

52 After you remove the 17MM cap, you will see a 19MM nyloc nut (4a)
53 on the end of the pinion.

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55 To remove this 19MM nyloc nut, it will be necessary to secure the
56 pinion shaft or it will spin right along with the nut.

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58 You can hold the pinion shaft still using a vice with soft jaws, or wrap
59 the pinion shaft with a rag (Fig 2). If a vice is not available, we
60 suggest you slide a steering wheel and hub onto the end of the
61 pinion shaft. That will give you something to hang onto while you
62 remove the nut.

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64 Remove the 19MM Nyloc nut using a socket (3b).

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77 Next, you will need to loosen the load adjuster nut (4a) on the top of
78 the steering rack housing. *Notice the paint on the housing and the
79 nut- you will use this as a reference mark for re-tightening this nut.*

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81 This requires a 12MM Allen wrench.

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83 Loosen the nut. *NOTE: You do not have to remove this nut. You only
84 need to loosen it enough to release the tension being applied to the
85 pinion shaft.*

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97 Now you will need to remove the bearing from the end of the
98 pinion shaft. This bearing (5a) sits between a shoulder on the
99 lower end of the pinion shaft and the 19MM nyloc nut. It should
100 just slide out. If the bearing will not come out easily, tap the upper
101 end of the pinion shaft with a soft faced dead-blow hammer. A
102 lead knock-off hammer, or a leather-faced hammer will also work.
103 If you don't have one of those, put a block of wood on the end of
104 the pinion shaft to protect the splines and tap the wood with a
105 steel hammer. The end of the pinion shaft will protrude from the
106 housing (Fig 5) and you can then slide the bearing (5a) off the end
107 of the pinion shaft.

Fig 3



3b

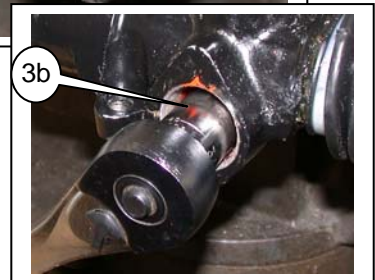
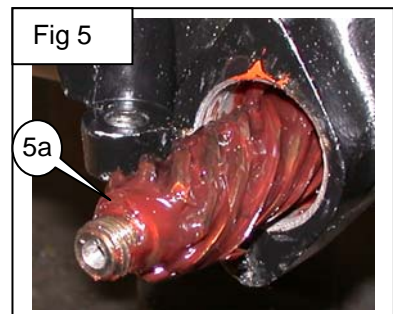


Fig 4



Fig 5



108 **Removing the Pinion Shaft**

- 109 Grab the upper end of the pinion shaft and twist it counter-clockwise.
110 This will walk it right out of the rack.
111 Slide it all the way out of the rack housing.
112 Cover the greased end of the pinion shaft with a large plastic bag or a clean shop rag and set it aside.
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114 Cover the openings in the rack housing with a clean shop towel/rag, and secure the covering with tape.
115 We need to be sure that no debris or dirt finds its way into the rack as we install it in the car.
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117 Install the rack following the procedure in the factory workshop manual.
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119 **Reinstalling the Pinion Shaft**

- 120 Once the rack is installed, reinstall the pinion shaft.
121 Reassembly is simply the reverse of the steps taken during disassembly.
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123 When you reinstall the 12MM Allen pre-load adjuster nut (4a), tighten the nut until the original paint marks
124 line up. Check the ease at which you can turn the steering wheel after the new rack is installed. This is
125 determined by how much you tighten this nut; if the rack seems too tight, you can back off the pre-load
126 adjuster.
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Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "Contact Us" page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx> If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.



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