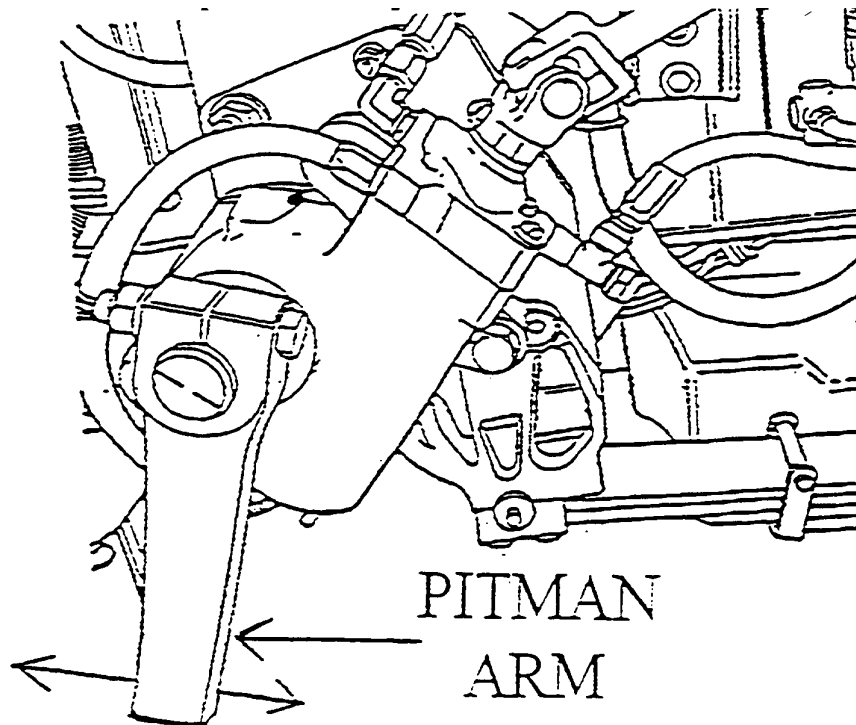


On vehicle adjustments

1. Sector shaft adjustment
 - A. Center the steering wheels.
 - B. Remove drag link.
 - C. Center the steering gear.
 1. On steering gears with no timing mark on the sector, count the number of turns from full left to full right, come back half the number of turns.
 2. On steering gears with a timing mark on the end of the sector, the mark should be perpendicular to the centerline of the cylinder bore.
 3. On the Ross TAS steering gears align the timing mark on the end of the sector with the timing mark on the housing. The timing mark on the sector should be perpendicular to the centerline of the cylinder bore.

CAUTION: More than one input shaft revolution from center position could reposition the automatic poppets and they may become inoperative.
 - D. Loosen sector shaft adjusting screw jamnut.
 - E. Grasp the pitman arm and gently try to rotate it back and forth.
 1. Attempt to feel the movement between the sector shaft and the piston inside the steering gear.
 2. Do not attempt to move the piston or the worm shaft.



- F. Turn the sector adjusting screw counter-clockwise if no movement is felt in the pitman arm.
- G. Turn the sector adjusting screw clockwise until no movement is felt in the pitman arm.
 - 1. Do not over-adjust or over-tighten, tighter is not better, adjustment is complete as soon as no movement is felt.
- H. Torque jam-nut 40-45 ft lbs.
- I. Recheck pitman arm for lash.