASTING

Manual removal of deposits may be required prior to bead blasting, followed by some other cleaning method. Carbon, paint and rust may be removed using bead blasting method. Components must be free of oil and grease prior to bead blasting. Beads will stick to grease or oil soaked areas causing area not to be cleaned.

Use air pressure to remove all trapped residual beads from component after cleaning. After cleaning internal engine parts made of aluminum, wash thoroughly with hot soapy water. Component must be thoroughly cleaned as glass beads will enter engine oil resulting in bearing damage.

CHEMICAL CLEANING

Solvent tank is used for cleaning oily residue from components. Solvent blasting sprays solvent through a siphon gun using compressed air.

The hot tank, using heated caustic solvents, is used for cleaning ferrous materials only. DO NOT clean aluminum parts such as cylinder heads, bearings or other soft metals using the hot tank. After cleaning, flush parts with hot water.

A non-ferrous part will be ruined and caustic solution will be diluted if placed in the hot tank. Always use eye protection and gloves when using the hot tank.

Use of a cold tank is for cleaning aluminum cylinder heads, carburetors and other soft metals. A less caustic and unheated solution is used. Parts may be left in the tank for several hours without damage. After cleaning, flush parts with hot water.

Steam cleaning, with boiling hot water sprayed at high pressure, is recommended as the final cleaning process when using either hot or cold tank cleaning.

COMPONENT CLEANING

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SHEET METAL PARTS

Examples of sheet metal parts are rocker covers, front and side covers, oil pan and bellhousing dust cover. Glass bead blasting or hot tank may be used for cleaning.

Ensure all mating surfaces are flat. Deformed surfaces should be straightened. Check all sheet metal parts for cracks and dents.

INTAKE & EXHAUST MANIFOLDS

Using solvent cleaning or bead blasting, clean manifolds for inspection. If intake manifold has an exhaust crossover, all carbon deposits must be removed. Inspect manifolds for cracks, burned or eroded areas, corrosion and damage to fasteners.

Exhaust heat and products of combustion cause threads of fasteners to corrode. Replace studs and bolts as necessary. On "V" type intake manifolds, sheet metal oil shield must be removed for proper cleaning and inspection. Ensure all manifold parting surfaces are flat and free of burrs.

CYLINDER HEAD REPLACEMENT

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REMOVAL

Remove intake and exhaust manifolds and valve cover. Cylinder head and camshaft carrier bolts (if equipped) should be removed only when engine is cold. On many aluminum cylinder heads, removal while hot will cause cylinder head warpage. Mark rocker arm or overhead cam components for location.

Remove rocker arm components or overhead cam components. Components must be installed in original location. Individual design rocker arms may utilize shafts, ball-type pedestal mounts or no rocker arms. For all design types, wire components together and identify according to corresponding valve. Remove cylinder head bolts. Note length and location. Some applications require cylinder head bolts be removed in proper sequence to prevent cylinder head damage. See **Fig. 1**. Remove cylinder head.

INSTALLATION

Ensure all surfaces and head bolts are clean. Check that head bolt holes of cylinder block are clean and dry to prevent block damage when bolts are tightened. Clean threads with tap to ensure accurate bolt torque.

Install head gasket on cylinder block. Some manufacturers may recommend sealant be applied to head gasket prior to installation. Note that all holes are aligned. Some gasket applications may be marked so that certain area faces upward. Install cylinder head using care not to damage head gasket. Ensure cylinder head is fully seated on cylinder block.

Some applications require head bolts be coated with sealant prior to installation. This is done if head bolts are exposed to coolant passages. Some applications require head bolts be coated with light coat of engine oil.

Install head bolts. Head bolts should be tightened in proper steps and sequence to specification. See **Fig. 1**. Install remaining components. Tighten all bolts to specification. Adjust valves if required. See VALVE ADJUSTMENT.

NOTE: Some manufacturers require that head bolts be retightened after specified amount of operation. This must be done to prevent head gasket failure.

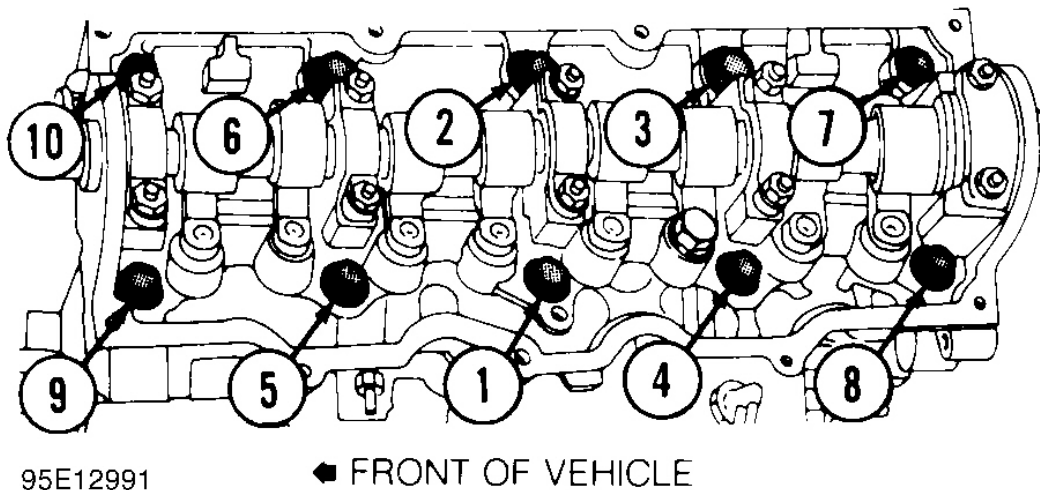


Fig. 1: Typical Cylinder Head Tightening or Loosening Sequence

VALVE ADJUSTMENT

Engine specifications will indicate valve train clearance and temperature at which adjustment is to be made on most models. In most cases, adjustment will be made with a cold engine. In some cases, both a cold and a hot clearance will be given for maintenance convenience.

On some models, adjustment is not required. Rocker arms are tightened to specification and valve lash is automatically set. On some models with push rod actuated valve train, adjustment is made at push rod end of rocker arm while other models do not require adjustment.

Clearance will be checked between tip of rocker arm and tip of valve stem in proper sequence using a feeler gauge. Adjustment is made by rotating adjusting screw until proper clearance is obtained. Lock nut is then tightened. Engine will be rotated to obtain all valve adjustments to manufacturer's specifications.

Some models require hydraulic lifter to be bled down and clearance measured. Push rods of different length can be used to obtain proper clearance. Clearance will be checked between tip of rocker arm and tip of valve stem in proper sequence using a feeler gauge.

Overhead cam engines designed without rocker arms actuate valves directly on a cam follower. A hardened, removable disc is installed between the cam lobe and lifter. Clearance will be checked between cam heel and adjusting disc in proper sequence using a feeler gauge. Engine will be rotated to obtain all valve adjustments.

On overhead cam engines designed with rocker arms, adjustment is made at valve end of rocker arm. Ensure valve to be adjusted is riding on heel of cam on all engines. Clearance will be checked between tip of rocker arm and tip of valve stem in proper sequence using a feeler gauge. Adjustment is made by rotating adjusting screw until proper clearance is obtained. Lock nut is then tightened. Engine will be rotated to obtain all valve adjustments to manufacturer's specifications.

CYLINDER HEAD OVERHAUL

* PLEASE READ THIS FIRST *

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CYLINDER HEAD DISASSEMBLY

Mark valves for location. Using valve spring compressor, compress valve springs. Remove valve locks. Carefully release spring compressor. Remove retainer or rotator, valve spring, spring seat and valve. See **Fig. 2**.

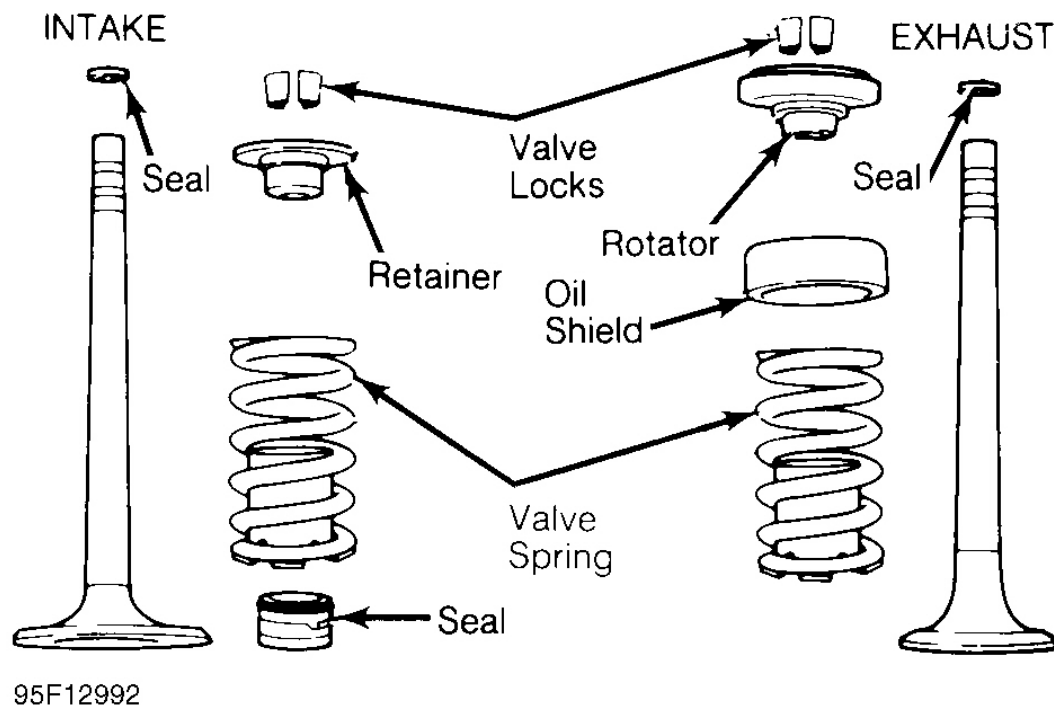


Fig. 2: Exploded View of Valve Assemblies

CYLINDER HEAD CLEANING & INSPECTION

Clean cylinder head and valve components using approved cleaning methods. Inspect cylinder head for cracks, damage or warped gasket surface. Place straightedge across gasket surface. Determine clearance at center of straightedge. Measure across both diagonals, longitudinal center line and across cylinder head at several points. See **Fig. 3**.

On cast iron cylinder heads, if warpage exceeds .003" (.08 mm) in a 6" span, or .006" (.15 mm) over total length, cylinder head must be resurfaced. On most aluminum cylinder heads, if warpage exceeds .002" (.05 mm) in any area, cylinder head must be resurfaced. Warpage specification may vary by manufacturer. If warpage exceeds specification on some cylinder heads, cylinder head must be replaced.

Cylinder head thickness should be measured to determine amount of material which can be removed before replacement is required. Cylinder head thickness must not be less than the manufacturer's specification.

If cylinder head required resurfacing, it may not align properly with intake manifold. On "V" type engines, misalignment is corrected by machining intake manifold surface that contacts cylinder head. Cylinder head may be machined on surface that contacts intake manifold. Using oil stone, remove burrs or scratches from all sealing surfaces.

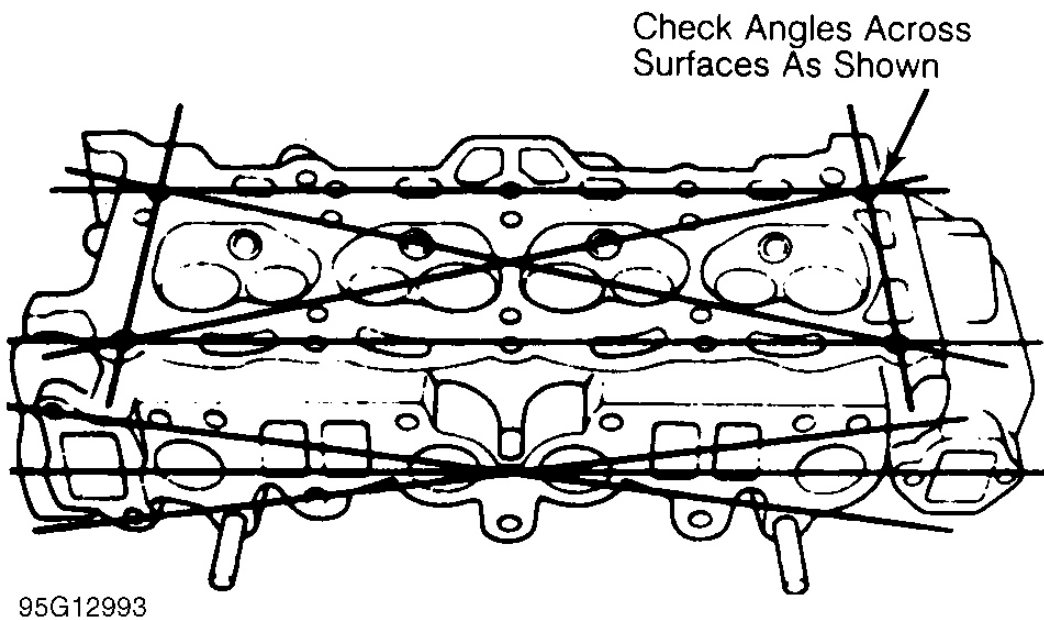


Fig. 3: Checking Cylinder Head for Warpage

VALVE SPRINGS

Inspect valve springs for corroded or pitted valve spring surfaces which may lead to breakage. Polished spring ends caused by a rotating spring indicate that spring surge has occurred. Replace springs showing evidence of these conditions.

Inspect valve springs for squareness using a 90-degree straightedge. See **Fig. 4**. Replace valve spring if out-of-square exceeds manufacturer's specification.

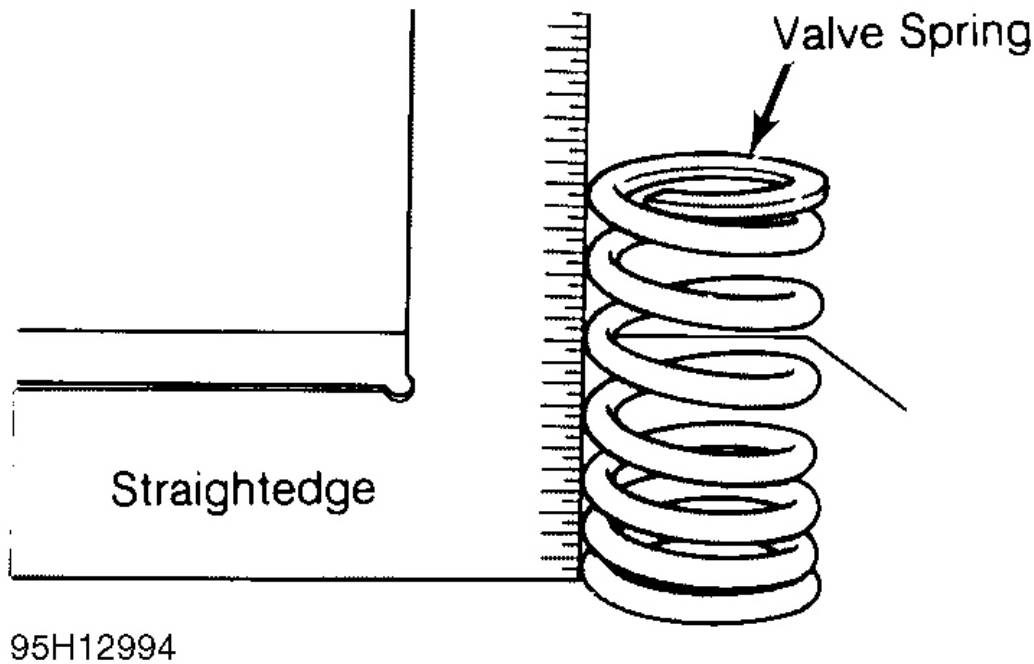


Fig. 4: Checking Valve Spring Squareness

Using vernier caliper, measure free length of all valve springs. Replace springs if not within specification. Using valve spring tester, test valve spring pressure at installed and compressed heights. See **Fig. 5**.

Usually compressed height is installed height minus valve lift. Replace valve spring if not within specification. It is recommended to replace all valve springs when overhauling cylinder head. Valve springs may need to be installed with color coded end or small coils at specified area according to manufacturer.

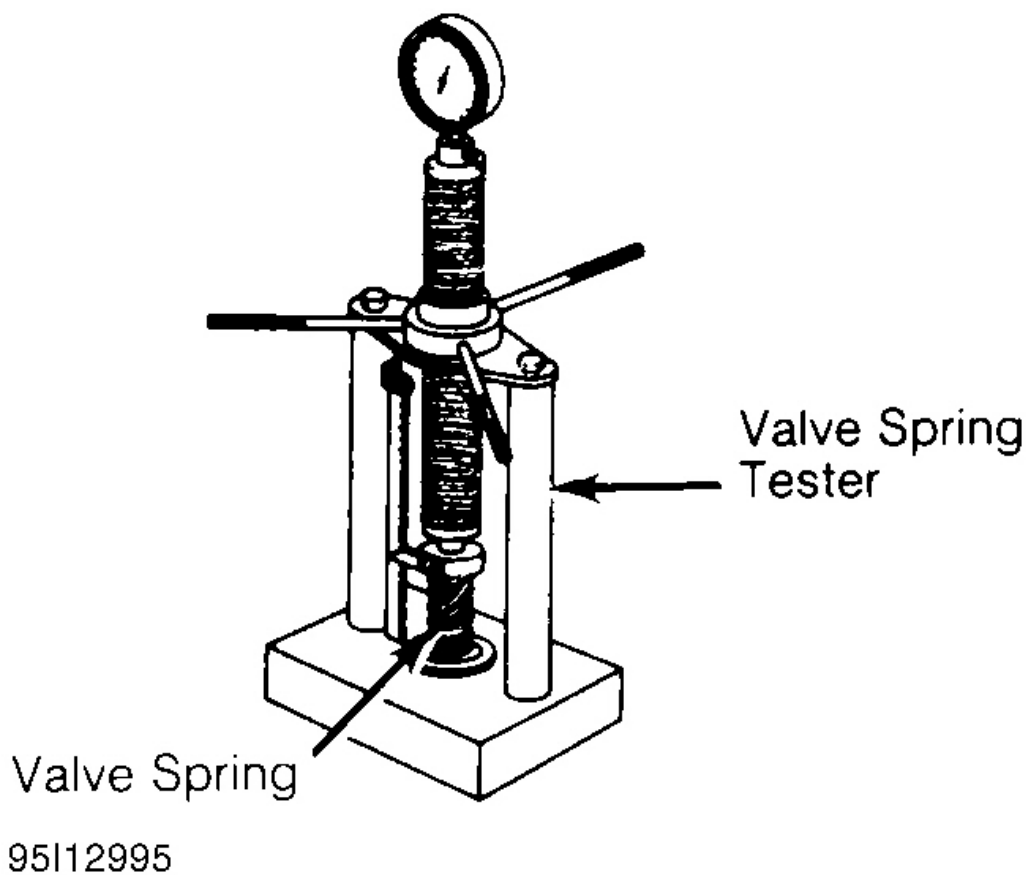
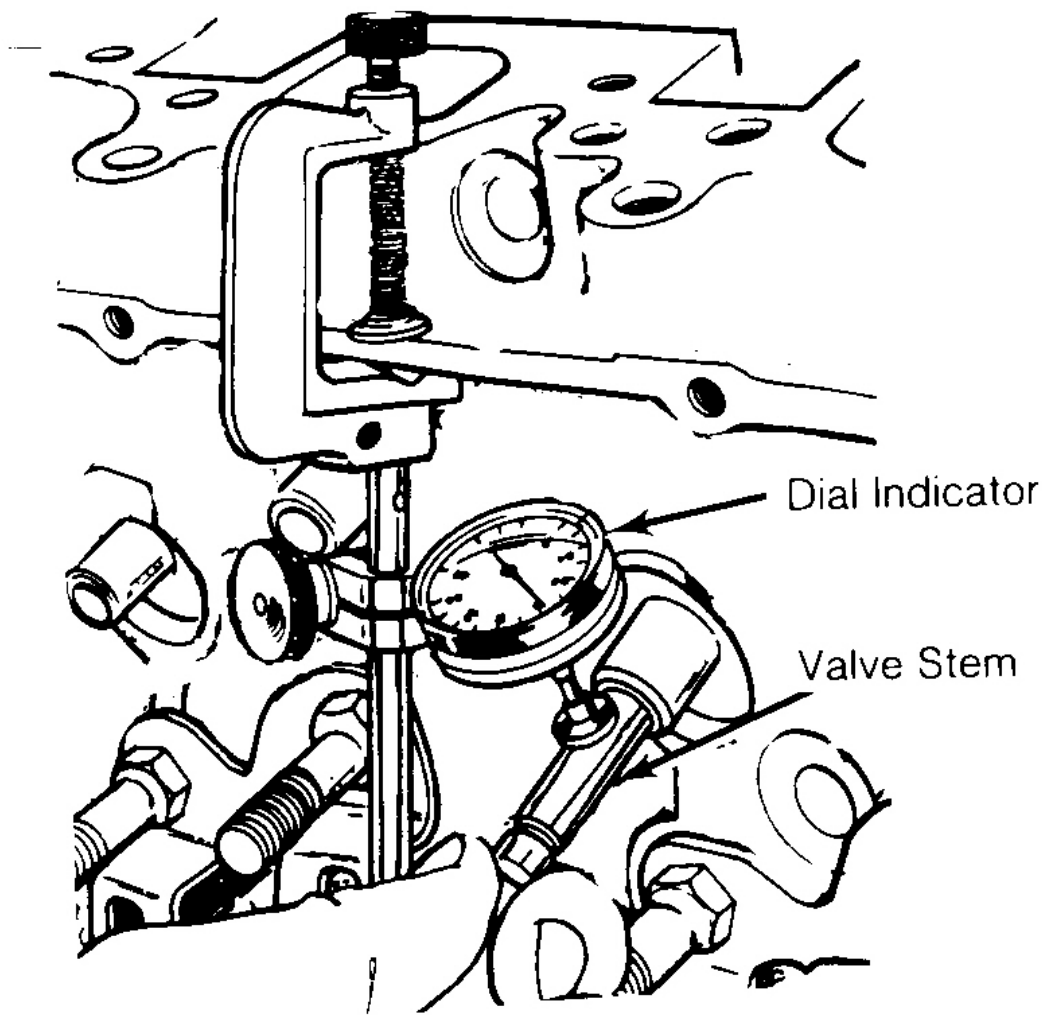


Fig. 5: Checking Valve Spring Pressure

VALVE GUIDE

Measuring Valve Guide Clearance

Check valve stem-to-guide clearance. Ensure valve stem diameter is within specification. Install valve in valve guide. Install dial indicator assembly on cylinder head with tip resting against valve stem just above valve guide. See **Fig. 6**.



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Fig. 6: Measuring Valve Stem-to-Guide Clearance

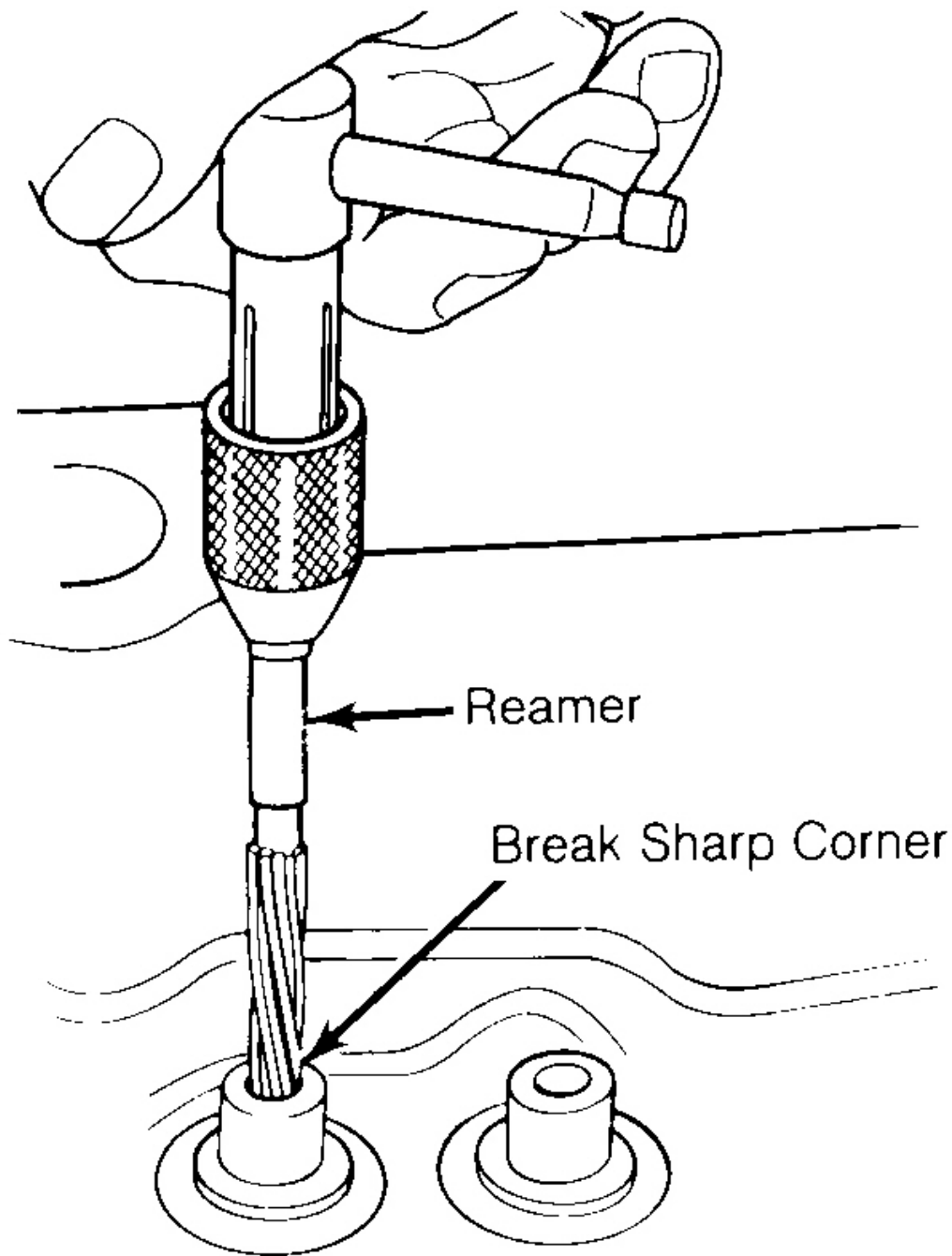
Lower valve approximately 1/16" below valve seat. Push valve stem against valve guide as far as possible. Adjust dial indicator to zero. Push valve stem in opposite direction and note reading. Clearance must be within specification.

If valve guide clearance exceeds specification, valves with oversize stems may be used and valve guides are reamed to larger size or valve guide must be replaced. On some applications, a false guide is installed, then reamed to proper specification. Valve guide reamer set is used to ream valve guide to obtain proper clearance for new valve.

Reaming Valve Guide

Select proper reamer for size of valve stem. Reamer must be of proper length to provide clean cut through entire length of valve guide. Install reamer in valve guide and rotate to cut valve guide. See **Fig. 7**.

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Fig. 7: Reaming Valve Guides

Replacing Valve Guide

Replace valve guide if clearance exceeds specification. Valve guides are either pressed, hammered or shrunk in place, depending upon cylinder head design and type of metal used.

Remove valve guide from cylinder head by pressing or tapping on a stepped drift. See **Fig. 8**. Once valve guide is installed, distance from cylinder head to top of valve guide must be checked. This distance must be within specification.

Aluminum heads are often heated before installing valve guide. Valve guide is sometimes cooled in dry ice prior to installation. Combination of a heated cylinder head and cooled valve guide ensures a tight guide fit upon assembly. The new guide must be reamed to specification.

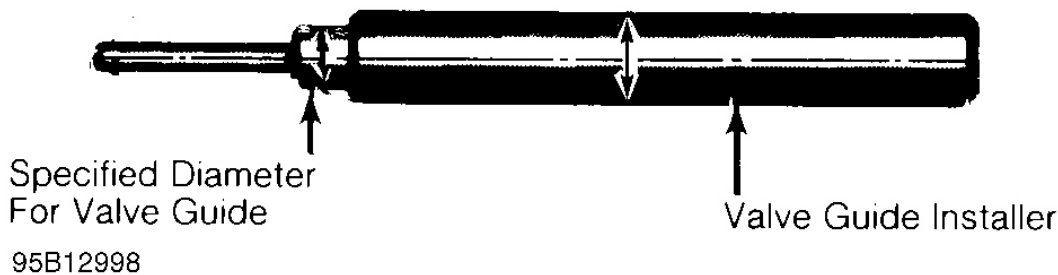


Fig. 8: Typical Valve Guide Remover & Installer

VALVES & VALVE SEATS

Valve Grinding

Valve stem O.D. should be measured in several areas to indicate amount of wear. Replace valve if not within specification. Valve margin area should be measured to ensure that valve can be ground. See **Fig. 9**.

If valve margin is less than specification, the valves will be burned. Valve must be replaced. Due to minimum margin dimensions during manufacture, some new type valves cannot be reground. Some manufacturers use stellite coated valves that must NOT be machined. Valves can only be lapped into valve seat.

CAUTION: Some valves are sodium filled. Extreme care must be used when disposing of damaged or worn sodium-filled valves.

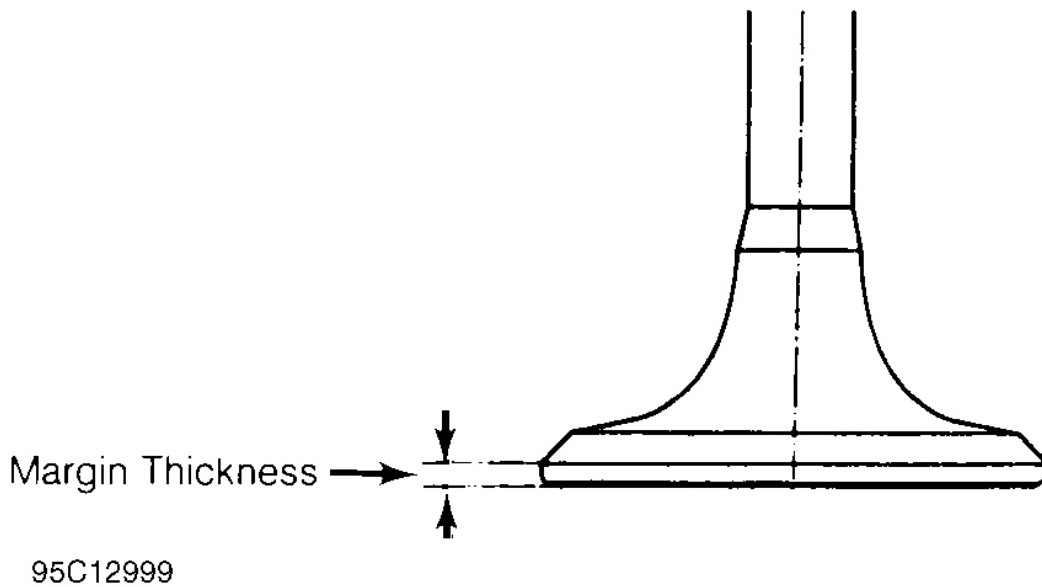


Fig. 9: Measuring Valve Head Margin

Resurface valve to proper angle specification using valve grinding machine. Follow manufacturer's instructions for valve grinding machine. Specifications may indicate a different valve face angle than seat angle. Measure valve margin after grinding. Replace valve if not within specification. Valve stem tip can be refinished using valve grinding machine.

Valve Lapping

During valve lapping of recently designed valves, be sure to follow manufacturer's recommendations. Surface hardening and materials used with some valves do not permit lapping. Lapping process will remove excessive amounts of the hardened surface.

Valve lapping is done to ensure adequate sealing between valve face and seat. Use either a hand drill or lapping stick with suction cup attached.

Moisten and attach suction cup to valve. Lubricate valve stem and guide. Apply a thin coat of fine valve grinding compound between valve and seat. Rotate lapping tool between the palms or with hand drill.

Lift valve upward off the seat and change position often. This is done to prevent grooving of valve seat. Lap valve until a smooth polished seat is obtained. Thoroughly clean grinding compound from components. Valve-to-valve seat concentricity should be checked. See **VALVE SEAT CONCENTRICITY**.

CAUTION: Valve guides must be in good condition and free of carbon deposits prior to valve seat grinding. Some engines contain an induction hardened valve seat. Excessive material removal will damage valve seats.

Valve Seat Grinding

Select coarse stone of correct size and angle for seat to be ground. Ensure stone is true and has a smooth surface. Select correct size pilot for valve guide dimension. Install pilot in valve guide. Lightly lubricate pilot shaft. Install stone on pilot. Move stone off and on the seat approximately 2 times per second during grinding operation.

Select a fine stone to finish grinding operation. Various angle grinding stones are used to center and narrow the valve seat as required. See **Fig. 10**.

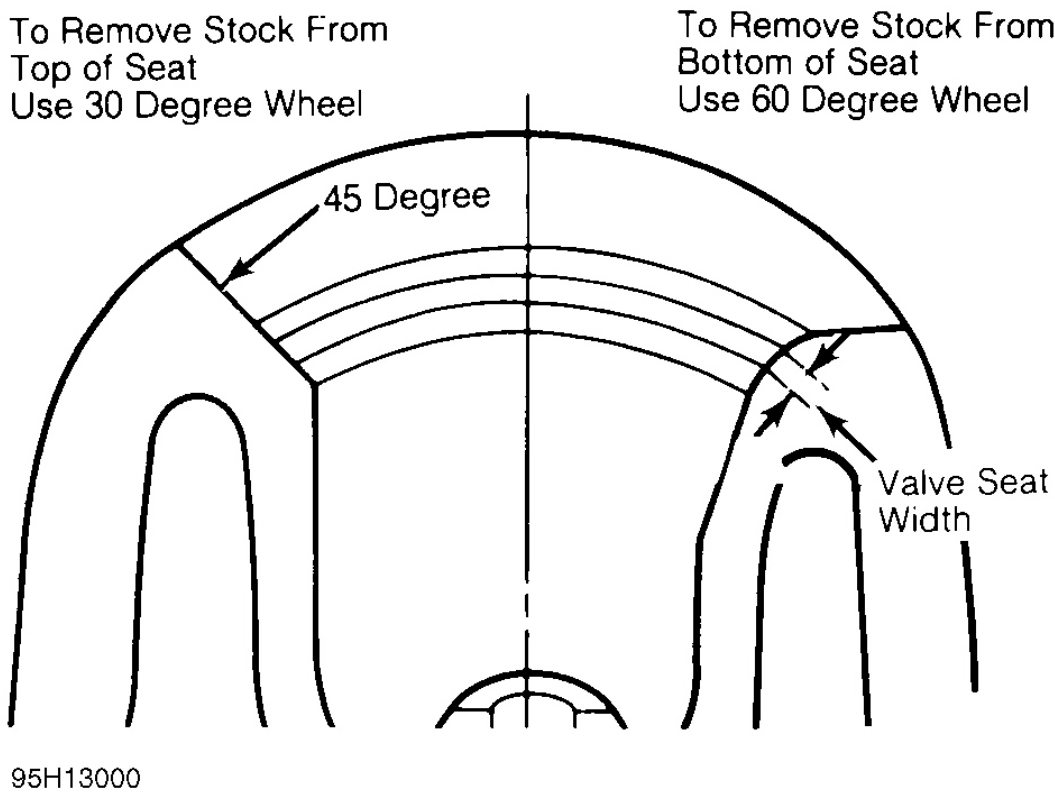


Fig. 10: Adjusting Valve Seat Width

Valve Seat Replacement

Replacement of valve seat inserts is done by cutting out the old insert and machining an oversize insert bore. Replacement oversize insert is usually cooled and the cylinder head is sometimes warmed. Valve seat is pressed into the head. This operation requires specialized machine shop equipment.

Valve Seat Concentricity

Using dial gauge, install gauge pilot in valve guide. Position gauge arm on the valve seat. Adjust dial indicator

to zero. Rotate arm 360 degrees and note reading. Runout should not exceed specification.

To check valve-to-valve seat concentricity, coat valve face lightly with Prussian Blue dye. Install valve and rotate it on valve seat. If pattern is even and entire seat is coated at valve contact point, valve is concentric with the valve seat.

CYLINDER HEAD REASSEMBLY

Valve Stem Installed Height

Valve stem installed height must be checked when new valves are installed or when valves or valve seats have been ground. Install valve in valve guide. Measure distance from tip of valve stem to spring seat. See **Fig. 11**. Distance must be within specification to allow sufficient clearance for valve operation.

Remove valve and grind valve stem tip if height exceeds specification. Valve tips are surface hardened. DO NOT remove more than .010" (.25 mm) from tip. Chamfer sharp edge of reground valve tip. Recheck valve stem installed height.

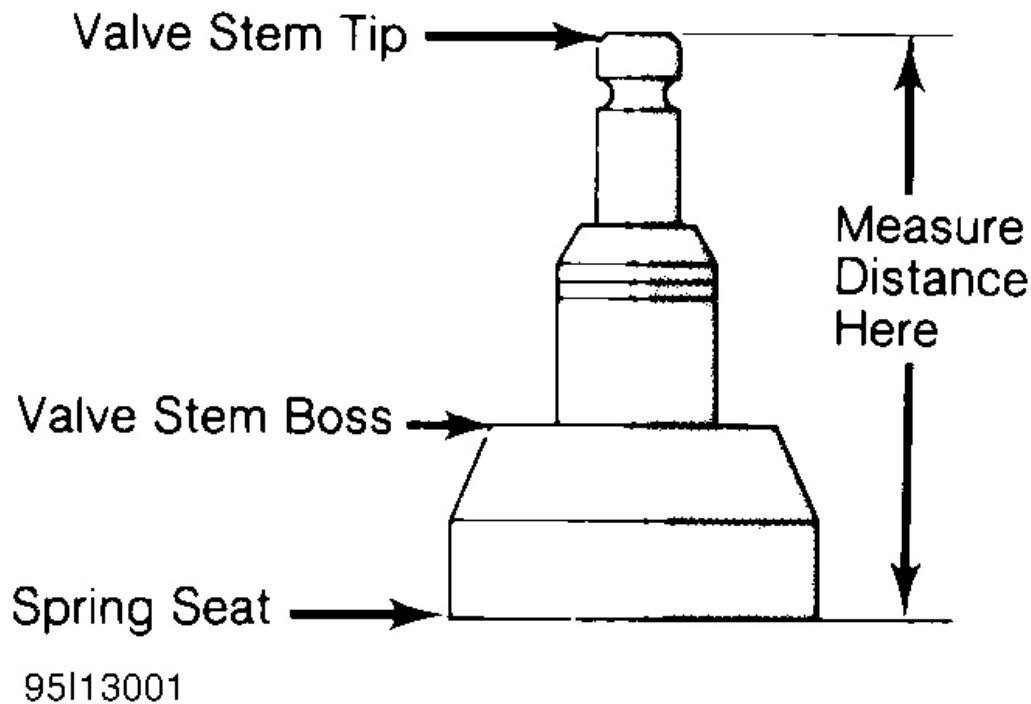


Fig. 11: Measuring Valve Stem Installed Height

VALVE STEM OIL SEALS

Valve stem oil seals must be installed on valve stem. See **Fig. 2**. Seals are needed due to pressure differential at the ends of valve guides. Atmospheric pressure above intake guide, combined with manifold vacuum below guide, causes oil to be drawn into the cylinder.

Exhaust guides also have pressure differential created by exhaust gas flowing past the guide, creating a low pressure area. This low pressure area draws oil into the exhaust system.

Some manufacturers require that special color code or specified height valve stem oil seal be installed in designated area.

Replacement (On-Vehicle)

Mark rocker arm or overhead cam components for location. Remove rocker arm components or overhead cam components. Components must be installed in original location. Remove spark plugs. Valve stem oil seals may be replaced by holding valves against seats using air pressure.

Air pressure must be installed in cylinder using an adapter for spark plug hole. An adapter can be constructed by welding air hose connection to spark plug body with porcelain removed.

Rotate engine until piston is at top of stroke. Install adapter in spark plug hole. Apply a minimum of 140 psi (9.8 kg/cm²) line pressure to adapter. Air pressure should hold valve closed. If air pressure does not hold valve closed, check for damaged or bent valve. Cylinder head must be removed for service.

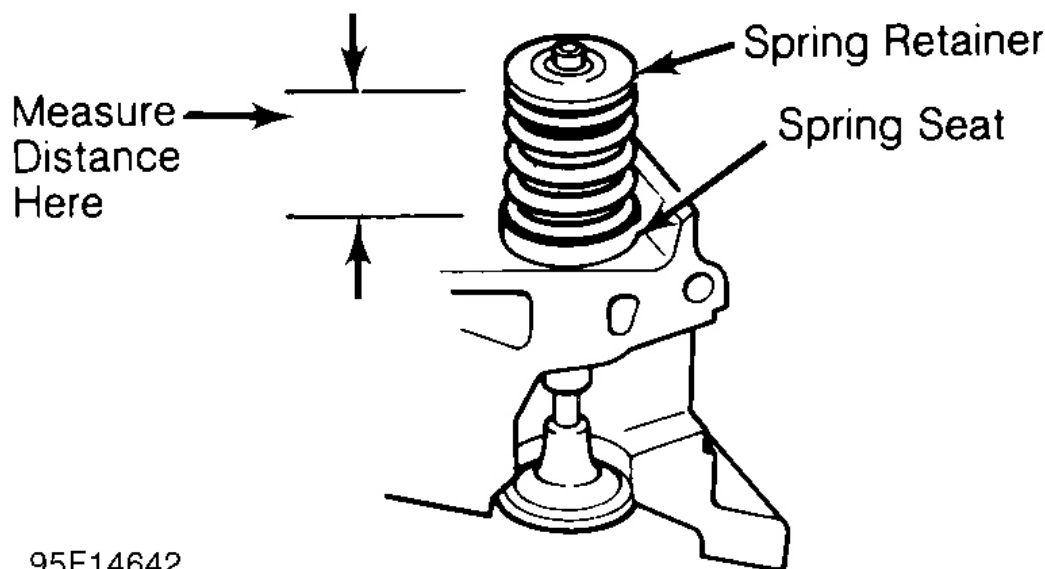
Using valve spring compressor, compress valve springs. Remove valve locks. Carefully release spring compressor. Remove retainer or rotator and valve spring. Remove valve stem oil seal.

If oversize valves have been installed, oversize oil seals must be used. Coat valve stem with engine oil. Install protective sleeve over end of valve stem. Install new oil seal over valve stem and seat on valve guide. Remove protective sleeve. Install spring seat, valve spring and retainer or rotator. Compress spring and install valve locks. Remove spring compressor. Ensure valve locks are fully seated.

Install rocker arms or overhead cam components. Tighten all bolts to specification. Adjust valves if required. Remove adapter. Install spark plugs, valve cover and gasket.

VALVE SPRING INSTALLED HEIGHT

Valve spring installed height should be checked during reassembly. Measure height from lower edge of valve spring to the upper edge. DO NOT include valve spring seat or retainer. Distance must be within specification. If valves and/or seats have been ground, a valve spring shim may be required to correct spring height. See **Fig. 12**.



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Fig. 12: Measuring Valve Spring Installed Height**ROCKER ARMS & ASSEMBLIES****Rocker Studs**

Rocker studs are either threaded or pressed in place. Threaded studs are removed by locking 2 nuts on the stud. Unscrew the stud by turning the jam nut. Coat new stud threads with Loctite and install. Tighten to specification.

Pressed-in stud can be removed using a stud puller. Ream stud bore to proper specification and press in a new oversize stud. Pressed-in studs are often replaced by cutting threads in the stud bore to accept a threaded stud.

Rocker Arms & Shafts

Mark rocker arms for location. Remove rocker arm retaining bolts. Remove rocker arms. Inspect rocker arms, shafts, bushings and pivot balls (if equipped) for excessive wear. Inspect rocker arms for wear in valve stem contact area. Measure rocker arm bushing I.D. Replace bushings if excessively worn.

The rocker arm valve stem contact point may be reground, using special fixture for valve grinding machine. Remove minimum amount of material as possible. Ensure all oil passages are clear. Install rocker arm components in original location. Ensure rocker arm is properly seated in push rod. Tighten bolts to specification. Adjust valves if required. See **VALVE ADJUSTMENT**.

PUSH RODS

Remove rocker arms. Mark push rods for location. Remove push rods. Push rods can be steel or aluminum, solid or hollow. Hollow push rods must be internally cleaned to ensure oil passage to rocker arms is cleaned. Check push rods for damage, such as loose ends on steel tipped aluminum types.

Check push rod for straightness. Roll push rod on a flat surface. Using feeler gauge, check clearance at center. Replace push rod if bent. The push rod can also be supported at each end and rotated. A dial indicator is used to detect a bent area in the push rod.

Lubricate ends of push rod and install push rod in original location. Ensure push rod is properly seated in lifter. Install rocker arm. Tighten bolts to specification. Adjust valves if required. See **VALVE ADJUSTMENT**.

LIFTERS

Hydraulic Lifters

Before replacing a hydraulic lifter for noisy operation, ensure noise is not caused by worn rocker arms or valve tips. Also ensure sufficient oil pressure exists. Hydraulic lifters must be installed in original location. Remove rocker arm assembly and push rod. Mark components for location. Some applications require intake manifold, cylinder head or lifter cover removal. Remove lifter retainer plate (if used). To remove lifters, use a hydraulic lifter remover or magnet. Different type lifters are used. See **Fig. 13**.

On sticking lifters, disassemble and clean lifter. DO NOT mix lifter components or positions. Parts are select-fitted and are not interchangeable. Inspect all components for wear. Note amount of wear in lifter body-to-camshaft contact area. Surface must have smooth and convex contact face. If wear is apparent, carefully inspect cam lobe.

Inspect push rod contact area and lifter body for scoring or signs of wear. If body is scored, inspect lifter bore for damage and lack of lubrication. On roller type lifters, inspect roller for flaking, pitting, loss of needle bearings and roughness during rotation.

Measure lifter body O.D. in several areas. Measure lifter bore I.D. Ensure components or oil clearance is within specification. Some models offer oversize lifters. Replace lifter if damaged.

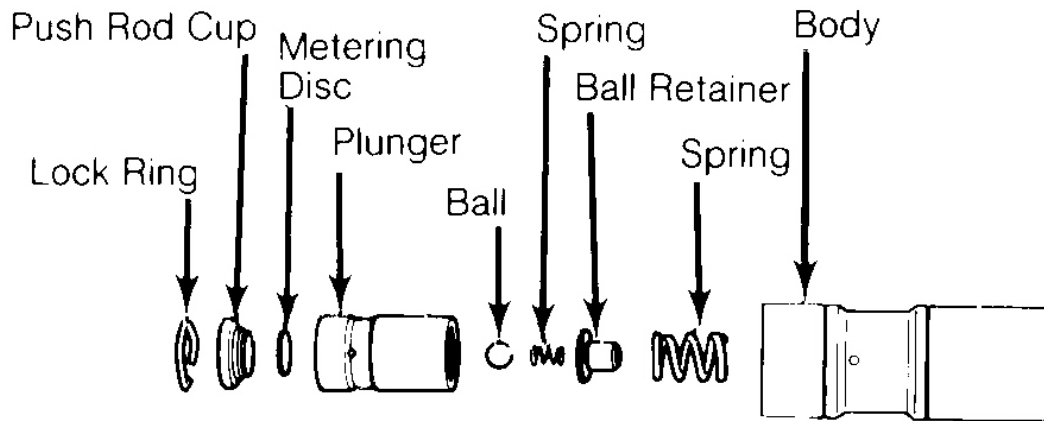
If lifter check valve is not operating, obstructions may be preventing it from closing or valve spring may be broken. Clean or replace components as necessary.

Check plunger operation. Plunger should drop to bottom of the body by its own weight when assembled dry. If plunger is not free, soak lifter in solvent to dissolve deposits.

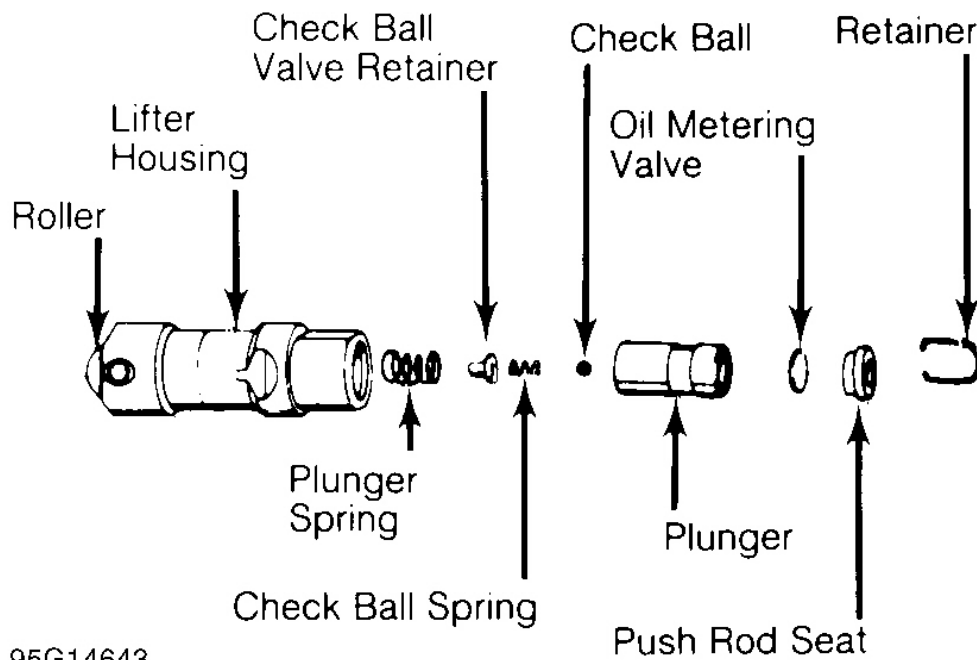
Lifter leak-down test can be performed on lifter. Lifter must be filled with special test oil. New lifters contain special test oil. Using lifter leak-down tester, perform leak-down test following manufacturer's instructions. If leak-down time is not within specifications, replace lifter assembly.

Lifters should be soaked in clean engine oil several hours prior to installation. Coat lifter base, roller (if equipped) and lifter body with ample amount of Molykote or camshaft lubricant. See **Fig. 13**. Install lifter in original location. Install remaining components. Valve lash adjustment is not required on most hydraulic lifters. Preload of hydraulic lifter is automatic. Some models may require adjustment.

NOTE: Some manufacturers require that a crankcase conditioner be added to engine oil and engine operated for specified amount of time to aid in lifter break-in procedure if new lifters or camshaft are installed.



FLAT LIFTER



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ROLLER LIFTER

Fig. 13: Typical Hydraulic Valve Lifter Assemblies**Mechanical Lifters**

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Lifter assemblies must be installed in original locations. Remove rocker arm assembly and push rod. Mark components for location. Some applications require intake manifold or lifter cover removal. Remove lifter retainer plate (if used). To remove lifters, use lifter remover or magnet.

Inspect push rod contact area and lifter body for scoring or signs of wear. If body is scored, inspect lifter bore for damage and lack of lubrication. Note amount of wear in lifter body-to-camshaft contact area. Surface must have smooth and convex contact face. If wear is apparent, carefully inspect cam lobe.

Coat lifter base, roller (if equipped) and lifter body with ample amount of Molykote or camshaft lubricant. Install lifter in original location. Install remaining components. Tighten bolts to specification. Adjust valves. See [VALVE ADJUSTMENT](#).

PISTONS, CONNECTING RODS & BEARINGS

* PLEASE READ THIS FIRST *

Examples used in this article are general in nature and do not necessarily relate to a specific engine or system. Illustrations and procedures have been chosen to guide mechanic through engine overhaul process. Descriptions of processes of cleaning, inspection, assembly and machine shop practice are included.

Always refer to appropriate engine overhaul article, if available, in the ENGINES section for complete overhaul procedures and specifications for the vehicle being repaired.

RIDGE REMOVAL

Ridge in cylinder wall must be removed prior to piston removal. Failure to remove ridge prior to removing pistons will cause piston damage in piston ring lands or grooves.

With piston at bottom dead center, place rag in bore to trap metal chips. Install ridge reamer in cylinder bore. Adjust ridge reamer using manufacturer's instructions. Remove ridge using ridge reamer. DO NOT remove an excessive amount of material. Ensure ridge is completely removed.

PISTON & CONNECTING ROD REMOVAL

Note top of piston. Some pistons may contain a notch, arrow or be marked FRONT. Piston must be installed in proper direction to prevent damage with valve operation.

Check that connecting rod and cap are numbered for cylinder location and which side of cylinder block the number faces. Proper cap and connecting rod must be installed together. Connecting rod cap must be installed on connecting rod in proper direction to ensure bearing lock procedure. Mark connecting rod and cap if necessary. Pistons must be installed in original location.

Remove cap retaining nuts or bolts. Remove bearing cap. Install tubing protectors on connecting rod bolts. This protects cylinder walls from scoring during removal. Ensure proper removal of ridge. Push piston and connecting rod from cylinder. Connecting rod boss can be tapped with a wooden dowel or hammer handle to aid in removal.

PISTON & CONNECTING ROD

Disassembly

Using ring expander, remove piston rings. Remove piston pin retaining rings (if equipped). Note direction of piston installation on connecting rod. On pressed type piston pins, special fixtures and procedures according to manufacturer must be used to remove piston pins. Follow manufacturer's recommendations to avoid piston distortion or breakage.

Cleaning

Remove all carbon and varnish from piston. Pistons and connecting rods may be cleaned in cold type chemical tank. Using ring groove cleaner, clean all deposits from ring grooves. Ensure all deposits are cleaned from ring grooves to prevent ring breakage or sticking. DO NOT attempt to clean pistons with wire brush.

Inspection

Inspect pistons for nicks, scoring, cracks or damage in ring areas. Connecting rod should be checked for cracks using Magnaflux procedure. Piston diameter must be measured in manufacturer's specified area.

Using telescopic gauge and micrometer, measure piston pin bore of piston in 2 areas, 90 degrees apart. This is done to check diameter and out-of-round.

Install proper bearing cap on connecting rod. Ensure bearing cap is installed in proper location. Tighten bolts or nuts to specification. Using inside micrometer, measure inside diameter in 2 areas, 90 degrees apart.

Connecting rod I.D. and out-of-round must be within specification. Measure piston pin bore I.D. and piston pin O.D. All components must be within specification. Subtract piston pin diameter from piston pin bore in piston and connecting rod to determine proper fit.

Connecting rod length must be measured from center of crankshaft journal inside diameter to center of piston pin bushing using proper caliper. Connecting rods must be the same length. Connecting rods should be checked on an alignment fixture for bent or twisted condition. Replace all components which are damaged or not within specification.

PISTON & CYLINDER BORE FIT

Ensure cylinder is checked for taper, out-of-round and properly honed prior to checking piston and cylinder bore fit. See **CYLINDER BLOCK**. Using dial bore gauge, measure cylinder bore.

Measure piston skirt diameter at 90 degree angle to piston pin at specified area by manufacturer. Subtract piston diameter from cylinder bore diameter to determine piston-to-cylinder clearance. Clearance must be within specification. Mark piston for proper cylinder location.

ASSEMBLING PISTON & CONNECTING ROD

Install piston on connecting rod for corresponding cylinder. Ensure reference marking on top of piston

corresponds with connecting rod and cap number. See **Fig. 14**.

Lubricate piston pin and install in connecting rod. Ensure piston pin retainers are fully seated (if equipped). On pressed type piston pins, follow manufacturer's recommended procedure to avoid distortion or breakage.

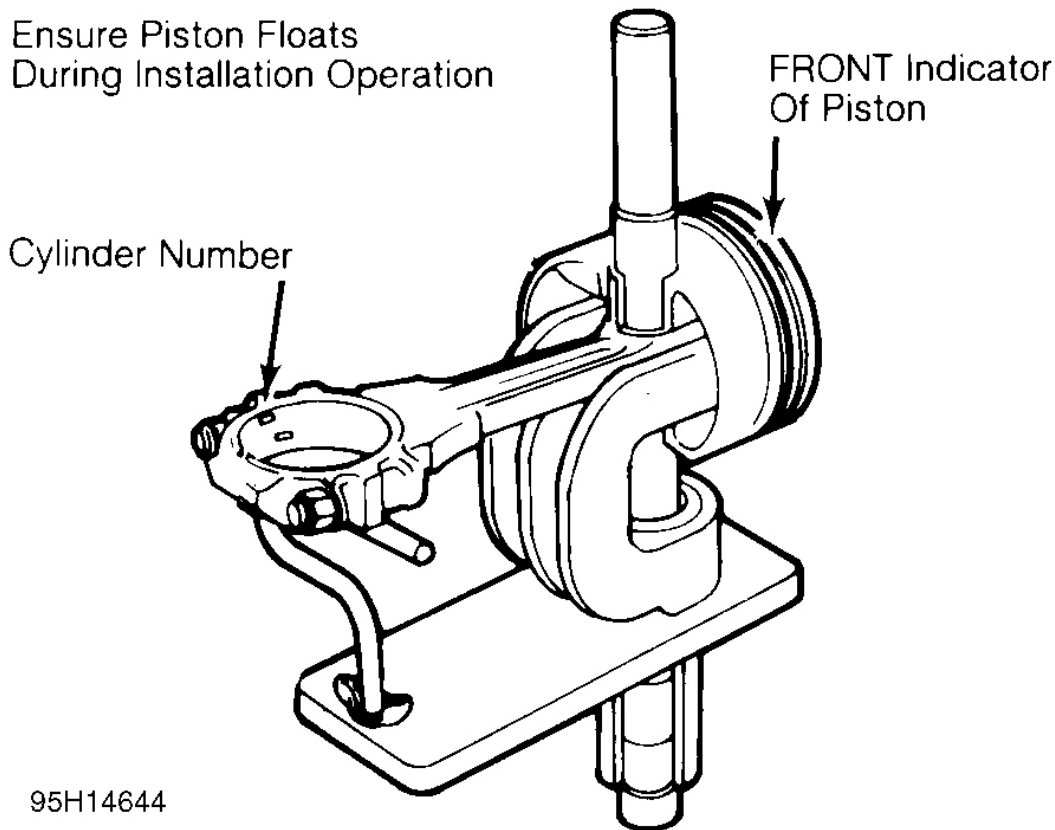


Fig. 14: Installing Typical Piston Pin

CHECKING PISTON RING CLEARANCES

Piston rings must be checked for side clearance and end gap. To check end gap, install piston ring in cylinder in which it is to be installed. Using an inverted piston, push ring to bottom of cylinder in smallest cylinder diameter.

Using feeler gauge, check ring end gap. See **Fig. 15**. Piston ring end gap must be within specification. Ring breakage will occur if insufficient ring end gap exists.

Some manufacturers permit correcting insufficient ring end gap by using a fine file while other manufacturers recommend using another ring set. Mark rings for proper cylinder installation after checking end gap.

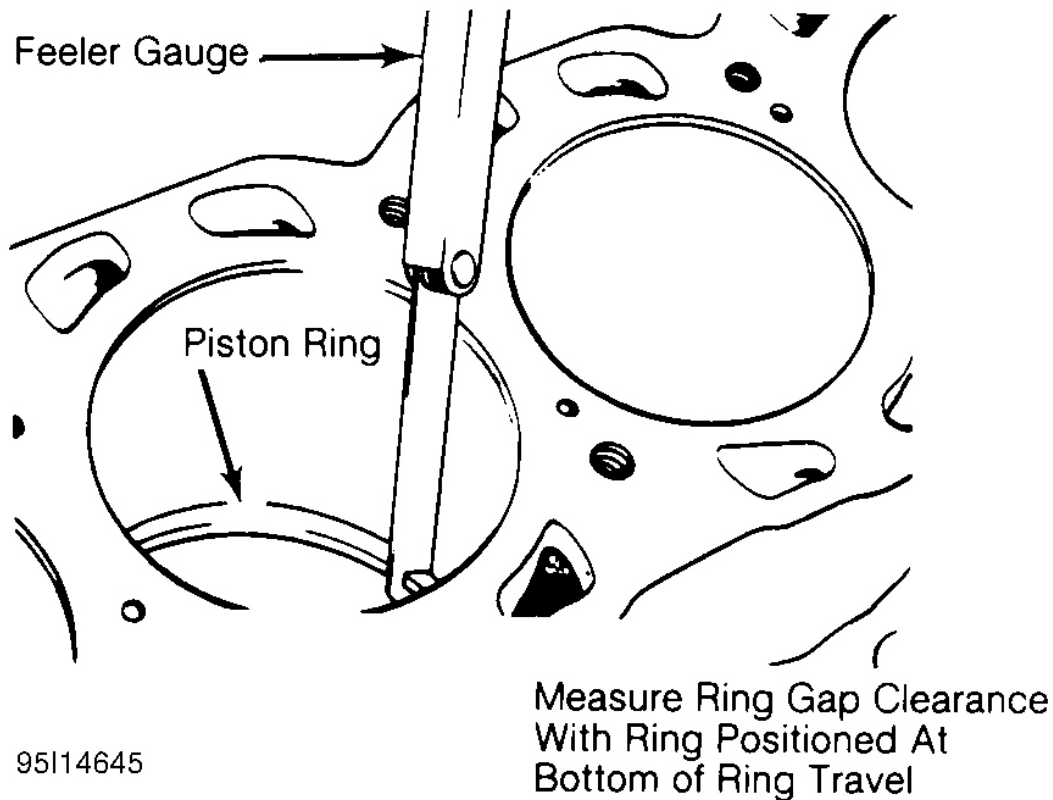


Fig. 15: Checking Piston Ring End Gap

For checking side clearance, install rings on piston. Using feeler gauge, measure clearance between piston ring and piston ring land. Check side clearance in several areas around piston. Side clearance must be within specification.

If side clearance is excessive, piston ring grooves can be machined to accept oversize piston rings (if available). Normal practice is to replace piston.

PISTON & CONNECTING ROD INSTALLATION

Cylinders must be honed prior to piston installation. See **CYLINDER HONING** under CYLINDER BLOCK.

Install upper connecting rod bearings. Lubricate upper bearings with engine oil. Install lower bearings in rod caps. Ensure bearing tabs are properly seated. Position piston ring gaps according to manufacturer's recommendations. See **Fig. 16**. Lubricate pistons, rings and cylinder walls.

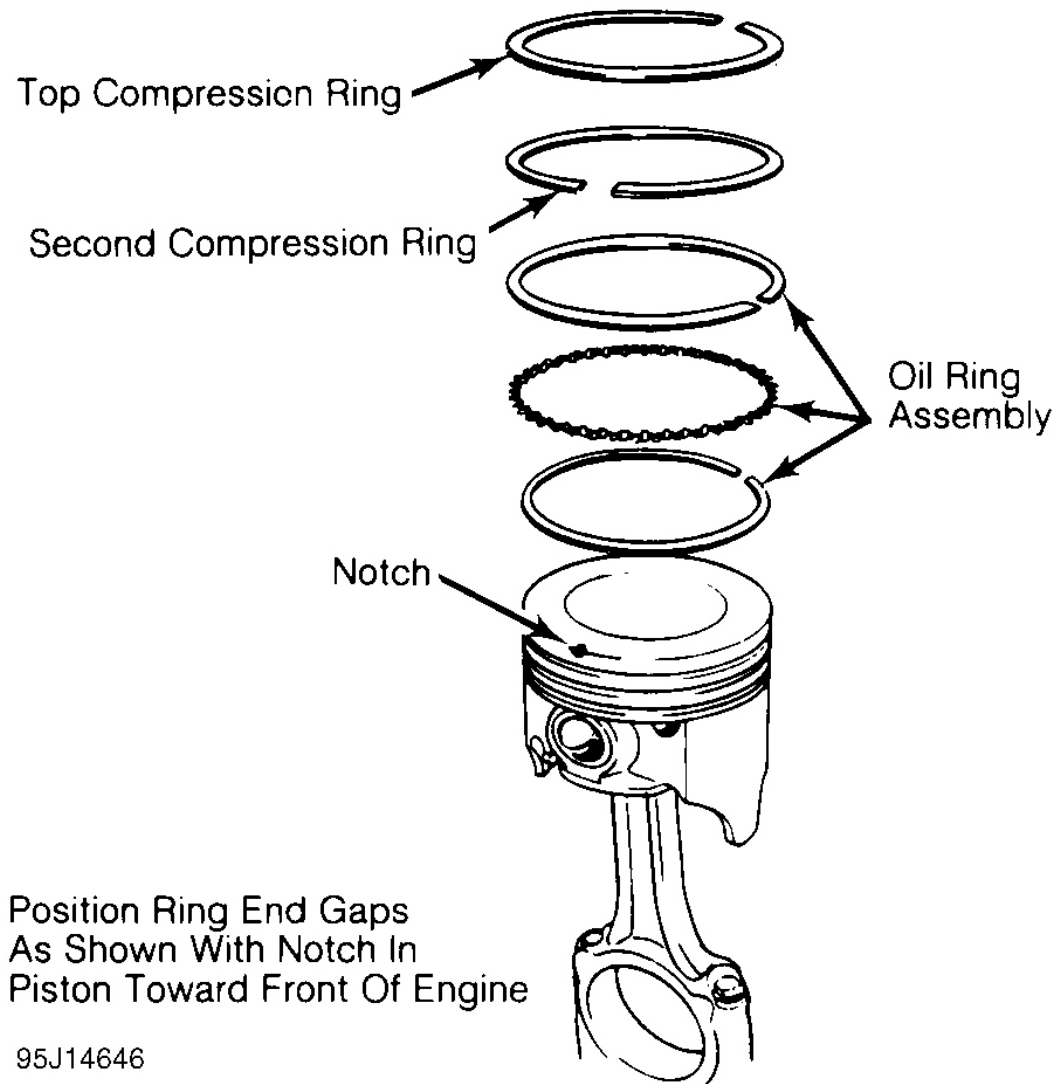


Fig. 16: Positioning Typical Piston Ring End Gap

Install ring compressor. Use care not to rotate piston rings. Compress rings with ring compressor. Install plastic tubing protectors over connecting rod bolts. Install piston and connecting rod assembly. Ensure piston notch, arrow or FRONT mark is toward front of engine. See **Fig. 17**.

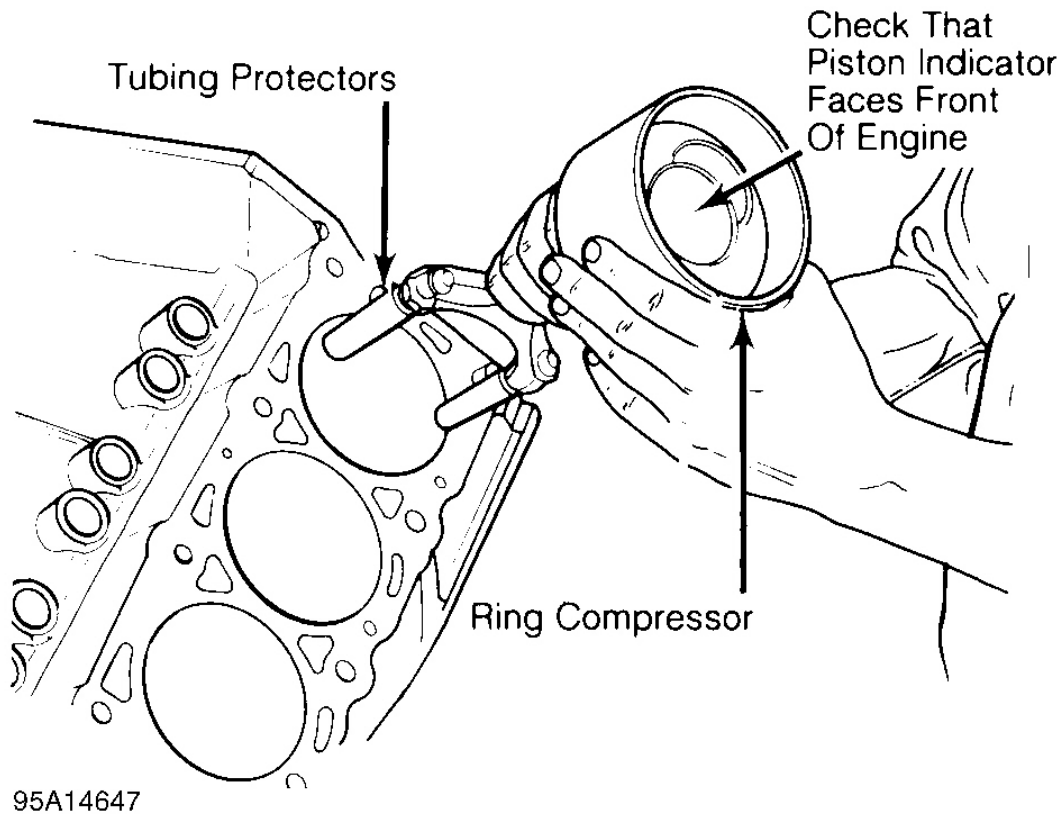


Fig. 17: Installing Piston & Connecting Rod Assembly

Carefully tap piston into cylinder until rod bearing is seated on crankshaft journal. Remove protectors. Install rod cap and bearing. Lightly tighten connecting rod bolts. Repeat procedure for remaining cylinders. Check bearing clearance. See **MAIN & CONNECTING ROD BEARING CLEARANCE**.

Once clearance is checked, lubricate journals and bearings. Install bearing caps. Ensure marks are aligned on connecting rod and cap. Tighten rod nuts or bolts to specification. Ensure rod moves freely on crankshaft. Check connecting rod side clearance. See **CONNECTING ROD SIDE CLEARANCE**.

CONNECTING ROD SIDE CLEARANCE

Position connecting rod toward one side of crankshaft as far as possible. Using feeler gauge, measure clearance between side of connecting rod and crankshaft. See **Fig. 18**. Clearance must be within specification.

Check for improper bearing installation, wrong bearing cap or insufficient bearing clearance if side clearance is insufficient. Connecting rod may require machining to obtain proper clearance. Excessive clearance usually indicates excessive wear at crankshaft. Crankshaft must be repaired or replaced.

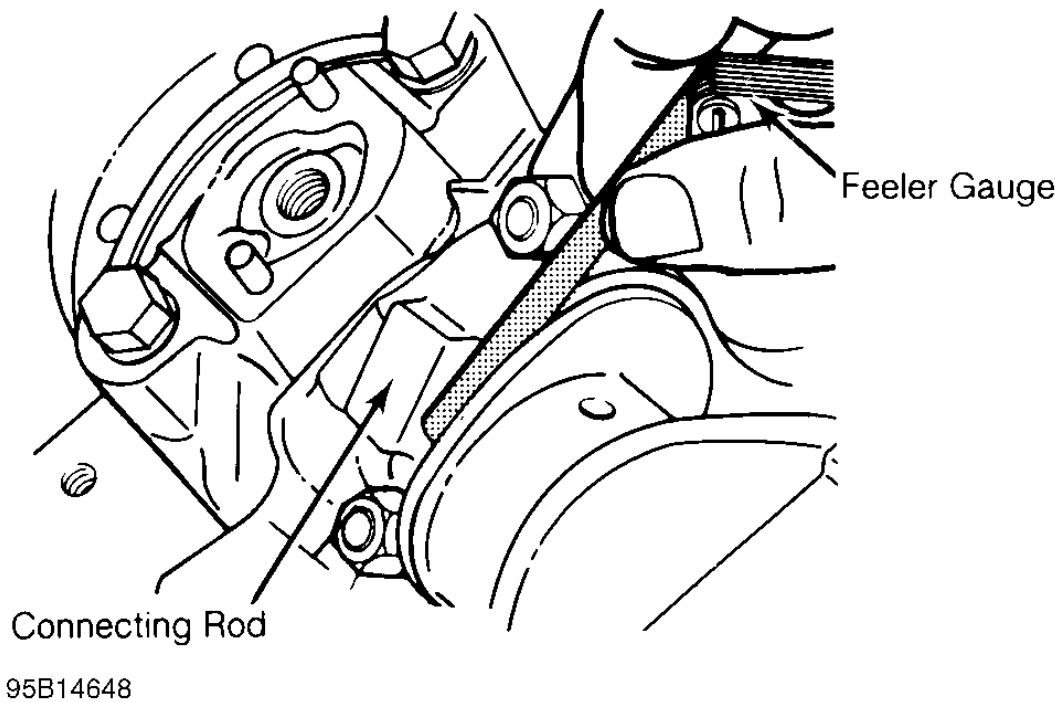


Fig. 18: Measuring Connecting Rod Side Clearance

MAIN & CONNECTING ROD BEARING CLEARANCE

Plastigage Method

Plastigage method may be used to determine bearing clearance. Plastigage can be used with an engine in service or during reassembly. Plastigage material is oil soluble.

Ensure journals and bearings are free of oil or solvent. Oil or solvent will dissolve material and false reading will be obtained. Install small piece of Plastigage along full length of bearing journal. Install bearing cap in original location. Tighten bolts to specification.

CAUTION: DO NOT rotate crankshaft while Plastigage is installed. Bearing clearance will not be obtained if crankshaft is rotated.

Remove bearing cap. Compare Plastigage width with scale on Plastigage container to determine bearing clearance. See **Fig. 19**. Rotate crankshaft 90 degrees. Repeat procedure. This is done to check journal eccentricity. This procedure can be used to check oil clearance on both connecting rod and main bearings.

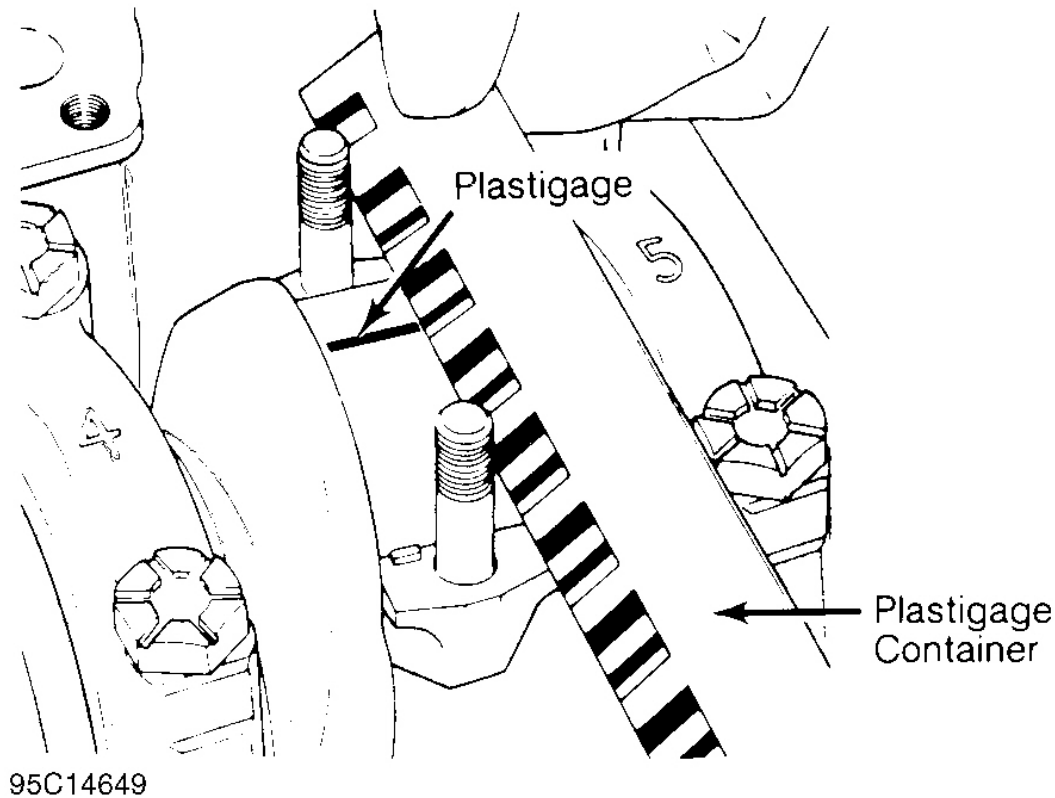


Fig. 19: Measuring Bearing Clearance

Micrometer & Telescopic Gauge Method

A micrometer is used to determine journal diameter, taper and out-of-round dimensions of the crankshaft. See **CLEANING & INSPECTION** under CRANKSHAFT & MAIN BEARINGS in this article.

With crankshaft removed, install bearings and caps in original location on cylinder block. Tighten bolts to specification. On connecting rods, install bearings and caps on connecting rods. Install proper connecting rod cap on corresponding rod. Ensure bearing cap is installed in original location. Tighten bolts to specification.

Using a telescopic gauge and micrometer or inside micrometer, measure inside diameter of connecting rod and main bearings bores. Subtract each crankshaft journal diameter from the corresponding inside bearing bore diameter. This is the bearing clearance.

CRANKSHAFT & MAIN BEARINGS

*** PLEASE READ THIS FIRST ***

Examples used in this article are general in nature and do not necessarily relate to a specific engine or system.

Illustrations and procedures have been chosen to guide mechanic through engine overhaul process. Descriptions of processes of cleaning, inspection, assembly and machine shop practice are included.

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REMOVAL

Ensure all main bearing caps are marked for location on cylinder block. Some main bearing caps have an arrow stamped on them. The arrow must face timing belt or timing chain end of engine. Remove main bearing cap bolts. Remove main bearing caps. Carefully remove crankshaft. Use care not to bind crankshaft in cylinder block during removal.

CLEANING & INSPECTION

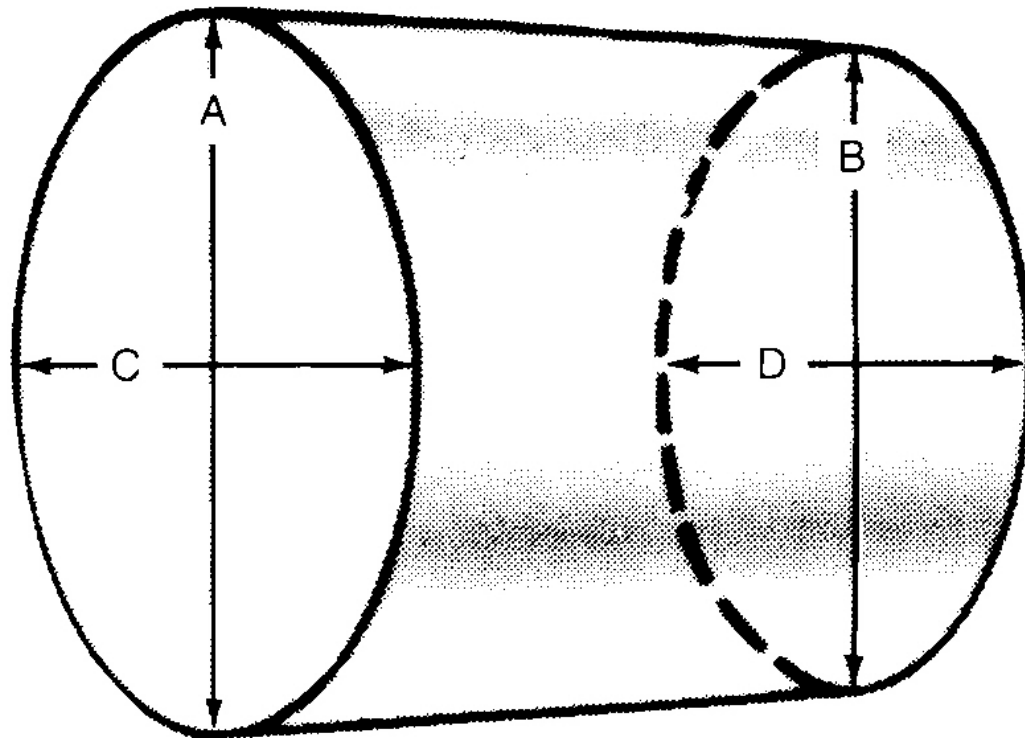
Thoroughly clean crankshaft using solvent. Dry with compressed air. Ensure all oil passages are clear and free of sludge, rust, dirt and metal chips.

Inspect crankshaft for scoring and nicks. Inspect crankshaft for cracks using Magnaflux procedure. Inspect rear seal area for grooving or damage. Inspect bolt hole threads for damage. If pilot bearing or bushing is used, check pilot bearing or bushing fit in crankshaft. Inspect crankshaft gear for damaged or cracked teeth. Replace gear if damaged. Ensure oil passage plugs are tight (if equipped).

Using micrometer, measure all journals in 4 areas to determine journal taper, out-of-round and undersize. See **Fig. 20**. Some crankshafts can be reground to the next largest undersize, depending on the amount of wear or damage. Crankshafts with rolled fillet cannot be reground and must be replaced.

- A - B = Vertical Taper
- C - D = Horizontal Taper
- A - C & B - D = Out-Of-Round

Check For Out-Of-Round At Each End Of Journal



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Fig. 20: Measuring Crankshaft Journals

Crankshaft journal runout should be checked. Install crankshaft in "V" blocks or bench center. Position dial indicator with tip resting on the main bearing journal area. See **Fig. 21**. Rotate crankshaft and note reading. Journal runout must not exceed specification. Repeat procedure on all main bearing journals. Crankshaft must be replaced if runout exceeds specification.

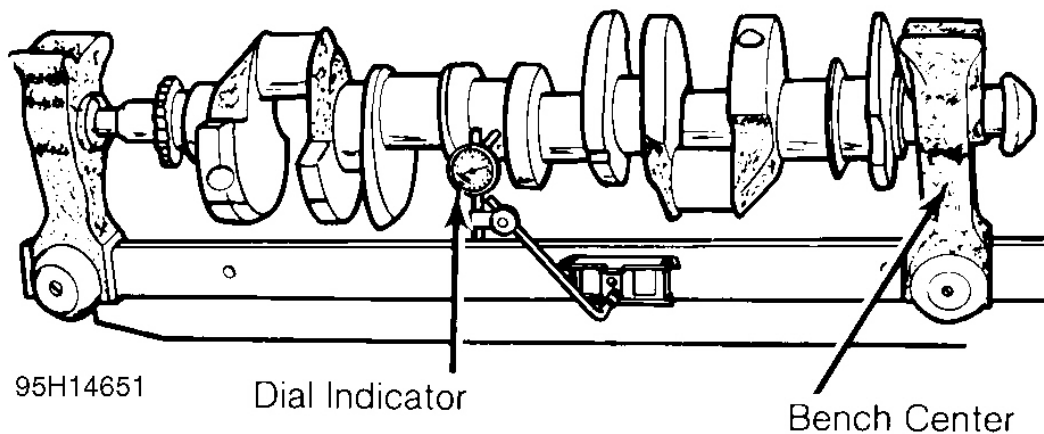


Fig. 21: Measuring Crankshaft Main Bearing Journal Runout

INSTALLATION

Install upper main bearing in cylinder block. Ensure lock tab is properly located in cylinder block. Install bearings in main bearing caps. Ensure all oil passages are aligned. Install rear seal (if removed).

Ensure crankshaft journals are clean. Lubricate upper main bearings with clean engine oil. Carefully install crankshaft. Check each main bearing clearance using Plastigage method. See **MAIN & CONNECTING ROD BEARING CLEARANCE**.

Once clearance is checked, lubricate lower main bearing and journals. Install main bearing caps in original location. Install rear seal in rear main bearing cap (if removed). Some rear main bearing caps require sealant to be applied in corners to prevent oil leakage.

Install and tighten all bolts except thrust bearing cap to specification. Tighten thrust bearing cap bolts finger tight only. Some models require that thrust bearing be aligned. On most applications, crankshaft must be moved rearward then forward. Procedure may vary with manufacturer. Thrust bearing cap is then tightened to specification. Ensure crankshaft rotates freely. Crankshaft end play should be checked. See **CRANKSHAFT END PLAY**.

CRANKSHAFT END PLAY

Dial Indicator Method

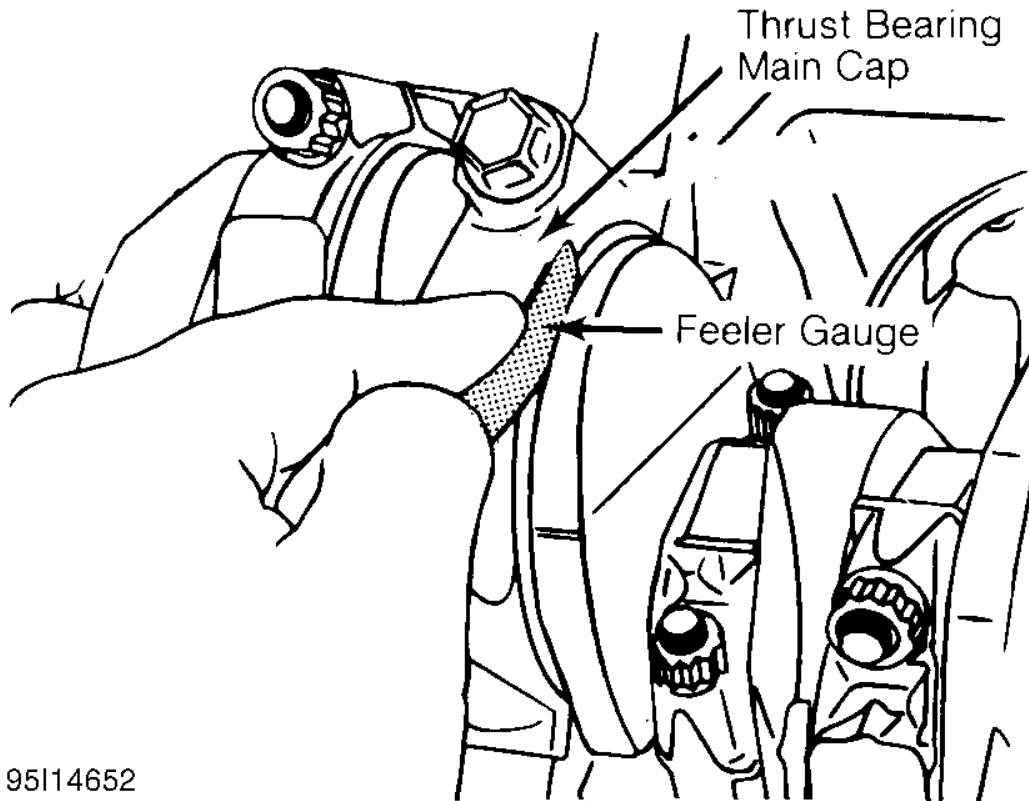
Crankshaft end play can be checked using dial indicator. Mount dial indicator on rear of cylinder block. Position dial indicator tip against rear of crankshaft. Ensure tip is resting against flat surface.

Pry crankshaft rearward. Adjust dial indicator to zero. Pry crankshaft forward and note reading. Crankshaft end play must be within specification. If end play is not within specification, check for faulty thrust bearing

installation or worn crankshaft. Some applications offer oversize thrust bearings.

Feeler Gauge Method

Crankshaft end play can be checked using feeler gauge. Pry crankshaft rearward. Pry crankshaft forward. Using feeler gauge, measure clearance between crankshaft and thrust bearing surface. See **Fig. 22**.



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Fig. 22: Checking Crankshaft End Play

Crankshaft end play must be within specification. If end play is not within specification, check for faulty thrust bearing installation or worn crankshaft. Some applications offer oversize thrust bearings.

CYLINDER BLOCK

Block Cleaning

Only cast cylinder blocks should be hot tank cleaned. Aluminum cylinder blocks should be cleaned using cold tank method. Cylinder block is cleaned in order to remove carbon deposits, gasket residue and water jacket scale. Remove oil gallery plugs, freeze plugs and cam bearings before cleaning block.

Block Inspection

Visually inspect the block. Check suspected areas for cracks using the Dye Penetrant inspection method. Block may be checked for cracks using the Magnaflux method.

Cracks are most commonly found at the bottom of cylinders, main bearing saddles, near expansion plugs and between cylinders and water jackets. Inspect lifter bores for damage. Inspect all head bolt holes for damaged threads. Threads should be cleaned using tap to ensure proper head bolt torque. Consult machine shop concerning possible welding and machining (if required).

Cylinder Bore Inspection

Inspect bore for scoring or roughness. Cylinder bore is dimensionally checked for out-of-round and taper using dial bore gauge. For determining out-of-round, measure cylinder parallel and perpendicular to the block center line. Difference in the 2 readings is the bore out-of-round. Cylinder bore must be checked at top, middle and bottom of piston travel area.

Bore taper is obtained by measuring bore at the top and bottom. If wear has exceeded allowable limits, block must be honed or bored to next available oversize piston dimension.

Cylinder Honing

Cylinder must be properly honed to allow new piston rings to properly seat. Cross-hatching at correct angle and depth is critical to lubrication of cylinder walls and pistons.

A flexible drive hone and power drill are commonly used. Drive hone must be lubricated during operation. Mix equal parts of kerosene and SAE 20W engine oil for lubrication.

Apply lubrication to cylinder wall. Operate cylinder hone from top to bottom of cylinder using even strokes to produce 45 degree cross-hatch pattern on the cylinder wall. DO NOT allow cylinder hone to extend below cylinder during operation.

Recheck bore dimension after final honing. Wash cylinder wall with hot soapy water to remove abrasive particles. Blow dry with compressed air. Coat cleaned cylinder walls with lubricating oil.

Deck Warpage

Check deck for damage or warped gasket surface. Place a straightedge across gasket surface of the deck. Using feeler gauge, measure clearance at center of straightedge. Measure across width and length of cylinder block at several points.

If warpage exceeds specifications, deck must be resurfaced. If warpage exceeds manufacturer's maximum tolerance for material removal, replace block.

NOTE: Some manufacturers recommend that a total amount of material (cylinder head and cylinder block) can only be removed before components must be replaced.

Deck Height

Distance from crankshaft center line to block deck is called the deck height. Measure and record front and rear main journals of crankshaft. To compute this distance, install crankshaft and retain with center main bearing and cap only. Measure distance from crankshaft journal to block deck, parallel to cylinder center line.

Add one half of main bearing journal diameter to distance from crankshaft journal to block deck. This dimension should be checked at front and rear of cylinder block. Both readings should be the same.

If difference exceeds specification, cylinder block must be repaired or replaced. Deck height and warpage should be corrected at the same time.

Main Bearing Bore & Alignment

For checking main bearing bore, remove all bearings from cylinder block and main bearing caps. Install main bearing caps in original location. Tighten bolts to specification. Using inside micrometer, measure main bearing bore in 2 areas 90 degrees apart. Determine bore size and out-of-round. If diameter is not within specification, block must be align-bored.

For checking alignment, place a straightedge along center line of main bearing saddles. Check for clearance between straightedge and main bearing saddles. Block must be align-bored if clearance exists.

Expansion Plug Removal

Drill hole in center of expansion plug. Remove with screwdriver or punch. Use care not to damage sealing surface.

Expansion Plug Installation

Ensure sealing surface is free of burrs. Coat expansion plug with sealer. Using wooden dowel or pipe of slightly smaller diameter, install expansion plug. Ensure expansion plug is evenly located.

Oil Gallery Plug Removal

Remove threaded oil gallery plugs using appropriate wrench. Soft press-in plugs are removed by drilling into plug and installing a sheet metal screw. Remove plug with slide hammer or pliers.

Oil Gallery Plug Installation

Ensure threads or sealing surface is clean. Coat threaded oil gallery plugs with sealer and install. Replacement soft press-in plugs are installed with a hammer and drift.

CAMSHAFT*** PLEASE READ THIS FIRST ***

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CLEANING & INSPECTION

Clean camshaft with solvent. Ensure all oil passages are clear. Inspect cam lobes and bearing journals for pitting, flaking or scoring. Using micrometer, measure bearing journal O.D.

Support camshaft at each end with "V" blocks. Position dial indicator with tip resting on center bearing journal. Rotate camshaft and note camshaft runout reading. If reading exceeds specification, replace camshaft.

Check cam lobe lift by measuring base circle of camshaft using micrometer. Measure again at 90-degree angle to tip of cam lobe. Cam lift can be determined by subtracting base circle diameter from tip of cam lobe measurement.

Different lift dimensions are given for intake and exhaust cam lobes. Reading must be within specification. Replace camshaft if cam lobes or bearing journals are not within specification.

Inspect camshaft gear for chipped, eroded or damaged teeth. Replace gear if damaged. On camshafts using thrust plate, measure distance between thrust plate and camshaft shoulder. Replace thrust plate if not within specification.

CAMSHAFT BEARINGS

Removal & Installation

Remove camshaft rear plug. Camshaft bearing remover is assembled with shoulder resting against bearing to be removed according to manufacturer's instructions. Tighten puller nut until bearing is removed. Remove remaining bearings, leaving front and rear bearings until last. These bearings act as a guide for camshaft bearing remover.

To install new bearings, puller is rearranged to pull bearings toward the center of block. Ensure all lubrication passages of bearing are aligned with cylinder block. Coat new camshaft rear plug with sealant. Install camshaft rear plug. Ensure plug is even in cylinder block.

CAMSHAFT INSTALLATION

Lubricate bearing surfaces and cam lobes with ample amount of Molykote or camshaft lubricant. Carefully install camshaft. Use care not to damage bearing journals during installation. Install thrust plate retaining bolts (if equipped). Tighten bolts to specification. On overhead camshafts, install bearing caps in original location. Tighten bolts to specification. On all applications, check camshaft end play.

CAMSHAFT END PLAY

Using dial indicator, check camshaft end play. Position dial indicator on front of engine block or cylinder head. Position indicator tip against camshaft. Push camshaft toward rear of cylinder head or engine and adjust indicator to zero.

Move camshaft forward and note reading. Camshaft end play must be within specification. End play may be adjusted by relocating gear, shimming thrust plate or replacing thrust plate depending on each manufacturer.

TIMING CHAINS & BELTS

* PLEASE READ THIS FIRST *

Examples used in this article are general in nature and do not necessarily relate to a specific engine or system. Illustrations and procedures have been chosen to guide mechanic through engine overhaul process. Descriptions of processes of cleaning, inspection, assembly and machine shop practice are included.

Always refer to appropriate engine overhaul article, if available, in the ENGINES section for complete overhaul procedures and specifications for the vehicle being repaired.

TIMING CHAINS

Timing chains will stretch during operation. Limits are placed upon amount of stretch before replacement is required. Timing chain stretch will alter ignition timing and valve timing.

To check timing chain stretch, rotate crankshaft to eliminate slack from one side of timing chain. Mark reference point on cylinder block. Rotate crankshaft in opposite direction to eliminate slack from remaining side of timing chain. Force other side of chain outward and measure distance between reference point and timing chain. See **Fig. 23**. Replace timing chain and gears if not within specification.

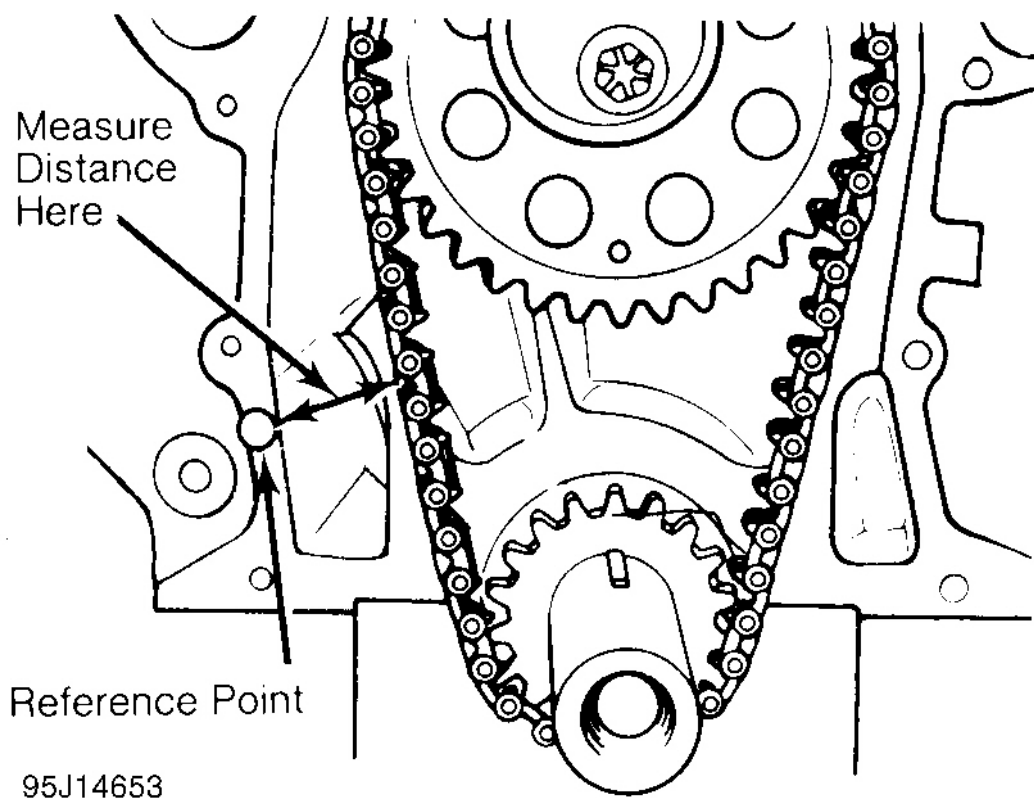


Fig. 23: Measuring Timing Chain Stretch

Timing chains must be installed so timing marks on camshaft gear and crankshaft gear are aligned according to manufacturer. See **Fig. 24**.

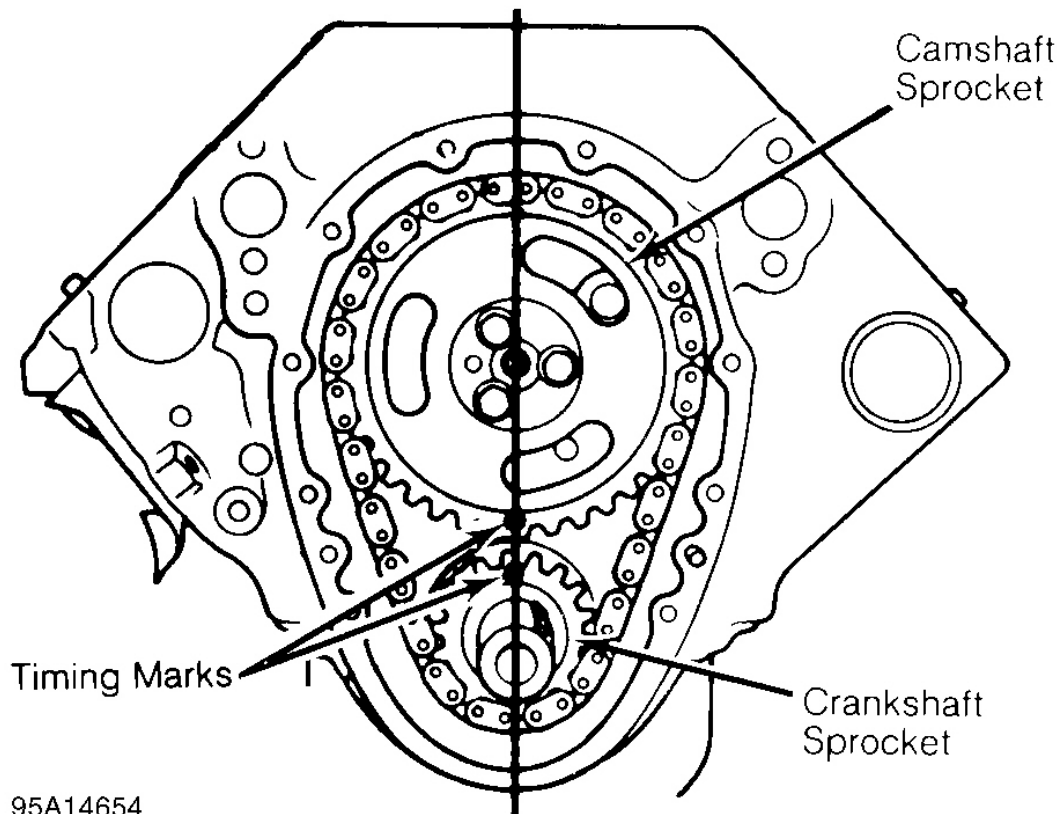


Fig. 24: Typical Gear Timing Mark Alignment

TIMING BELTS

Cogged tooth belts are commonly used on overhead cam engines. Inspect belt teeth for rounded corners or cracking. Replace belt if it is cracked, damaged, missing teeth or oil soaked.

Used timing belt must be installed in original direction of rotation. Inspect all sprocket teeth for wear. Replace all worn sprockets. Sprockets are marked for timing purposes. Engine is positioned so that crankshaft sprocket mark will be upward. Camshaft sprocket is aligned with reference mark on cylinder head or timing belt cover and then timing belt can be installed. See **Fig. 25**.



TENSION ADJUSTMENT

Ensure all timing marks are aligned. Adjust belt tension using manufacturer's recommendations. Belt tension may require checking using tension gauge. See **Fig. 26**.

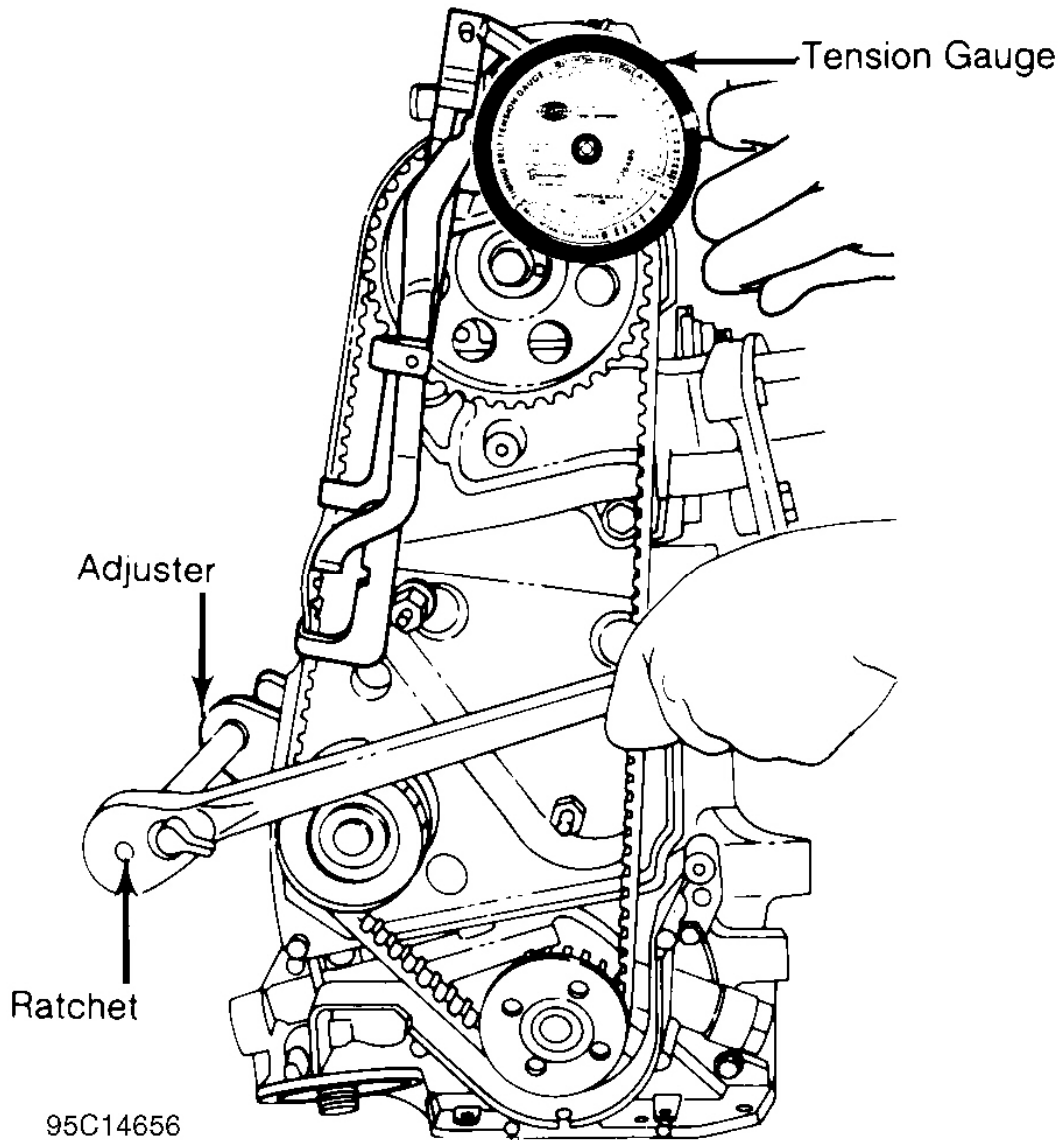


Fig. 26: Adjusting Typical Timing Belt Tension

TIMING GEARS

*** PLEASE READ THIS FIRST ***

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TIMING GEAR BACKLASH & RUNOUT

On engines where camshaft gear operates directly on crankshaft gear, gear backlash and runout must be checked. To check backlash, install dial indicator with tip resting on tooth of camshaft gear. Rotate camshaft gear as far as possible. Adjust indicator to zero. Rotate camshaft gear in opposite direction as far as possible and note reading.

To determine timing gear runout, mount dial indicator with tip resting on face edge of camshaft gear. Adjust indicator to zero. Rotate camshaft gear 360 degrees and note reading. If backlash or runout exceeds specification, replace camshaft and/or crankshaft gear.

REAR MAIN OIL SEAL INSTALLATION

One-Piece Type Seal

For one-piece type oil seal installation, coat block contact surface of seal with sealer if seal is not factory coated. Ensure seal surface is free of burrs. Lubricate seal lip with engine oil and press seal into place using proper oil seal installer. See **Fig. 27**.

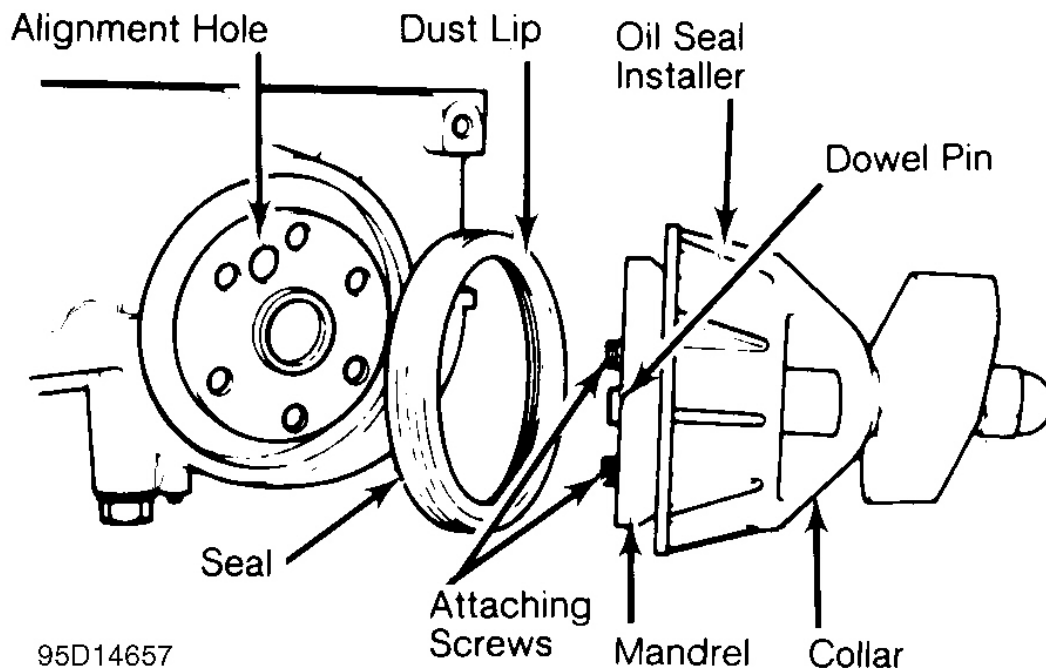


Fig. 27: Installing Typical One-Piece Oil Seal

Rope Type Seal

For rope type rear main oil seal installation, press seal lightly into seat area. Using seal installer, fully seat seal in bearing cap or cylinder block.

Trim seal ends even with cylinder block parting surface. Some applications require sealer to be applied on main bearing cap before installing. See **Fig. 28**.

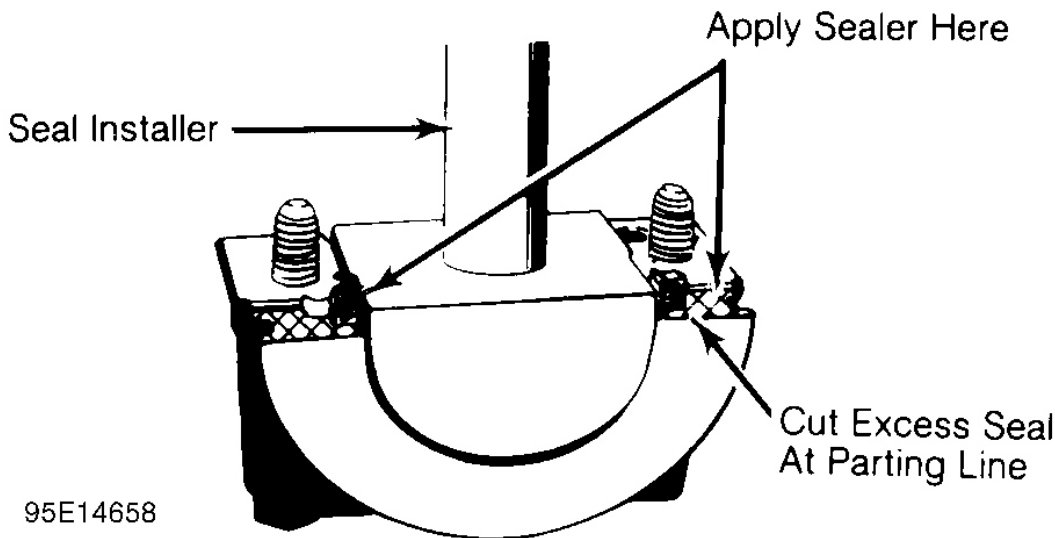


Fig. 28: Installing Typical Rope Seal

Split-Rubber Type Seal

Follow manufacturer's procedures when installing split-rubber type rear main oil seals. Installation procedures vary with manufacturer and engine type. See **Fig. 29**.

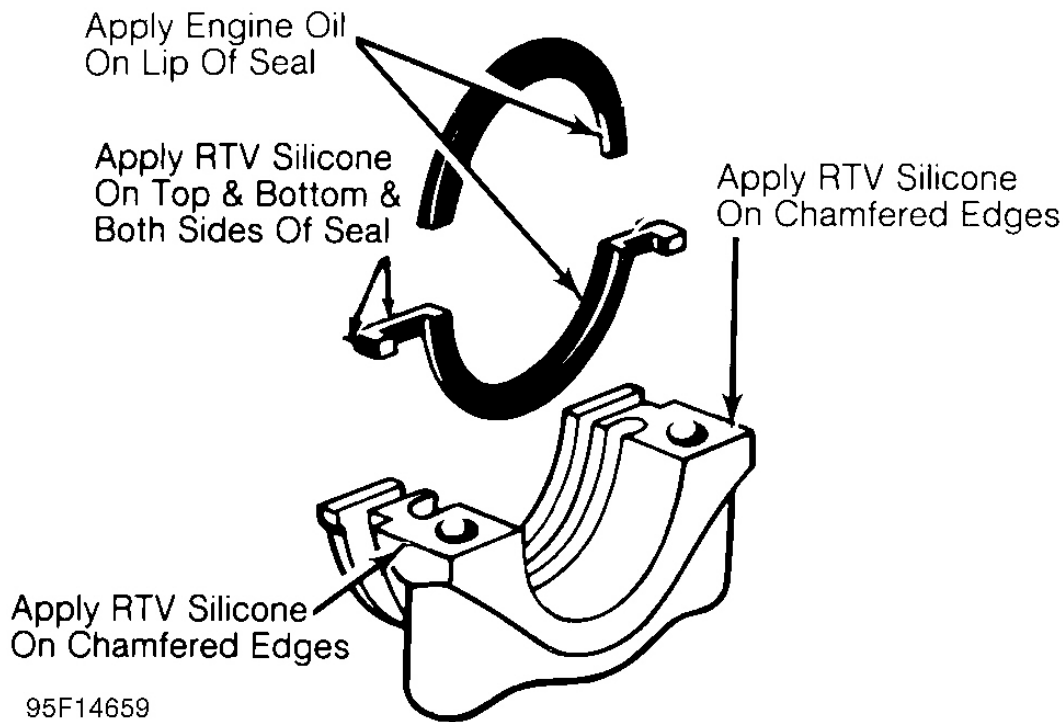


Fig. 29: Installing Typical Split-Rubber Seal

OIL PUMP

* PLEASE READ THIS FIRST *

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Always refer to appropriate engine overhaul article, if available, in the ENGINES section for complete overhaul procedures and specifications for the vehicle being repaired.

ROTOR TYPE

Mark oil pump rotor locations before removing. See **Fig. 30**. Remove outer rotor and measure thickness and diameter. Measure inner rotor thickness. Inspect shaft for scoring or wear. Inspect rotors for pitting or damage. Inspect cover for grooving or wear. Replace worn or damaged components.

Measure outer rotor-to-body clearance. Replace pump assembly if clearance exceeds specification. Measure clearance between rotors. See **Fig. 31**. Replace shaft and both rotors if clearance exceeds specification.

Install rotors in pump body. Position straightedge across pump body. Using feeler gauge, measure clearance between rotors and straightedge. Pump cover wear is measured using a straightedge and feeler gauge. Replace pump if clearance exceeds specification.

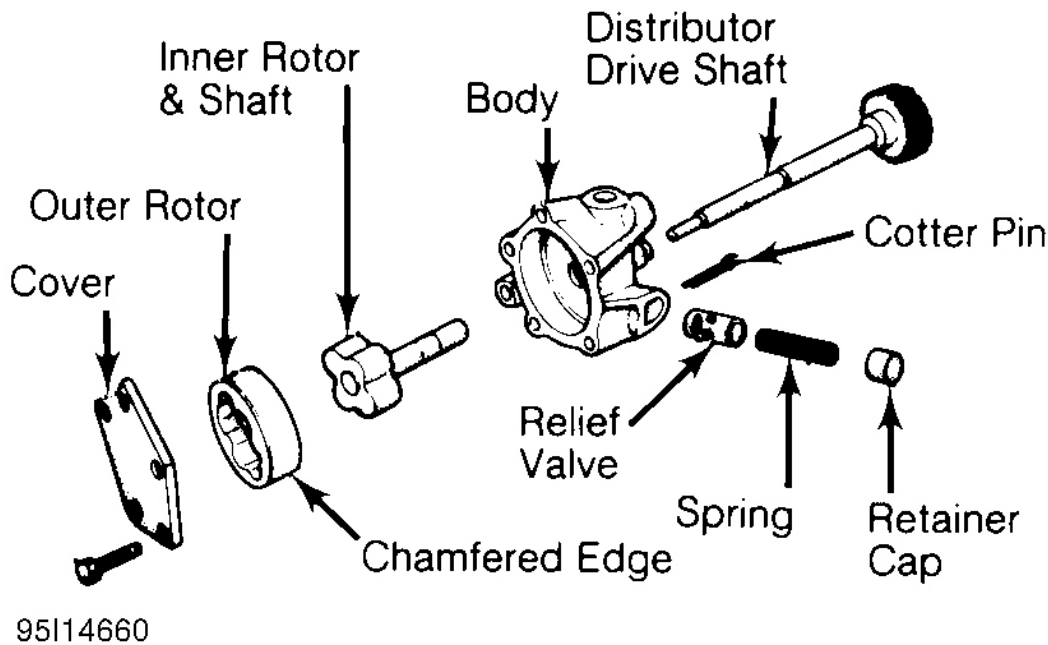


Fig. 30: Typical Rotor Type Oil Pump

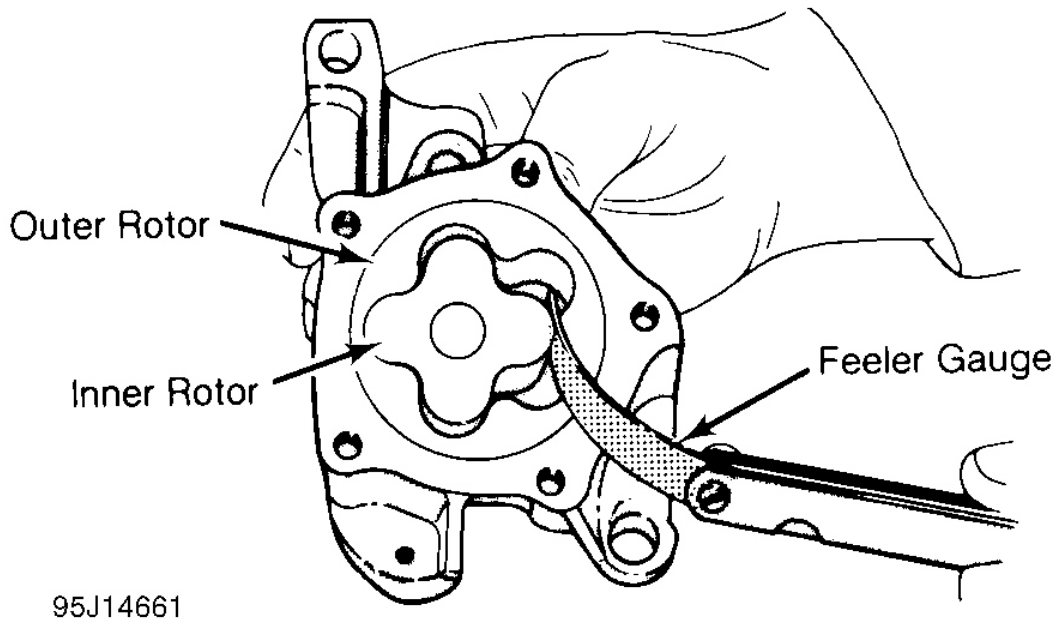


Fig. 31: Measuring Rotor Clearance

GEAR TYPE

Mark oil pump gear location before removing. See **Fig. 32**. Remove gears from pump body. Inspect gears for pitting or damage. Inspect cover for grooving or wear. Measure gear diameter and length. Measure gear housing cavity depth and diameter. See **Fig. 33**. Replace worn or damaged components.

Pump cover wear is measured using a straightedge and feeler gauge. Replace pump or components if warpage or wear exceeds specification, or mating surface of pump cover is scratched or grooved.

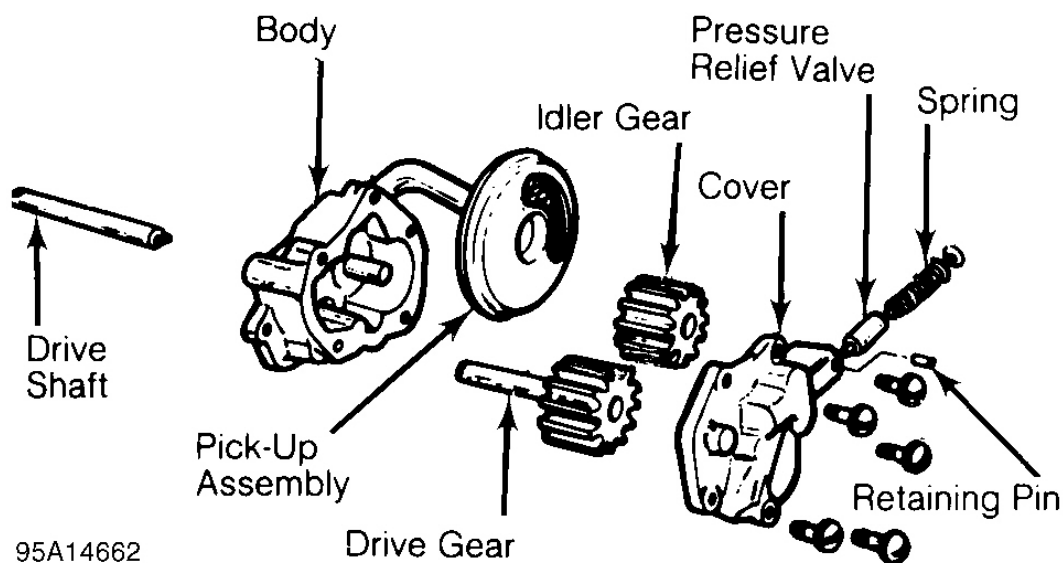
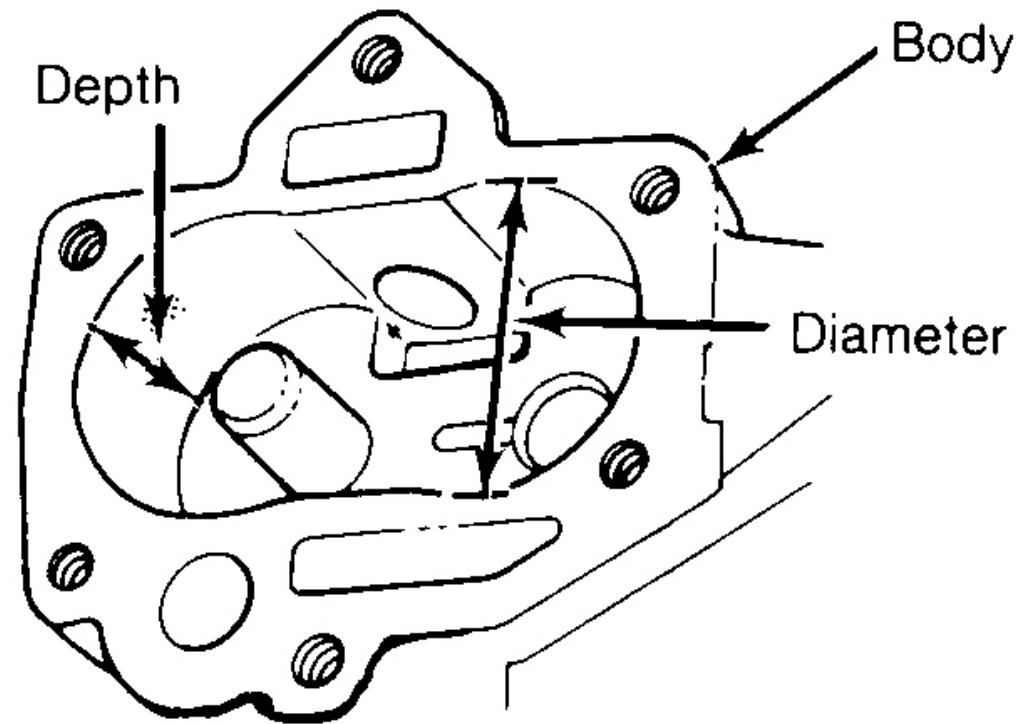


Fig. 32: Typical Gear Type Oil Pump



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Fig. 33: Measuring Oil Pump Gear Cavity

BREAK-IN PROCEDURE

*** PLEASE READ THIS FIRST ***

Examples used in this article are general in nature and do not necessarily relate to a specific engine or system. Illustrations and procedures have been chosen to guide mechanic through engine overhaul process. Descriptions of processes of cleaning, inspection, assembly and machine shop practice are included.

Always refer to appropriate engine overhaul article, if available, in the ENGINES section for complete overhaul procedures and specifications for the vehicle being repaired.

ENGINE PRE-OILING

Pre-oil engine prior to operation to prevent engine damage. Lightly oiled oil pump will cavitate unless oil pump cavities are filled with engine oil or petroleum jelly.

Engine pre-oiling can be done using pressure oiler (if available). Connect pressure oiler to cylinder block oil passage such as oil pressure sending unit. Operate pressure oiler long enough to ensure correct amount of oil has filled crankcase. Check oil level while pre-oiling.

If pressure oiler is not available, disconnect ignition system. Remove oil pressure sending unit and replace with oil pressure test gauge. Using starter motor, rotate engine starter until gauge shows normal oil pressure for several seconds. DO NOT crank engine for more than 30 seconds to avoid starter motor damage. Ensure oil pressure has reached the most distant point from the oil pump.

NOTE: If new lifters or camshaft are installed, some manufacturers require that a crankcase conditioner be added to engine oil. The engine should be operated for specified amount of time to aid in lifter break-in procedure.

INITIAL START-UP

Start engine and operate engine at low speed while checking for coolant, fuel and oil leaks. Stop engine. Recheck coolant and oil level. Adjust if necessary.

CAMSHAFT

Break-in procedure is required when new or reground camshaft has been installed. Operate and maintain engine speed between 1500-2500 RPM for approximately 30 minutes. Procedure may vary due to manufacturer's recommendations.

PISTON RINGS

Piston rings require a break-in procedure to ensure seating of rings to cylinder walls. Serious damage may occur to rings if correct procedures are not followed.

Extremely high piston ring temperatures are obtained during break-in process. If rings are exposed to excessively high RPM or high cylinder pressures, ring damage can occur. Follow piston ring manufacturer's recommended break-in procedure.

FINAL ADJUSTMENTS

Check or adjust ignition timing and dwell (if applicable). Adjust valves (if necessary). Adjust idle speed and mixture. Retighten cylinder heads (if required). If cylinder head or block is aluminum, retighten bolts when engine is cold. Follow the engine manufacturer's recommended break-in procedure and maintenance schedule for new engines.

NOTE: Some manufacturers require that head bolts be retightened after specified amount of operation. This must be done to prevent head gasket failure.

GENERAL INFORMATION

TROUBLE SHOOTING

*** PLEASE READ THIS FIRST ***

NOTE: This article is generic in nature and all information does not apply to all vehicles. For vehicle specific information, see the appropriate articles in the **ENGINE PERFORMANCE** category.

ENGINE PERFORMANCE

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TUNE-UP TROUBLE SHOOTING

Problem & Possible Cause	Action
Carbon Fouled Plugs	
Clogged Air Filter	Replace Air Filter
Incorrect Idle Speed	Reset Idle Speed
Faulty Ignition Wiring	Replace Ignition Wiring
Sticky Valves/Worn Valve Seal	Check Valve Train
Fuel Injection Operation	Check Fuel Injection
Wet/Oil Fouled Plugs	
Worn Rings/Pistons	Overhaul/Replace Engine
Excessive Cylinder Wear	Overhaul/Replace Engine
Plug Gap Bridged	
Combustion Chamber Carbon Deposits	Clean Combustion Chamber
Blistered Electrode	
Engine Overheating	Check Cooling System
Loose Spark Plugs	Clean/Torque Plugs
Over-Advanced Timing	Reset Timing
Wrong Plug Heat Range	Install Correct Plug
Melted Electrodes	
Incorrect Timing	Reset Timing
Burned Valves	Replace Valves
Engine Overheating	Check Cooling System
Wrong Plug Heat Range	Install Correct Plug
Engine Won't Start	
Loose Connections	Check Connections

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GENERAL INFORMATION TROUBLE SHOOTING

No Power	Check Fuses/Battery
Loose/Worn Timing Belt/Chain/Gears	Check Belt/Chain/Gears
Engine Runs Rough	
Leaky/Clogged Fuel Injectors	Repair Fuel Injectors
Leaky/Clogged Fuel Lines	Repair Fuel Lines
Clogged Fuel Filter	Replace Fuel Filter
Incorrect Timing	Reset Timing/Check Advance
Faulty Plugs/Wires	Replace Plugs/Wires
Uneven Compression	Overhaul/Replace Engine
Poor Acceleration	
Incorrect Ignition Timing	Reset Timing
Leaky Valves	Check Compression
Component Failure	
Spark Arcing	Replace Faulty Part
Defective Pick-Up Coil	Replace Pick-Up Coil
Defective Ignition Coil	Replace Ignition Coil
Defective Control Unit	Replace Control Unit
Ignition Diagnosis By Scope Pattern	
All Firing Lines Abnormally High	
Retarded Ignition Timing	Reset Ignition Timing
Lean Air/Fuel Mixture	Adjust Fuel Mixture
High Secondary Resistance	Repair Secondary Ignition
All Firing Lines Abnormally Low	
Rich Air/Fuel Mixture	Adjust Air/Fuel Mixture
Arcing Coil Wire	Replace Coil Wire
Cracked Coil	Replace Coil
Low Coil Output	Replace Coil
Low Compression	Check/Repair Engine
Several High Firing Lines	
Fuel Mixture Unbalanced	Check Fuel System
EGR Valve Stuck Open	Clean/Replace EGR Valve
High Plug Wire Resistance	Replace Plug Wire
Cracked/Broken Plugs	Replace Plugs
Intake Vacuum Leak	Repair Leak
Several Low Firing Lines	
Fuel Mixture Unbalanced	Adjust Fuel Mixture
Plug Wires Arcing	Replace Plug Wires
Cracked Coil Arcing	Replace Coil

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GENERAL INFORMATION TROUBLE SHOOTING

Uneven Compression	Check/Repair Engine
Faulty Spark Plugs	Replace Plugs
Cylinders Not Firing	
Cracked Distributor Cap	Replace Cap
Shorted Plug Wires	Replace Plug Wires
Mechanical Engine Fault	Check/Repair Engine
Spark Plugs Fouled	Replace Plugs
Carbon Track in Distributor Cap	Replace Cap
Hard Starting	
Defective Ignition Coil(s)	Replace Coil(s)
Fouled Spark Plugs	Replace Plugs
Incorrect Timing	Reset Ignition Timing

NOTE: This article is generic in nature and all information does not apply to all vehicles. For vehicle specific information, see the appropriate articles in the **ENGINE PERFORMANCE** category.

FUEL INJECTION TROUBLE SHOOTING

Problem & Possible Cause	Action
Cold Start Valve Inoperative	Test Cold Start Valve
Poor Vacuum/Electrical Connection	Repair Connections
Contaminated Fuel	Test Fuel for Water/Alcohol
Bad Fuel Pump Relay/Circuit	Test Relay/Wiring
Battery Voltage Low	Charge/Test Battery
Low Fuel Pressure	Test Press. Regulator/Pump
No Distributor Reference Pulse	Repair Ignition System
Coolant Temp. Sensor Defective	Test Temp. Sensor/Circuit
No Power To Injectors	Check Injector Fuse/Relay
Hard Starting	
Defective Idle Air Control (IAC)	Test IAC and Circuit
EGR Valve Open	Test EGR Valve/Control Circuit
Restricted Fuel Lines	Inspect/Replace Fuel Lines
Poor MAP Sensor Signal	Test MAP Sensor/Circuit
Engine Stalls During Parking Maneuver	Check P.S. Press. Switch
Rough Idle	
Dirty Fuel Injectors	Clean/Replace Injectors
Poor MAP Sensor Signal	Test MAP Sensor/Circuit
Intermittent Fuel Injector Operation	Check Harness Connectors
Erratic Vehicle Speed Sensor Inputs	Harness Too Close to Plug Wires

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GENERAL INFORMATION TROUBLE SHOOTING

Poor O ₂ Sensor Signal	Test O ₂ Sensor/Circuit
Faulty PCV System	Check PCV Valve and Hoses
Poor Acceleration	
Weak Fuel Pump	Replace Fuel Pump
Dirty Fuel Injectors	Clean/Replace Injectors
Excessive Intake Valve Deposits	Clean Intake System
Poor High Speed Operation	
Low Fuel Pump Volume	Faulty Fuel Pump/Filter
Poor MAP Sensor Signal	Test Speed Sensor/Circuit
Acceleration Ping/Knock	
Faulty EGR System	Check EGR Valve and Hoses
Poor Knock Sensor Signal	Test Knock Sensor/Circuit
Poor Baro Sensor Signal	Test Baro Sensor/Circuit
Improper Ignition Timing	Adjust Timing
Engine Overheating	Check Cooling System
Poor Quality Fuel	Use Different Fuel
Carbon Build-Up	Decarbon Engine

GENERAL INFORMATION**General Cooling System Service***** PLEASE READ THIS FIRST ***

This article is generic in nature and all information does not apply to all vehicles including those without a liquid cooling system. For vehicle specific information, see the appropriate articles in the ENGINE category.

DESCRIPTION

The liquid cooling system consists of a radiator, water pump, thermostat, electric or belt-driven cooling fan, pressure cap, heater, and various connecting hoses and cooling passages in the engine block and cylinder head.

MAINTENANCE**DRAINING**

Remove radiator cap and open heater control valve to maximum heat position. Open drain cocks or remove plugs in bottom of radiator and engine block. In-line engines usually have one plug or drain cock, while "V" type engines have 2, one in each bank of cylinders.

FLUSHING

CAUTION: Some manufacturers use an aluminum and plastic radiator. Flushing solution must be compatible with aluminum.

Radiator

Connect flushing gun to water outlet of radiator. Disconnect water inlet hose. To prevent flooding engine, use a hose connected to radiator inlet. Use air in short bursts to prevent damage to radiator. Continue flushing until water runs clear.

Engine Block

To flush engine, remove thermostat. Connect flushing gun to water outlet of radiator. Use air in short bursts to prevent damage to radiator. Continue flushing until water runs clear.

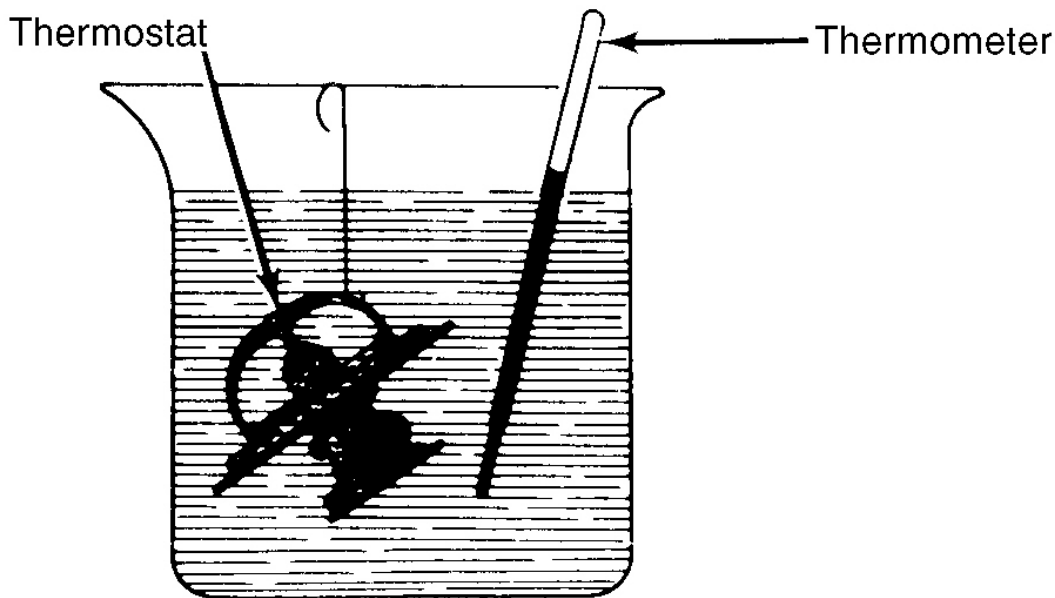
REFILLING

To prevent air from being trapped in engine block, engine should be running when refilling cooling system. After system is full, continue running engine until thermostat is open, then recheck fill level. Do not overfill system.

TESTING

THERMOSTAT

1. Remove and inspect thermostat for corrosion and proper seating of valve. If okay, suspend thermostat and thermometer in a 50/50 mixture of coolant and water. See **Fig. 1**. DO NOT allow thermostat or thermometer to touch bottom or container. Heat water until thermostat begins to open.
2. Read temperature on thermometer. This is the initial opening temperature and should be within specification. Continue heating water until thermostat is fully open and note temperature. This is the fully open temperature. If either reading is not to specification, replace thermostat.



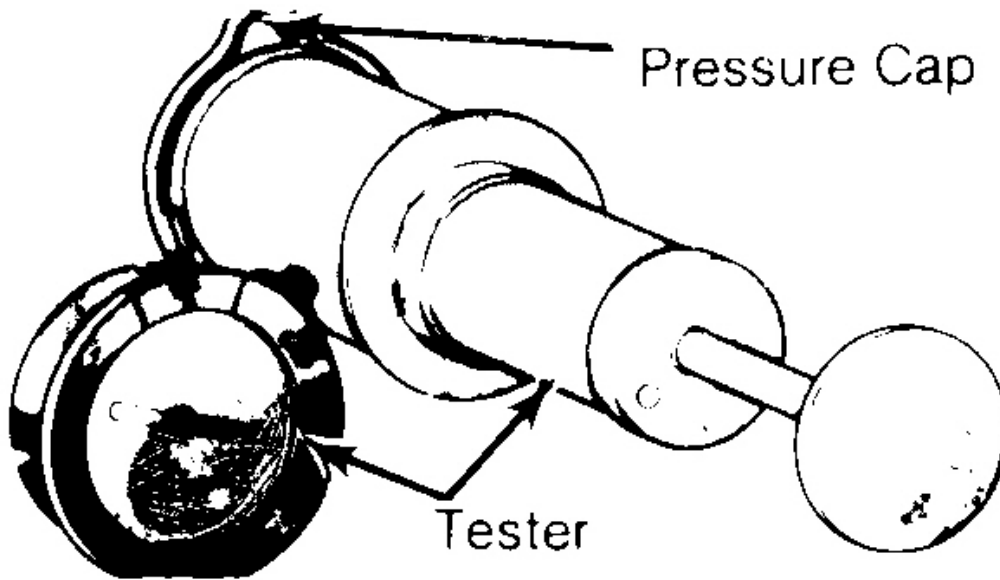
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Fig. 1: Testing Thermostat in Coolant/Water Solution**PRESSURE TESTING**

A pressure tester is used to check both radiator cap and complete cooling system. Follow pressure tester manufacturer instructions and test components as follows:

Radiator Cap

Visually inspect radiator cap. If cap looks okay, connect pressure tester to cap. See **Fig. 2**. Pressurize tester to full radiator cap specification. Replace cap if it fails to hold pressure.



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Fig. 2: Pressure Testing Radiator Cap**Cooling System**

1. Turn ignition off and allow engine to cool. Ensure radiator is filled to correct level. Remove cap and attach pressure tester to radiator. Pressurize tester to full radiator rating specification.
2. If pressure drops, check for external leaks. If no leaks are found, start engine and allow to idle. If pressure builds up immediately, check cylinder head and block for cracks. If pressure does not build up immediately, go to next step.

CAUTION: DO NOT allow excess pressure to build in cooling system or damage may result.

3. Using pressure tester, pump cooling system up to pressure specified on radiator cap. If pump gauge pointer vibrates, compression or combustion leak into cooling system is indicated. Isolate leak by shorting each spark plug wire to cylinder block. Gauge pointer vibration will stop or decrease when leaking cylinder is shorted.

GENERAL INFORMATION

Clutch Trouble Shooting

*** PLEASE READ THIS FIRST ***

NOTE: This is **GENERAL** information. This article is not intended to be specific to any unique situation or individual vehicle configuration. For model-specific information see appropriate articles where available.

ALL MODELS

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CLUTCH TROUBLE SHOOTING

Problem & Possible Cause	Action
Clutch Chatters/Grabs	
Incorrect Pedal Adjustment	Adjust Free Play
Worn Input Shaft Spline	Replace Input Shaft
Binding Pressure Plate	Replace Pressure Plate
Binding Throw-Out Lever	Check Throw-Out Lever, Check Throw-Out Bearing, Check Bearing Retainer
Uneven Pressure Plate Contact With Flywheel	Align/Replace Worn Parts
Transmission Misaligned	Align Transmission
Worn Pressure Plate	Replace Clutch Assembly
Oil-Saturated Disc	Replace Clutch Assembly, Repair Oil Leak
Loose Engine Mounts	Replace Engine Mounts
Clutch Pedal Sticks Down	
Clutch Cable Binding	Replace Clutch Cable
Weak Pressure Plate Springs	Replace Clutch Assembly
Binding Clutch Linkage	Lubricate Linkage
Broken Clutch Pedal Return Spring	Replace Return Spring
Clutch Will Not Release	
Oil-Saturated Disc	Replace Clutch Assembly, Repair Oil Leak
Defective Disc Face	Replace Clutch Assembly
Disc Sticking on Input Shaft Splines	Replace Disc/Input Shaft

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GENERAL INFORMATION Clutch Trouble Shooting

Binding Pilot Bearing	Replace Pilot Bearing
Faulty Clutch Master Cylinder	Replace Master Cylinder
Faulty Clutch Slave Cylinder	Replace Slave Cylinder
Blown Clutch Hose	Replace Hose
Sticky Throw-Out Bearing Sleeve	Clean/Lube Sleeve
Clutch Cable Binding	Replace Clutch Cable
Broken/Loose Bellhousing	Check Bellhousing
Rattling/Squeaking	
Broken Throw-Out Lever Return Spring	Replace Return Spring
Faulty Throw-Out Bearing	Replace Throw-Out Bearing
Faulty Clutch Disc	Replace Clutch Disc
Faulty Pilot Bearing	Replace Pilot Bearing
Worn Throw-Out Bearing	Replace Throw-Out Bearing
Dry Bearing Retainer Slide For Throw-Out Bearing Sleeve	Lubricate Slide
Slipping	
Faulty Pressure Plate	Replace Clutch Assembly
Worn Clutch Disc	Replace Clutch Assembly
Incorrect Alignment	Realign Clutch Assembly
Faulty Clutch Slave Cylinder	Replace Slave Cylinder
No Pedal Pressure	
Leaky Hydraulic System	Check Clutch Master Cylinder, Check Clutch Slave Cylinder
	Check Clutch Hose
Broken Clutch Cable	Replace Clutch Cable
Faulty Throw-Out Lever	Replace Throw-Out Lever
Broken Clutch Linkage	Repair Clutch Linkage
Noisy Clutch Pedal	
Faulty Safety Switch	Check/Replace Switch
Noisy Self-Adj. Ratchet	Replace Ratchet
Dry Throw-Out Bearing	Replace Throw-Out Bearing
Dry Pilot Bearing	Replace Pilot Bearing
Worn Input Shaft	Replace Input Shaft

GENERAL INFORMATION**Drive Axle Noise Diagnosis***** PLEASE READ THIS FIRST ***

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UNRELATED NOISES

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Some driveline trouble symptoms are also common to the engine, transmission, wheel bearings, tires and other parts of the vehicle. Make sure that cause of trouble actually is in the drive axle before adjusting, repairing, or replacing any parts.

NON-DRIVE AXLE NOISES

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A few conditions can sound just like drive axle noise and have to be considered in pre-diagnosis. The 4 most common noises are exhaust, tires, CV/universal joints and trim moldings.

In certain conditions, the pitch of exhaust gases may sound like gear whine. At other times, it may be mistaken for a wheel bearing rumble.

Tires, especially radial and snow tires, can have a high-pitched tread whine or roar, similar to gear noise. Also, some non-standard tires with an unusual tread construction may emit a roar or whine.

Defective CV/universal joints may cause clicking noises or excessive driveline play that can be improperly diagnosed as drive axle problems.

Trim and moldings can also cause a whistling or whining noise. Ensure that none of these components are causing the noise before disassembling the drive axle.

GEAR NOISE

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unique situation or individual vehicle configuration. For model-specific information see appropriate articles where available.

A "howling" or "whining" noise from the ring and pinion gear can be caused by an improper gear pattern, gear damage, or improper bearing preload. It can occur at various speeds and driving conditions, or it can be continuous.

Before disassembling axle to diagnose and correct gear noise, make sure that tires, exhaust, and vehicle trim have been checked as possible causes.

CHUCKLE

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This is a particular rattling noise that sounds like a stick against the spokes of a spinning bicycle wheel. It occurs while decelerating from 40 MPH and usually can be heard until vehicle comes to a complete stop. The frequency varies with the speed of the vehicle.

A chuckle that occurs on the driving phase is usually caused by excessive clearance due to differential gear wear, or by a damaged tooth on the coast side of the pinion or ring gear. Even a very small tooth nick or a ridge on the edge of a gear tooth is enough to cause the noise.

This condition can be corrected simply by cleaning the gear tooth nick or ridge with a small grinding wheel. If either gear is damaged or scored badly, the gear set must be replaced. If metal has broken loose, the carrier and housing must be cleaned to remove particles that could cause damage.

KNOCK

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This is very similar to a chuckle, though it may be louder, and occur on acceleration or deceleration. Knock can be caused by a gear tooth that is damaged on the drive side of the ring and pinion gears. Ring gear bolts that are hitting the carrier casting can cause knock. Knock can also be due to excessive end play in the axle shafts.

CLUNK

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Clunk is a metallic noise heard when an automatic transmission is engaged in Reverse or Drive, or when throttle

is applied or released. It is caused by backlash somewhere in the driveline, but not necessarily in the axle. To determine whether driveline clunk is caused by the axle, check the total axle backlash as follows:

1. Raise vehicle on a frame or twinpost hoist so that drive wheels are free. Clamp a bar between axle companion flange and a part of the frame or body so that flange cannot move.
2. On conventional drive axles, lock the left wheel to keep it from turning. On all models, turn the right wheel slowly until it is felt to be in drive condition. Hold a chalk marker on side of tire about 12" from center of wheel. Turn wheel in the opposite direction until it is again felt to be in drive condition.
3. Measure the length of the chalk mark, which is the total axle backlash. If backlash is one inch or less, clunk will not be eliminated by overhauling drive axle.

BEARING WHINE

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Bearing whine is a high-pitched sound similar to a whistle. It is usually caused by malfunctioning pinion bearings. Pinion bearings operate at driveshaft speed. Roller wheel bearings may whine in a similar manner if they run completely dry of lubricant. Bearing noise will occur at all driving speeds. This distinguishes it from gear whine, which usually comes and goes as speed changes.

BEARING RUMBLE

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Bearing rumble sounds like marbles being tumbled. It is usually caused by a malfunctioning wheel bearing. The lower pitch is because the wheel bearing turns at only about 1/3 of driveshaft speed.

CHATTER ON TURNS

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This is a condition where the whole front or rear vibrates when vehicle is moving. The vibration is easily felt and heard. Extra differential thrust washers installed during axle repair can cause a condition of partial lock-up that creates the chatter.

AXLE SHAFT NOISE

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unique situation or individual vehicle configuration. For model-specific information see appropriate articles where available.

Axle shaft noise is similar to gear noise and pinion bearing whine. Axle shaft bearing noise will normally distinguish itself from gear noise by occurring in all driving modes. Noise will persist with transmission in neutral while vehicle is moving at problem speed.

If vehicle displays this noise condition, remove suspect axle shafts and replace axle bearings. Re-evaluate vehicle for noise before removing any internal components.

VIBRATION

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Vibration is a high-frequency trembling, shaking or grinding condition (felt or heard) that may be constant or variable in level and can occur during the total operating speed range of the vehicle.

The types of vibrations that can be felt in the vehicle can be divided into 3 main groups:

- Vibrations of various unbalanced rotating parts of the vehicle.
- Resonance vibrations of the body and frame structures caused by rotating of unbalance parts.
- Tip-in moans of resonance vibrations from stressed engine or exhaust system mounts or driveline flexing modes.

GENERAL INFORMATION

Gear Tooth Contact Patterns

*** PLEASE READ THIS FIRST ***

NOTE: This is **GENERAL** information. This article is not intended to be specific to any unique situation or individual vehicle configuration. For model-specific information see appropriate articles where available.

INSPECTION

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Wipe lubricant from internal parts. Rotate gears and inspect for wear or damage. Mount dial indicator to housing and check backlash at several points around ring gear. Backlash must be within specification at all points. If no defects are found, check gear tooth pattern contact.

NOTE: Drive pattern should be well centered on ring gear teeth. Coast pattern should be centered, but may be slightly toward toe of ring gear teeth.

GEAR TOOTH CONTACT PATTERN

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1. Paint ring gear teeth with marking compound. Wrap cloth or rope around drive pinion flange to act as brake. Rotate gear until clear contact pattern is obtained.
2. Contact pattern will indicate whether correct pinion bearing mounting shim has been installed and if drive gear backlash has been set properly. Backlash between drive gear pinion must be maintained within specified limits until correct tooth pattern is obtained.

ADJUSTMENTS

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GEAR BACKLASH & PINION SHIM CHANGES

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1. With no change in backlash, moving pinion further from ring gear moves drive pattern toward heel and top of tooth, and moves coast pattern toward toe and top of tooth.
2. With no change in backlash, moving pinion closer to ring gear moves drive pattern toward toe and bottom of tooth, and moves coast pattern toward heel and bottom of tooth.
3. With no change in pinion shim thickness, an increase in backlash moves ring gear further from pinion. Both drive and coast patterns move toward heel and top of tooth.
4. With no change in pinion shim thickness, a decrease in backlash moves ring gear closer to pinion gear. Both drive and coast patterns move toward toe and bottom of tooth.

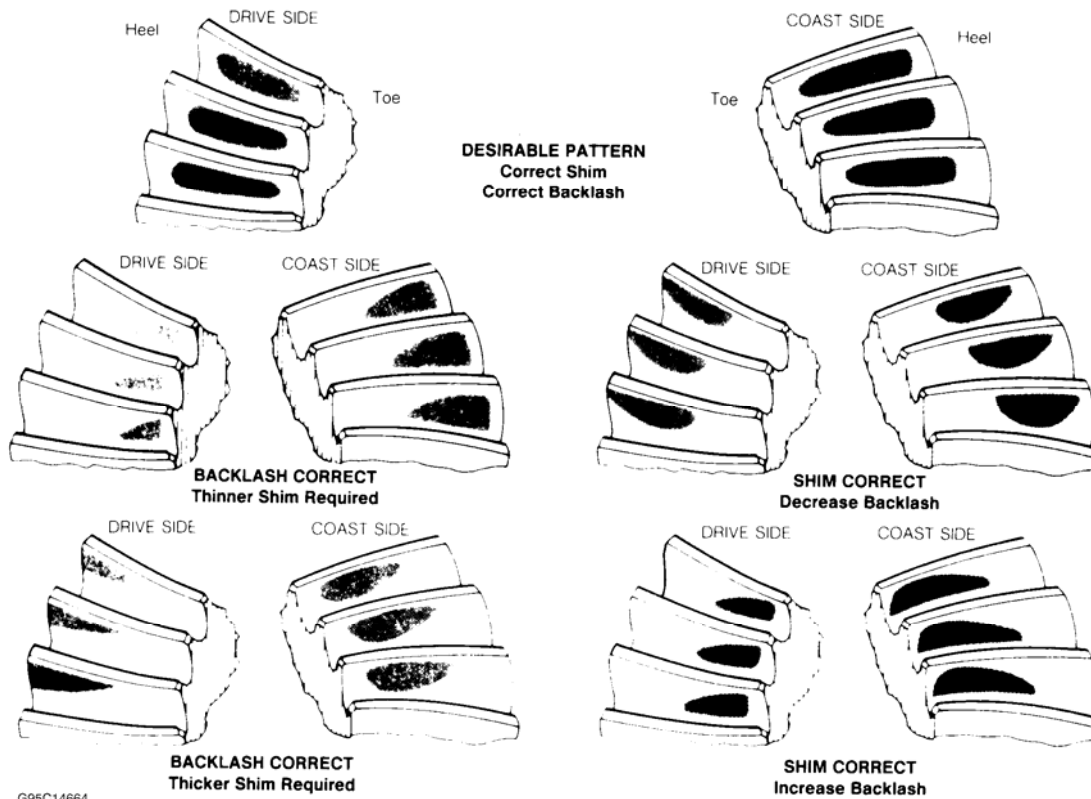


Fig. 1: Drive Axle Gear Tooth Patterns

GENERAL INFORMATION

Manual Transmission Trouble Shooting

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INTRODUCTION

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There are many times when the transmission is incorrectly blamed for shifting problems or noises that are actually caused by other reasons. Shift difficulties are frequently caused by conditions outside of the transmission or transaxle. Typical conditions include: shift linkage, shift cables, alignment of engine to transmission, worn engine mounts or clutch problems. Drive train noises may come from many sources such as tires, road surfaces, wheel bearings, differentials, engine or exhaust system. Repairing or overhauling transmission will not cure these problems.

No manufacturer makes a perfectly quiet transmission. Gear rollover noise is present in most constant mesh transmissions and will tend to disappear when the clutch is disengaged or transmission is placed in gear. If clutch is properly adjusted, clutch release bearing noise will disappear when release bearing is moved enough to slide release bearing away from pressure plate.

Trouble shooting can be helped by driving vehicle on a smooth level road to help eliminate tire and body noise. Note whether noise occurs on acceleration, coasting, deceleration or steady driving conditions. Some problems may only occur when transmission is either hot or cold. Gear lubricant that is too thick can cause hard shifting on cold mornings before engine is warm and vehicle has been driven.

MANUAL TRANSMISSION/TRANSAXLE TROUBLE SHOOTING

Condition	Possible Cause
Noisy In Forward Gears	Low Gear Oil Level, Loose Bellhousing Bolts, Worn Bearings Or Gears
Clunk On Deceleration (FWD Only)	Loose Engine Mounts, Worn Inboard CV Joints, Worn Differential Pinion Shaft, Oversized Side Gear Hub Counterbore in Case
Gear Clash When Shifting Forward Gears	Clutch Out Of Alignment, Shift Linkage Damaged Or Out Of Adjustment, Gears Or Synchronizers Damaged, Low Gear Oil Level
Transmission Noisy When Moving (RWD Only); Quiet In Neutral With Clutch Engaged	Worn Rear Output Shaft Bearing

2005 Audi A4 Quattro

GENERAL INFORMATION Manual Transmission Trouble Shooting

Gear Rattle	Worn Bearings, Worn Gear Oil, Low Gear Oil, Worn Gears
Steady Ticking At Idle (Increases With RPM)	Broken Tooth On A Gear
Gear Clash When Shifting Forward Gears	Worn Or Broken Synchronizers, Faulty Clutch
Loud Whine In Reverse	Normal Condition ⁽¹⁾
Noise When Stepping On Clutch	Faulty Release Bearing, Worn Pilot Bearing
Ticking Or Screeching As Clutch Is Engaged	Faulty Release Bearing, Uneven Pressure Plate Fingers
Click Or Snap When Clutch Is Engaged	Worn Clutch Fork, Worn Pivot Ball, Worn Or Broken Front Bearing Retainer
Transmission Shifts Hard	Clutch Not Releasing, Incorrect Gear Oil, Shift Mechanism Binding, Clutch Installed Backward
Will Not Shift Into One Gear, Shifts Into All Others	Bent Shift Fork, Worn Detent Balls
Locked Into Gear, Cannot Shift	Clutch Adjustment, Worn Detent Balls
Transmission Jumps Out Of Gear	Pilot Bearing Worn, Bent Shift Fork, Worn Gear Teeth Or Face, Excessive Gear Train End Play, Worn Synchronizers, Missing Detent Ball Spring, Shift Mechanism Worn Or Out Of Adjustment, Engine Or Transmission Mount Bolts Loose, Transmission Not Aligned
Shift Lever Rattle	Worn Detents Or Shift Lever, Worn Shift Fork, Worn Synchronizer Sleeves
Shift Lever Hops Under Acceleration	Worn Engine Or Transmission Mounts
(1) Most units use spur cut gears in Reverse and are naturally noisy.	

GENERAL INFORMATION

Wheel Alignment Theory & Operation

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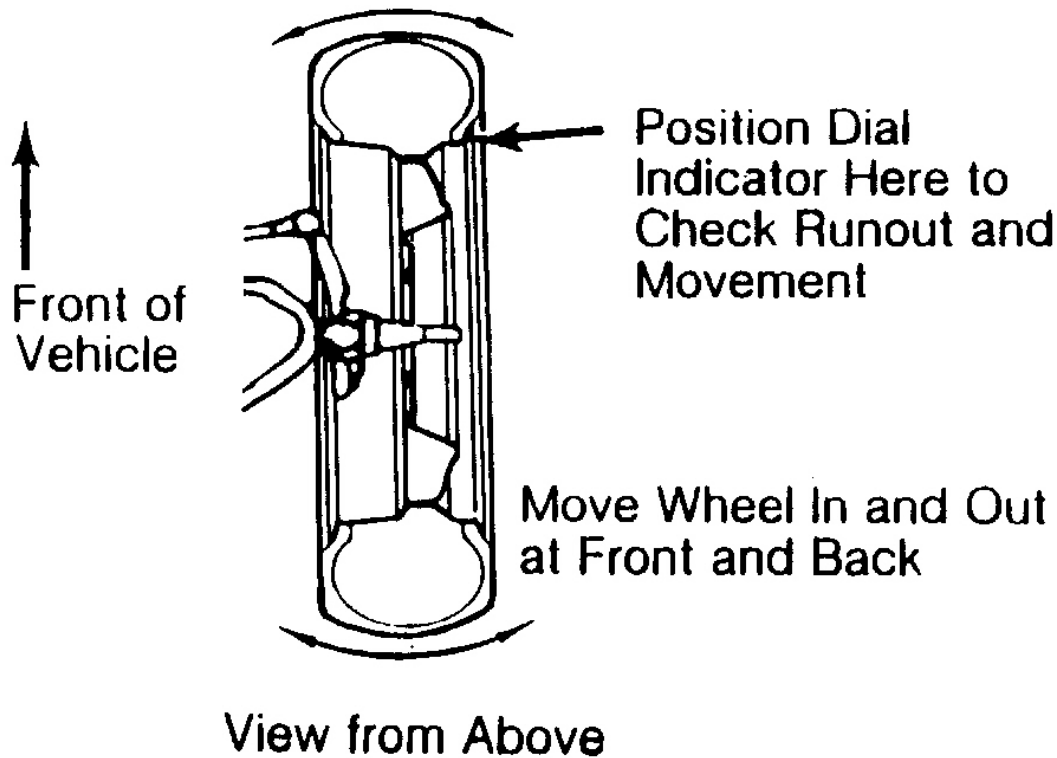
PRE-ALIGNMENT INSTRUCTIONS

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GENERAL ALIGNMENT CHECKS

Before adjusting wheel alignment, check the following:

- Each axle uses tires of same construction and tread style, equal in tread wear and overall diameter. Verify that radial and axial runout is not excessive. Inflation should be at manufacturer's specifications.
- Steering linkage and suspension must not have excessive play. Check for wear in tie rod ends and ball joints. Springs must not be sagging. Control arm and strut rod bushings must not have excessive play. See **Fig. 1**.



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Fig. 1: Checking Steering Linkage

- Vehicle must be on level floor with full fuel tank, no passenger load, spare tire in place and no load in trunk. Bounce front and rear end of vehicle several times. Confirm vehicle is at normal riding height.
- Steering wheel must be centered with wheels in straight ahead position. If required, shorten one tie rod adjusting sleeve and lengthen opposite sleeve (equal amount of turns). See **Fig. 2**.
- Wheel bearings should have the correct preload and lug nuts must be tightened to manufacturer's specifications. Adjust camber, caster and toe-in using this sequence. Follow instructions of the alignment equipment manufacturer.

CAUTION: DO NOT attempt to correct alignment by straightening parts. Damaged parts MUST be replaced.

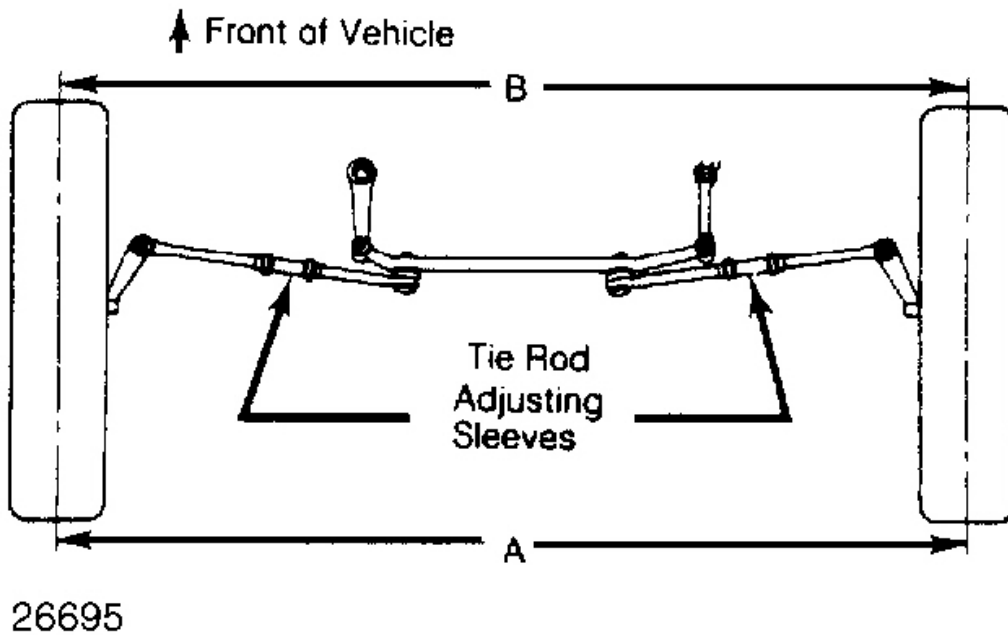


Fig. 2: Adjusting Tie Rod Sleeves (Top View)

ADJUSTMENTS

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CAMBER

1. Camber is the tilting of the wheel, outward at either top or bottom, as viewed from front of vehicle. See **Fig. 3**.
2. When wheels tilt outward at the top (from centerline of vehicle), camber is positive. When wheels tilt inward at top, camber is negative. Amount of tilt is measured in degrees from vertical.

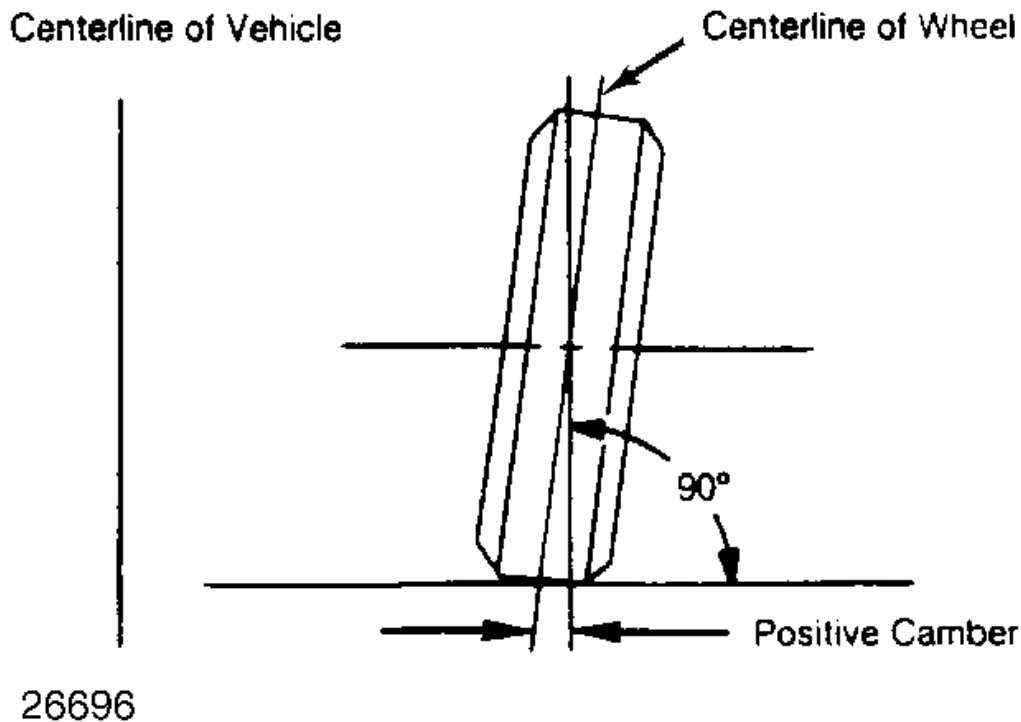
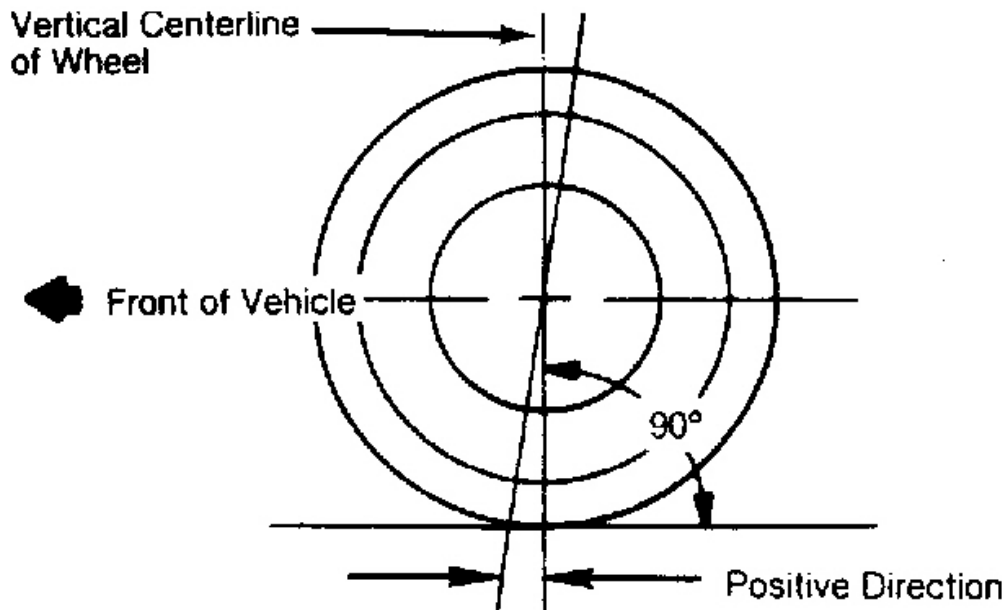


Fig. 3: Determining Camber Angle

CASTER

1. Caster is tilting of front steering axis either forward or backward from vertical, as viewed from side of vehicle. See **Fig. 4**.
2. When axis is tilted backward from vertical, caster is positive. This creates a trailing action on front wheels. When axis is tilted forward, caster is negative, causing a leading action on front wheels.



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Fig. 4: Determining Caster Angle**TOE-IN ADJUSTMENT**

Toe-in is the width measured at the rear of the tires subtracted by the width measured at the front of the tires at about spindle height. A positive figure would indicate toe-in and a negative figure would indicate toe-out. If the distance between the front and rear of the tires is the same, toe measurement would be zero. To adjust:

- 1) Measure toe-in with front wheels in straight ahead position and steering wheel centered. To adjust toe-in, loosen clamps and turn adjusting sleeve or adjustable end on right and left tie rods. See **Fig. 2** and **Fig. 5**.
- 2) Turn equally and in opposite directions to maintain steering wheel in centered position. Face of tie rod end must be parallel with machined surface of steering rod end to prevent binding.
- 3) When tightening clamps, make certain that clamp bolts are positioned so there will be no interference with other parts throughout the entire travel of linkage.

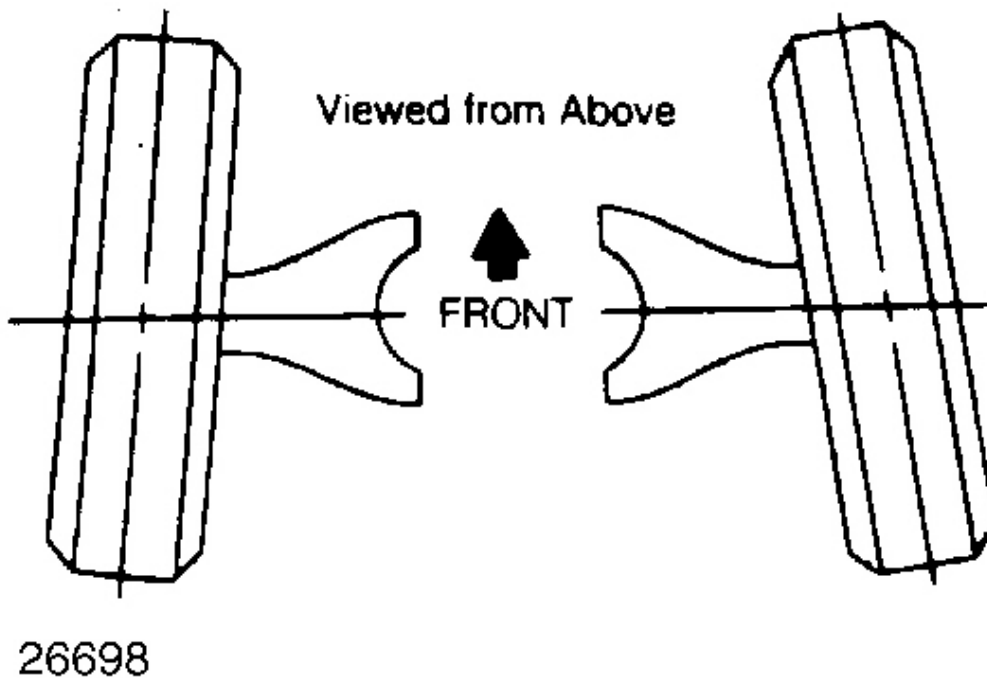


Fig. 5: Wheel Toe-In (Dimension A Less Dimension B)

TOE-OUT ON TURNS

1. Toe-out on turns (turning radius) is a check for bent or damaged parts, and not a service adjustment. With caster, camber, and toe-in properly adjusted, check toe-out with weight of vehicle on wheels.
2. Use a full floating turntable under each wheel, repeating test with each wheel positioned for right and left turns. Incorrect toe-out generally indicates a bent steering arm. Replace arm, if necessary, and recheck wheel alignment.

STEERING AXIS INCLINATION

1. Steering axis inclination is a check for bent or damaged parts, and not a service adjustment. Vehicle must be level and camber should be properly adjusted. See **Fig. 6**.
2. If camber cannot be brought within limits and steering axis inclination is correct, steering knuckle is bent. If camber and steering axis inclination are both incorrect by approximately the same amount, the upper and lower control arms are bent.

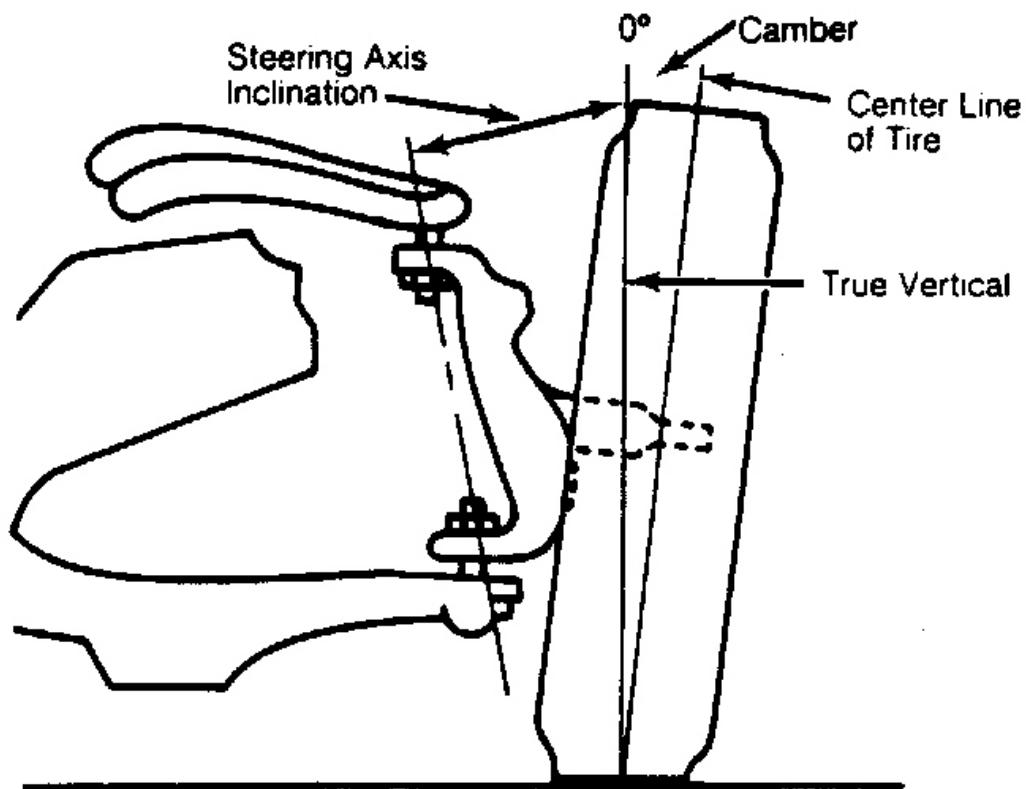


Fig. 6: Checking Steering Axis Inclination