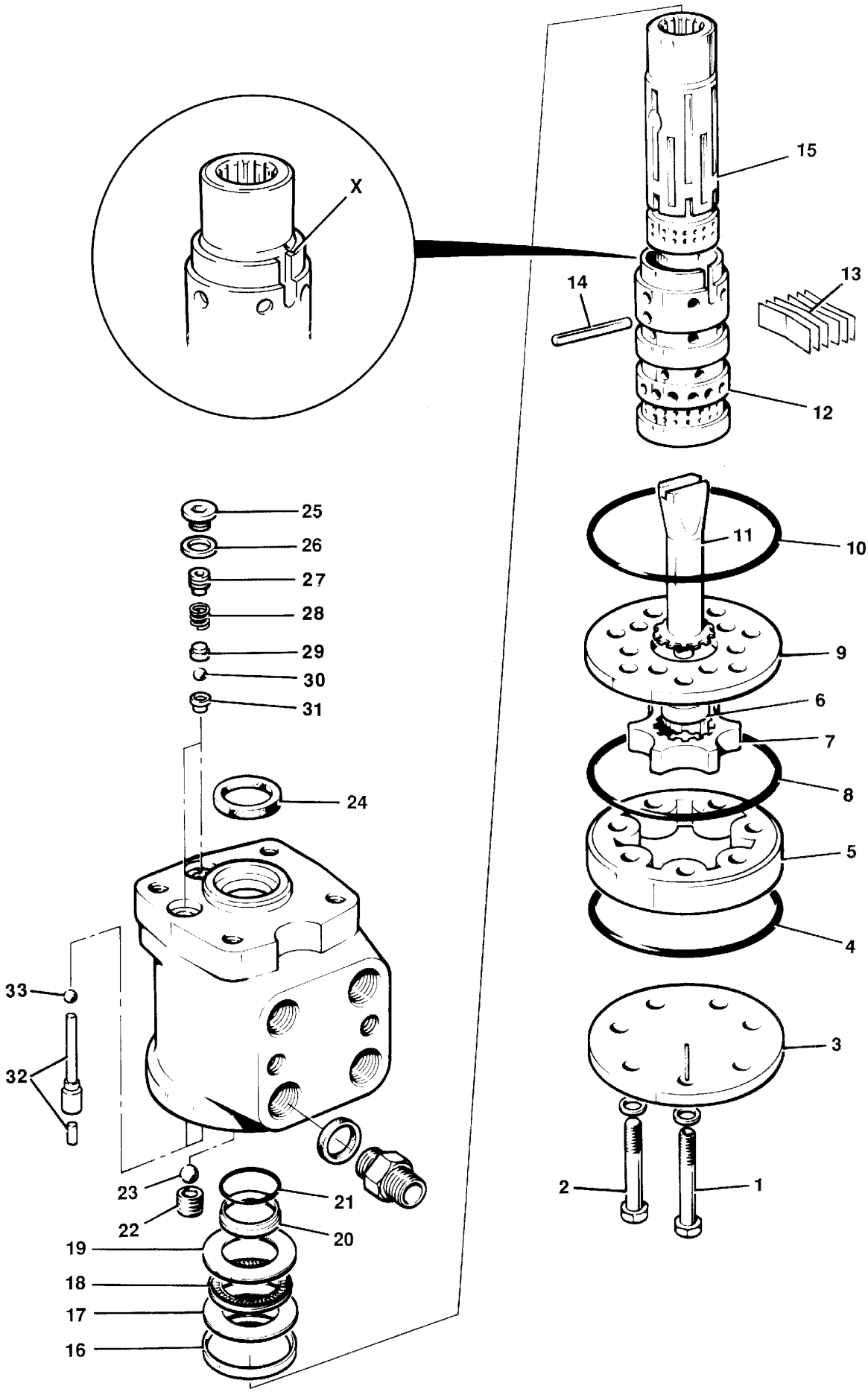
X
15
14
13
12
25
26
27
28
29
30
31
24
11
10
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5
4
33
32
3
2
1
23
22
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19
18
17
16
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Dismantling and Assembly

Use the numerical sequence on page **H/5-4** as a guide to dismantling.

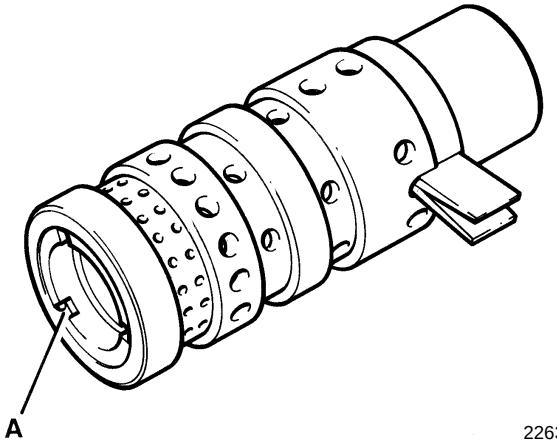
During manufacture, a small mark **X** will have bee made on sleeve **12** and spool **15**, close to one of the slots for the centring springs **13**. Before removing the centring springs, check that this mark is visible; if not, make a new mark to ensure correct assembly.

Note: Shock valves (items **25** to **31**) are pressure set during manufacture and the adjusting screw **27** secured with Loctite. Due to the difficulty of resetting the pressure it is recommended that the valves are not disturbed. If dismantling is unavoidable however, measure and record the depth of adjusting screw **27** below the top face of the steering unit before removing the screw.

Note: The unit illustrated in the following sequence represents a typical valve.

Assembly

1 Fit spool **15** into sleeve **12**, aligning slots for centring springs **13** and checking that the small marks **W** (see facing page) are aligned. Ensure that three slots in spool partially uncover three holes in sleeve, as at **A**.



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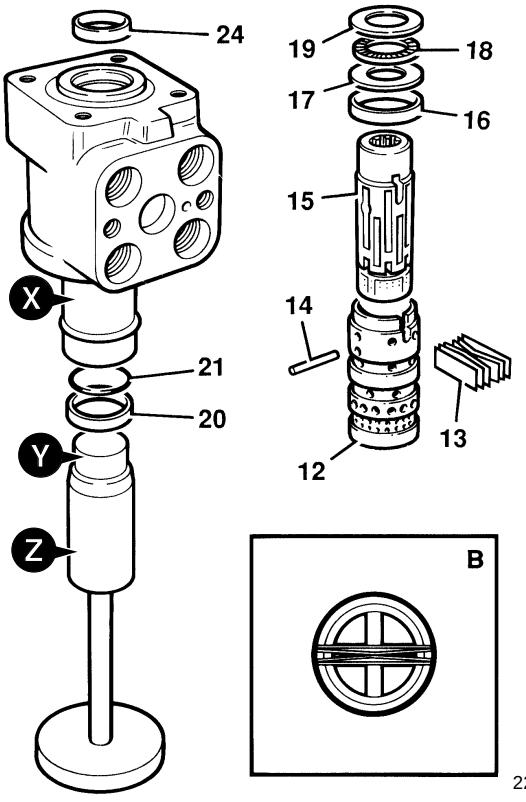
2 Fit two flat centring springs **13** with four curved springs between them, as shown at **B**.

Fit seal **24** into steer unit body and insert sleeve **X** of tool 982/00180. Fit back up ring **20** and seal **21** onto plastic boss **Y**, and position boss on tool spindle **Z**, as shown.

Lower steering unit body and tool sleeve over tool spindle until plastic boss **Y** is flush with end of bore. Assemble sleeves **12** and **15** with cross pin **14** and centring springs **13**. Fit bearing components **16** to **19** with chamfered face of **17** facing away from bearing **18**.



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