



Technical Service Bulletin PT 1.

Case: OE Power Steering Fluid vs Generic Aftermarket

Similarly to a suit, a shoe or a glove, power steering fluid is not one size fits all. Come to think of it, neither is engine oil, brake fluid or their related properties. So why would power steering fluid be any different? Each manufacturer has built their cars to a particular specification and to give our customers the proper service we owe to them, we ought to be using the OE specific fluid.

Inadequate power steering fluid does not lubricate the power steering pump enough and may cause the system to overheat. Once fluid overheats, pump bushings prematurely fail, and the pump can no longer hold pressure. This damage can happen quickly after installation with use of improper fluid. Not all aftermarket fluids meet the OE specifications with additives, agents, chemical makeup etc in which the system was designed to work with. See comparison of Honda OE fluid to an aftermarket brand.

Most notably below are the ingredients and their concentrations for example. Vastly different, and thus boiling points and lubrication properties also differ from this brand to many others.

HONDA POWER STEERING FLUID

SECTION 3 - COMPOSITION/INFORMATION ON INGREDIENTS

<u>Ingredients</u>	<u>CAS #</u>	<u>Wt.%</u>
Distillates (petroleum), hydrotreated heavy naphthenic	64742-52-5	60.00 - 100.00
Distillates (petroleum), acid-treated heavy naphthenic	64742-18-3	7.00 - 13.00
Solvent naphtha (petroleum), light aromatic	64742-95-6	1.00 - 5.00
Chlorinated paraffin	61788-76-9	0.10 - 1.00

SUBSTANCE / MIXTURE: MIXTURE

HAZARDOUS COMPONENTS:

CHEMICAL NAME	CAS-NO.	CONCENTRATION (% W/W)
DISTILLATES (PETROLEUM)	64742-54-7	>=90 - <100
DISTILLATES (PETROLEUM)	64742-55-8	>=1 - <5
MINERAL OIL (DESCRIBED BY ONE OF MORE OF FOLLOWING CAS NO: 64742-54-7, 64742-650, 64742-55-8 AND 64742-56-9)	NOT ASSIGNED	>=1 - <5
SUBSTITUTED HYDROCARBYL SULFIDE	NOT ASSIGNED	>=0.1 - <1

Bottom line, not all power steering fluids are made equal nor one size fits all. Please use OE fluid.



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Required: Manufacturer suggested OE steering fluid

1. Disconnect all pressure and return lines from the PS pump
2. Flush the reservoir and pressure lines by cycling new fluid through the system until fluid is clear
3. Use a turkey baster or a wet dry shop vacuum to remove debris in reservoir filter
4. Inspect hydraulic lines (lines showing wear or older than 6 years should be replaced)
5. Reconnect pressure line to pump and only reconnect return line to steering component
6. Cap the return port on reservoir to prevent fluid leaking
7. Fill the reservoir with New manufacturer suggested steering fluid
8. Disable the engine so it will not start when cranked (refer to vehicle service manual for correct steps)
9. Crank engine and replenish PS fluid until fluid from the return line has no air bubbles (Make sure the pump never runs dry of fluid / Do not crank the engine more than a few seconds at a time this may damage the starter)
10. Bleed the system (Refer to Maval's TSB on how to bleed the PS system)
11. Refill the reservoir to proper fluid level if necessary
12. Check for smooth assist, excessive noise, connections for leakage and system for proper operation.