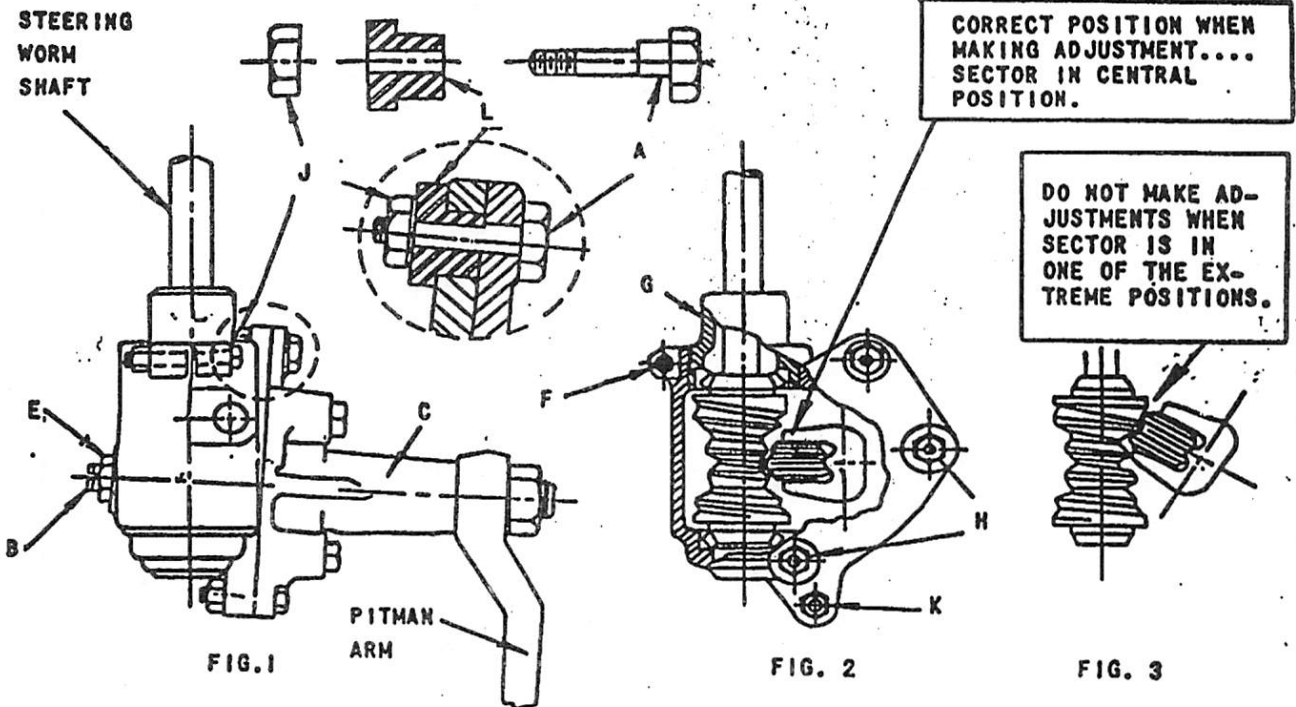


INSTALLING ROLLER TYPE STEERING SECTORS

FOR CHEVROLET



1. Loosen adjusting nut and screw "B".
2. Remove cover "C" from housing.
3. Remove old sector and press out bushings.
4. Press in new sector
5. Insert new sector in cover.
6. Replace cover, fitting sector roller to worm.
7. Make correct adjustment as noted below.
8. Jack up front wheels to take load off both wheels.
9. REMOVE END PLAY FROM SECTOR SHAFT-Loosen nut "E" engine side of gear. Turn screw "B" sufficiently to remove end-play from sector shaft. Tighten locknut "E" securely.
10. REMOVE WORM SHAFT END PLAY-Loosen clamp bolt "F". Screw adjusting nut "C" down as far as possible without stiffening the action of steering wheel. Tighten clamp bolt.
11. REMOVE BACKLASH BETWEEN WORM AND ROLLER. Disconnect drag link from pitman arm. Turn steering wheel so that the pitman arm is in central position, (This is important, see caution below) Take hold of pitman arm and move back and forth to determine the amount of lash between the worm and roller teeth. Loosen the three cover to frame screws "H", the pivot screw "K", and eccentric lock nut "J". With one wrench on the eccentric bolt "A" and one on the eccentric sleeve "I", turn "A" in one direction and "I" in opposite direction in gradual stages, noting results by moving pitman arm at each step and using care at the last stage to turn just sufficiently to remove all backlash and NO FURTHER. Rotate steering wheel to extreme right and left to see if there are any tight spots. If so, it will necessary to loosen adjustment only enough to allow wheel to turn through these spots without excessive binding.

CAUTION - - the worm is machined in such a manner that close mesh is provided between roller and worm at central position (Fig. 2.) (or place corresponding to straight ahead drive range) with gradual relief towards the extreme ends. Since any normal wear is most pronounced at central position, this allows for adjustment without fear of binding towards extreme ends. If adjustment for mesh is made when sector roller is at one of the extreme ends of worm, (Fig. 3.) then when the roller passes through central position it will be too tight and cause excessive wear or damage to steering sector and worm assembly.

NOTE - - THE SECTOR ROLLER IS PRE-LOADED TO PROLONG USEFUL LIFE AND MAY APPEAR TO BIND OR TURN HARD BEFORE INSTALLING. THIS CONDITION WILL AUTOMATICALLY CORRECT ITSELF WHEN IN USE, ASSURING A FREE STEERING GEAR WITHOUT BINDING IF ADJUSTED CORRECTLY ACCORDING TO THE ABOVE INSTRUCTIONS.

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