Removing and Installing Steering Peg (mounted in roller bearings)

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Removal

1. Fix the cylindrical shoulder on the steering peg adjacent to the tapered portion in a vise (use jaw protectors).

2. Straighten the bent-up lug on the locking plate and unscrew the nut.

3. Take the rocker shaft out of the vise, and strike the threaded end of the peg with a composition hammer until the peg and rollers fall out and the adjusting cone can be removed.

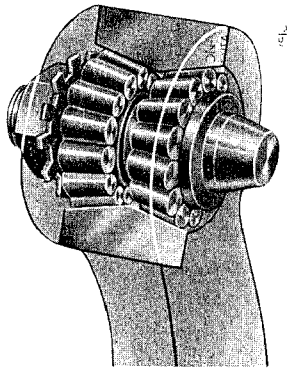

Fig. 86

Installation

The steering peg is fitted in reverse order, attention being paid to the following points:

1. Wash all components and check for wear. The normal play between the rocker shaft and the bore (bushing) is .00078" to .00197" (0.017 to 0.05 mm). Wear tolerance is .00236" (0.06 mm).

2. Coat tapered section of peg and adjusting cone with a .0591" (1.5 mm) thick layer of ball bearing grease or vaseline.

3. Place rollers on peg and on adjusting cone. Take care that the larger diameter ends of the rollers are placed on the larger diameters of the tapered bearing surface, so that both tapers increase together.

4. Carefully place adjusting cone with its rollers in the appropriate taper bore on the rocker shaft.

5. Push the peg with its rollers in its bore in the rocker shaft and carefully press in, using a pair of pliers, if necessary.

6. Fit a new locking plate.

Important!

Where possible, the rollers should be fitted to the same taper as that on which they were originally. It is absolutely essential that the full number of rollers is fitted in each of the two roller bearings. If a roller is missing, destruction of the bearing cannot be avoided.

Adjusting steering peg

1. Fix the cylindrical shoulder of the peg in a vise with the threaded end facing upward.

2. Slightly bend up lugs of the locking plate.

3. Tighten the nut gently until a slight resistance is felt when the peg is turned. This resistance should be slightly greater when a new bearing is fitted than when the bearing has been in use previously.

4. Check the adjustment once more and then bend up two diametrically opposed lugs on the locking plate that are at right angles to one of the plates on the nut.

Note: When locking plate is taken off, remove the lugs which had been bent up; they must never be used a second time for locking the nut. Take in any case a new locking plate.