

C&M HYDRAULICS

CORE RETURN AND INSTALLATION TIPS

(FOR CM090, CM091, CM092 & CM093)

RETURN CORE TO PLACE OF PURCHASE, NOT TO C & M

Cores must be returned in original packaging and must be equivalent to the unit purchased.

Cores must be rebuildable and undamaged except for normal wear.

Damaged (i.e. broken shaft or damaged keyway) or disassembled units will be dealt with on an individual basis and may receive full, partial or no credit. In order to protect packaging and prevent damage to core, please drain and clean unit thoroughly, install plugs and place unit in plastic bag provided.

INSTALLATION TIPS

Note: On 108, 109, 111 and 113 chassis, or 114 and 115 chassis with early style gearbox, system must be bled manually and completely. Please use the procedure on the back of this sheet or call the tech line.

CORE RETURN AND INSTALLATION TIPS

(FOR CM330, CM331, CM332, CM333 & CM441)

RETURN CORE TO PLACE OF PURCHASE, NOT TO C & M

Cores must be returned in original packaging and must be equivalent to the unit purchased.

Cores must be rebuildable and undamaged except for normal wear.

Damaged (i.e. mushroomed head on Pitman shaft) or disassembled units will be dealt with on an individual basis and may receive full, partial or no credit.

In order to protect packaging and prevent damage to core, please drain and clean unit thoroughly, install plugs and place unit in plastic bag provided.

INSTALLATION TIPS

[These tips are meant to possibly aid the installer,
not to replace the factory job labor description.]

1. Lock steering wheel and center if necessary.
2. Center gearbox by roughly aligning mark on steering shaft (arrow #1, engraved line in groove between splines, marked with yellow paint) with yellow paint mark (arrow #2) on upper bearing cap.

Note: gearbox should be centered when you receive it.

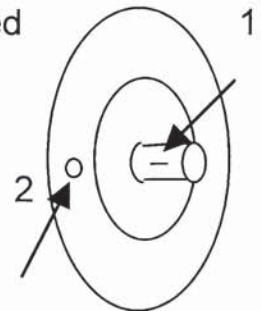
3. Install steering coupler on gearbox (if bushings are worn, replace coupler - part #115-460-05-10), making sure that mark on steering shaft (1) is aligned as close to center as possible in coupler pinch bolt slot.
4. Install gearbox in car, making sure that marks on pitman arm and pitman shaft are aligned. Note: on 107 chassis, ball hex socket (Snap-on part #FABLM6) can be used to tighten upper coupler pinch bolt.
5. As with all suspension or steering component replacements, car should then receive a complete alignment.

Note: following the above installation procedure will help to avoid problems such as - Too much play in steering.

Steering wheel misaligned.

Steering won't return correctly.

Turn signals won't cancel properly.



CORE RETURN AND INSTALLATION TIPS

(FOR CM440 & CM550)

RETURN CORE TO PLACE OF PURCHASE, NOT TO C & M

Cores must be returned in original packaging and must be equivalent to the unit purchased.

Cores must be rebuildable and undamaged except for normal wear.

Damaged (i.e. mushroomed head on Pitman shaft) or disassembled units will be dealt with on an individual basis and may receive full, partial or no credit.

In order to protect packaging and prevent damage to core, please drain and clean unit thoroughly, install plugs and place unit in plastic bag provided.

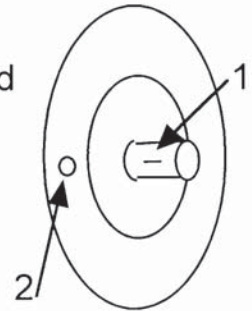
INSTALLATION TIPS

[These tips are meant to possibly aid the installer, not to replace the factory job labor description.]

1. Lock steering wheel and center if necessary.
2. Center gearbox by roughly aligning mark on steering shaft (arrow #1, engraved line in groove between splines, marked with yellow paint) with yellow paint mark (arrow #2) on upper bearing cap.

Note: gearbox should be centered when you receive it.

3. Install steering coupler (part #123-460-02-10) on gearbox, making sure that mark on steering shaft (1) is aligned as close to center as possible in coupler pinch bolt slot.
4. Install gearbox in car, making sure that marks on pitman arm and pitman shaft are aligned.
5. As with all suspension or steering component replacements, car should then receive a complete alignment.



Note: following the above installation procedure will help to avoid problems such as - Too much play in steering.

Steering wheel misaligned.

Steering won't return correctly.

Turn signals won't cancel properly.

CORE RETURN AND INSTALLATION TIPS

(FOR CM660, CM661, CM662 & CM663)

RETURN CORE TO PLACE OF PURCHASE, NOT TO C & M

Cores must be returned in original packaging and must be equivalent to the unit purchased.

Cores must be rebuildable and undamaged except for normal wear.

Damaged (i.e. mushroomed head on Pitman shaft) or disassembled units will be dealt with on an individual basis and may receive full, partial or no credit.

In order to protect packaging and prevent damage to core, please drain and clean unit thoroughly, install plugs and place unit in plastic bag provided.

INSTALLATION TIPS

[These tips are meant to possibly aid the installer,
not to replace the factory job labor description.]

1. Lock steering wheel and center if necessary.
2. Center gearbox by roughly aligning mark on steering shaft (arrow #1, engraved line in groove between splines, marked 1 with yellow paint) with yellow paint mark (arrow #2) on upper bearing cap.

Note: gearbox should be centered when you receive it.

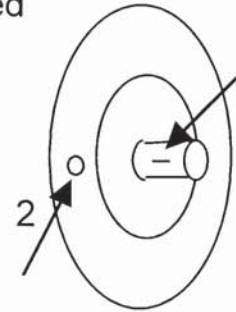
3. Install steering coupler on gearbox (if bushings are worn, replace coupler - part #115-460-05-10), making sure that mark on steering shaft (1) is aligned as close to center as possible in coupler pinch bolt slot.
4. Install gearbox in car, making sure that marks on pitman arm and pitman shaft are aligned.
5. On these units, it is important that they be bled manually and completely. Please use the procedure on the back of this sheet or call the tech line.
6. As with all suspension or steering component replacements, car should then receive a complete alignment.

Note: following the above installation procedure will help to avoid problems such as -Too much play in steering.

Steering wheel misaligned.

Steering won't return correctly.

Turn signals won't cancel properly.



CORE RETURN AND INSTALLATION TIPS

(FOR CM771, CM772, CM773, CM880, CM881, CM883, CM884, CM885 & CM990)

RETURN CORE TO PLACE OF PURCHASE, NOT TO C & M

Cores must be returned in original packaging and must be equivalent to the unit purchased.

Cores must be rebuildable and undamaged except for normal wear.

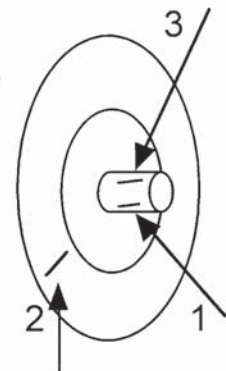
Damaged (i.e. case gouged attempting to remove Pitman shaft) or disassembled units will be dealt with on an individual basis and may receive full, partial or no credit.

In order to protect packaging and prevent damage to core, please drain and clean unit thoroughly, install plugs and place unit in plastic bag provided.

INSTALLATION TIPS

[These tips are meant to possibly aid the installer, not to replace the factory job labor description.]

1. Lock steering wheel and center if necessary.
2. Center gearbox by roughly aligning mark on steering shaft (arrow #1, engraved line in groove between splines, marked with yellow paint) with notch on upper bearing cap (arrow #2, marked with yellow paint). Note: gearbox should be centered when you receive it.
3. Install steering coupler (part #123-460-02-10) on gearbox making sure that notch on coupler is aligned with mark on steering shaft (1). Note: if coupler has no notch, install coupler so that second line on steering shaft (arrow #3, marked with white paint) is aligned as close to center as possible in coupler pinch bolt slot.
4. Install gearbox in car, making sure that marks on pitman arm and pitman shaft are aligned.
5. As with all suspension or steering component replacements, car should then receive a complete alignment.



Note: following the above installation procedure will help to avoid problems such as - Too much play in steering.

Steering wheel misaligned.

Steering won't return correctly.

Turn signals won't cancel properly.

CORE RETURN AND INSTALLATION TIPS

(FOR CM776 & CM992)

RETURN CORE TO PLACE OF PURCHASE, NOT TO C & M

Cores must be returned in original packaging and must be equivalent to the unit purchased.

Cores must be rebuildable and undamaged except for normal wear.

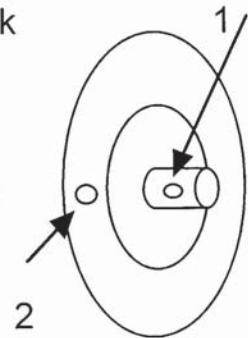
Damaged (i.e. case gouged attempting to remove Pitman shaft) or disassembled units will be dealt with on an individual basis and may receive full, partial or no credit.

In order to protect packaging and prevent damage to core, please drain and clean unit thoroughly, install plugs and place unit in plastic bag provided.

INSTALLATION TIPS

[These tips are meant to possibly aid the installer,
not to replace the factory job labor description.]

1. Lock steering wheel and center if necessary.
2. Center gearbox by aligning mark on steering shaft sleeve (arrow #1, marked with yellow paint) with yellow paint mark on upper bearing cap (arrow #2). Note: gearbox should be centered when you receive it.
3. Install steering coupler (part#202-460-00-10) on gearbox, keeping yellow paint mark on steering shaft sleeve (arrow #1) in coupler pinch bolt slot.
4. Install gearbox in car, making sure that marks on pitman arm and pitman shaft are aligned.
5. As with all suspension or steering component replacements, car should then receive a complete alignment.



Note: following the above installation procedure will help to avoid problems such as - Too much play in steering.

Steering wheel misaligned.

Steering won't return correctly.

Turn signals won't cancel properly.

CORE RETURN AND INSTALLATION TIPS

(FOR CM778 & CM993)

RETURN CORE TO PLACE OF PURCHASE, NOT TO C & M

Cores must be returned in original packaging and must be equivalent to the unit purchased.

Cores must be rebuildable and undamaged except for normal wear.

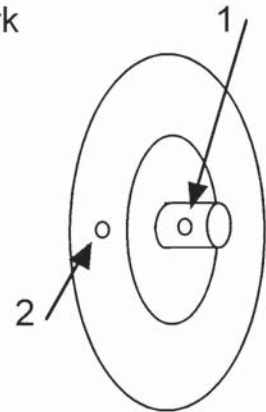
Damaged (i.e. case gouged attempting to remove Pitman shaft) or disassembled units will be dealt with on an individual basis and may receive full, partial or no credit.

In order to protect packaging and prevent damage to core, please drain and clean unit thoroughly, install plugs and place unit in plastic bag provided.

INSTALLATION TIPS

[These tips are meant to possibly aid the installer,
not to replace the factory job labor description.]

1. Lock steering wheel and center if necessary.
2. Center gearbox by aligning mark on steering shaft sleeve (arrow #1, marked with yellow paint) with yellow paint mark on upper bearing cap (arrow #2). Note: gearbox should be centered when you receive it.
3. Install steering coupler (part#202-460-02-10) on gearbox, keeping yellow paint mark on steering shaft sleeve (arrow #1) in coupler pinch bolt slot.
4. Install gearbox in car, making sure that marks on pitman arm and pitman shaft are aligned.
5. As with all suspension or steering component replacements, car should then receive a complete alignment.



Note: following the above installation procedure will help to avoid problems such as - Too much play in steering.

Steering wheel misaligned.

Steering won't return correctly.

Turn signals won't cancel properly.

CORE RETURN AND INSTALLATION TIPS

(FOR CM882)

RETURN CORE TO PLACE OF PURCHASE, NOT TO C & M

Cores must be returned in original packaging and must be equivalent to the unit purchased.

Cores must be rebuildable and undamaged except for normal wear. Damaged (i.e. case gouged attempting to remove Pitman shaft) or disassembled units will be dealt with on an individual basis and may receive full, partial or no credit.

In order to protect packaging and prevent damage to core, please drain and clean unit thoroughly, install plugs and place unit in plastic bag provided.

INSTALLATION TIPS

[These tips are meant to possibly aid the installer, not to replace the factory job labor description.]

1. Lock steering wheel and center if necessary.
2. Center gearbox by roughly aligning mark on steering shaft (arrow #1, engraved line in groove between splines, marked 1

with yellow paint) with yellow paint mark (arrow #2) on upper bearing cap.

Note: gearbox should be centered when you receive it.

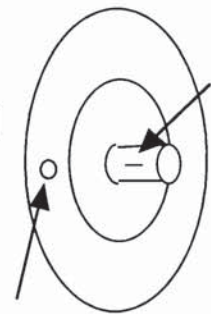
3. Install steering coupler (part #124-460-00-57) on gearbox, making sure that mark on steering shaft (1) is aligned as close to center as possible in coupler pinch bolt slot. 2
4. Install gearbox in car, making sure that marks on pitman arm and pitman shaft are aligned.
5. As with all suspension or steering component replacements, car should then receive a complete alignment.

Note: following the above installation procedure will help to avoid problems such as - Too much play in steering.

Steering wheel misaligned.

Steering won't return correctly.

Turn signals won't cancel properly.



CORE RETURN AND INSTALLATION TIPS

(FOR CM995 - SOLD W/O VALVE#140-466-01-91)

RETURN CORE TO PLACE OF PURCHASE, NOT TO C & M

Cores must be returned in original packaging and must be equivalent to the unit purchased.

Cores must be rebuildable and undamaged except for normal wear.

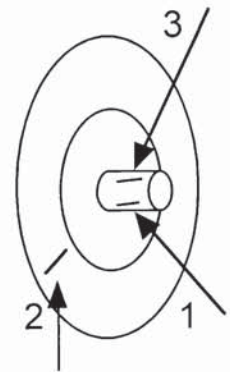
Damaged (i.e. case gouged attempting to remove Pitman shaft) or disassembled units will be dealt with on an individual basis and may receive full, partial or no credit.

In order to protect packaging and prevent damage to core, please drain and clean unit thoroughly, install plugs and place unit in plastic bag provided.

INSTALLATION TIPS

[These tips are meant to possibly aid the installer, not to replace the factory job labor description.]

1. Lock steering wheel and center if necessary.
2. Center gearbox by roughly aligning mark on steering shaft (arrow #1, engraved line in groove between splines, marked with yellow paint) with notch on upper bearing cap (arrow #2, marked with yellow paint). Note: gearbox should be centered when you receive it.
3. Install steering coupler (part #140-460-10-10) on gearbox making sure that notch on coupler is aligned with mark on steering shaft (1). Note: if coupler has no notch, install coupler so that second line on steering shaft (arrow #3, marked with white paint) is aligned as close to center as possible in coupler pinch bolt slot.
4. Install gearbox in car, making sure that marks on pitman arm and pitman shaft are aligned.
5. As with all suspension or steering component replacements, car should then receive a complete alignment.



Note: following the above installation procedure will help to avoid problems such as - Too much play in steering.

Steering wheel misaligned.

Steering won't return correctly.

Turn signals won't cancel properly.

CORE RETURN AND INSTALLATION TIPS

(FOR CM996 - SOLD W/O VALVE#140-466-01-91)

RETURN CORE TO PLACE OF PURCHASE, NOT TO C & M

Cores must be returned in original packaging and must be equivalent to the unit purchased.

Cores must be rebuildable and undamaged except for normal wear.

Damaged (i.e. mushroomed head on Pitman shaft) or disassembled units will be dealt with on an individual basis and may receive full, partial or no credit.

In order to protect packaging and prevent damage to core, please drain and clean unit thoroughly, install plugs and place unit in plastic bag provided.

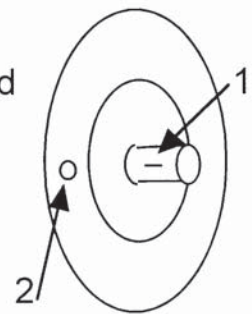
INSTALLATION TIPS

[These tips are meant to possibly aid the installer, not to replace the factory job labor description.]

1. Lock steering wheel and center if necessary.
2. Center gearbox by roughly aligning mark on steering shaft (arrow #1, engraved line in groove between splines, marked with yellow paint) with yellow paint mark (arrow #2) on upper bearing cap.

Note: gearbox should be centered when you receive it.

3. Install steering coupler (part #210-460-02-10) on gearbox, making sure that mark on steering shaft (1) is aligned as close to center as possible in coupler pinch bolt slot.
4. Install gearbox in car, making sure that marks on pitman arm and pitman shaft are aligned.
5. As with all suspension or steering component replacements, car should then receive a complete alignment.



Note: following the above installation procedure will help to avoid problems such as - Too much play in steering.

Steering wheel misaligned.

Steering won't return correctly.

Turn signals won't cancel properly.