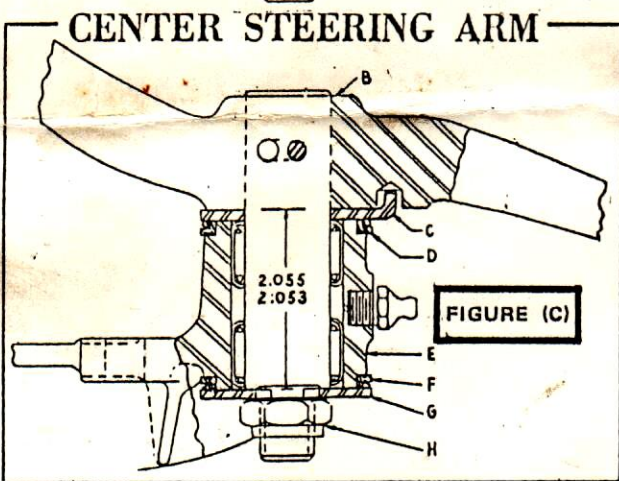
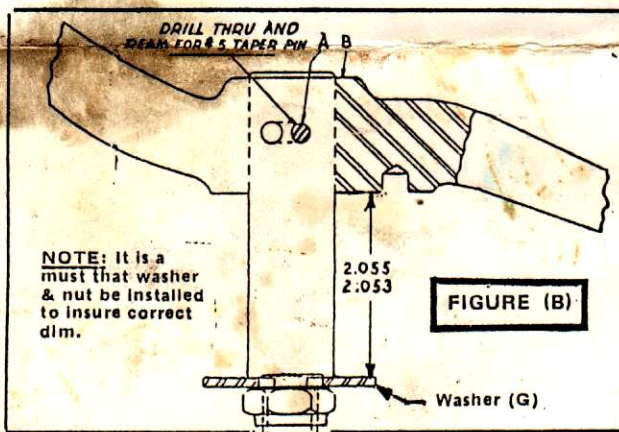
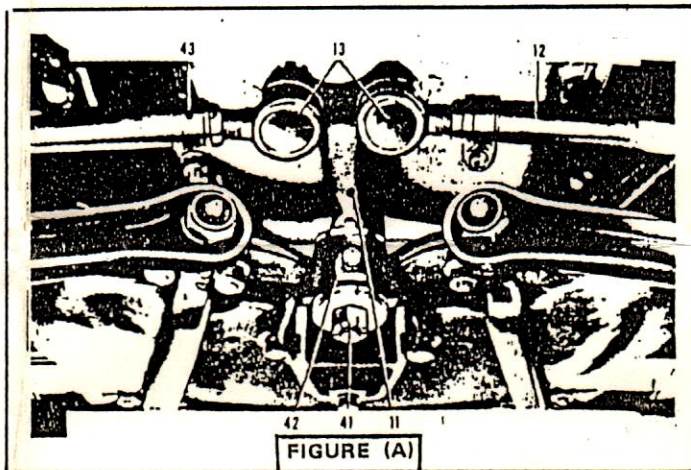


CENTER POINT STEERING PIVOT PIN KIT H 675

REMOVAL OF ASSEMBLY:

1. Clean area free of grease and dirt before working on removal of steering assy. See Figure (A) for breakdown of parts to be removed in order to remove pivot pin.
2. Remove drag link at front by backing off adjusting plug and ball seat.
3. Remove tie rod ends (13) from steering center arm (11) using Tool J-2781 or equivalent.
4. Remove the 3 bolts attaching the center steering arm bracket (42) to the No. 2 cross-member, Figure (A).
5. Remove the center pivot nut (41) and remove the center steering arm and pivot as an assembly, Figure (A).
6. Drive out taper pin and then press out old worn pivot pin from arm. **Caution** do not damage arm use suitable press to push out pin, Figure (C).
7. Clean and examine all washers and seals after disassembly of unit.
8. Recondition old washers C & G in Figure (C). (Note: Use No. 400 grit wet or dry sandpaper on a flat surface and use water as a lubricant and rub washers C & G against paper until all gum and tar is removed. This will allow the seals D & F to seat properly. If any washer is worn over .002 replace with new unit.



INSTALLATION:

1. To replace the steering arm pivot pin, the new pivot pin should be pressed in place maintaining the 2.053" to 2.055" dimension as shown in Figure (B) before drilling the hole for the No. 5 taper pin A. Remove surplus off pin when finished.
2. When installing new bearings in steering center arm bracket (E) space as shown in Figure (C), apply pressure on outer race, on end carrying manufacturers name and part number.
3. The rubber seals consist of a steel washer bonded to synthetic rubber therefore a separate retainer is not used. (Note: Old washers are OK to use if not separated from washer.)
4. Pack new bearings with chassis grease before final assy to insure proper lubrication.
5. When installing the seals, D & F the rubber lip faces towards the casting as shown in Figure (C).
6. Assemble all washers and seals as shown in Figure (C) tighten pivot pin nut to 50 to 60 foot lbs. of torque.
7. Assemble rest of the rod ends after bolting, housing back to frame in reverse order as shown in Figure (A).

TECH NOTE:

When installing a new pivot pin to your center-point steering assembly, great care should be used in this operation. There is only .002 inch tolerance so use a good micrometer to install the pivot pin correctly or you won't get satisfactory results. Go to a good reputable garage that can do precision work for best results. If you have any questions, contact CLIFFORD'S INLINE PERFORMANCE PRODUCTS