

ASE Suspension and Steering (T5) Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

This is a sample study guide. To access the full version with hundreds of questions,

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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. Don't worry about getting everything right, 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, and take breaks to retain information better.

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.

7. Use Other Tools

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!

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Questions

- 1. Which issue would likely lead to steering wheel bind when turning?**
 - A. Incorrect ball joint specifications**
 - B. High pressure in the steering fluid**
 - C. Excessive worm bearing preload**
 - D. Loose steering column bolts**
- 2. What tool would be least effective for checking wheel alignment?**
 - A. Camber gauge**
 - B. Tire pressure gauge**
 - C. Toe gauge**
 - D. Alignment rack**
- 3. What outcome is likely if a vehicle has excessive negative camber?**
 - A. Improved straight-line stability**
 - B. Increased steering effort**
 - C. Uneven tire wear on the outer edges**
 - D. Enhanced fuel efficiency**
- 4. What action should be taken when setting preload on steering gear?**
 - A. Adjust with the truck loaded**
 - B. Measure preload while moving the wheels**
 - C. Ensure drag link is disconnected**
 - D. Set preload at any steering angle**
- 5. What might a clunking sound from the suspension indicate?**
 - A. Improper wheel balancing**
 - B. Low tire pressure**
 - C. Loose suspension components**
 - D. Overinflated tires**

- 6. In a vehicle with an air-assist steering system, what could be causing difficulty turning the steering wheel?**
- A. Faulty torque valve**
 - B. Damaged power cylinder**
 - C. Both A and B**
 - D. Improper tire pressure**
- 7. What is bump steer?**
- A. The alignment of the steering wheel**
 - B. The unintended steering input caused by suspension travel affecting steering angles**
 - C. Adjusting tire pressure**
 - D. A method of enhancing brake response**
- 8. What does steering rack play refer to?**
- A. Excessive movement in the steering rack**
 - B. Reduced responsiveness in steering**
 - C. Alignment angle of the wheels**
 - D. Wear in the tie rod ends**
- 9. What is the purpose of the power steering cooler?**
- A. To increase pressure in the steering system**
 - B. To maintain appropriate fluid levels**
 - C. To enhance steering feel**
 - D. To reduce fluid temperatures**
- 10. What are flexible couplings in steering columns commonly referred to as?**
- A. Rag joints**
 - B. Rack joints**
 - C. Rubber joints**
 - D. Pivot joints**

Answers

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

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Explanations

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1. Which issue would likely lead to steering wheel bind when turning?

- A. Incorrect ball joint specifications**
- B. High pressure in the steering fluid**
- C. Excessive worm bearing preload**
- D. Loose steering column bolts**

Excessive worm bearing preload can lead to steering wheel bind when turning because it creates too much resistance in the steering mechanism. The worm gear and the bearing work together to allow smooth movement of the steering wheel. When the preload is too high, it compresses the bearings excessively, which can prevent free rotation and cause the steering wheel to feel stiff or bind during turns. This binding sensation is often experienced by the driver, making it difficult to maneuver the vehicle. In contrast, while incorrect ball joint specifications or high pressure in the steering fluid can have their own effects on the steering system, they are less directly associated with the specific issue of steering wheel bind during turns. Loose steering column bolts may lead to other concerns, such as misalignment or play in the steering feel, but they wouldn't cause binding in the same way that excessive preload would. Understanding the precise mechanics of the steering system helps to identify why excessive worm bearing preload is the primary cause of steering wheel bind in this scenario.

2. What tool would be least effective for checking wheel alignment?

- A. Camber gauge**
- B. Tire pressure gauge**
- C. Toe gauge**
- D. Alignment rack**

The tire pressure gauge is least effective for checking wheel alignment because its primary function is to measure the air pressure within the tires, rather than the angles of the wheels relative to each other and the vehicle's geometry. Proper tire pressure is crucial for tire performance and wear, but it does not provide any information about how well-aligned the wheels are. In contrast, the other tools focus specifically on measuring aspects of wheel alignment. A camber gauge assesses the camber angle, indicating whether the wheels tilt inward or outward at the top. A toe gauge helps measure the toe angle, which assesses the direction the wheels point relative to the centerline of the vehicle. An alignment rack is an advanced tool that provides a comprehensive assessment of all alignment angles, including camber, toe, and caster, and can accurately diagnose alignment issues. Thus, while maintaining proper tire pressure is important for overall vehicle performance, it does not contribute to assessing wheel alignment.

3. What outcome is likely if a vehicle has excessive negative camber?

- A. Improved straight-line stability**
- B. Increased steering effort**
- C. Uneven tire wear on the outer edges**
- D. Enhanced fuel efficiency**

Excessive negative camber refers to a condition where the tops of the tires lean inward toward the vehicle, creating a tilt that can significantly affect tire contact with the road surface. When negative camber is excessive, it causes the outer edges of the tires to make more contact with the road than the inner edges. Over time, this uneven distribution of wear leads to pronounced wear patterns on the outer edges of the tires, commonly known as uneven tire wear. The outcome primarily associated with excessive negative camber is indeed uneven tire wear on the outer edges. This condition can lead to a reduction in tire lifespan and poor handling characteristics, as the tires are not making optimal contact with the road. It is essential to maintain proper wheel alignment specifications to ensure that tire wear is even across the tread and to promote safe driving conditions. Other potential outcomes, such as increased steering effort or improved straight-line stability, are not typical consequences of excessive negative camber. Instead, incorrect camber settings often lead to a compromised steering experience and decreased stability. Enhanced fuel efficiency is also not directly related to camber settings, as improper camber generally leads to increased rolling resistance and decreased efficiency. Thus, the focus on uneven tire wear highlights the importance of maintaining correct camber angles to

4. What action should be taken when setting preload on steering gear?

- A. Adjust with the truck loaded**
- B. Measure preload while moving the wheels**
- C. Ensure drag link is disconnected**
- D. Set preload at any steering angle**

When setting the preload on steering gear, ensuring that the drag link is disconnected is the correct action because it allows for an accurate adjustment without interference from other components. Disconnecting the drag link removes any external pressures or forces that could affect the accuracy of the preload measurement and adjustment. This ensures that the steering gear can be properly adjusted to achieve the desired feel and responsiveness without the additional load from the connected steering system. In contrast, adjusting with the truck loaded may induce variables that affect the steering gear's performance, while measuring preload while moving the wheels could lead to inaccurate readings due to dynamic forces at play. Setting preload at any steering angle may not provide consistent results, as the adjustment should be made under specific conditions to ensure optimal performance. Properly adjusting preload is crucial for effective steering response and overall vehicle handling, which underscores the importance of disconnecting the drag link during this procedure.

5. What might a clunking sound from the suspension indicate?

- A. Improper wheel balancing**
- B. Low tire pressure**
- C. Loose suspension components**
- D. Overinflated tires**

A clunking sound from the suspension is often indicative of loose suspension components. This noise typically arises when parts such as bushings, bolts, or ball joints are not secured properly or have worn out over time, leading to movement that generates a clunking noise during driving or when going over bumps. When any of these components are loose, they can shift under load, causing the noise as they move against other parts of the suspension system. The other options do not typically produce a clunking noise. Improper wheel balancing may lead to vibrations rather than clunks, low tire pressure can cause a different type of noise and handling issue, and overinflated tires may result in a harsh ride or increased wear but not necessarily a clunking sound. The presence of a clunking sound specifically points towards a potential issue with the integrity of the suspension system.

6. In a vehicle with an air-assist steering system, what could be causing difficulty turning the steering wheel?

- A. Faulty torque valve**
- B. Damaged power cylinder**
- C. Both A and B**
- D. Improper tire pressure**

In an air-assist steering system, both a faulty torque valve and a damaged power cylinder can significantly impact the ease of turning the steering wheel. The torque valve is essential for directing the airflow within the system, which assists in amplifying the driver's steering effort. If the torque valve is malfunctioning, it may not provide the necessary airflow to the power cylinder, leading to poor steering response and difficulty in turning. On the other hand, the power cylinder is the component that actually helps in turning the wheels by utilizing the pressurized air or fluid to exert force on the system. A damaged power cylinder can lead to air leaks, loss of pressure, or diminished force output, all of which would hinder the ability to steer smoothly and effectively. Considering both components play a critical role in the functioning of an air-assist system, issues with either could lead to the same problem of difficulty in turning the steering wheel. Therefore, the correct answer encompasses the potential contributions of both the faulty torque valve and the damaged power cylinder to the steering issue. Improper tire pressure can also affect steering feel; however, it typically manifests in more indirect vehicle handling issues rather than the mechanical difficulty in turning the wheel that would stem from faults directly related to the air-ass

7. What is bump steer?

- A. The alignment of the steering wheel
- B. The unintended steering input caused by suspension travel affecting steering angles**
- C. Adjusting tire pressure
- D. A method of enhancing brake response

Bump steer refers to the phenomenon where the vehicle's wheel alignment changes due to suspension travel, leading to unintended steering input. This typically occurs during compression or extension of the suspension, which can cause the steering angles to shift unexpectedly. As the suspension moves, particularly over bumps or uneven surfaces, the tie rods and control arms can move in such a way that they alter the direction in which the wheels point. This unintended change in steering can make it difficult for the driver to maintain control of the vehicle, as the vehicle might veer off course unexpectedly. Understanding bump steer is essential for properly tuning suspensions in performance vehicles, where maintaining consistent steering response is critical for handling and driver confidence. Drivers may feel jerks or see deviations from their intended path when hitting bumps or potholes if bump steer is present, which can be especially problematic in racing or spirited driving conditions. Adjusting suspension geometry—such as aligning the tie rods and control arms properly—can help mitigate bump steer and enhance vehicle handling.

8. What does steering rack play refer to?

- A. Excessive movement in the steering rack**
- B. Reduced responsiveness in steering
- C. Alignment angle of the wheels
- D. Wear in the tie rod ends

Steering rack play refers to the excessive movement in the steering rack, which can result in a noticeable "looseness" in the steering system. This condition typically occurs when there is wear or damage within the components of the steering system, such as the steering rack itself or the associated linkages. When there is too much play, it can lead to a lack of precise control while steering, making the vehicle feel unstable or imprecise during maneuvers. Understanding steering rack play is crucial because it can impact vehicle safety and drivability. If left untreated, it may lead to more severe issues in the steering mechanics, potentially resulting in difficulty in steering or even failure of the steering system over time. Monitoring and addressing steering rack play ensures better handling, responsiveness, and overall control of the vehicle.

9. What is the purpose of the power steering cooler?

- A. To increase pressure in the steering system**
- B. To maintain appropriate fluid levels**
- C. To enhance steering feel**
- D. To reduce fluid temperatures**

The purpose of the power steering cooler is to reduce fluid temperatures. Power steering systems can generate significant heat during operation, especially under heavy steering loads or in high-temperature environments. This heat can negatively impact the performance and longevity of the power steering fluid, leading to potential degradation and reduced effectiveness of the steering system. By using a power steering cooler, the fluid is routed through a heat exchanger that dissipates the heat away from the fluid before it returns to the power steering pump and steering gear. Maintaining appropriate fluid temperatures is crucial for ensuring consistent steering performance and protecting the components of the steering system from damage caused by overheating. Increasing pressure in the steering system, maintaining appropriate fluid levels, and enhancing steering feel are functions related to the steering system as a whole but do not directly pertain to the specific function of a power steering cooler. Thus, the correct answer focuses on its role in temperature regulation.

10. What are flexible couplings in steering columns commonly referred to as?

- A. Rag joints**
- B. Rack joints**
- C. Rubber joints**
- D. Pivot joints**

Flexible couplings in steering columns are commonly referred to as rag joints. These components are designed to absorb vibrations and allow for misalignment in the steering system. Rag joints consist of a rubber or fabric material that connects two solid parts, ensuring smooth operation while also providing some flexibility. This flexibility is crucial as it helps accommodate the various movements and stresses that occur during steering, contributing to overall vehicle safety and handling performance. The other terms listed, while they may describe different components or usages in mechanical systems, do not accurately reflect the common terminology used in the context of steering columns and their couplings. Thus, the term "rag joints" is the correct and widely accepted phrase among automotive professionals.

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-t5.examzify.com>

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