

GROUP 8 STEERING GEAR AND LINKAGE

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SECTION 8-A MANUAL STEERING GEAR

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8-1 MANUAL STEERING GEAR SPECIFICATIONS

a. Tightening Specifications

Use a reliable torque wrench to tighten the parts listed to insure proper tightness without straining or distorting parts. These specifications are for clean and lightly lubricated threads only; dry or dirty threads produce increased friction which prevents accurate measurement of tightness.

Part	Location	Thread Size	Torque Ft. Lbs.
Bolt	Lower Coupling Flange Pinch	3/8-24	20-35
Bolt	Gear Side Cover to Housing	3/8-16	25-40
Bolt & Nut	Idler Arm Support to Front Suspension Cross Member	3/8-24	35-45
Bolt & Nut	Gear Housing to Front Suspension Cross Member	7/16-20	45-60
Nut	Steering Wheel to Steering Shaft	1/2-20	20-35
Nut	Pitman Arm to Pitman Shaft	7/8-14	150-180
Nut	Lash Adjuster Lock	7/16-20	18-27

b. Steering Gear Specifications

Items	Specification
Gear Type	Recirculating Ball Worm and Nut
Make	Saginaw
Housing Material	Cast Aluminum
Ratio, Gear Only	22 to 1
Ratio, Overall (Including Linkage)	26.2 to 1
Turns of Wheel, Lt. to Rt. (Gear connected)	5
Lubrication	Plug in Housing
Oil Capacity	11 oz.
Steering Wheel Diameter	Deluxe Wheel - 16" Standard Wheel - 17"

Items

Number and Type of Pitman Shaft Bearings	2 Bushings
Number and Type of Worm Shaft Bearings	2 Ball Bearings
Worm and Nut Balls - No. and Diameter	50, 9/32"
Adjusting Screw and Shim Clearance in Pitman Shaft	0 to .002"
Worm Bearing Preload - Lbs. Pull at Wheel Rim	1/4 to 3/4 lbs.
Pitman Shaft Overcenter - Lbs. Pull at Wheel Rim	1/2 to 1 lb. Higher than worm Bearing Preload
Worm Bearing Preload - Torque at Spline	2 to 7 in. lbs.
Pitman Shaft Overcenter - Torque at Spline	4 to 8 in. lbs. Higher than worm Bearing Preload

8-2 DESCRIPTION OF MANUAL STEERING GEAR

The steering gear is the recirculating ball worm and nut type. The worm on lower end of the steering shaft and the ball nut which is mounted on the worm have mating spiral grooves in which steel balls circulate to provide a low-friction drive between worm and nut. See Figure 8-1.

Two sets of 25 balls are used, with each set operating independently of the other. The circuit through which each set of balls circulates includes the grooves in worm and ball nut and a ball return guide attached to outer surface of nut.

When the wheel and steering shaft turn to the left the ball nut is moved downward by the balls which roll between the worm and

nut. As the balls reach the outer surface of nut they enter the return guides which direct them across and down into the ball nut, where they enter the circuit again. When a right turn is made, the ball nut moves upward and the balls circulate in the reverse direction. See Figure 8-1.

Teeth on the ball nut engage teeth on a sector forged integral with the pitman shaft. The teeth on the ball nut are made so that a "high point" or tighter fit exists between the ball nut and pitman shaft sector teeth when front wheels are in the straight-ahead position. The teeth of sector are slightly tapered so that a proper lash may be obtained by moving the pitman shaft endways by means of a lash adjuster screw which extends through the gear housing side cover. The head of

lash adjuster and a selectively fitted shim fit snugly into a T-slot in the end of the pitman shaft, so that the screw also controls end play of shaft. The screw is locked by an external lock nut. See Figure 8-2.

The pitman shaft is carried by a bushing in the steering gear housing and a bushing in the housing side cover. A seal in the housing prevents leakage of lubricant at the lower end of the shaft. See Figure 8-2.

The steering worm shaft is carried by two ball thrust bearings which bear against seats on the ends of the worm. The outer race or cup of the upper worm bearing is pressed into the gear housing.

The outer race or cup of the lower worm bearing is pressed into the worm bearing adjuster which screws into the housing and is locked by a nut.

This adjuster is turned to provide proper preloading of the upper and lower worm bearings. The steering gear housing is attached to the frame by three bolts.

The upper steering shaft is a separate shaft supported in the steering column jacket. Its upper end is supported by a ball bearing; its lower end by the worm shaft of the steering gear assembly.

The upper steering shaft is connected to the steering worm shaft through a Universal joint-type coupling. This coupling allows slight variations in alignment between the steering gear worm shaft and the steering shaft.

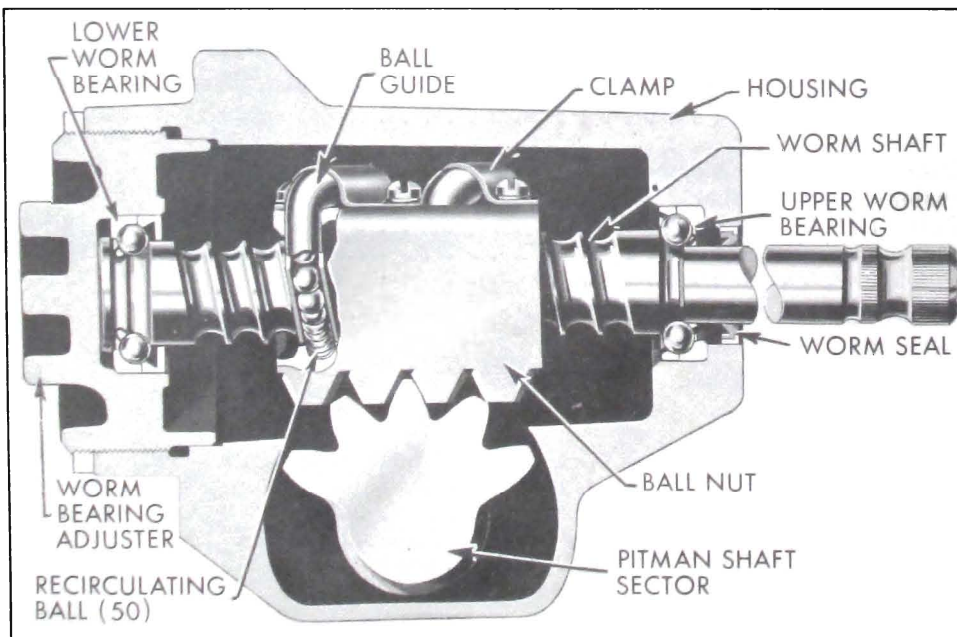


Figure 8-1—Steering Gear Worm and Ball Nut

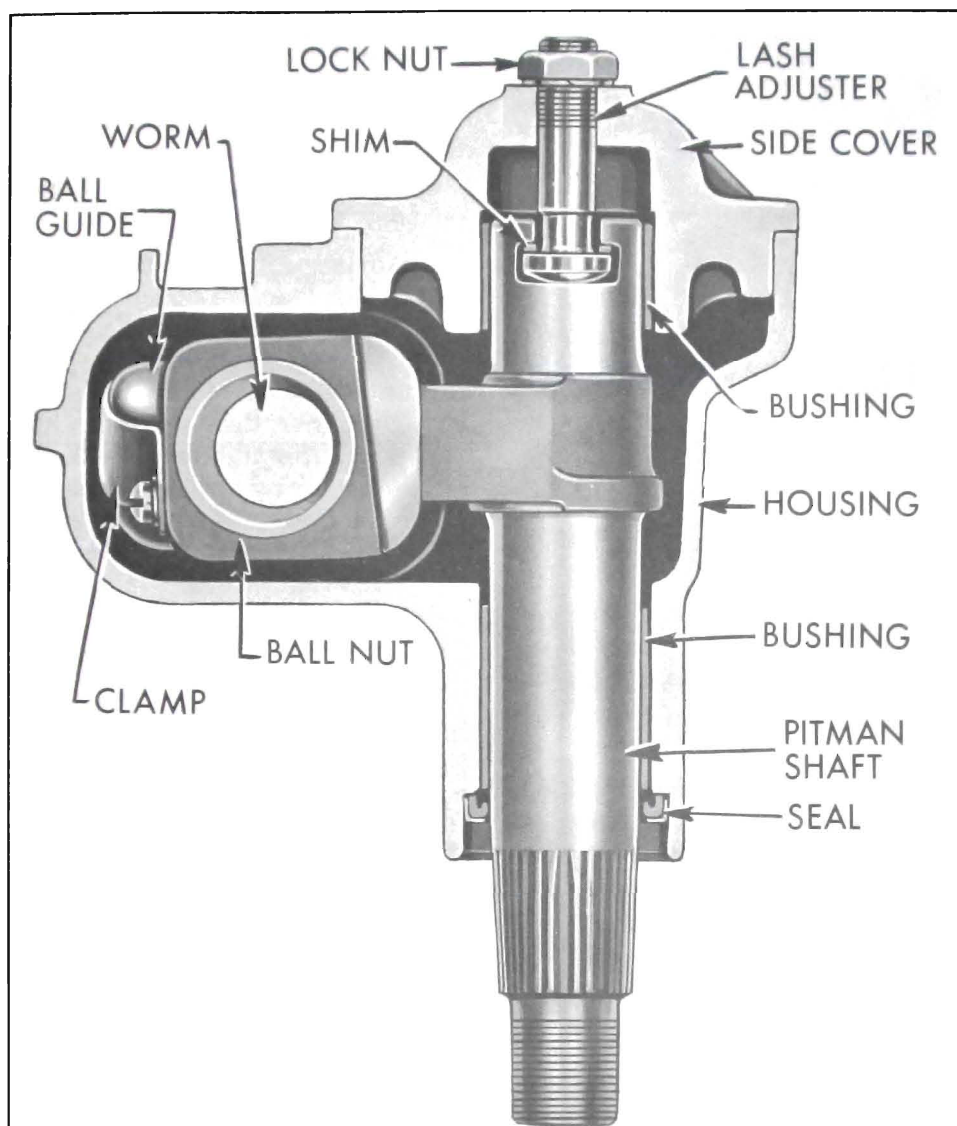


Figure 8-2—Steering Gear Pitman Shaft and Ball Nut

8-3 TROUBLE DIAGNOSIS MANUAL STEERING GEAR

This paragraph covers improper steering actions which are most likely to be caused by the steering gear assembly or tie rods. Improper steering actions which are most likely to be caused by chassis suspension members are covered in paragraph 7-4.

a. Excessive Play or Looseness in Steering System

1. Front wheel bearings loosely adjusted (par. 7-8).
2. Worn upper ball joints (par. 7-9).

3. Steering wheel loose on shaft, loose pitman arm, tie rods, steering arms or steering linkage ball studs.

4. Excessive pitman shaft sector to ball nut lash (par. 8-4).

5. Worm bearings loosely adjusted (par. 8-4).

b. Hard Steering—Excessive Effort Required at Steering Wheel

1. Low or uneven tire pressure (par. 1-2).

2. Insufficient or improper lubricant in steering gear or front suspension (par. 1-2).

3. Excessive steering shaft coupling misalignment.

4. Steering gear adjusted too tight (par. 8-4).

5. Front wheel alignment incorrect (par. 7-15).

c. Rattle or Chuckle in Steering Gear

1. Insufficient or improper lubricant in steering gear (par. 1-2).

2. Excessive back lash between ball nut and pitman shaft sector in straight ahead position or worm thrust bearings adjusted too loose (par. 8-4). NOTE: On turns a slight rattle may occur, due to the increased lash between ball nut and sector as gear moves off the center or "high point" position. This is normal and lash must not be reduced to eliminate this slight rattle.

3. Pitman arm loose on shaft or steering gear loose at mounting bolts.

4. Loose or worn steering shaft bearing.

d. Poor Returnability

1. Steering gear adjusted too tight (par. 8-4).

2. Front wheel alignment incorrect (par. 7-15).

3. Insufficient or improper lubricant in steering gear or front suspension (par. 1-2).

4. Steering shaft contacting mast jacket (Figure 8-81).

8-4 ADJUSTMENT OF MANUAL STEERING GEAR

IMPORTANT: Never attempt to adjust the steering gear while it is connected to the intermediate rod. The steering gear must be free of all outside load in order to properly make any steering gear adjustment.

a. Adjustment of Steering Gear in Car

NOTE: If an inch pound torque wrench is not available, a spring scale may be used to check adjustment following specifications in paragraph 8-1, b.

There are two adjustments on the steering gear: worm bearing preload, and pitman shaft overcenter preload. See Figure 8-3.

1. Torque steering gear to cross member bolts to 55 ft. lbs.
2. Disconnect intermediate rod from pitman arm by removing ball stud cotter pin, nut, then using Remover J-3295 as shown in Figure 8-32.
3. Turn steering wheel slowly from one extreme to the other. **CAUTION:** Never turn the wheel hard against the stopping point in the gear, as damage to the ball nut assembly may result.

Steering wheel should turn freely and smoothly through entire range. Roughness indicates faulty internal parts, requiring disassembly of the steering gear. Hard pull or binding indicates an excessively tight adjustment of worm bearings, or excessive misalignment of steering shaft. Any excessive misalignment must be corrected before steering gear can be properly adjusted.

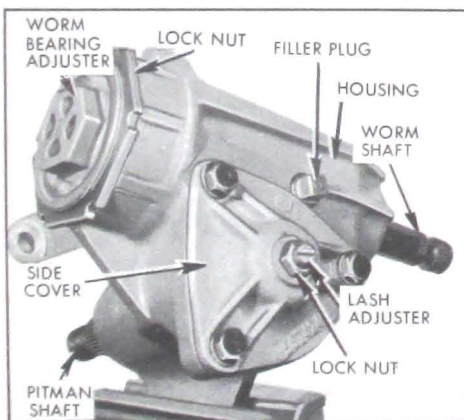


Figure 8-3—Manual Steering Gear Adjusters

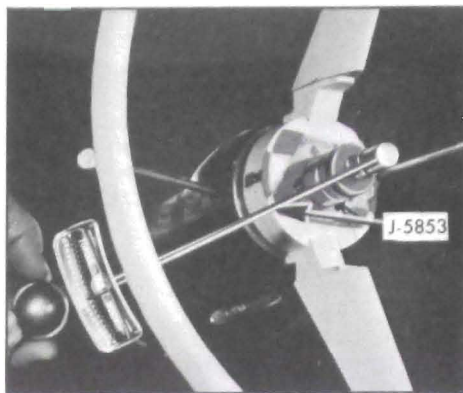


Figure 8-4—Checking Adjustments in Car

4. Remove cap from steering wheel hub.
5. Check Worm Bearing Preload. Turn steering wheel gently in one direction until it stops. This positions gear away from "high point" load.
6. Attach Torque Wrench J-5853 to steering wheel retaining nut and check the torque required to turn the wheel steadily in the range where lash exists between ball nut and pitman shaft sector. See Figure 8-4. The torque required to keep wheel turning should be between 2 and 7 inch pounds. Adjust worm bearing preload if necessary.
7. Adjust Worm Bearing Preload. Loosen worm bearing adjuster lock nut using a drift. See Figure 8-3. Turn bearing adjuster as required to bring pull between 2 and 7 inch pounds. Tighten lock nut; then recheck preload.
8. Torque side cover bolts to 30 ft. lbs.
9. Check Pitman Shaft Overcenter Preload. Turn steering wheel from one extreme to the other while counting the total turns, then turn wheel back 1/2 the number of turns. This positions steering gear on "high point" where a preload should exist between ball nut and pitman shaft teeth.

10. Check the torque required to turn wheel through the "high

point" range. Torque should be between 4 and 8 inch pounds higher than worm bearing preload. Adjust pitman shaft lash adjuster if necessary. Total "overcenter" pull should not exceed 13 inch pounds.

11. Adjust Pitman Shaft Overcenter Preload. Loosen lock nut and turn pitman shaft lash adjuster screw as required to bring torque between 4 and 8 inch pounds higher than worm bearing preload. After tightening lock nut, rotate steering wheel back and forth through the "high point" and through the entire range to check for tight spots.

NOTE: If lash cannot be removed at "high point", or if gear load varies greatly and feels rough, gear assembly should be removed for inspection of internal parts.

12. Attach pitman arm to intermediate rod. Torque ball stud attaching nut to 45 ft. lbs., then tighten to nearest slot and insert new cotter pin. See Figure 8-96. Do not back off nut to install cotter pin.

b. Adjustment of Steering Gear on Bench

1. Attach Torque Wrench J-5853 to worm shaft and turn shaft to extreme right or left position. See Figure 8-5.
2. Turn worm bearing adjuster to obtain a reading of 2 to 7 inch pounds with worm shaft turning

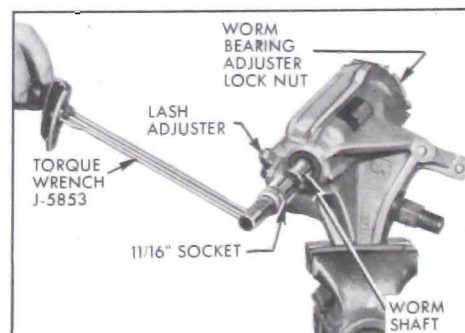


Figure 8-5—Checking Adjustments on Bench

slowly. Worm bearing preload adjustment must be made within 1/2 turn of worm shaft from extreme position.

3. Tighten worm bearing adjuster lock nut and recheck reading.

4. Turn worm shaft from one extreme to the other while counting turns, then turn back 1/2 the total number of turns. This places the steering gear on the "high point".

5. Turn pitman shaft lash adjuster clockwise until a reading of 4 to 8 inch pounds higher than worm bearing preload is obtained while rotating worm shaft through the "overcenter" range. Tighten lock nut and recheck reading. Total "overcenter" pull should not exceed 13 inch pounds.

c. Road Test after Adjustment

Road test car for ease of steering. If steering gear was adjusted to specified load limits and hard steering exists, the front suspension members should be checked for lubrication and alignment and tire inflation pressures should be checked. When car is moving straight ahead, the steering wheel should be in the straight-ahead position, or not over 5/8" to either side of the straight-ahead position. If steering wheel is too far to either side, check wheel for proper position on steering shaft (Figure 8-9) and check tie rods for equal adjustment and toe-in (Group 7). It is important to have the steering gear in the no-lash range when car is moving straight forward.

8-5 STEERING WHEEL REMOVAL AND INSTALLATION

a. Removal of Steering Wheel

1. Unplug horn ground (tan) wire connector at mast jacket to prevent horn from blowing.

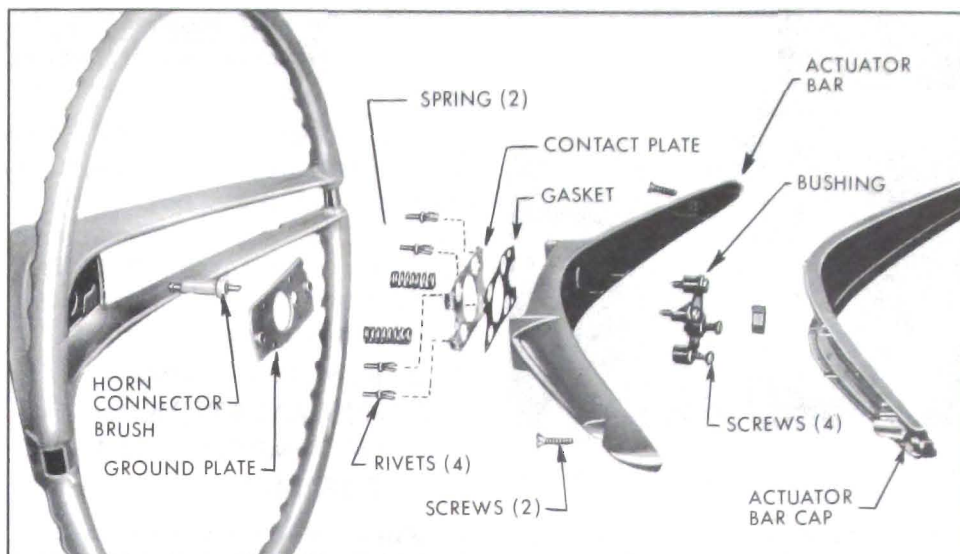


Figure 8-6—Deluxe Steering Wheel

2. On deluxe steering wheels, remove the actuator cap, actuator bar, springs and ground plate from wheel. See Figure 8-6.

On standard steering wheels, remove cap assembly by inserting screwdriver through hole in cap and loosening retaining screw. See Figure 8-7. Unplug horn connector brush wire from cap.

3. Loosen steering wheel retaining nut several turns. Do not remove nut.

4. Attach Puller J-3274 to wheel hub and pull wheel up to nut. See Figure 8-8. If wheel hub is very tight on shaft, apply a moderate strain with puller then tap end of puller screw to break hub loose from shaft without distorting wheel hub. Remove puller, nut, and steering wheel.

b. Installation of Steering Wheel

1. Lubricate horn contact ring and brush with lubricate and install steering wheel with location

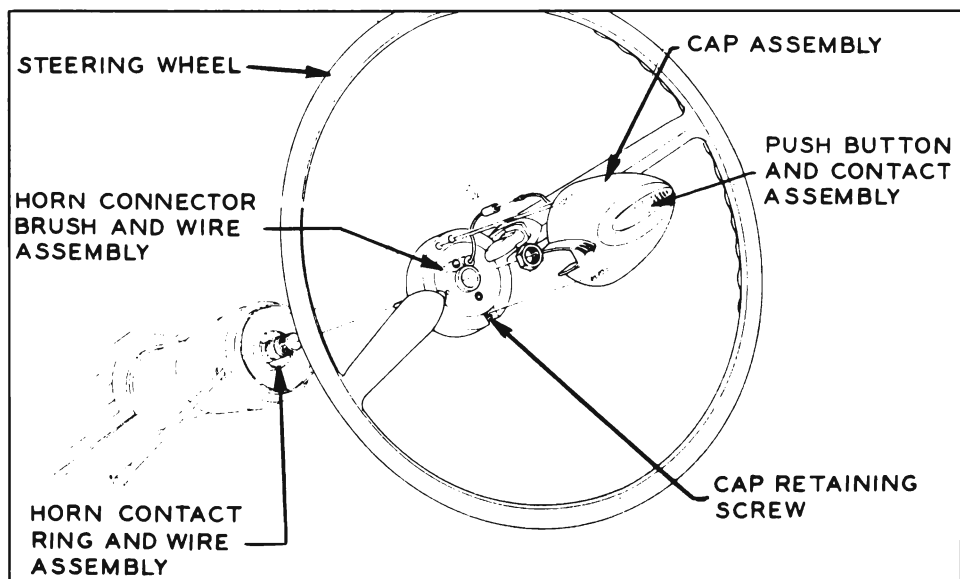


Figure 8-7—Standard Steering Wheel

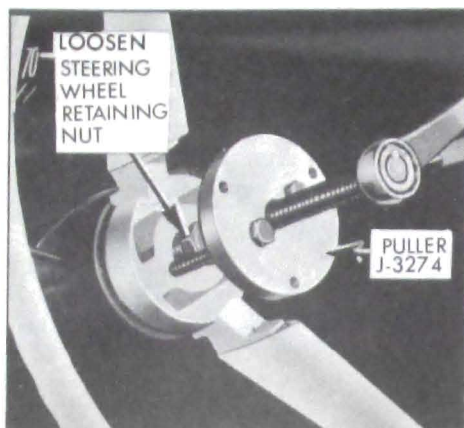


Figure 8-8—Removing Steering Wheel

marks on shaft and hub of wheel in line. See Figure 8-9.

NOTE: Location marks for proper installation of steering wheel on steering shaft are provided to insure a straight-ahead position of the steering wheel when front wheels are in straight-ahead position.

2. With wheel properly located on shaft, install nut and tighten to 30 ft. lbs.

3. On standard wheel, plug horn wire terminals together and install cap assembly on steering wheel hub. Tighten retaining screw.

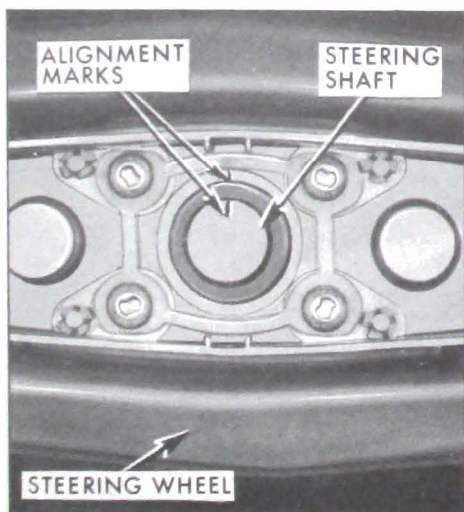


Figure 8-9—Steering Wheel and Shaft Alignment Marks

NOTE: Be sure insulator is positioned over horn wire terminals.

4. On deluxe wheel, install horn brush ground plate, springs, actuator bar and cap.

5. Plug horn wires together at mast jacket.

8-6 REMOVAL AND INSTALLATION OF MANUAL GEAR ASSEMBLY

a. Removal of Steering Gear

NOTE: Due to the close clearance it is necessary to remove gear from car to remove pitman arm from pitman shaft.

1. Remove lower coupling pinch bolt. See Figure 8-10.

2. Loosen clamp that retains mast jacket to toe pan cover and

remove the nuts that retain jacket to instrument panel. See Figure 8-80. Pull mast jacket assembly up far enough so that lower coupling can be removed from worm shaft.

3. Jack up car. Remove pitman nut if pitman arm is going to be removed. Disconnect pitman arm from intermediate rod by removing ball stud cotter pin, nut, then using Remover J-3295 as shown in Figure 8-32.

4. Remove the four steering gear to front suspension cross member bolts and nuts and remove gear assembly.

NOTE: Do not remove pitman arm from gear unless pitman shaft assembly or seal are going to be removed.

5. If necessary remove pitman arm from pitman shaft, using

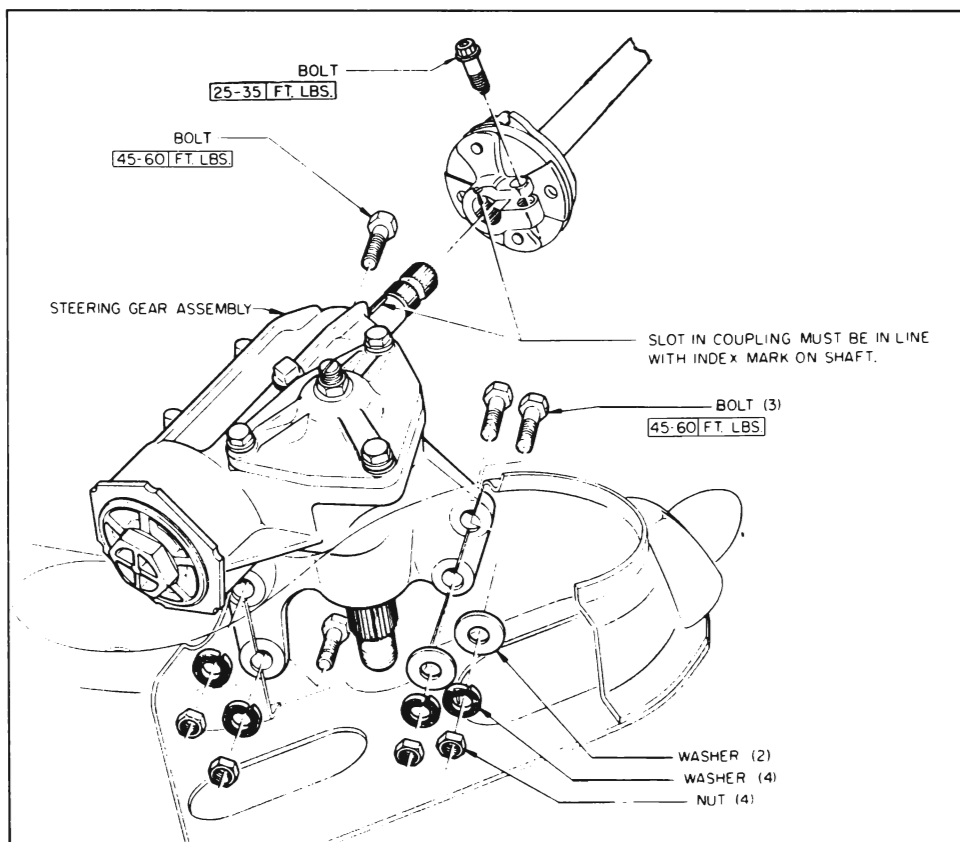


Figure 8-10—Manual Steering Gear Installation

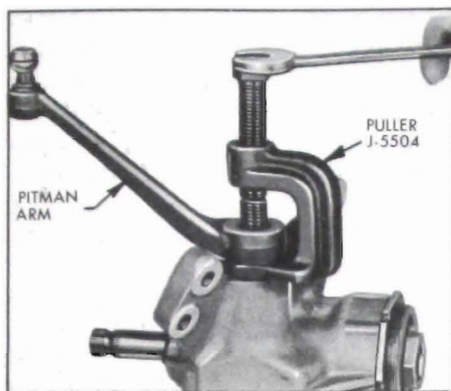


Figure 8-11—Removing Pitman Arm

Puller J-5504 or Puller J-9565-1. See Figure 8-11.

CAUTION: When pulling pitman arm from pitman shaft, do not hammer on end of puller as damage will result to gear side cover. If necessary, tapping on side of pitman arm may help in removing arm.

b. Installation of Steering Gear

1. If removed, place pitman arm, lock washer and nut on pitman shaft.

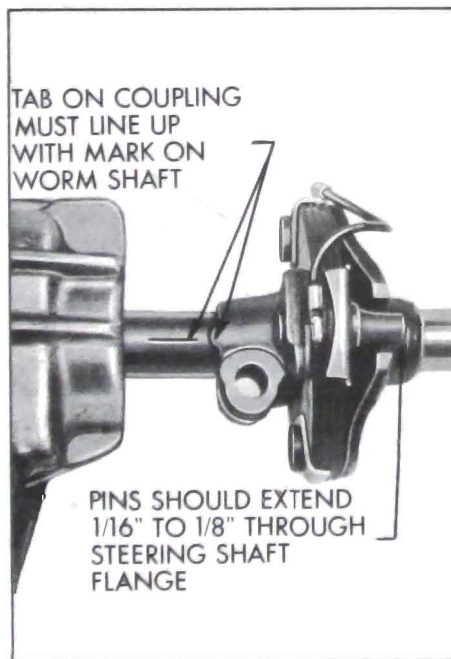


Figure 8-12—Correct Worm to Lower Coupling Attachment

2. Attach gear assembly to cross member with four bolts and nuts and torque to 55 ft. lbs.

3. Attach pitman arm to intermediate rod. Torque ball stud attaching nut to 45 ft. lbs., then tighten to nearest slot and insert new cotter pin. See Figure 8-96. Do not back off nut to install cotter pin.

4. Tighten pitman nut to 165 ft. lbs.

5. Position lower coupling on worm shaft so that tab on coupling flange lines up with mark on shaft. See Figure 8-12.

6. Install the mast jacket retaining nuts. Tighten toe pan cover to jacket clamp screw. See Figure 8-80. Be sure steering shaft is centered in end of jacket assembly. See Figure 8-81.

7. Check neutral safety switch adjustment.

IMPORTANT: Mast jacket must be positioned so that lower coupling pins are extending through steering shaft flange 1/16" to 1/8". See Figure 8-12.

8-7 DISASSEMBLY, INSPECTION, AND ASSEMBLY OF MANUAL STEERING GEAR

a. Disassembly of Steering Gear

It is not necessary to disassemble gear to replace worm shaft seal. Remove worm seal with awl being careful not to damage housing or shaft and install a new seal with Installer J-8564. See Figure 8-18.

1. Thoroughly clean exterior of gear assembly with a suitable solvent.

2. Place steering gear in a soft jaw vise. See Figure 8-3. Do not clamp too tightly in vise as aluminum housing may be damaged.

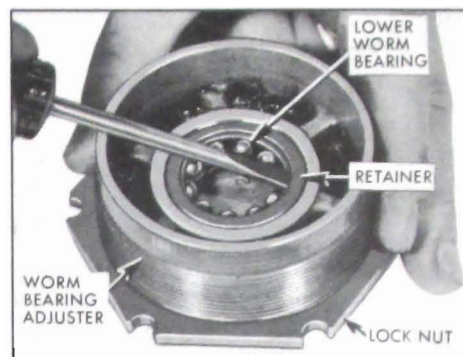


Figure 8-13—Removing Lower Worm Bearing Retainer

If only pitman shaft seal is going to be replaced do not disassemble pitman shaft and side cover, but remove and install as an assembly.

3. Rotate worm shaft to center of travel, approximately 3 1/8 turns from either extreme.

4. Remove pitman shaft lash adjuster lock nut. Remove three side cover bolts with lock washers.

5. Remove side cover by turning lash adjuster clockwise through cover. Slip lash adjuster with shim from slot end of pitman shaft. Remove and discard side cover gasket.

6. Remove pitman shaft from housing by lightly tapping on spline end with a soft mallet. Pry pitman shaft seal out of housing with a screwdriver. Discard seal.

7. Loosen worm bearing adjuster lock nut with a punch and remove worm bearing adjuster and lock nut.

8. Remove worm shaft and ball nut assembly and upper worm bearing from housing.

9. Remove lower worm bearing from adjuster by prying retainer out with a screwdriver. See Figure 8-13.

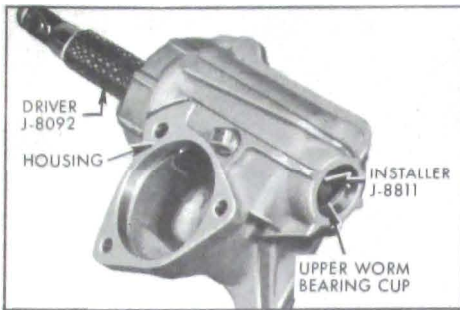


Figure 8-14—Installing Upper Worm Bearing Cup

10. Remove ball return guide clamp and guides from ball nut. Turn ball nut over and rotate worm shaft back and forth until all balls (50) drop out into a clean cloth. Remove ball nut from worm shaft.

11. Pry worm shaft seal from housing with screwdriver. Discard seal.

b. Inspection of Steering Gear

1. Wash all parts in clean solvent and wipe dry with a clean lint free cloth.

2. Inspect worm bearings and cups for damage or excessive wear. Replace bearings if necessary. The lower worm bearing cup is not replaced separately, but is serviced with the worm bearing adjuster. If upper worm bearing cup is defective, drive cup out of housing with a punch and install new cup using Installer J-8811 with Driver Handle J-8092. See Figure 8.14.

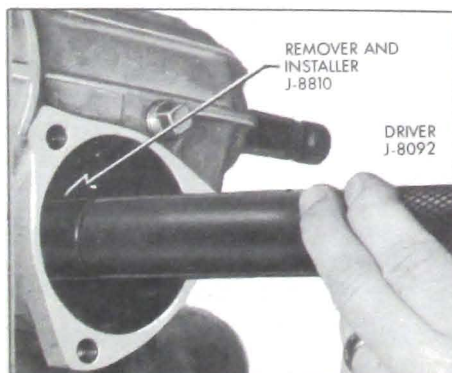


Figure 8-15—Installing Pitman Shaft Bushing

NOTE: J-8811 may be used for installing pitman shaft seal in housing when pitman shaft is removed.

3. Check fit of the pitman shaft in the bushing in side cover. If bushing is worn, side cover must be replaced as bushing is not serviced separately.

4. Inspect the worm and nut balls and the grooves of worm and nut for damage or excessive wear. Replace parts as necessary.

5. Inspect teeth of ball nut and pitman shaft for pitting or scoring which would require replacement of nut or pitman shaft. Inspect pitman shaft bushing for excessive wear or scoring. If necessary, remove pitman shaft bushing and install a new bushing with Remover and Replacer J-8810 and Drive Handle J-8092. See Figure 8-15.

6. Check pitman shaft surface for wear or scoring, then check fit of pitman shaft lash adjuster and shim in the slot in end of pitman shaft by inserting feeler gauge between the head of screw and bottom of slot. Adjuster must be free to turn and end play should not exceed .002". If end play exceeds .002" install proper shim. The shims are available in four different thicknesses - .063", .065", .067", and .069".

7. Check ball guides for damage and replace if necessary.

c. Assembly of Steering Gear

NOTE: Lubricate all seals, bushings, bearings and gears with multi-purpose gear lubricant just before assembling.

1. Position ball nut over worm shaft so that deep side of teeth will be toward side cover when installed in gear housing. Install 19 balls in each circuit (rock

worm shaft slightly to aid in installing balls). Place 6 balls in each return guide, using grease to hold balls in place. Install return guides, clamp and screws. Rotate worm through its complete travel several times to insure balls are installed correctly and rotate freely.

2. Place upper bearing on worm shaft and slide worm shaft assembly into housing.

3. Place lower bearing in worm bearing adjuster and install bearing retainer with Installer J-8564. Install adjuster assembly with lock nut in housing. Tighten adjuster only enough to hold worm bearings in place. Final adjustment will be made later.

4. Turn worm shaft until center groove in ball nut lines up with center of pitman shaft bushing. Install pitman shaft and lash adjuster with shim so that center tooth meshes with center groove in ball nut.

5. Place new gasket on side cover. Install side cover with gasket on lash adjuster by turning adjuster counterclockwise.

6. Install three side cover bolts and lock washers. Torque to 30 foot pounds.

7. Turn lash adjuster so that teeth on shaft and ball nut engage but do not bind. Install lash adjuster lock nut loosely. Final adjustment will be made later.

8. To protect pitman shaft seal from damage, cover shaft splines with masking tape. Slide new seal into place and seat against shoulder in housing using Installer J-8569. See Figure 8-17.

9. Install new worm shaft seal

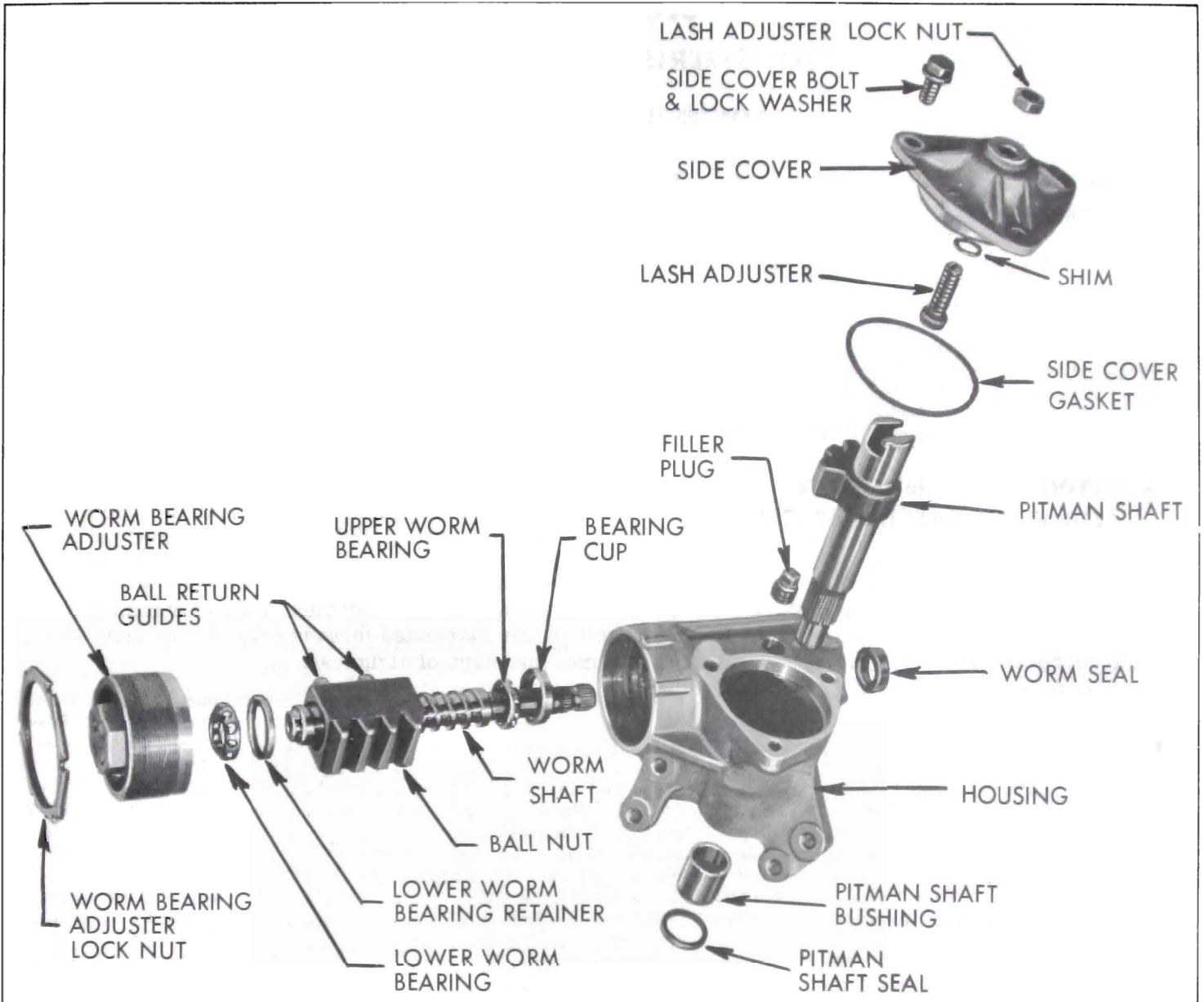


Figure 8-16—Exploded View of Manual Steering Gear

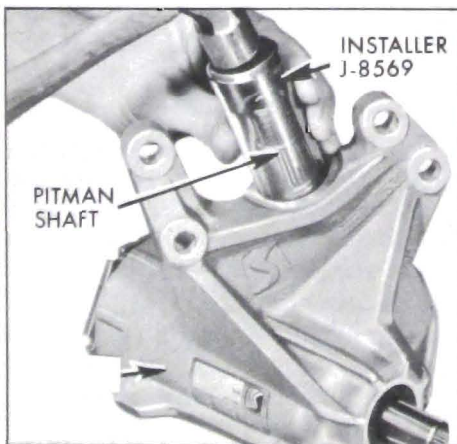


Figure 8-17—Installing Pitman Shaft Seal

using Installer J-8564. See Figure 8-18. Drive seal flush with surface of housing.

10. Fill steering gear with multi-purpose gear lubricant. Gear is now ready for final adjustment on bench as described in Paragraph 8-4.

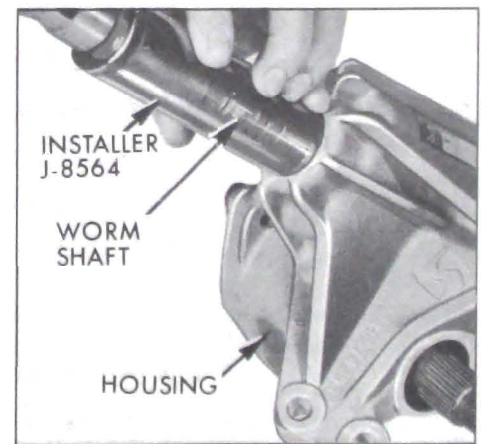


Figure 8-18—Installing Worm Shaft Seal