



SAGINAW GEAR BOX ADJUSTMENT

The first adjustment is the input of the box where the steering shaft comes in.

- There is a 2-inch jam ring, back it off, and then under it are 2 holes for a spanner wrench (if you do not own a spanner then a dull punch or chisel will work).
- Tighten the inner piece like you would wheel bearings i.e. seat it tight then loosen, then go back finger tight so there is no play on the preload but your not over tensioning the thrust bearings.
- When you are done the input shaft may still move side to side but as you turn the shaft there should be no trace of in and out movement.

The second adjustment is the Allen on top of the box; this preloads the sector shaft that your pitman arm connects to.

- First, put the front tires in the air, engine off the whole time, set the steering at center or straight ahead with the tires. On Saginaw boxes the flat spot on the input shaft will be facing up.
- You will then break the jam nut loose, screw down the Allen until the teeth touch inside the box you will have to feel for it as the Allen will get harder to turn, do not confuse this with the initial breaking loose of loctite.
- The teeth should be $\frac{1}{4}$ to no more than 2 turns down, normally you should still have at least a couple of threads showing. From there take the input or the steering wheel and turn it both directions back and forth across center, as you do that slowly turn the Allen tighter until you feel a light drag across center, not a drag so big that you will feel it with the engine running but a light drag is very important.
- What you have done is taken the play out of the teeth then preloaded the sector shaft into the needle bearings which will keep it from moving left to right at the pitman arm.
- Relock all jam nuts making sure that adjusters do not move.