

Remanufactured **RACK AND PINION**

CARDONE Remanufactured Rack & Pinions are re-engineered, built and tested to meet or exceed O.E. standards. 100% new, O.E.-style o-rings and seals are installed to ensure leak-free, long-lasting performance. A final protective coating is applied and each unit is tested to guarantee perfect fit and function.

- Protective coating applied to each unit to extend the life of the unit (where applicable)
- 100% performance testing to ensure perfect fit, function and reliable performance
- 100% hydraulic testing for proper flow, leakage and performance ensures perfect fit and function (where applicable)
- Racks are surfaced to precise specifications to prevent leaking between chambers and extend unit life
- 100% new O.E.- style o-rings and lip seals ensure leak-free and long-lasting performance (where applicable)
- All new spool valve seals and rack donut seals are installed to eliminate internal leaks and ensure reliable performance (where applicable)
- Valve housings have polished micro-finish sleeves for durability (where applicable)
- Remanufactured to meet O.E. performance

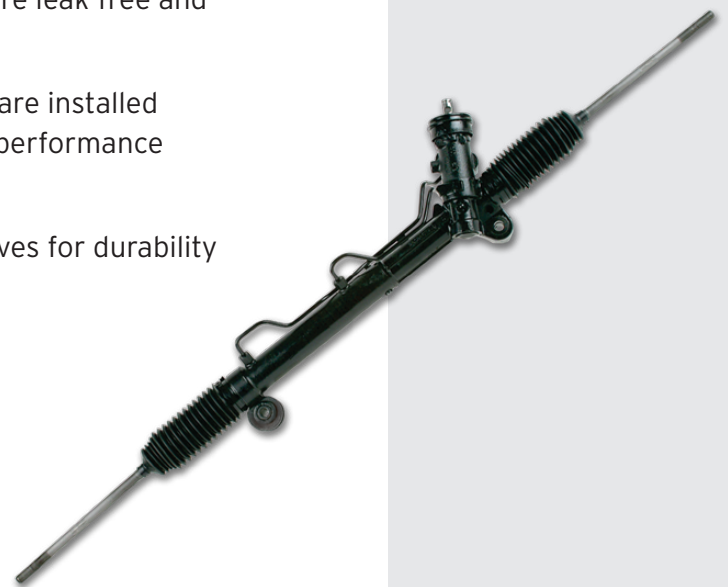
Product Description

Features and Benefits

Good Maintenance Practices

Signs of Wear and Troubleshooting

FAQs



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Tech Service: 888-280-8324

Rev Date: 042718

Good Maintenance Practices

- Use the correct fluid type that meets O.E. specifications to top off fluid in reservoir, when needed.
- Inspect reservoir, pump, hoses and cooler (if equipped) for leaks. Leaks can lead to noise and poor performance due to the induction of air and contamination into the system. Replace if necessary.
- Inspect the Power Steering Pump drive belt for cracks and frays. Replace if necessary.
- Inspect the Rack and Pinion housing bushings for deterioration. Replace if necessary.

Signs of Wear and Troubleshooting

- No assist in one direction
- Leaks from seals or housing
- Clunk or popping noise
- Excessive input shaft movement
- Excessive movement of inner tie rod end
- Torn bellows or boots
- Shuddering when system is cold
- Binding or catching while turning

FAQs

I replaced the rack and now the power steering pump is whining. It never did this before! What happened?

- The most likely cause of a power steering pump whine is air in the system. The steering system must be bled. This may take a few attempts depending on the design of the system.

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The steering wheel is not returning to center coming out of a turn.

What could be causing this?

- The geometry of the front suspension is designed to return the steering wheel to center coming out of a turn. If the steering wheel is not returning to center on its own when coming out of a turn, check the front-end alignment settings and inspect for binding steering components.

The replacement rack and pinion is installed and the steering wheel has too much play. Should I adjust the rack?

- No. The rack and pinion has been adjusted at the factory. No additional adjustment is necessary. Try isolating the rack to find out where the play exists. If you hold the inner tie rod and have someone turn the wheel, does the play disappear? If so, the problem is in the front-end; if not, remove the steering knuckle and lightly install vise grips on the sector shaft and check for play. If no play exists, check steering column or steering knuckle.

Are there any steps that should be done prior to alignment?

- Yes, the boot clamps must be loosened to set the toe adjustment when performing a front-end alignment. Failure to loosen the clamps will twist the boots during turning maneuvers causing cracks to form on boot. Once the boot is torn, road debris and water intrusion can damage the rack end seal.

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