



WHEELS-HUBS-DRUMS GROUP V

PARTS LIST

Req'd. No.	Number Part	Description
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HUBS AND DRUMS—FRONT

1	81040	HUB & DRUM ASSEMBLY—Right Front
1	81041	HUB & DRUM ASSEMBLY—Left Front
2	62411	HUB ASSEMBLY—Front (With Cups)
2	62409	CUP—Inner Bearing
2	62410	CUP—Outer Bearing
2	62402	DRUM—Brake
5	62540	STUD—Hub to Brake Drum—R. H. Std.
5	62541	STUD—Hub to Brake Drum—L. H. Std.
5	62404	STUD—Hub to Brake Drum—R. H. Oversize
5	62403	STUD—Hub to Brake Drum—L. H. Oversize
5	70296	NUT—Hub Stud Cap—R. H.
5	70297	NUT—Hub Stud Cap—L. H.
2	81048	CONE—Inner Bearing
2	81047	CONE—Outer Bearing
2	80841	SEAL ASSEMBLY—Oil
2	70303	CAP—Front Hub Grease

HUBS AND DRUMS—REAR

1	80026	HUB & DRUM ASSEMBLY—Right Rear
1	80027	HUB & DRUM ASSEMBLY—Left Rear
2	62401	HUB—Rear
2	62402	DRUM—Brake
5	62540	STUD—Hub to Brake Drum—R. H. Std.
5	62541	STUD—Hub to Brake Drum—L. H. Std.
5	62404	STUD—Hub to Brake Drum—R. H. Oversize
5	62403	STUD—Hub to Brake Drum—L. H. Oversize
5	70296	NUT—Hub Stud Cap—R. H.
5	70297	NUT—Hub Stud Cap—L. H.

WHEELS AND HUB CAPS

4	81290	DISC & RIM ASSEMBLY—Wheel—16"
4	81315	DISC & RIM ASSEMBLY—Wheel—15" (optional)
10	70296	NUT—Hub Stud Cap—R. H.
10	70297	NUT—Hub Stud Cap—L. H.
4	80814	CAP—Hub
12	81291	CLIP—Hub Cap Retainer Spring

STEERING & SHIFT

GROUP VI

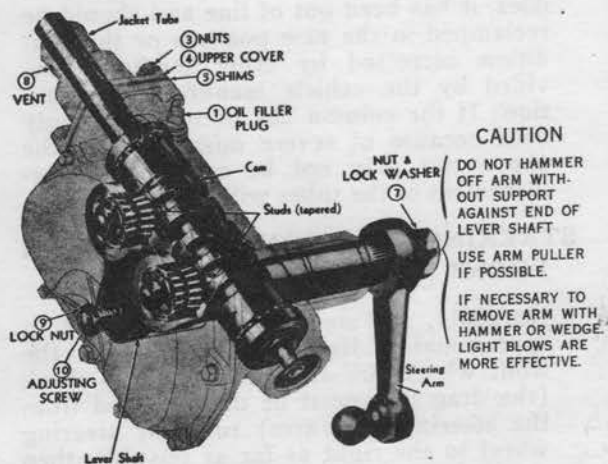
GENERAL

The steering gear used in the Checker is a Ross Twin Lever Type, Model TA-54.

ADJUSTMENTS

When making adjustments free the steering gear of all load, preferably by disconnecting the drag ling from the steering arm, and loosen the instrument board bracket clamp on steering gear jacket tube.

If the ball thrust bearings on the cam must be adjusted, make this adjustment (I) before making the side adjustment (II).



I. ADJUSTMENT OF BALL THRUST BEARINGS ON CAM.

Adjust to a barely perceptible drag but allow the steering wheel to turn freely (with the thumb and forefinger lightly gripping the rim).

Before making this adjustment loosen the housing side cover adjusting screw (9, 10) to free the studs in the cam groove.

TO ADJUST

Unscrew the four nuts (3) and move up the housing upper cover (4) to permit removal of shims (5). Shims are of .002", .003" and .010" thickness).

Clip and remove a thin shim or more as required. Tighten all four nuts. Draw down tight. Test adjustment and if necessary remove or replace shims until adjustment is correct.

II. ADJUSTMENT FOR MINIMUM BACKLASH OF TAPERED STUDS IN CAM GROOVE.

Adjust so that a very slight drag is felt through the mid-position when turning the steering wheel slowly, from one extreme position to the other.

Backlash of studs in the groove shows up as backlash at steering wheel and at ball on steering arm.

The groove is purposely cut shallower,

therefore narrower, in the mid-position range of travel of each stud (see illustration on next page) to provide close adjustment where usually the straight-ahead driving action takes place. It also makes this close adjustment possible after normal wear occurs without causing a bind elsewhere.

Therefore, adjust through the mid-position. Do not adjust in positions off mid-position as backlash at these points is normal and not objectionable.

TO ADJUST

Tighten side cover adjusting screw (10) until adjustment is correct and tighten the lock nut (9) to hold it. Then give the gear a final test.

Secure the gear at all points loosened prior to making the adjustment. Also check tightness of mounting bracket bolts and nuts, and of steering arm on lever shaft and the nut and lockwasher (7). With all supporting brackets clamped tight, turn steering wheel to see if any stiffness exists. If so, the column is probably out of alignment and needs correcting. (Refer paragraph on "Column Alignment.")

ADJUST STUD-ROLLER BEARING UNITS

This bearing must be preloaded when assembled in the levershaft. The dished spring washer maintains this preload through the normal life of the unit. The studs are factory matched for height to assure proper pin contact in the cam lead, therefore, when making replacement, **REPLACE BOTH** studs.

Unit	Torque in Inch Pounds to Revolve Stud
TA54 1-1/8" dia. shaft	3
TA61 1-1/4" dia. shaft	3

TO ASSEMBLE AND ADJUST

(a)—After the stud and rolls have been assembled in the shaft, complete the assembly in the following order: (b)—Small washer with conical side against tapered rolls. (c)—Large flat washer. (d)—Dished spring washer with flat side against large