

GUIDE TO FITTING T2 LATE BAY STEERING BOX



LATE BAY STEERING BOX FITTING INSTRUCTIONS

General info:

- The box has been set-up prior to shipping so should not require any further adjustment after installation.
- The box has already been pre filled with the correct amount of specific steering box lube (semi fluid grease)
- All worn parts have been replaced and other parts refurbished as required. New bearings and seals have been installed.

Torque settings:

- | | |
|--------------------------------|------------------|
| • Pitman Arm/Drop link nut | 75ft lbs (100nm) |
| • Mounting bolts | 35ft lbs (47nm) |
| • Steering coupling pinch bolt | 14ft lbs (19nm) |
| • Steering flange bolts | 14ft lbs (19nm) |

Notes for install:

- Fit the box to the chassis and tighten fixing bolts to the correct torque.
- Fit the pitman arm to the output shaft ensuring the mark in the pitman arm is correctly aligned with the mark in the end of the output shaft. Some pitman arms have two marks for LHD and RHD. Holding the arm with the large hole at the top the mark for LHD is at 8 O'clock and for RHD it is at 4 O'clock. Do not fit the drag link yet.
- Push the pitman arm on by hand initially and then seat it fully by tightening the nut. DO NOT hammer the arm on. Tighten to the correct torque and bend the tabs on the lock washer back to secure.
- Set the front wheels in the straight ahead position and connect the column to the input shaft with the coupling ends and flange.
- From the mid position for the steering wheel, you should have approx 1.75 turns from centre to full lock (3.5 turns lock to lock). If necessary, with the steering box held in the mid position, adjust the drag link length so that it is an easy fit to the pitman arm. DO NOT move the box or the wheels when doing this or you will create play in the steering when driving straight ahead.

Future adjustment:

- Any backlash (play in the steering wheel before movement of the wheels) that develops over time can be taken up on the adjuster screw. This is in the middle of the cover and has a lock nut on it. It has been set-up prior to leaving so does not require any further initial adjustment.
- For future adjustments, with the wheels off the ground and the drag link disconnected, turn the steering wheel to find the dead centre position in the box, loosen the lock nut and turn the adjuster until you feel a very slight drag in the mid position. This is the ONLY position where the roller is in full contact with the worm and is a design feature of the box. Wind the adjuster in to increase this central drag and out to reduce it. Too much drag will cause rapid wear to the roller and cause galling on both the roller and the worm, too little or none, will introduce play in the steering assembly. Adjustments should be tiny as this is a very sensitive process. It requires a few degrees each way and is definitely NOT a ¼ turn each way operation. When the steering box is adjusted hold it in the dead centre position and with the road wheels set to straight ahead adjust the length of the drag link again so that it is an easy fit to the pitman arm. There should be no drag in steering box at any position other than dead centre but there will be play at partial and full lock. This is the box design and not wear and CAN NOT be adjusted out. To test on the road the steering wheel should return to the straight ahead position almost unaided after a sharp corner.