

MC-9 MAINTENANCE MANUAL

SECTION 11

STEERING SYSTEM

| <u>SUBJECT</u> | <u>PAGE</u> |
|---|-------------|
| Assembly of Steering Gear | 11-18 |
| Bleeding Air From Power Steering System | 11-28 |
| Disassembly of Steering Gear | 11-10 |
| Drag Link | 11-32 |
| HFB-70 Integral Steering Gear | 11-6 |
| Inspection | 11-17 |
| Inspection of Connection Between Pitman Arm & Drag Link | 11-33 |
| Installation of Steering Gear | 11-28 |
| Power Steering Pressure Filter | 11-31 |
| Power Steering Pump | 11-29 |
| Power Steering Reservoir and Filter | 11-31 |
| Steering Column | 11-3 |
| System Maintenance | 11-3 |
| System Operation | 11-1 |
| Torques at Steering System Connections | 11-38 |
| Troubleshooting | 11-34 |
| Specifications | 11-37 |
| Service Bulletin Page | |

MC-9 MAINTENANCE MANUAL

STEERING SYSTEM

The power steering system consists of the following components:

- A. Vane-type Hydraulic Pump, Reservoir, Filter and Interconnecting Lines and Hoses
- B. Steering Wheel and Column
- C. HFB 70 Steering Gear
- D. Steering Linkage consisting of a Pitman arm, drag link, steering arm and tie rod.

Steering action is transferred from the steering wheel and column directly to the HFB 70 steering gear. The Pitman arm on the steering gear moves the drag link to the axle steering arm in the proper direction. See figure 11-1.

Steering system and tire wear are affected by air suspension, brakes, wheel bearings, front suspension and front end alignment. These items are covered in their respective sections of this manual. Steering system specifications are given at the end of this section.

SYSTEM OPERATION

Power steering is accomplished by hydraulic pressure. Steering fluid is supplied by a vane-type hydraulic pump, mounted at the left rear of the engine. Hydraulic fluid lines (figure 11-2) are mounted from the power steering reservoir to the pump. Fluid displaced by the pump circulates through flexible lines to the power steering gear. A return line is connected from the steering gear back to the reservoir.

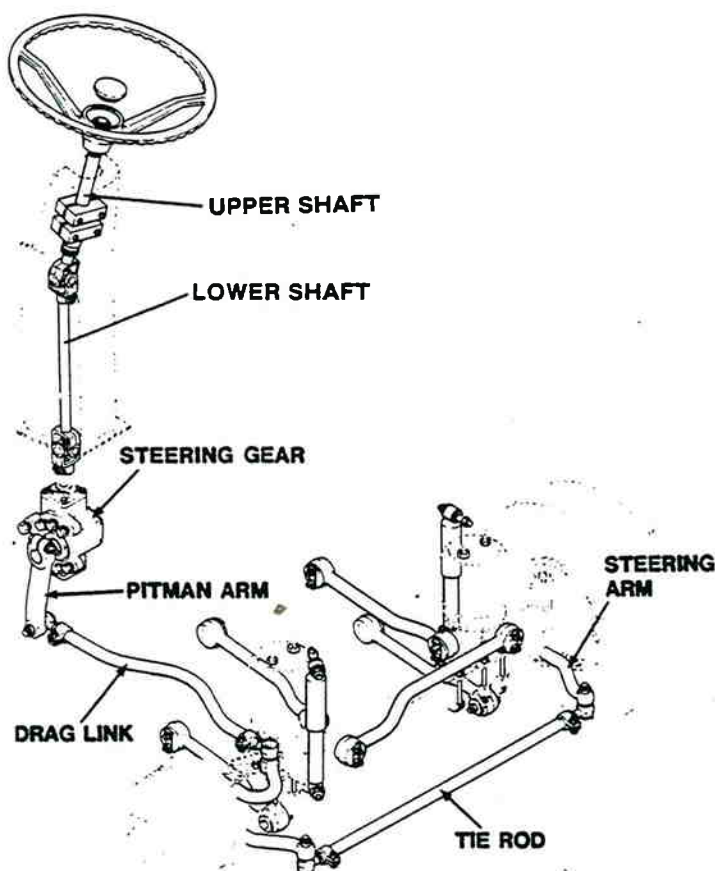


Figure 11-1 . Power Steering System.

MC-9 MAINTENANCE MANUAL

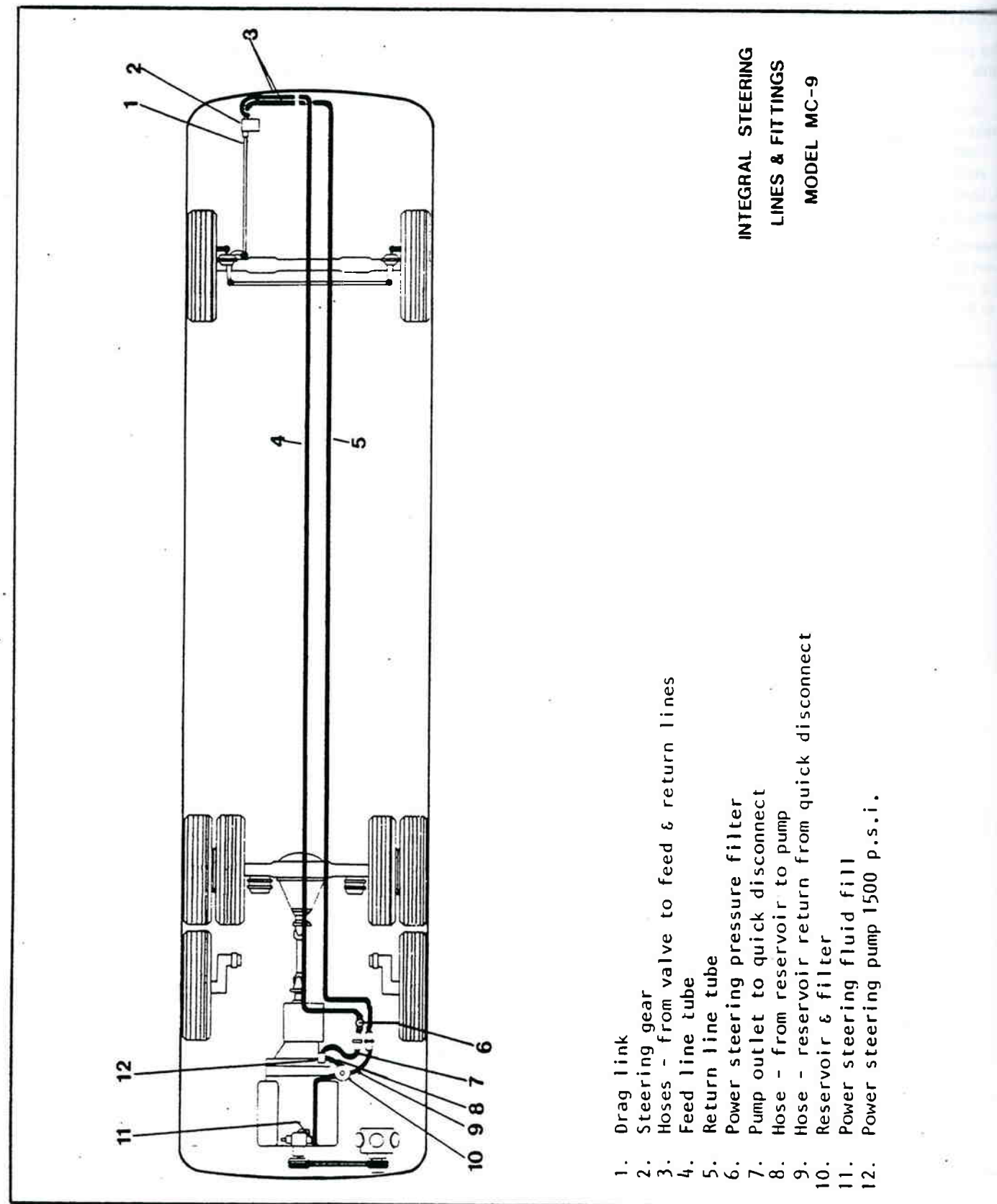


Figure 11-2. Steering Lines and Component Locations.

MC-9 MAINTENANCE MANUAL

When the steering wheel is turned, the steering shaft turns the power steering gear actuating shaft. This motion, combined with hydraulic pressure supplied to the gear by the pump, provides the rotating action of the gear output shaft, which is connected to the Pitman arm.

The power steering hydraulic system has two filters to ensure that foreign matter does not enter the pump or the steering gear. A filter in the reservoir filters the steering fluid before it enters the pump and a supply line filter is used to filter the fluid before it enters the steering gear.

SYSTEM MAINTENANCE

The power steering system requires little maintenance. However, the system should be kept clean to ensure maximum operating performance and trouble free service. Periodic inspection should also be made to check for leaks.

At regular intervals, fluid level in the pump reservoir should be checked and fluid added when required. Refer to Power Steering Reservoir and Filter later in this section.

The fluid reservoir and filter assembly is mounted in the upper right corner of the engine compartment. When the slightest evidence of dirt, sludge or water is discovered in the system, disconnect fluid lines at the power steering gear. Drain, and refill the system with clean, recommended fluid. The power steering fluid reservoir filter should be serviced at regular lubrication intervals.

The power steering fluid line filter is in-line mounted. At regular lubrication intervals, the fluid filter element should be removed and replaced. Refer to Power Steering Filter later in this section for service instructions.

Air in the fluid system will cause spongy action and noisy operation. When any hose has been disconnected or when fluid has been lost for any reason, the system must be bled. Bleed the system as described under Bleeding Air From Power Steering System later in this section.

CAUTION: Do not operate the pump without fluid in the pump reservoir.

If the linkage between the steering gear and the front wheels is out of adjustment, bent, twisted or worn, the steering action of the coach will be seriously affected. Whenever any steering linkage parts are repaired, replaced or adjusted, steering geometry and front wheel alignment must be checked and necessary corrections made. Refer to Front Axle for front end alignment information (Section 1).

At regular lubrication intervals, the steering linkage should be thoroughly inspected for worn or loose components; Section 10, Lubrication.

After the coach has been operated continually, and high mileage figures have been reached, overhaul of the various steering units will be required.

General overhaul procedure normally requires removal and disassembly of the entire assembly, cleaning and inspection of all parts and final assembly. Careful inspection of all parts during overhaul is very important and must not be neglected.

REMOVAL OF STEERING COLUMN

1. Shut off the battery switch.
 2. Remove steering wheel (refer to Removal of Steering Wheel). Replace the wheel nut on the shaft to avoid losing steering column components.
 3. Disconnect the wire from the contact brush terminal located under the turn signal assembly on the left-hand side of the steering column.
 4. Loosen the two allen head screws securing the turn signal assembly and remove it from the steering column.
 5. Remove the four screws at both the floor and dashboard ends of the fiberglass cover.
 6. Remove the six screws and the aluminum plate from the middle of the cover and remove the cover from the steering column.
 7. Loosen the clamp connecting the steering column to the input shaft of the steering gear.
 8. Remove the four bolts and the U-clamps that secure the steering column to the dashboard.
- The steering column may now be lifted out of the coach as a complete unit.

INTEGRAL STEERING**DISASSEMBLY OF STEERING COLUMN**

1. Remove the steering wheel nut (12).
2. Remove the spring (5), upper spacer (7), washer (8) and nylon bushing (9) from the top of the jacket tube (13).
3. Remove the contact brush (24) from the jacket tube. Slip the upper bearing (14) and jacket tube (13) off the upper wheel shaft. Ensure that the lower bearing remains on the wheel shaft.

MC-9 MAINTENANCE MANUAL

1. Upper Shaft
2. Spacer Collar
3. Washer
4. Cup Washer
5. Spring
6. Lower Spacer
7. Upper Spacer
8. Spring Retainer Washer (2)
9. Nylon Bushing (2)
10. Contact Ring
11. Cable
12. Wheel Nut
13. Jacket Tube
14. Bearing (2)
15. Universal Joint Assembly
16. Universal Joint
17. Flexible Coupling
18. Lower Wheel Shaft
19. Button (2)
20. Pin
21. Bolt (2)
22. Lockwasher (2)
23. Rubber Seal
24. Clamp
25. Capscrew
26. Lockwasher
27. Nut
28. Nut
29. Lockwasher
30. Bolt
31. Screw (2)
32. Contact Brush
33. Fiberglass Cover
34. Lower Cover
35. Seal
36. Seal
37. Seal
38. U-Clamp (4)

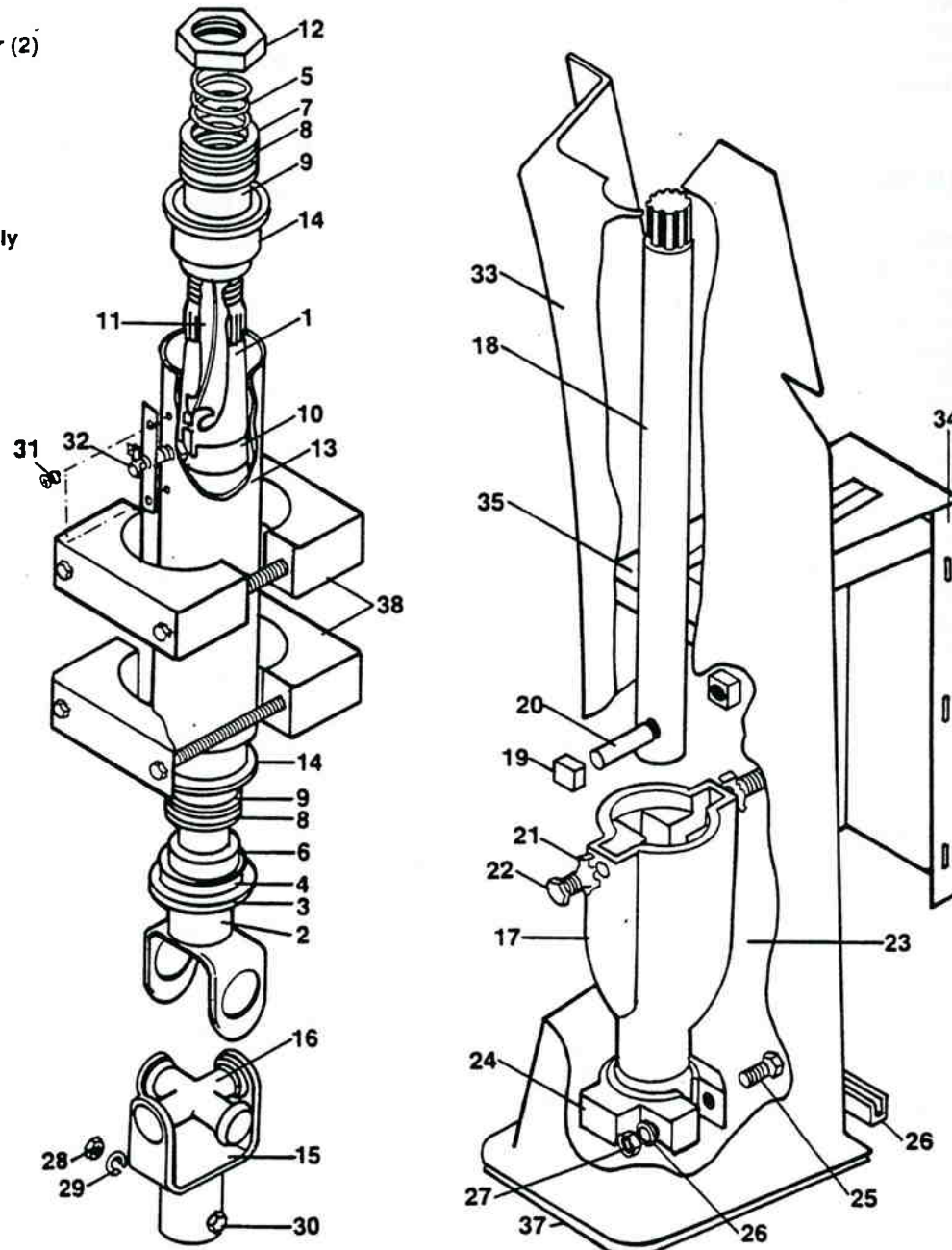


Figure 11-3. Steering Column Disassembled.

MC-9 MAINTENANCE MANUAL

4. Unravel the tape on the contact ring (10). Disconnect the cable (11) from the contact ring and remove it from the wheel shaft.
5. Remove the nylon screw that secures the contact ring to the upper wheel shaft and remove the contact ring.
6. Remove the lower bearing (14), nylon bushing (9), washer (8), lower spacer (6), cup washer (4), flat washer (3), and spacer collar (2) from the wheel shaft.
7. Separate the upper wheel shaft (1) from the lower wheel shaft (18) by removing the nut (28), bolt (30), and lock washer (29) from the lower yoke of the universal joint (15).
8. Remove the two bolts (22) and lock washers (21) from the flexible coupling (17). The lower wheel shaft (18) may now be separated from the coupling, and the two buttons (19) and the pin (20) may be removed from the shaft.
This completes disassembly.

DISASSEMBLY OF BEARINGS

To disassemble the bearing remove the snap ring, retaining washer, and felt washer. Separate the bearing halves and remove the rolls.

CAUTION: The bearing contains 20 rolls. If any of the rolls are lost or damaged, the entire bearing must be replaced.

INSPECTION

Inspect the shaft splines, bearings, universal joint and all threads for unusual signs of wear or damage. Replace all parts not in good condition.

REASSEMBLY

Pack the bearings with clean grease and apply grease to the upper wheel shaft for the nylon bushings. Saturate the felt washers with No. 50 oil. Pack the bottom of the flexible coupling with 1 oz. (30 g) of heavy grease.

1. Insert the pin (20) into the hole on the lower wheel shaft (18) and attach one button (19) to either end of the pin.
2. Insert the shaft into the flexible coupling (17) and install lock washers (21) and bolts (22) onto the coupling. If new lock washers are used bend the large tang over the edge of the flexible coupling.
3. Assemble the upper wheel shaft (1) U-joint assembly onto the lower wheel shaft. Ensure that the cross in the lower yoke of the universal joint is parallel to the pin in the lower wheel shaft.
4. Tighten the bolt (30), lock washer (29) and nut (28) on the U-joint to 35 ft. lbs. (47 Nm).

5. Assemble onto the upper wheel shaft the spacer collar (2), flat washer (3), cup washer (4), lower spacer (6), washer (8), nylon bushing (9) and lower bearing (14).
6. Install the contact ring (10) and connect the cable (11). Secure the cable to the contact ring with tape.
7. Slide the jacket tube (13) onto the wheel shaft (1) and install the contact brush (32).
8. Install the upper bearing (14), nylon bushing (9), washer (8), upper spacer (7) and spring (5) onto the jacket tube.

NOTE: When assembling bearings onto the jacket tube it may be necessary to tap the top of the jacket with a rubber mallet.

INSTALLATION

1. Remove the two screws that secure the instrument panel and partially remove the panel to gain access to the U-clamp tapping plate.
2. Position the U-clamps around the jacket tube and align the tapping plate holes with the U-clamps. Thread the bolts into the tapping plate but do not tighten.
3. Lift the rubber cover off the flexible coupling and locate the hole beneath the bolt and lock washer. Insert a 1/4" (6.35 mm) pin, or drill shank into the hole and lift up on the column assembly until it stops against the pin. Using vise grip pliers, clamp the lower shaft at the flexible coupling to hold the shaft in position against the pin.
4. Align and tighten the bolts on the U-clamps.
5. Slide the turn signal assembly over the steering column but do not secure.
6. Clean, degrease and apply "Locquic Primer T" to the column shaft threads and nut. Apply a film of "Loctite Stud Lock" to the shaft and nut. Mount the steering wheel in a straight ahead position and install the wheel nut using 50 ft. lbs. (68 Nm) of torque.
7. Remove vise grip pliers and pin.

8. Adjust and secure the turn signal assembly ensuring that it functions properly.

9. Install the contact brush wire on the left side of the steering column and connect the horn wires. Mount the steering wheel medallion ensuring that the logo is parallel and centered in the steering wheel cross member.

10. Install the instrument panel and lower steering column cover.

LUBRICATION

Grease the steering column U-joints at 5000 mile intervals using molybdenum disulphide grease. Remove steering column cover for access to grease fitting.