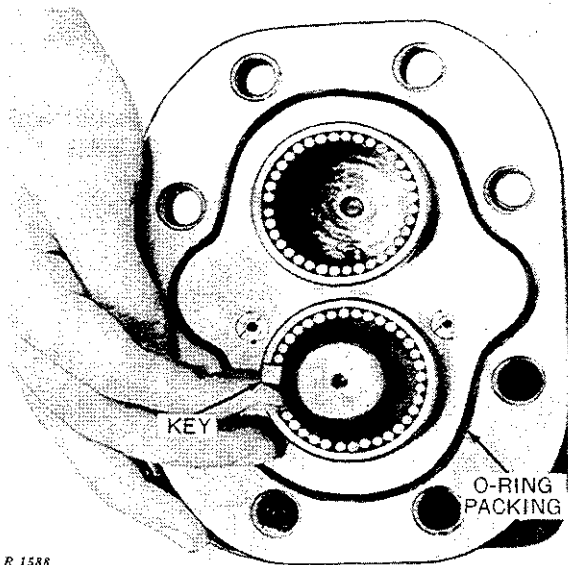


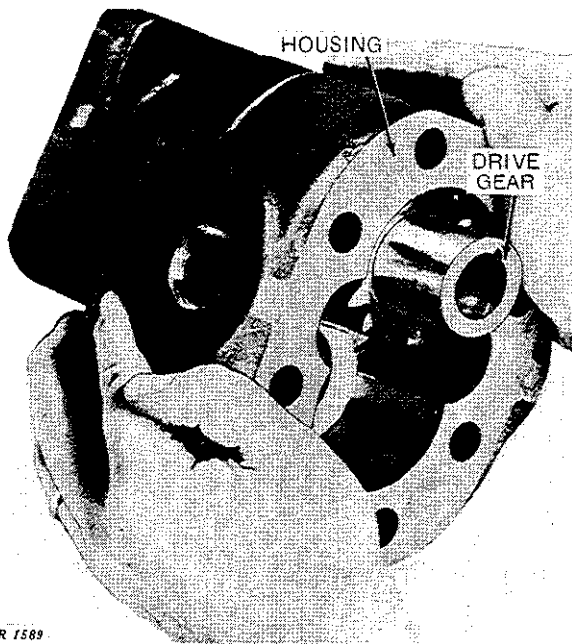
## ASSEMBLY



R 1588

Fig. 150-15-13—Installing Key and O-Ring Packing

Install key (Fig. 150-15-13) in slot in drive shaft and install drive gear on shaft. Stone gear ends to remove any minute burrs.



R 1589

Fig. 150-15-14—Installing Housing to Shaft End Cover

Install gear housing (Fig. 150-15-14) to shaft end housing aligning punch index marks made before disassembly. Tap into position with a soft hammer making sure O-ring packing is not pinched between housing and cover. Install driven gear into housing. Lubricate gears freely with

light oil to provide initial lubrication when the pump is put into service.

Coat the exposed face of the port end cover with a thin layer of heavy grease. Install previously greased O-ring packing into its groove in port end cover (Fig. 150-15-6).

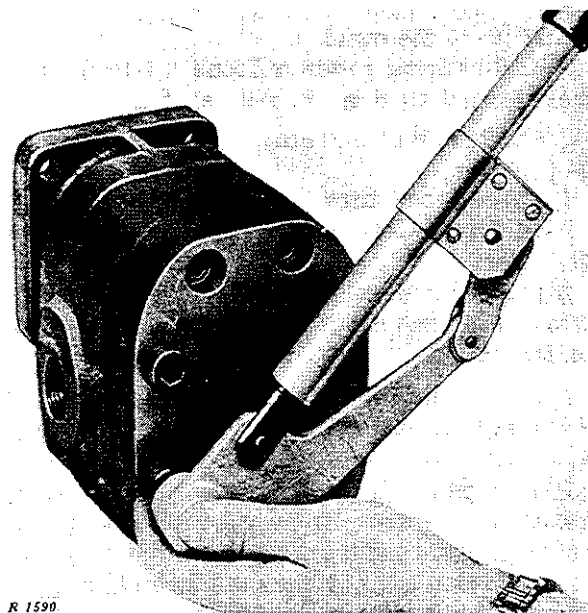
Install port end cover to gear housing aligning index marks made before disassembly.

Tap cover into position on gear housing making sure O-ring packing is not pinched between the housing and cover.

Install port end cover cap screws. Tighten the four side cap screws alternately and evenly to 125 ft-lbs torque (Fig. 150-15-15). Rotate the shaft by hand or with a six-inch wrench. Protect splines when using a wrench. The shaft should rotate easily. If it does not rotate easily, it is an indication that the gears are binding. Disassemble the pump until the trouble is found and make necessary correction.

When pump turns freely, install remaining cap screws and tighten to 125 ft-lbs torque. Pump should rotate easily after all cap screws are installed and tightened to 125 ft-lbs torque.

Remove pump from vise and turn over so splined end of shaft is up. Tighten bearing retainer (1, Fig. 150-15-2) with a pin type wrench until it is tight.



R 1590

Fig. 150-15-15—Torque Tightening Cap Screws



Fig. 150-15-16 - Staking Bearing Retainer

Final adjustment of running clearance is obtained in the following manner:

With the bearing retainer tightened until it stops or is snug, scribe a line, so that it is visible, across the face of the retainer and over onto the face of the flange or pilot of shaft end cover. Now back the bearing retainer off 1/2-inch, measuring from the scribe line at the outside diameter or edge of the retainer.

This amount of movement or back-off will provide approximately 0.005 inch clearance, which has been carefully calculated as the prescribed bearing adjustment.

With the retainer backed off to the proper setting, upset or stake the outer edge of the retainer (Fig. 150-15-16) into the groove or slot provided at the inside diameter of the pilot of the shaft end cover. Use a blunt tool to force the metal from the outer edge of the retainer into the groove or slot. Make sure the retainer is securely locked in this manner.

## LUBRICATION

All parts of the unit are lubricated by the hydraulic oil in the circuit. Particular attention must be paid to keep the oil in the system clean. Whenever there is a pump failure and there is reason to feel that metal particles may be in the system, the oil must be drained, the entire system flushed clean, filters replaced, and suction screens thoroughly cleaned. Use SAE #10 engine oil.

## INSTALLATION

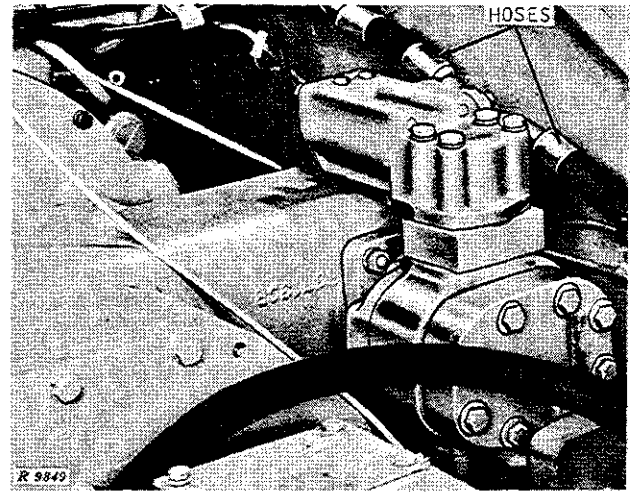


Fig. 150-15-17 - Steering Pump Hoses

Using a new gasket, install pump to clutch housing (Fig. 150-15-17). Tighten retaining nuts securely.

Use new O-ring packings and install flow control and relief valve assembly to pump.

Use new O-ring packings and connect hoses to flow control and relief valve housing.

Install platform extension. See Group 10, Section 110 for instructions.