

Flying Spares

Dear Sir/ Madam,
Thank you for ordering one of our loan tools.

Many of these tools are limited in their availability and difficult to replace or repair.

In order to keep their condition to the highest quality we inspect all our tools when they are returned to us.

Upon receipt please check that the tool is suitable for the task required, there may be a slight variance from the picture on our website. Should you have any concerns about the condition of the tool please contact me on 01455 299 781 or email me at martin@flyingspares.co.uk.

Once you have used the tool please be mindful that there may be another request for it, and there is a possibility that I call or email you as a reminder to return the tool.

Thereafter, upon return it is very important that the tool is returned in the original packaging to ensure safe transit.

If you send the tool back with your own courier please ensure you take out suitable insurance cover, particularly where electrical tools are concerned as additional packing may also be required.

Finally, should the tool be returned in a substandard condition we reserve the right to withhold some or all of the surcharge.

To arrange collection please contact us on 01455 292969 and the cost of this will be deducted from your surcharge credit.

Thank you again for your business and helping us to keep these tools in the best condition, your cooperation is very much appreciated.

Yours Faithfully,

Martin Scott
(Reconditioning)

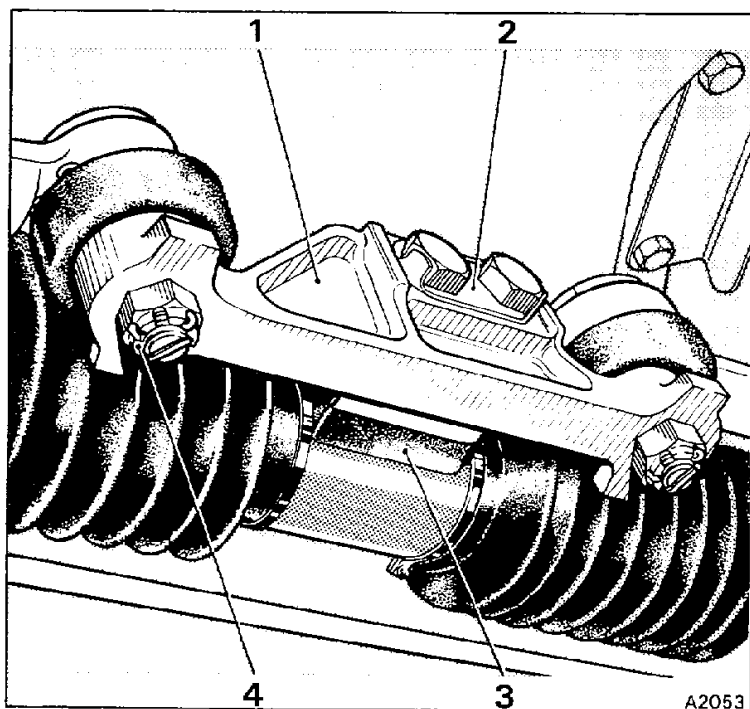
Flying Spares

INFORMATION SHEET REMOVAL TOOL FOR THE STEERING RACK (RH12124LOAN & RH12125LOAN)

This information can be found on IETIS (TSD6000)

Rack and pinion unit - To fit to the sub-frame

- 1.) Ensure the steering wheel is in its central position. Carefully fit the pinion box spline into the lower linkage coupling and support the unit in position. Finger tighten the pinch bolt.
- 2.) Fit the rack and pinion unit to the sub-frame using the setscrews and washers. Torque tighten the setscrews to between 57 Nm and 61 Nm (5,8 kgf m and 6,2 kgf m; 42 lbf ft and 45 lbf ft), using torque wrench extensions RH 12124 and RH 12125.
- 3.) Align the inner ball joint bracket and the steering rack unit centre block seal (see fig. N2-11)



N2-11 Inner ball joint bracket in position

1	Bracket
2	Tab-washer
3	Centre block seal
4	Castellated nut and split pin

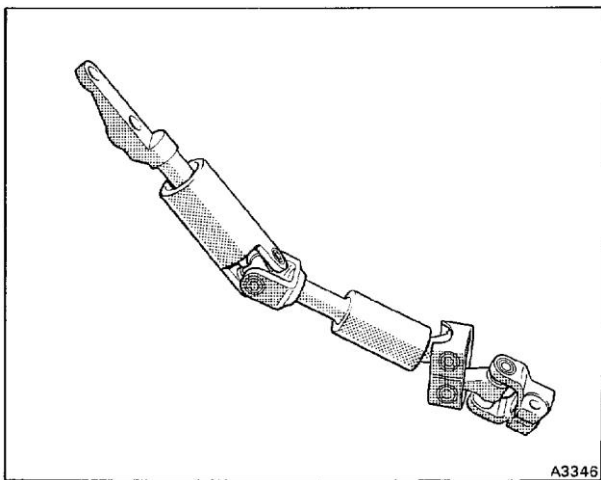
- 4.) Fit the new tab-washer and finger tighten the setscrews. Remove the centring plug RH 12123 and fit the blanking plug and washer.

On rack and pinion units incorporating an external adjuster, remove the centring plug RH 12465 and fit the small grub screw after coating the threads with Wellseal.

Torque tighten the blanking plug/grub screw to between 7 Nm and 11 Nm (0,7 kgf m and 1,1 kgf m; 5 lbf ft and 8 lbf ft).

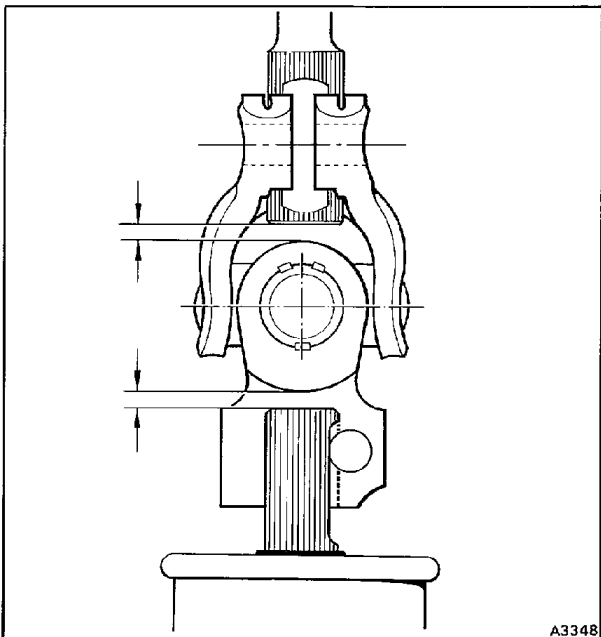
- 5.) Torque tighten the inner ball joint bracket setscrews to between 38 Nm and 40 Nm (3,9 kgf m and 4,1 kgf m; 28 lbf ft and 30 lbf ft). Ensure that the oil seal is not displaced. Lock the tab-washer to the setscrews, avoiding any impact to the unit.
- 6.) On naturally aspirated cars, slacken the spline adjustment bolts and set the lower linkage coupling to the rack pinion utilizing the adjustment on the steering rack input shaft and on the lower coupling shaft. This can be achieved by assessing the limits of the available adjustment and then positioning the universal joint at the nominal mid-point.

Note: It is important that neither the pinion shaft or lower coupling shaft contact the universal joint spider (see fig.N5-6)



N5-6 Lower steering linkage (Turbocharged cars only).

On turbocharged cars, set the lower linkage coupling to the rack pinion using setting tool RH 12122, as shown in figure N5-7

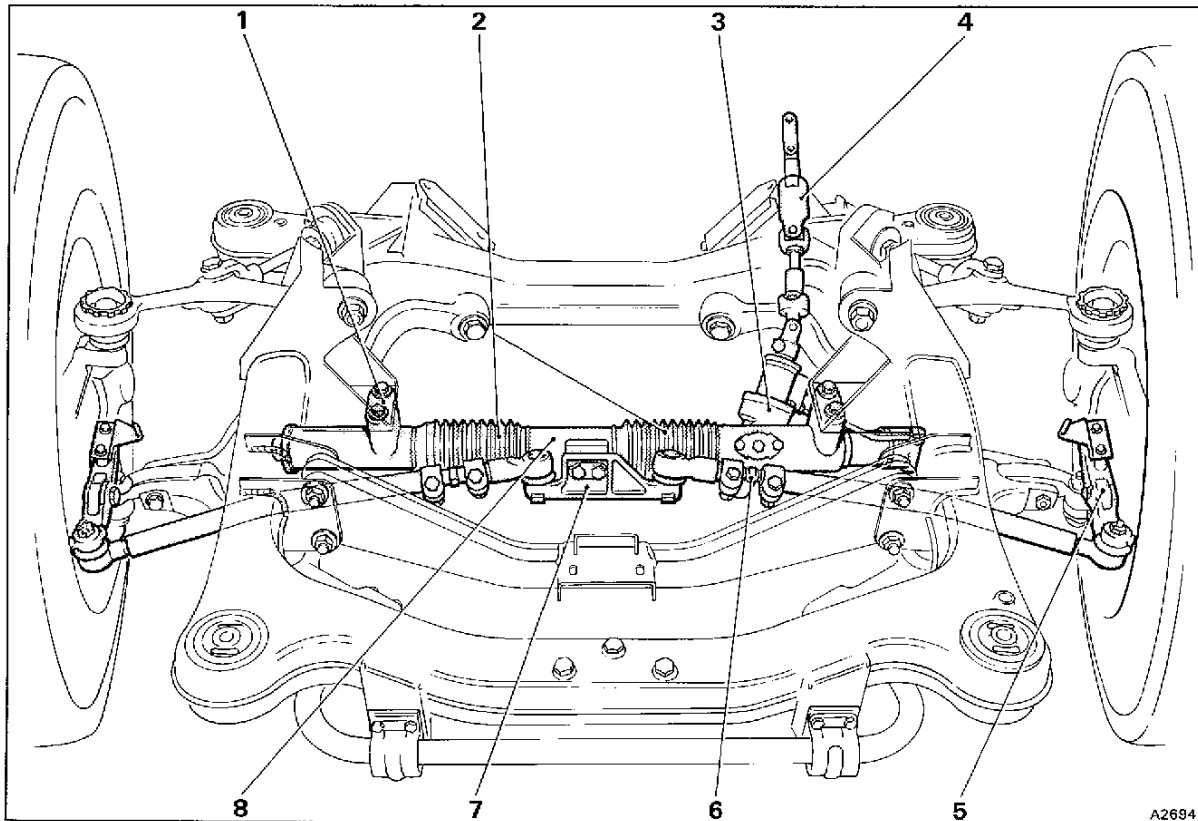


N5-7 Column to steering unit linkage adjustment (Naturally aspirated cars only)

- 7.) Torque tighten the lower pinch bolt(s) and castellated nut(s) to the figures quoted in Section N8, utilizing the torque allowance to allow the fitting and securing of the new split pin(s).
 - 8.) Connect the pipework from the pump and oil cooler to the pinion box, ensuring the union joints are wiped clean before fitting.
- Torque tighten in accordance with the figures quoted in Section N8.

Note: Correct routing of the pipework is essential.

- 9.) Fit the gearchange isolating fuse on the main fuseboard.
- 10. Connect the battery leads. see Fig. N2-1



N2-1 Steering unit mounted in sub-frame

1	Steering unit mounting bolts
2	Convoluted seals
3	Pinion valve housing
4	Lower steering linkage
5	Side steering lever
6	Track rod adjuster
7	Inner ball joint bracket
8	Centre tube and seal

Rack and pinion unit - To remove from the sub-frame

- To remove the rack and pinion unit from the sub-frame, please follow the reverse of the fitting procedure.