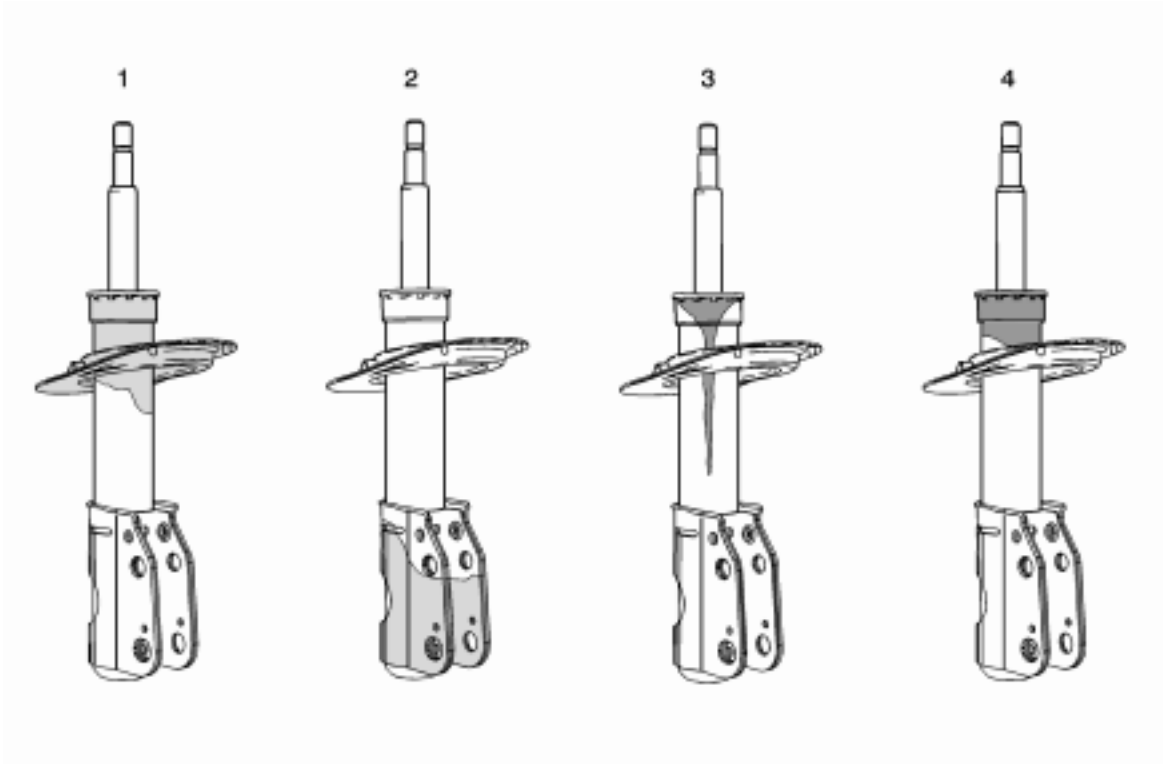


## Strut and Shock Absorber Inspection (Strut)

**Note:** The strut assembly DOES NOT have to be removed from the vehicle to perform the following inspection procedure.

**Note:** A light film of oil on the top portion of the strut is normal. DO NOT replace the strut for this condition.



### Condition 1

Oil or fluid residue only on the bottom of the strut tube or on other strut components and not originating from the shaft seal, is not a strut related problem. DO NOT replace the strut, look for other external leaks.

### Condition 2

Light film/residue on the strut tube, but not on the spring seat and originating from the shaft seal, is a NORMAL condition. DO NOT replace the strut.

### Condition 3

Oil drip or trail down the strut tube and originating from the shaft seal, is an ABNORMAL condition. Replace the strut.

### Condition 4

Extreme wet film of oil covering the strut tube and pooling in the spring seat and originating from the shaft seal, is an ABNORMAL condition. Replace the strut.

### Inspection

1. Verify the customer's concern is present. If the concern is present, continue to the next step. If the concern is not present, then the vehicle is operating normally.  
**Note:** The strut assembly DOES NOT have to be removed from the vehicle to perform the following inspection procedure.
2. Raise and support the vehicle. Refer to [Lifting and Jacking the Vehicle](#) .
3. Visually inspect each of the shock absorbers or struts for external fluid leaks. Refer to the following conditions 1, 2, 3 , and 4 for visual inspection.
  - If conditions 1 or 2 are found, continue to step 4.
  - If conditions 3 or 4 are found, replace strut. Refer to Strut Replacement.
4. If equipped with electronic suspension control system, ensure that the system is working properly. Refer to Diagnostic Starting Point-Electronic Suspension Control.
5. Use your hands in order to lift up and push down on each corner of the vehicle 3 times. Remove your hands from the vehicle. If the corner motion exceeds 2 cycles, replace the strut. If the strut does not exceed 2 cycles, NO repair is necessary.