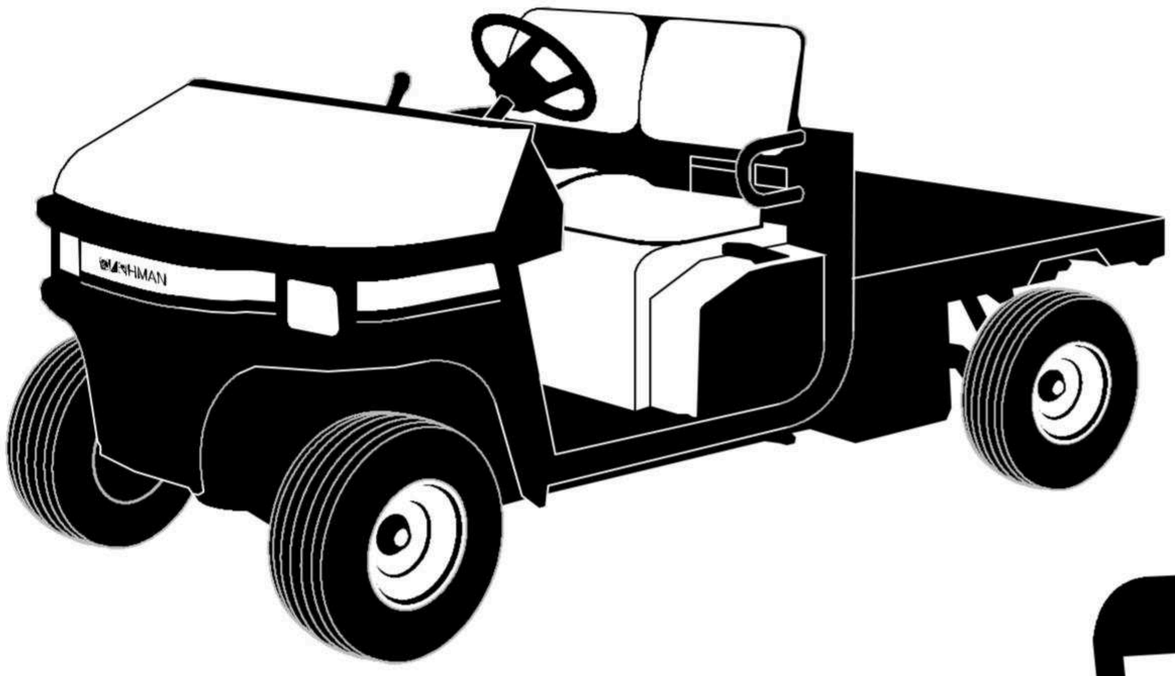
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SERVICE & REPAIR
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SECTION 6C. STEERING SYSTEM

REMOVING AND INSTALLING STEERING GEAR ASSEMBLY (See Figure 6C-4)

If a problem evaluation (SECTION 6B) indicates that the steering gear assembly should be replaced or extensively repaired, remove and install the steering gear as follows:

1. Remove pitman arm from pitman shaft as described in previous paragraphs.
2. Tag, mark and disconnect hoses from steering gear assembly (see Figure 6C-1). Plug and cap ports and hoses.
3. Remove screw that attaches steering shaft to steering gear.
4. Remove steering gear mounting screws and nuts and steering gear assembly.
5. Disassemble, inspect, repair and reassemble the steering gear assembly as described in SECTION 6D.
6. Adjust the steering gear assembly as described in SECTION 6D.
7. Insert the steering gear assembly into the steering shaft and mount the steering gear assembly to the frame and to the steering shaft and torque mounting hardware.
8. Connect the pitman arm to the steering gear assembly and torque nut.
9. Reconnect tie rods to the pitman arm, secure with nuts and cotter pins as shown in Figure 6C-3.
10. Reconnect hoses to steering gear assembly and torque fittings as shown in Figure 6C-1.
11. Bleed the system as described on following page.

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SECTION 7B. FAILURE ANALYSIS

PROBLEM	PROBABLE CAUSE	REMEDY
1. Truck rides hard.	a. Over inflated tires.	a. Reduce tire pressure to: Front 20 psi (128 kPa) Rear 15 psi (110 kPa)
2. Truck wanders.	a. Under inflated tires.	a. Inflate tires to: Front 20 psi (128 kPa) Rear 15 psi (110 kPa)
	b. Steering malfunctioning.	b. Test steering. Repair (Section 6).
	c. Wheel nuts loose.	c. Tighten wheel nuts to 70 to 100 ft-lbs (95 to 140 N.m).
	d. Steer wheels out of adjustment.	d. Adjust (Section 6).
3. Poor traction.	a. Over inflated tires.	a. Reduce tire pressure to: Front 20 psi (128 kPa) Rear 15 psi (110 kPa)

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SECTION 10N. DIAGNOSTIC JUMPER

GENERAL (See Figure 10N-1)

The electrical system is equipped with a plug-in connector which, when used with a diagnostic jumper accessory (P/N 2700912) will perform diagnostic checks on various electrical circuits and components.

The jumper and plug-in connector are located under the front cowl beneath the brake fluid reservoir. The diagnostic code LED is located in the lower left corner of the gauge panel. This LED is also the brake fluid level warning light.

DIAGNOSTIC CHECKS (See Figure 10N-1)

1. Place gear selector in **P**, apply the parking brake and turn the ignition switch to the OFF position.
2. Open the front cowl and connect the diagnostic jumper to the plug-in connector.
3. Turn the ignition switch ON and watch the diagnostic code LED. The light will flash a code number to let you know that everything is normal (Code 12) or which circuit or component needs further testing or repair. This light will flash once to correspond to the first digit of the code, then flash again for the second digit.

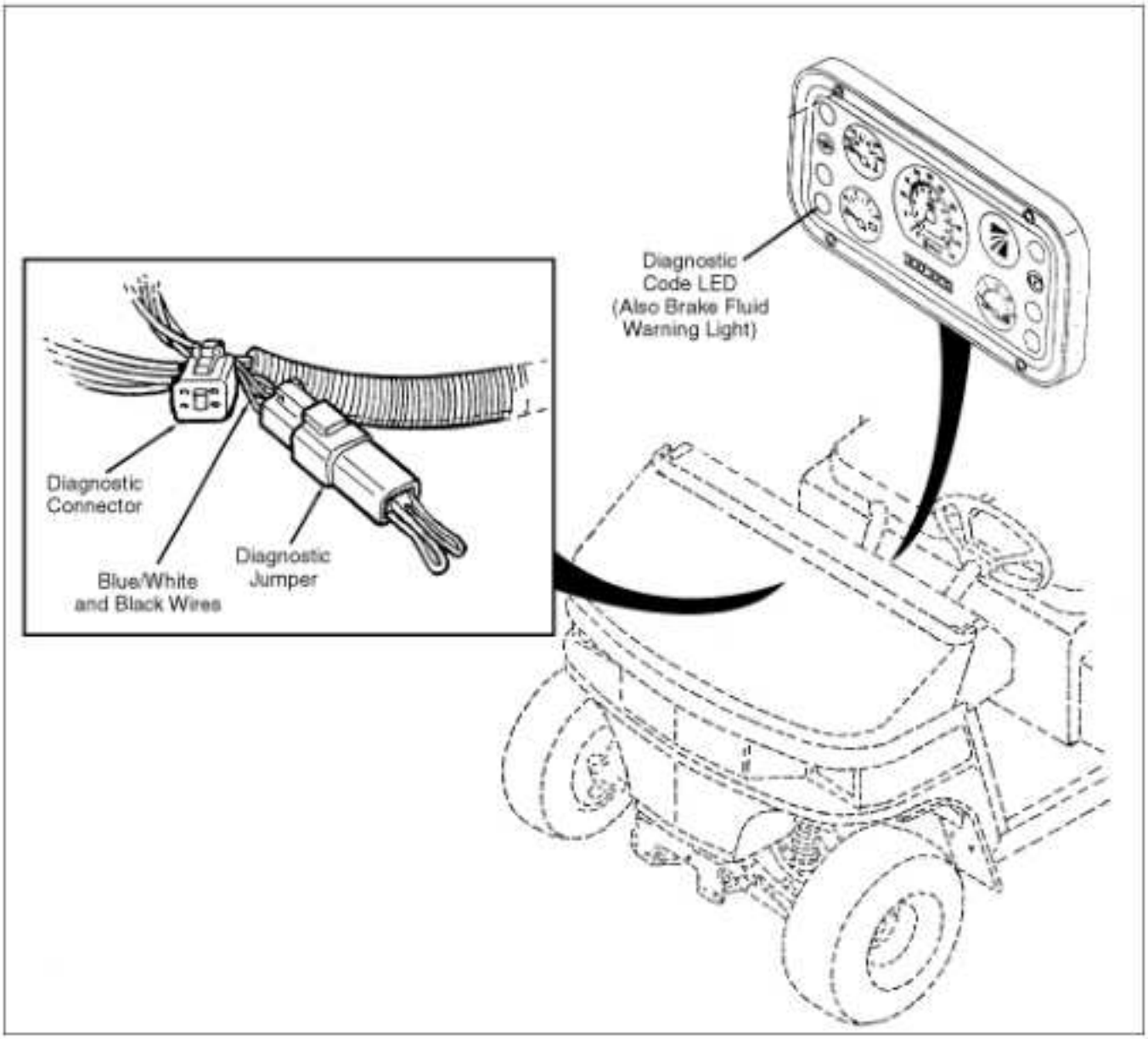


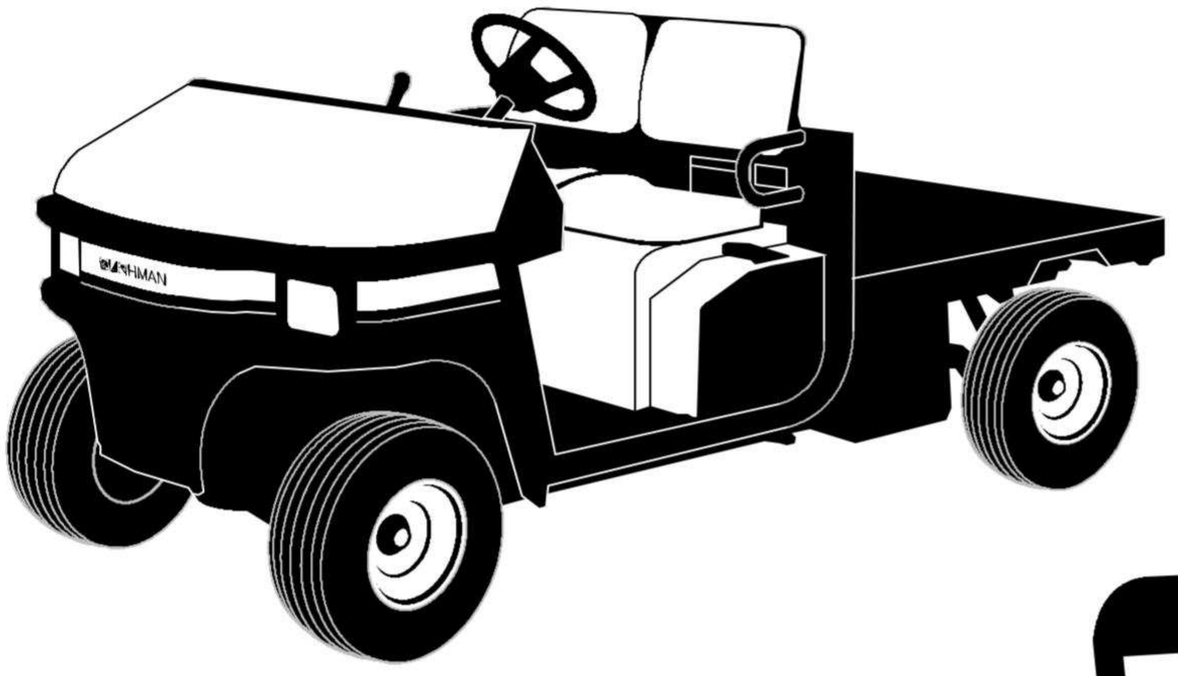
Figure 10N-1. Diagnostic Jumper

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