

SECTION VII – STEERING – POWER STEERING

1. MANUAL STEERING

The 1959 manual steering gear housing is new in design. The housing and bushings are serviced as an assembly. The housing upper oil seal is recessed in the housing and is held in place by a retainer, a spring and a plug retainer over the worm shaft tube.

ALIGNMENT

Proper alignment of the steering gear assembly provides smooth and easy steering for all types of driving. When it becomes necessary to realign a steering gear the following procedure is recommended:

Loosen the steering column jacket clamp to instrument panel nuts three or four turns. Loosen the three steering gear chuck to frame bolts sufficiently to allow free movement of the steering column.

Remove the steering wheel and remove the steering column upper bearing spacer. Move the steering column until it is tight against the instrument panel. Move the steering gear chuck until the steering gear tube is centered in the steering column upper bearing

in a vertical direction. The steering gear chuck to frame bolts should then be tightened to 50 ft. lbs.

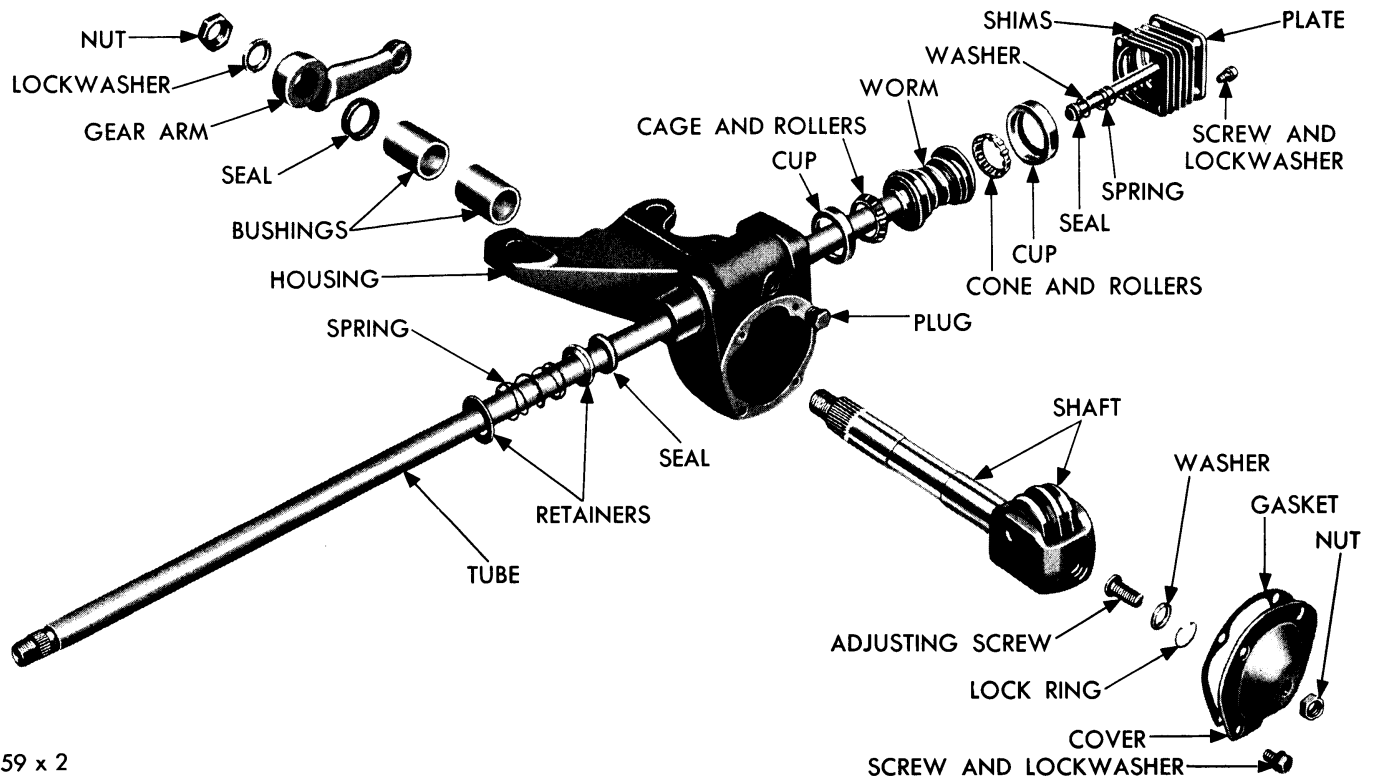
NOTE

There should not be any clearance between the side rail of the frame and the steering gear chuck assembly before it is retightened. If clearance does exist at this point, suitable thickness 1 in. O. D. washers should be used to shim the gear to the frame. This will prevent misalignment of the tube.

Move the upper end of the steering column jacket horizontally until the steering gear tube is centered in the steering column upper bearing in a horizontal direction.

Retighten the steering column jacket clamp to instrument panel nuts. The steering gear shaft should now be centered in the steering column bearing spacer. Reinstall the steering column bearing spacer and the steering wheel.

For complete servicing of the manual steering gear refer to the 1958 *Plymouth Service Manual*.



59 x 2

Figure 1—Manual steering gear

2. POWER STEERING

POWER PISTON

The ring groove in the flange at the upper end of the power piston is fitted with a neoprene rubber "O" ring, and a cast iron locking type ring. Tool C-3676 is used to unlock or lock the ring as follows:

With tool clamped in a vise, position the cast iron ring on the tool land with the ends of ring just above the tool. Position joint of piston ring in line with the centerline of the ball guide hole nearest the piston flange.

Pressing down on the piston will seat the lower half of the ring in its groove and provide sufficient ring "slack" which can be worked over the top of the piston to unlock the ring.

When installing the ring, the same procedure will extend the free end of the ring over the lower end so that the free end can be held in a locked position while relieving the pressure.

WORM SHAFT

The worm shaft is knurled in the section for staking on the adjusting nut. The metal shavings left in the knurling in disassembly, must be removed before re-assembling. When the 8 to 16 oz. preload (12 preferred) has been established, staking may move the nut slightly. Recheck the preload before finally staking at four equally spaced locations.

HOUSING

Cross shaft roller bearing assemblies are removed from the housing with Tool C-3332. To remove the lower (outer) bearing; insert puller leg section of screw shaft through the bearing then press the plunger to expand the puller legs and assemble adapter SP-3062, tool sleeve, disc and nut on the screw shaft.

Rotate adapter to align puller sleeve with housing. Hold screw shaft and tighten nut to remove bearing.

To remove the upper (middle) bearing from the upper end of the cross shaft bore, insert the puller leg section of screw shaft through the bearing. Press the plunger to expand the puller legs then assemble the SP-2702 adapter (thick disc with one flat side) part of tool, the disc and nut on the screw shaft and tighten tool nut.

NOTE

The bearing in the sector shaft cover is serviced only in the cover assembly.

Install the housing bearing with Tool C-3333 contacting the lettered end of the bearings. Drive bearings $\frac{1}{8}$ in. below edge of the counterbore.

For complete servicing of the power steering gear and pump refer to the 1958 *Plymouth Service Manual*.

SECTION VIII — FRAME, REAR SPRINGS, SHOCK ABSORBER

REAR SPRINGS

DATA AND SPECIFICATIONS

Models	M-1	M-2
Type	Semi-Elliptic with Grooved Leaves	
Number of Leaves*	4 (exc. Sub.)	5 (exc. Sub.)
	6 (All Suburbans)	
	Heavy duty springs—6 leaves (except Suburban) —7 leaves (Suburban)	
	*5 leaves—all air suspension equipped cars	
Type Shackle	Side strapped with rubber bushed bolts	
Type Pivot Front End	Rubber Bushings	

For frame dimensions and servicing rear springs and shock absorbers refer to the 1958 *Plymouth Service Manual*.