

ASE SUSPENSION AND STEERING (A4) PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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- 1. A vehicle exhibits uneven tire wear patterns. What alignment check might be necessary?**
 - A. Camber angle check
 - B. Toe angle check
 - C. Both camber and toe angle check
 - D. Caster angle check
- 2. In what scenario would adjusting caster typically be necessary?**
 - A. After a wheel alignment
 - B. To correct steering feel
 - C. After replacing tire pressure
 - D. When changing shocks
- 3. A vehicle's steering wheel is crooked with the vehicle sitting still and the front wheels straight ahead. What is the most likely cause?**
 - A. A bent pitman arm
 - B. Incorrect thrust line setting
 - C. Incorrect thrust angle setting
 - D. A bent rear axle
- 4. Which of the following could lead to a steering misalignment?**
 - A. Replacing the tires
 - B. Replacing the battery
 - C. Replacing the suspension components
 - D. Changing the oil
- 5. Which of the following is the most likely cause of tires which are worn in the center of the tread?**
 - A. Underinflation
 - B. Overinflation
 - C. Positive caster
 - D. Positive camber

- 6. What component is primarily responsible for setting the thrust line in a vehicle?**
- A. Rear toe
 - B. Front toe
 - C. Caster adjustment
 - D. Camber adjustment
- 7. Worn components on the front axle can affect which aspect of vehicle handling?**
- A. Steering response
 - B. Rear brake efficiency
 - C. Fuel consumption
 - D. Engine performance
- 8. When storing an airbag on a workbench, how should it be positioned for safety?**
- A. Face down
 - B. Face up
 - C. Facing the wall
 - D. Facing away from the wall
- 9. What is the most likely fix for a shimmy in a four-wheel drive vehicle with oversized tires after hitting a bump?**
- A. Installation of a steering damper
 - B. Adjust the caster 2 degrees positive
 - C. Adjust the caster 2 degrees negative
 - D. Installation of a power steering cooler
- 10. A customer experiences low power assist during parallel parking and a growling noise from the pump. What is the most likely cause?**
- A. Loose power steering belt
 - B. Low power steering fluid
 - C. Internally restricted power steering fluid cooler
 - D. Externally restricted power steering fluid cooler

Answers

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1. C
2. B
3. A
4. C
5. B
6. A
7. A
8. B
9. A
10. B

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Explanations

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1. A vehicle exhibits uneven tire wear patterns. What alignment check might be necessary?

- A. Camber angle check
- B. Toe angle check
- C. Both camber and toe angle check**
- D. Caster angle check

Uneven tire wear patterns can indicate that the vehicle's alignment angles are not within specification. Performing both a camber angle check and a toe angle check is warranted in this scenario because these measurements directly impact the vehicle's contact with the road and overall tire performance. The camber angle refers to the tilt of the wheel relative to vertical; if the camber is off, it can lead to excessive wear on one side of the tire. For example, negative camber can cause the inner edge of the tire to wear more quickly, while positive camber can lead to wear on the outer edge. The toe angle is the alignment of the tires relative to the centerline of the vehicle. If the toe is not correctly adjusted, it can cause tires to scrub against the road surface as the vehicle moves forward. This scrubbing can lead to uneven wear across the tire tread. While caster angle is important for steering stability and handling, it does not directly cause uneven tire wear as camber and toe do. Therefore, to comprehensively address and diagnose the issue of uneven tire wear, checking both camber and toe angles is essential for ensuring the vehicle's alignment is correctly set, which in turn helps prolong tire life and improve safety.

2. In what scenario would adjusting caster typically be necessary?

- A. After a wheel alignment
- B. To correct steering feel**
- C. After replacing tire pressure
- D. When changing shocks

Adjusting caster is typically necessary to correct steering feel, which can be influenced by the angles and geometry of the front suspension. Caster angle particularly affects a vehicle's straight-line stability and the self-centering action of the steering wheel. When the caster is not within the manufacturer's specified range, drivers may experience issues such as wandering, poor feedback from the steering, or difficulty maintaining a straight path. In contrast, while adjustments after a wheel alignment might include caster changes, the need for an adjustment in this context specifically relates more closely to correcting steering feel. Other scenarios, like replacing tire pressure or changing shocks, would generally not require adjustments to the caster unless those changes significantly alter the suspension geometry. Therefore, focusing on how caster affects steering dynamics reinforces the importance of maintaining proper caster angles for optimal vehicle handling and response.

3. A vehicle's steering wheel is crooked with the vehicle sitting still and the front wheels straight ahead. What is the most likely cause?

- A. A bent pitman arm**
- B. Incorrect thrust line setting
- C. Incorrect thrust angle setting
- D. A bent rear axle

When a vehicle's steering wheel is crooked while the front wheels are straight, it often indicates a misalignment issue with the steering mechanism. A bent pitman arm can significantly affect how the steering linkage operates. The pitman arm connects the steering gear to the rest of the steering system and plays a critical role in translating the driver's steering input into movement of the front wheels. If the pitman arm is bent, it can cause an improper angle for the steering linkage, leading to a situation where the steering wheel must be turned at an awkward angle to keep the vehicle traveling straight. This misalignment manifests as a crooked steering wheel even when the vehicle is stationary with the wheels straight ahead. The other options, while related to alignment, do not directly cause the steering wheel to be crooked when the vehicle is still. A bent rear axle would primarily affect rear-wheel alignment and handling rather than the steering geometry, while incorrect thrust line and thrust angle settings typically relate to how the rear axle is set in relation to the vehicle's longitudinal centerline and the alignment of the front wheels. Thus, these would also not be the most direct cause of a crooked steering wheel in this scenario.

4. Which of the following could lead to a steering misalignment?

- A. Replacing the tires
- B. Replacing the battery
- C. Replacing the suspension components**
- D. Changing the oil

Steering misalignment can often be caused by the replacement of suspension components. The suspension system is intricately connected to the steering mechanism, and any changes or repairs to parts like control arms, struts, or bushings can alter the alignment of the steering. If these components are not installed properly or if they change the geometry of the suspension, it can lead to misalignment, resulting in issues like uneven tire wear, pulling to one side, or difficulty in steering. Replacing the tires, while it can affect handling, typically does not cause misalignment unless the tires are not matched properly in size or tread. Changing the oil and replacing the battery are unrelated to the steering and suspension systems; they generally do not impact vehicle alignment at all.

5. Which of the following is the most likely cause of tires which are worn in the center of the tread?

- A. Underinflation
- B. Overinflation**
- C. Positive caster
- D. Positive camber

Worn tires in the center of the tread are primarily indicative of overinflation. When a tire is overinflated, the increased air pressure pushes the center of the tread outward, causing it to make more contact with the road surface than the edges. This uneven distribution of contact leads to faster wear in the center compared to the outer edges. Consequently, this wear pattern is clearly visible and is a crucial diagnostic sign for technicians assessing tire health. In contrast, underinflation usually results in the edges of the tires wearing more than the center, as the tire bulges outward and reduces contact area in the center. Positive caster and positive camber angles can affect tire wear as well, but they are less directly related to a center tread wear pattern compared to issues with tire pressure.

6. What component is primarily responsible for setting the thrust line in a vehicle?

- A. Rear toe**
- B. Front toe
- C. Caster adjustment
- D. Camber adjustment

The component that is primarily responsible for setting the thrust line in a vehicle is the rear toe. The thrust line is an imaginary line that runs through the center of the rear axle and extends toward the front of the vehicle. It is crucial for ensuring that the vehicle tracks straight while in motion. Rear toe adjustment affects the position of the rear wheels in relation to the front wheels. If the rear wheels are toed in or out too much, it can cause the vehicle to veer off its intended path, leading to uneven tire wear and handling issues. By properly setting the rear toe, the thrust line can be aligned with the vehicle's centerline, enhancing stability and handling. Proper adjustment allows for optimized steering response and can help eliminate issues such as crab walking, where the vehicle moves diagonally instead of straight. While options related to front toe, caster adjustment, and camber adjustment play important roles in overall vehicle alignment and handling characteristics, they do not specifically define the thrust line as effectively as rear toe does.

7. Worn components on the front axle can affect which aspect of vehicle handling?

- A. Steering response**
- B. Rear brake efficiency
- C. Fuel consumption
- D. Engine performance

Worn components on the front axle significantly impact steering response, which is critical for safe and precise vehicle handling. This is because the front axle is primarily responsible for steering the vehicle; it connects the steering mechanism to the wheels. When components such as tie rods, control arms, or ball joints wear out, they can introduce play or looseness in the steering system. This leads to delayed or imprecise responses when the driver turns the steering wheel, making it more difficult to control the vehicle accurately. In contrast, the other options – rear brake efficiency, fuel consumption, and engine performance – are less directly related to the condition of the front axle. While all vehicle systems are interconnected, the front axle's condition primarily influences how well the vehicle responds to steering inputs, thereby affecting handling and stability. Therefore, proper maintenance of front axle components is crucial to ensure optimal steering response and overall safety while driving.

8. When storing an airbag on a workbench, how should it be positioned for safety?

- A. Face down
- B. Face up**
- C. Facing the wall
- D. Facing away from the wall

When storing an airbag on a workbench, it is safest to position it face up. This orientation helps minimize the risk of accidental deployment. Airbags are designed to deploy with force, and placing them face up allows for safe handling and reduces the danger if the airbag were to be triggered inadvertently. Storing an airbag face down could increase the risk of deployment if pressure is applied accidentally from above or if the airbag is disturbed. Facing the wall or away from the wall does not adequately address the inherent safety risks associated with the airbag's design and potential activation when mishandled. Therefore, keeping the airbag face up is the recommended practice for ensuring safety during storage.

9. What is the most likely fix for a shimmy in a four-wheel drive vehicle with oversized tires after hitting a bump?

- A. Installation of a steering damper**
- B. Adjust the caster 2 degrees positive
- C. Adjust the caster 2 degrees negative
- D. Installation of a power steering cooler

A shimmy in a four-wheel drive vehicle with oversized tires, especially after hitting a bump, is often due to issues with steering stability and vibrations that can be amplified by the larger tires. The installation of a steering damper is a common fix for this situation because it effectively reduces the oscillation in the steering mechanism that can lead to a shimmy. The steering damper, similar to a shock absorber, helps to absorb the shock from road irregularities and reduces the tendency of the steering to oscillate or "shake" after a bump, particularly when large tires are involved. This allows for a more controlled steering feel and can enhance overall stability in the vehicle's handling, which is crucial when driving off-road or on uneven surfaces. Adjustments in caster, whether positive or negative, can impact the handling and stability of the vehicle but may not directly resolve the issue of shimmying caused by hitting a bump. While caster adjustments can improve straight-line tracking and turn-in response, they typically require more careful setup and might not address immediate symptoms of shimmy caused by tire and wheel forces. Installing a power steering cooler generally pertains to ensuring proper temperature levels in the steering system to reduce the risk of overheating, but it does not address the immediate

10. A customer experiences low power assist during parallel parking and a growling noise from the pump. What is the most likely cause?

- A. Loose power steering belt
- B. Low power steering fluid**
- C. Internally restricted power steering fluid cooler
- D. Externally restricted power steering fluid cooler

The most likely cause of low power assist and a growling noise from the pump during parallel parking is low power steering fluid. When the fluid level drops below the recommended level, the power steering pump can struggle to draw up sufficient fluid to operate effectively. This can result in reduced assistance when turning the steering wheel, which is particularly noticeable during low-speed maneuvers like parallel parking. Additionally, the growling noise from the pump often indicates it is working harder than normal to pull fluid, which can happen when air is introduced into the system due to low fluid levels. In comparison, a loose power steering belt might reduce the effectiveness of the pump but typically would not directly cause the pump to make a growling noise. Similarly, restrictions in the power steering fluid cooler—internally or externally—may lead to issues with fluid flow or temperature but are less likely to cause an immediate drop in assist or the particular noises described in this situation. Thus, low power steering fluid is the most common and likely explanation for the symptoms presented.

Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://asesuspensionandsteering-a4.examzify.com>

We wish you the very best on your exam journey. You've got this!

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