

The play can be adjusted by means of the adjusting screw and lock nut.

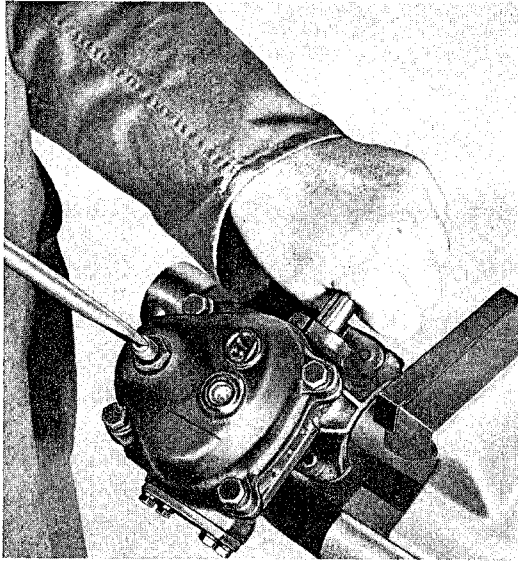


Fig. 85

Take care: Unlike the worm steering gear formerly employed, the single-peg gear is designed in such a way that only in the centre of its range, with front wheel deflections between $\pm 2^\circ$, there is no play. If the wheels are turned more than 3° in either direction there must be play in the steering mechanism.

This design makes it possible to adjust the steering gear accurately and to take up any wear without any danger of the peg binding at some other point on its travel. When checking the play in the steering, the front wheels must be placed accurately in the straight-ahead position. The central position of the steering gear is indicated by notches on the steering box.

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Position of Pressure Point

The pressure point is located midway between full left and full right lock, and is indicated by a line on the spindle of the steering worm and a notch on the steering box (fig. 85). It is possible to bring these two marks into alignment at points other than the pressure point. To avoid this error, turn the steering wheel to full lock

(in either direction). Then turn the wheel back approx. one full revolution and align the marks.

The accurate adjustment of the pressure point is effected by means of a torque measuring device. This can be supplied on special order.

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Adjustment of Pressure Point

1. Disconnect tie rods and steering damper from drop arm.
2. Unscrew lock nut on steering gear
3. Tighten adjusting screw (right hand thread) until a slight resistance is felt when turning the steering wheel through its central position.
4. Tighten lock nut

5. Fasten tie rod and steering damper.

The pressure point should not be noticeable when the car is being driven. Under no circumstances try to eliminate steering shocks by increasing the pressure point. (If measuring device is available, set the pressure point to 4.34–6.08 in. lbs. (5–7 cmkg).)

Note: It is essential that the instructions regarding the adjustment of the toe-in given in the group "Alignment of wheels" are observed.