

FLUSHING INSTRUCTIONS

WHEN ONLY THE PUMP IS BEING REPLACED

1. Begin by lifting front axle off the ground and support with axle stands, block rear tires.
2. Install pump as required, except for reconnecting the return line from the gear to where it attaches to the reservoir, use a plug on the reservoir to contain fluid during flushing. Place return hose into a 5 gallon container.
3. Select proper oil as recommended for the steering gear or linkage system.
NOTE: A GOOD RULE OF THUMB IS TO USE TWICE THE AMOUNT OF FLUID AS THE CAPACITY OF THE ENTIRE SYSTEM.
4. When ever possible disconnect the ignition so that the engine won't start. An assistant is required to crank over the engine and to rotate the steering wheel at the same time. **CAUTION: AVOID HITTING OR HOLDING AGAINST STEERING STOP OR DAMAGE WILL OCCUR!!** At the same time fill reservoir with fluid and make a reasonable attempt at not letting the pump run dry, this can be difficult at best. This will allow the valve to open and the piston to force clean fluid through the pressure hose, valve, piston area and out the return hose into the 5 gal. container. Flush until fluid comes out clean.
5. Take return line from container and re-attach to reservoir, top off reservoir, re-connect the ignition system, start engine and move steering wheel to one side. Stop engine and re-check fluid.
CAUTION: DO NOT OVER FILL.
6. Start engine and turn steering wheel stop to stop approximately six times. Let run until system is at running temp and repeat turning steering stop to stop six times.
CAUTION: DO NOT HOLD AGAINST AXLE STOPS!
NOTE: MANY STEERING SYSTEMS HAVE ADDITIONAL BLEEDERS OR PROCEDURES. REFER TO THE O.E.M. MANUAL.
7. Remove axle stands and lower to ground, top off reservoir. Re-test system and test drive.

WHEN REPLACING GEAR ONLY

1. Begin by lifting front axle off the ground, support with axle stands, block rear tires.
2. Install gear except pressure and return hoses. Place pressure hose into a 5 gal. container.
3. Select proper oil as recommended for steering gear or linkage system.
NOTE: A GOOD RULE OF THUMB IS TO USE TWICE THE AMOUNT OF FLUID AS THE CAPACITY OF THE ENTIRE SYSTEM.
4. When ever possible disconnect ignition so engine won't start. An assistant is required to crank over the engine. At the same time fill reservoir with fluid. Make a reasonable attempt at not letting the pump run dry. This can be difficult at best.
5. Remove return the hose from the reservoir, clean with solvent and air blow dry. Re-install.
NOTE: MANY AIR LEAK PROBLEMS MAY OCCUR DUE TO HARDENED OR IMPROPER HOSE APPLICATION.
6. After re-connecting hoses, fill reservoir and crank engine over 5 seconds. At this time turn steering wheel stop to stop without cranking engine. This may or may not help pull fluid into gear or cylinder. Top off reservoir.
7. Re-connect the ignition system, start engine and turn steering wheel stop to stop approximately six times. Let run until system is at running temp and repeat turning steering stop to stop six times.
CAUTION: DO NOT HOLD AGAINST AXLE STOPS!!
NOTE: MANY STEERING SYSTEMS HAVE ADDITIONAL BLEEDERS OR PROCEDURES. REFER TO O.E.M. MANUAL
8. Remove axle stands and lower to ground. Top off reservoir. Re-test system and test drive.