

### STEERING BOX

When overhauling the steering box ensure that the wormshaft, nut and pressure cup are charged as a set.

Input Shaft Pre-Load 0.00 to 0.05mm

Fit the Input shaft. Place the thick plate onto the bearing and measure the clearance. Carry out the following calculation.

CLEARANCE	'a'	= 0.55
LESS PRE-LOAD		= 0.00 to 0.05mm
FIT SHIM PACK OF		= 0.55 to 0.50mm

After selecting the shims, fit the thick plate and tighten the bolts (7Nm). Check that there is no drag on the bearing, nor axial end float and that the shaft turns freely.

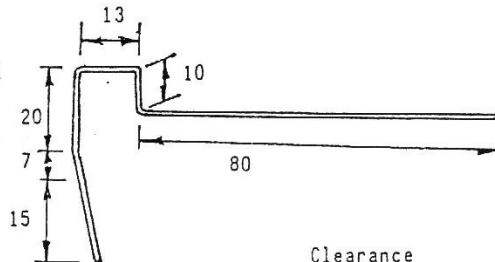
Remove the bolts; fit the 'O' ring and thin plate, then check that the 'O' ring has not caused excessive tightness of the shaft. This can be reduced by fitting a thin shim between the two plates.

Refit the output arm, top etc: tighten the damper bolt until it bottoms and unscrew it 2 flats. Tighten the lock nut and check input shaft torque.

Maximum torque to rotate input shaft of completed box.

When measure at 100mm is 1.5kg  
or 6 inches ie 2.31lbs.

The correct oil level of the steering box is to be checked using a dip-stick as shown.



### IDLER

End float 0.02 to 0.12mm

Adjust the end float using 0.1mm shims on the top of the pin.

If the weld holding the support tube into the axle beam is excessive, this will strain the rubber washer causing a high pull off figure. Cut a small nick out of the rubber if required.

Excess clearance between the pin and bush leads to a knocking noise.

Replace either the idler or idler and pin.

