

When a leak is observed, the steering unit must be removed from the car, the cause of the leak rectified, refilled and then refitted.

1. Remove the steering unit complete with track rods from the car, see under "STEERING UNIT—To remove and refit".
 2. Examine the convolute and conical covers for leaks; clean off all road dirt and tighten the metal clips of the convolute and conical covers opposite the pinion end or renew the covers as necessary, see under "CONVOLUTE AND CONICAL COVERS—To remove and refit".
 3. Remove the conical cover from the pinion end of the steering unit by slackening the metal clips; drain off the oil content.
 4. Position the steering unit and track rods vertically, pinion end upwards; refill the unit with the correct quantity of the recommended lubricant, see under "RECOMMENDED LUBRICANTS, Section P".
 5. Fit the conical cover to the steering unit and tighten the metal clips to give an oil and weather tight seal.
 6. Refit the steering unit complete with track rods to the car, see under "STEERING UNIT—To remove and refit".
4. Refitting is the reverse of the removal sequence but particular attention must be given to the following:
 - i. The adjustable track rod is fitted to the right hand side of the steering unit.
 - ii. The steering unit is refilled with the correct quantity of lubricant, see under "CONVOLUTE AND CONICAL COVERS—To refill—Oil".
 - iii. Ensure the two track rods are aligned parallel to the centre line of the steering unit before fully tightening the track rod bolts.

RECONDITIONED STEERING UNITS

In the event of a steering unit becoming unserviceable, it is strongly recommended that it is renewed by fitting a reconditioned unit exchanged under the service replacement scheme. Should circumstances make this impracticable, the following dismantling sequence is given.

The rubber convolute and conical covers are available as replacement parts, thus when they are observed to be damaged or have otherwise deteriorated, they can be renewed after removing the steering unit but without dismantling it, see under "Convolute and Conical Covers—To remove and refit".

TRACK RODS

The left and right hand track rods are of fixed and adjustable lengths respectively, the latter being used to set front wheel alignment (toe-in). The ball joints and metal/rubber bonded bushes at the outer and inner ends are a press fit in their respective ends; only the rubber bushes in the inner ends can be renewed.

To remove and refit

1. Remove the steering unit complete with track rods from the car, see under "STEERING UNIT—To remove and refit".
 2. Remove the two track rods from the steering unit by releasing the lock plate, withdrawing two bolts, strut plate and prising the extended metal bushes of the track rods from the convolute cover.
 3. Drain off the oil content.
2. To dismantle and re-assemble (See Fig. 3)
 1. Remove the two track rods from the steering unit by releasing the lock plate, withdrawing two bolts, strut plate and prising the extended bushes of the track rods from the convolute cover.
 2. Remove the two conical covers from the body, followed by the convolute cover after releasing four metal clips and trapping any escaping oil in a drip tray.
 3. Withdraw the damper screw and locknut from one side of the body followed, on certain steering units, by a sealing ring and prise out the closure cap from the opposite side of the body.
 4. Remove the upper bearing, shim pack and paper joints from the pinion by withdrawing two bolts and washers or, on certain steering units, two nuts and washers.