

ALL MODELS

Chrysler Corp., Ford, General Motors, Jeep

LUBRICATION

SERVICE INTERVALS

Chrysler Corp.

Check Fluid every oil change.

Ford

Check with required maintenance checks.

General Motors

Check with every oil change.

Jeep

Check every 5,000 miles or 5 months.

CHECKING FLUID LEVEL

Chrysler Corp.

Check fluid with engine at normal operating temperature. Fluid level should read "FULL" on dipstick.

Ford

With fluid at normal operating temperature, and system properly bled, shut off engine. Fluid level on dipstick should read between "HOT" mark and end of dipstick.

General Motors & Jeep

Check fluid level with engine stopped and fluid hot or cold. Fluid level should be to "FULL HOT" or "FULL COLD" mark on dipstick. On models with remote reservoir, keep fluid level 0.5-1.0" from top of reservoir with wheels fully to the left.

RECOMMENDED FLUID

Application	Fluid Type
Chrysler Corp.	Power Steering Fluid (2084329)
Ford	¹ Power Steering Fluid (C1AZ-19582-A,C,D)
General Motors	Power Steering Fluid (1050017)
Jeep	² Power Steering Fluid

¹ — Automatic Transmission Fluid.
² — AMC/Jeep Power Steering Fluid or equivalent.

REFILLING & BLEEDING SYSTEM

Chrysler Corp.

Fill pump reservoir with power steering fluid, start engine and check for leaks. Bleed system by turning wheels from stop to stop several times. Shut off engine and check fluid level.

Ford

Fill pump reservoir with fluid and run engine until fluid reaches operating temperature (165-175°F). Turn steering wheel all the way to the left then all the way to the right several times without hitting stops. Check fluid and add if necessary.

General Motors

1) Fill reservoir to correct level. Let oil settle for two minutes. Start engine and run for two seconds. Check reservoir and add oil if necessary. Repeat procedure until level in reservoir remains constant after running engine.

2) Raise front of vehicle so that both wheels are off ground. Start engine and increase engine speed to 1500 RPM. Turn wheels right and left, lightly contacting stops. Check fluid and add if necessary. Lower vehicle

and turn wheels right and left on ground. Check fluid level and add if necessary.

3) If oil is foamy, allow vehicle to stand still for a few minutes with engine off. Repeat procedure with vehicle raised. Again check fluid level and for air in system. If level is low or there is air in system, repeat complete procedure.

Jeep

1) Fill reservoir to correct level. Operate engine until fluid reaches normal operating temperature. Stop engine and correct fluid level if necessary. Turn wheels to full left position and add fluid to reservoir to fill to "FULL COLD" mark on dipstick.

2) Start and operate engine at fast idle. Recheck reservoir level and add to "FULL COLD" mark on dipstick. Bleed air from system by turning wheels from side to side without contacting stops. Maintain fluid level just above pump body. Fluid with air in it will have bubbles in it and will have a light tan or tan-orange appearance.

3) Continue to turn wheels until all air is removed from system. When air is removed, return wheels to straight ahead position and operate engine an additional 2-3 minutes and then stop engine. Road test vehicle and recheck fluid level. Level should be at "FULL HOT" position after system has stabilized. Add as necessary but do not overfill.

SERVICE

BELT TENSION

TENSION (LBS.) USING STRAND TENSION GAUGE

Application	New Belt	Used Belt
Chrysler Corp.	¹	¹
Ford		
1/4" Belt	80	60
All Other Belts	140	110
General Motors		
5/16" Belt	80 Max.	50 Min.
3/8" Belt	140 Max.	70 Min.
15/32" Belt	165 Max.	90 Min.
Jeep	² 125-155	² 90-115

¹ — Belt deflection should be 1/4" to 5/16".

² — Calif. models tension 180-200 lbs. new, 140-160 Lbs. used.

TESTING

PRESSURE TEST

1) With belt tension correct, disconnect power steering pump pressure hose, keeping hose end raised to prevent fluid loss. Connect pressure hose of suitable gauge to power steering pump fitting and connect second hose from valve side of tester to steering gear inlet. Open valve and run engine until fluid reaches normal operating temperature (170°F). Check fluid level and add if necessary.

NOTE: For testing Ford vehicles, Power Steering Analyzer D79-33610-A with flow meter is necessary.

ALL MODELS (Cont.)

2) If testing Chrysler vehicle, skip intermediate steps and proceed to step 6). On all other vehicles, note pressure reading with valve open and engine idling. Pressure should be 80-125 psi. On Ford vehicles, note flow. If flow is less than 2 gallons per minute, pump may require repair. At this point, however, continue test. If pressure is above 150 psi on Ford or 200 psi on all other vehicles, check hoses for restrictions and poppet valve (Saginaw gears) for proper assembly.

3) On Ford vehicles, partially close valve to build pressure up to 740 psi for Ford pumps and 620 psi for Saginaw pumps. If flow drops below 1.7 gals./min. for Ford or 1.8 gals./min. for Saginaw pumps, disassemble pump and replace cam pack.

4) On all vehicles, close gate valve completely and re-open 3 times. Record highest reading each time. DO NOT close valve for more than 5 seconds. On Ford vehicles, increase engine speed to 1500 RPM and record flow. On all models, if pressure is less than specification, remove and replace flow control valve. If within specifications on General Motors and Jeep but readings are not within 50 psi of each other, or if above specifications on Ford, or if flow varies from step 3) reading by more than 1 gal./min., remove flow control valve and clean or replace.

5) On all models, with valve open, turn steering wheel all the way from right to left stops and record pressure. DO NOT hold wheel against stops more than 5 seconds. Pressure should be the same as recorded in step 6). Note that on Ford vehicles flow should drop 0.5 gal./min. If pump output cannot be matched in either side of gear, gear is leaking internally and must be overhauled. Shut off engine and remove tester, reconnecting hoses.

6) On Chrysler vehicles, idle engine at 600-800 RPM and with valve open, note pressure while turning wheels from side to side to stops. DO NOT hold wheel against stops for more than 5 seconds. A pressure of at least 900 psi should be read. If pressure is low, system is not operating properly. Momentarily close valve and note pressure. If pressure is less than 900 psi, pump is faulty. If pressure is 900 psi but was low at previous reading, steering gear is at fault. Disconnect gauge and reconnect hoses after turning off engine.

PRESSURE TEST SPECIFICATIONS

Application	Pump Output Pressure (psi)	
	Idle Pressure	Relief Pressure
Ford	80-125	1350-1450
General Motors		
C10/30	80-125	1200-1300
G10/30	80-125	2900-1000
Jeep		
CJ & Scrambler	80-125	1100-1200
Cherokee, Truck & Wagoneer	80-125	1400-1500

1 — Saginaw pump. With Ford pump, 1400-1500 psi.
 2 — G30 with hydroboost, pressure is 1350-1450 psi.