

# SERVICE BULLETIN

## CAB SERVICE & PARTS CORPORATION

NEW YORK AND CHICAGO



JUNE 21, 1956

SUBJECT: STEERING GEAR ADJUSTMENTS

DESCRIPTION: MODEL A-8

WHEN MAKING ADJUSTMENTS, FREE THE STEERING GEAR OF ALL LOAD, PREFERABLY BY DISCONNECTING THE DRAG LINK FROM THE STEERING ARM, AND LOOSEN THE INSTRUMENT BOARD BRACKET CLAMP ON STEERING GEAR COLUMN TO RELIEVE IT OF ANY BINDING DUE TO MISALIGNMENT.

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 BEARING ON CAM.

ADJUST TO A BARE DRAG BUT ALLOW THE STEERING WHEEL TO TURN FREELY (WITH THE THUMB AND FORE-FINGER LIGHTLY GRIPPING THE RIM.)

BEFORE MAKING THIS ADJUSTMENT LOOSEN THE HOUSING SIDE COVER ADJUSTING SCREW TO FREE THE STUDS IN THE CAM GROOVE.

TO ADJUST: UNSCREW THE FOUR NUTS AND MOVE UP THE HOUSING UPPER COVER TO PERMIT REMOVAL OF SHIMS. SHIMS ARE OF .002", .003" AND .010" THICKNESS.

### II. ADJUSTMENT FOR MINIMUM BACKLASH OF TAPERED STUD IN CAM GROOVE.

NOTE: BACKLASH OF STUD IN THE GROOVE SHOWS UP AS BACKLASH AT STEERING WHEEL AND AT BALL ON STEERING ARM.

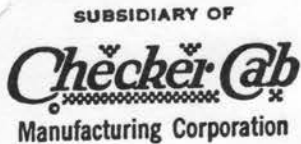
THE GROOVE IS PURPOSELY CUT SHALLOWER, THEREFORE NARROWER, IN THE MID-POSITION RANGE OF STUD TRAVEL TO PROVIDE CLOSE ADJUSTMENT IN THIS RANGE.

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### STEERING GEAR ADJUSTMENTS (CONTINUED....PG. 2.)

THEREFORE: ADJUST THROUGH THE MID-POSITION.  
DO NOT ADJUST IN POSITIONS OFF MID-POSITION.

TO ADJUST: TIGHTEN SIDE COVER ADJUSTING SCREW UNTIL A VERY SLIGHT DRAG IS FELT WHEN SLOWLY TURNING THE GEAR THROUGH MID-POSITION. WHILE HOLDING ADJUSTING SCREW, TIGHTEN LOCK NUT.

RECHECK THE DRAG AT THE WHEEL THROUGH FULL TRAVEL OF GEAR. NO DRAG IS ACTUALLY NECESSARY. IT IS SUGGESTED AS A POSITIVE MEANS OF KNOWING THAT THE BACKLASH IS REMOVED THROUGH MID-POSITION RANGE. THE DRAG SHOULD BE VERY SLIGHT.

SECURE THE GEAR AT ALL POINTS LOOSENED PRIOR TO MAKING THE ADJUSTMENT. BEFORE RECLAMPING THE UPPER COLUMN BRACKET, REFER TO "COLUMN ALIGNMENT" INSTRUCTIONS. ALSO CHECK TIGHTNESS OF MOUNTING FLANGE BOLTS AND NUTS AND OF STEERING ARM ON LEVERSHAFT. IN SOME CASES IT MAY BE NECESSARY ALSO TO ADJUST THE STUD-ROLLER BEARING UNIT IN THE LEVERSHAFT WHICH WOULD HAVE TO BE REMOVED FROM THE GEAR FOR THIS ADJUSTMENT.

#### ADJUSTMENT OF STUD-ROLLER BEARING UNIT

THE ROLLER BEARING SHOULD BE PRELOADED TO THREE INCH-POUNDS TORQUE TO REVOLVE STUD.

TO ADJUST:

- A. WASH BEARING IN SOLVENT AND LUBRICATE.
- B. STRAIGHTEN OUT PRONG OF LOCKING WASHER AND REPLACE WASHER. (DO NOT USE WASHER TWICE UNLESS PRONG USED BEFORE HAS BEEN REMOVED.)
- C. TIGHTEN NUT AS REQUIRED. (USE SPANNER WRENCH ON WASHER TO HOLD STUD FROM TURNING.)

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SUBSIDIARY OF

**Checker Cab**  
Manufacturing Corporation

### STEERING GEAR ADJUSTMENT (CONTINUED....Pg. 3.)

- D. REVOLVE STUD BACK AND FORTH AND TEST ADJUSTMENT.
- E. LOCK ADJUSTMENT BY BENDING LOCKING WASHER PRONG THAT IS AT RIGHT ANGLE TO A SIDE OF THE NUT.

### LUBRICATION

LUBRICATE THROUGH THE PIPE PLUG HOLE OR FITTING IN THE TOP OF THE HOUSING. FILL HOUSING SLOWLY UNTIL LUBRICANT BEGINS TO RUN OUT OF VENT HOLE IN THE JACKET TUBE. KEEP HOUSING FULL BY ADDING LUBRICANT PERIODICALLY ACCORDING TO USAGE EVERY FEW THOUSAND MILES OR AT LEAST SPRING AND FALL.

### COLUMN ALIGNMENT

ALIGNMENT OF THE COLUMN IS OF GREAT IMPORTANCE.

THE STEERING COLUMN MUST NOT BE SPRUNG IN ANY DIRECTION FROM ITS FREE POSITION.

TO DETERMINE WHETHER MISALIGNMENT EXISTS, RELEASE UPPER COLUMN BRACKET AND NOTE WHETHER THE COLUMN MOVES TO A DIFFERENT POSITION, ITS FREE POSITION. IF IT DOES, IT HAS BEEN OUT OF LINE AND SHOULD BE RECLAMPED IN THE NEW POSITION.

CAUTION: IF THE COLUMN HAS BEEN PERMANENTLY BENT BECAUSE OF SEVERE MISALIGNMENT, THE ABOVE TEST MAY NOT BE RELIABLE, AND REPLACEMENT OF THE TUBES WILL BE NECESSARY.

By NEW YORK  
SERVICE DEPARTMENT