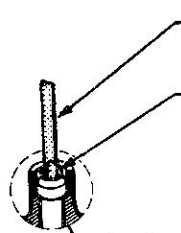


11. REMOVE AND INSTALL CHECK VALVE

REMOVE

1. Remove parts as shown.

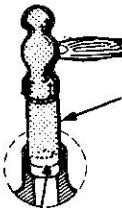


With small screwdriver, pry check valve from housing.
Care should be taken not to damage threads when prying on edge of housing.

Remove check valve.

INSTALL

1. Install parts as shown.

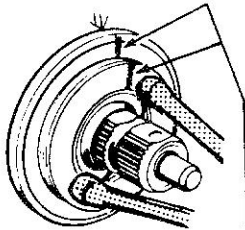


Using a piece of 3/8 tubing, 4 inches long, carefully drive the check valve into the housing.

Install check valve.

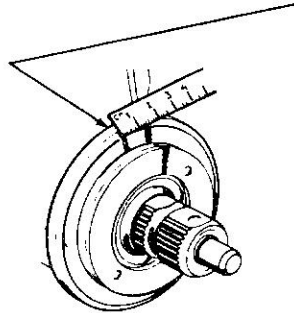
12. ADJUST THRUST BEARING PRELOAD

A. Using spanner wrench J-7624, tighten adjuster plug until thrust bearing is firmly bottomed, 27 Newton Metres (20 Ft. Lbs.)



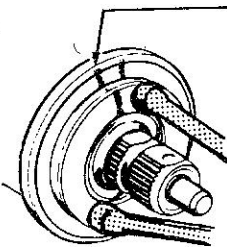
Mark housing and face of adjuster plug.

B.



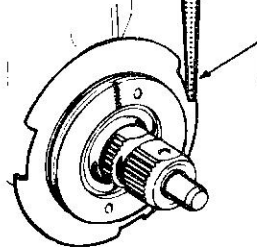
Measure back counterclockwise 13 mm (1/2") and place a second mark on housing.

C.



Turn adjuster counterclockwise until mark on face of adjuster lines up with second mark on housing.

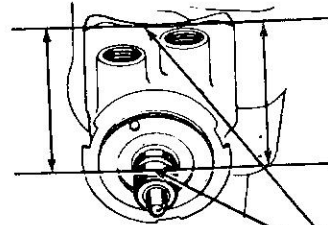
D.



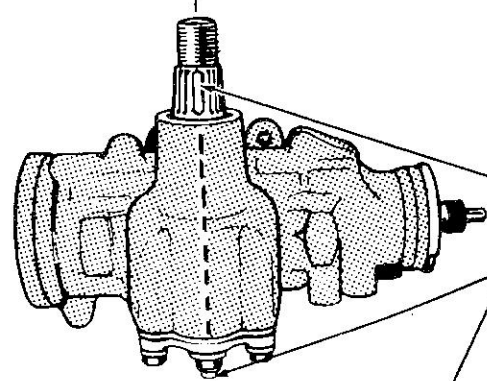
Using punch in notch tighten lock nut securely. Hold adjuster plug to maintain alignment of the marks.

13. PITMAN SHAFT "OVER-CENTER" SECTOR ADJUSTMENT

A.

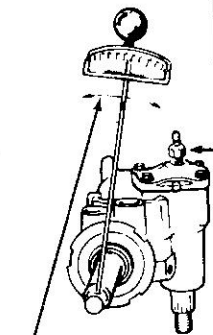


When gear is on center flat on stub shaft is normally on same side as, and parallel with, side cover.



The block tooth on the Pitman shaft is in line with the over-center preload adjuster.

B. Back off preload adjuster until it stops, then turn it in one full turn.



With gear at center of travel, check torque to turn stub shaft (reading #1).

C. Turn adjuster in until torque to turn stub shaft is 0.6 to 1.2 Newton Metres (6 to 10 in. Lbs.) more than reading #1.



Torque adjuster lock nut to 27 Newton Metres (20 Ft. Lbs.)

Prevent adjuster screw from turning while torquing lock nut.