

Steering and Suspension: All Technical Service Bulletins Crunch/Pop Noise in Steering System

File In Section: 3 - Steering/Suspension

Bulletin No.: 23-32-08A

Date: August, 1996

Subject:

Steering System Crunch/Pop Noise (Apply Grease/Enlarge Attaching Holes)

Models:

1992-96 Buick Roadmaster
1992-93 Cadillac Fleetwood Brougham
1994-96 Cadillac Fleetwood
1992-96 Chevrolet Caprice
1994-96 Chevrolet Impala SS
1992 Oldsmobile Custom Cruiser

This bulletin is being revised to add the 1996 model year. Please discard Corporate Bulletin Number 23-32-08 (Section 3 - Steering/Suspension).

Condition

Some vehicles may exhibit a steering related crunch and/or pop type noise apparent during low speed turning maneuvers. These conditions can be differentiated from one another not only by the type of noise, but also by when they are generated as indicated below.

- A. Crunch Noise - May occur only when vehicle is in a full right or left hand turning maneuver.
- B. Pop Noise - May occur anytime vehicle steering wheel is moved off center in either direction.

Cause

- A. Crunch Noise - Movement of lower control arm steering stop on steering knuckle during full turn type maneuvers.
- B. Pop Noise - Slight movement between steering gear bolt threads and frame rail inboard steering gear attaching holes.

Correction

Crunch Noise - Apply a thin film (approximately 1 mm thick) of high temperature water resistant grease, P/N 12345996 (1.75 oz. tube), to the contacting surfaces of both the steering stops and steering knuckles.

Pop Noise - Follow procedure below and enlarge the frame-rail inboard steering gear attaching holes that show any contact with bolt threads.

1. Disconnect and remove air cleaner snorkle.
2. Disconnect intermediate steering shaft coupling shield and slide rearward.
3. Remove nut securing ABS module bracket to steering gear.
4. Raise vehicle.

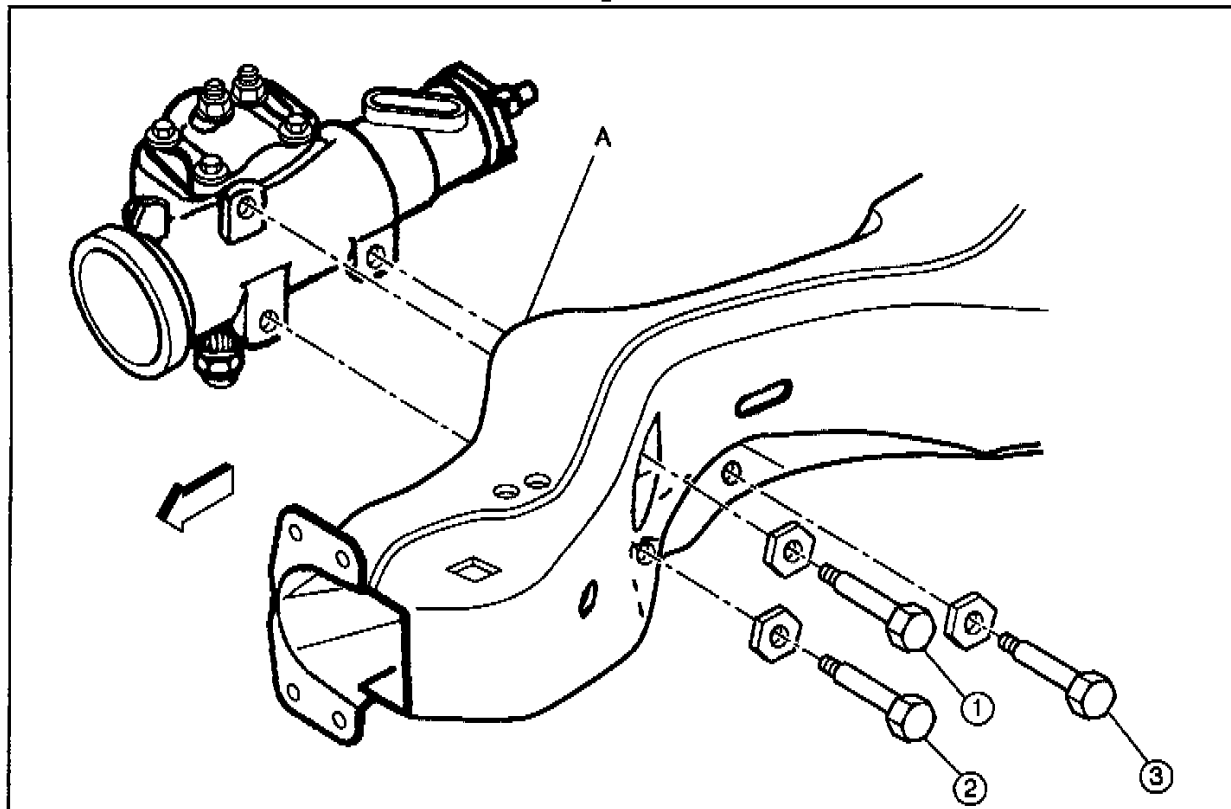
Notice:

Ensure that the vehicle's wheels are pointing straight ahead and the steering wheel is in "LOCK" position. Failure to do so may cause the steering wheel to rotate, causing damage to the coil assembly.

5. Remove left front wheel and tire assembly.
6. Remove flexible coupling bolt and disengage coupling from steering gear.
7. Remove three (3) steering gear to frame rail attaching bolts and position gear away from frame rail.

8. Inspect inboard frame rail steering gear attaching holes for any indication of bolt thread contact.
9. Carefully enlarge those holes that show bolt thread contact utilizing a rat-tail mill file.

Figure 1



Legend

A. Holes that may require enlargement are located on inboard Surface of Frame Rail.

10. Position steering gear to frame rail and hand start attaching bolts. Torque attaching bolts in sequence # 1, # 2 and # 3 to 95 N.m (70 lb ft) as shown in illustration.
11. Connect flexible coupling to steering gear, install bolt and torque to 31 N.m (23 lb ft).

Notice:

Ensure that vehicle wheels are pointing straight ahead prior to connecting flexible coupling.

12. Install wheel and tire assembly and torque wheel nuts to 135 N.m (100 lb ft).
13. Lower vehicle.
14. Slide coupling shield forward and secure in position.
15. Install ABS module bracket nut and torque to 60 N.m (44 lb ft).
16. Install and connect air cleaner snorkle.
17. Start vehicle and cycle the steering lock to lock several times.
18. Loosen but do not remove attaching bolts # 1 and # 2, start vehicle and cycle the steering lock to lock several times.
19. Torque attaching bolt # 2 and then # 1 to 95 N.m (70 lb ft).

Parts Information

Parts are currently available from GMSPO.

Warranty Information

Labor Operation	Labor Time
(A) E7001	(A) 0.3 hr
(B) E7002	(B) 0.8 hr