

GUIDE TO FITTING T2 EARLY BAY STEERING BOX

K

VW EARLY BAY STEERING BOX FITTING AND SET-UP INSTRUCTIONS

General info:

- The box has a basic set-up but may require final adjustment after installation.
- The box has been filled with the correct amount of specific steering box lube (semi fluid grease)
- All worn parts have been replaced and other parts refurbished as required. New bearings and seals have been installed.

Torque settings:

- Drop link castle nut 75ft lbs (100nm)
- Mounting bolts 35ft lbs (47nm)
- Steering coupling pinch bolt 14ft lbs (19nm)

Notes for install:

- Attach the output shaft coupling to the shaft and tighten to the correct torque. Bend back the ends of the lock plate. If no lock plate is available ensure you use a nylock nut.
- Fit the box to the chassis and tighten the fixing bolts to the correct torque.
- Fit the pitman arm with the mark in the arm aligned with the mark in the end of the output shaft. Some later arms have two marks for LHD and RHD. Holding the arm with the large hole at the top the mark for LHD is at 8 O'clock and for RHD it is at 4 O'clock. The mark on the end of the output shaft of your refurbished box has been highlighted in white.
- Push the arm on by hand initially and then seat it fully by tightening the castle nut. DO NOT hammer the arm on. Tighten to the correct torque and align the castle nut with the hole in the shaft. If the hole does not initially line up tighten the nut a little more, DO NOT loosen it. Fit the split pin.

Fitting Instructions:

- When fitting the steering box the association of the output shaft and pitman arm are critical, as is the length of the drag link, and if the pitman arm is not installed EXACTLY in the right position and the drag link adjusted to EXACTLY the right length you will suffer problems, both in lock to lock symmetry and play when driving straight ahead.

GUIDE TO FITTING T2 EARLY BAY STEERING BOX

K

This is a design feature of the VW /ZF steering box and is nothing to do with wear in the box. At full lock in either direction there is a great deal of play!

Use a block or some other method of holding the steering wheel in this position so that it cannot move away from the dead centre position.

Now set the road wheels in the straight ahead position and attach the drag link to the centre pin crank. Carefully adjust the length of the drag link so that it is an easy fit to the pitman arm and attach. If this step is not taken and you push or pull the drag link to fit it will move the steering box, and/or wheels, away from dead centre when the road wheels are on the ground and you are driving straight ahead. This will cause play in the box, and therefore at the steering wheel, that cannot be eliminated by adjusting it. The drag link length is critical to eliminating play in the straight ahead position.

Any final adjustment for tracking should be completed through the adjustable track rod.

The steering box should not require any adjustment if the various parts of the installation were carried out correctly. The box is adjusted on the bench prior to shipment and details of adjustment in the fitting instructions are for future need as wear naturally occurs in the box over time.

Adjusting the box to the extent that it binds, or seizes, at any point in the lock to lock motion will cause rapid, if not immediate damage to the peg, and possibly the worm.

Adjustment of the box needs to be done with great caution as it is extremely fine. Even tightening the adjuster screw lock nut can take the box back out of adjustment as it pulls the adjuster screw up into the case and away from the end of the output shaft. When correctly adjusted you should be just about able to feel the slightest drag in the central position. This drag is easy to identify on the bench as the box is adjusted by hand but more difficult when you are spinning on a steering wheel which gives much more turning force and the drag will be almost imperceptible.

Adjustment of the steering box must be carried out in minute increments. This isn't a ¼ turn one way or the other operation and needs just a few degrees at a time. After each adjustment and tightening of the lock nut it needs re-checking to make sure it is still in spec. Incorrect adjustment will immediately cause play if too loose or rapid wear if too tight.

Future adjustment:

- **Any backlash (play in the steering wheel before movement of the wheels) that develops over time can be taken up on the adjuster screw. This is in the middle of the cover and has a lock nut on it. Remove the drag link from the pitman arm and follow the instructions provided for the initial installation.**