

Power Steering Conversion for Jaguar MK2 (Part no. 319202, 319203, 319204, 319205)

Place the car on level ground or ramps. Disconnect the battery.

Drain and remove the radiator and hoses, jack up the front end of the car and remove the front wheels.

Separate track rod ends from steering rams, remove steering box, idler arm, associated links and lower steering column.

Using the template provided, cut the chassis leg on the driver's side. Weld the cut edge to restore strength. This can be carried out with the engine in situ, but care must be taken to avoid fuel and brake lines.

Check the upper steering column to identify it as either an old or new type; the new type column has a location fork at its' lower end to retain the inner shaft. Only the new type shaft can be used with this conversion. These are available on an exchange basis.

Clean the eight threads in the front cross member and loosely fit the rack mounting brackets with the larger bracket to the driver's side. Place the rack in position and bolt it tight. Bolt the rack brackets tight using a thread locking solution.

Check the steering racks in the centre of its; travel by removing the grease nipple below the pinion shaft and inserting a 3/16IN. drill. This must locate in a hole at the halfway point in the rack. Turn the steering wheel to the straight-ahead position.

Clean and lubricate the splines on all the shafts. Fit the small universal joint onto the steering rack pinion and offer up the new lower column with the joint to the top. Secure the column with bolts provided, checking that the cross piece of the upper universal joint is set at approximately 90 degrees to the steering shaft. Wind the new track rod ends onto the rack an equal number of turns and secure to the uprights.

Remove the old crank pulley and fit the new double pulley. Remove the left hand engine mounting and replace it with the new large bracket. Lower the engine back onto its' rubber mountings and loosely refit the large bolts and ease the engine to the right on its mounting slots to give as much clearance as possible on the side of the new bracket. Tighten all the bolts. Offer up the new power steering pump, noting that the securing bolts have metric threads. On some cars it may be necessary to remove a small portion of the engine mounting support on the chassis leg to clear the feed pipes.

Offer up the new hydraulic pipes to the steering rack, carefully bending the short metal pipes to clear any obstructions. Secure these pipes to the sub frame, making sure they cannot droop and snag on anything passing under the car, or be trapped by the movements of the rack. The high pressure pipe connects to the rear of the pump and the low pressure hose (having only one crimped end) passes up the inner flitch to the areas of the reservoir. This reservoir can be secured to the flitch at any convenient point, keeping it as high as possible without effecting the closing of the bonnet.

Complete the hydraulic circuit by fitting the feed pipe from the reservoir to the pump.

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Make sure all the hoses are secured well clear of the exhaust manifold and pipes. Fit the power steering belt and refit the dynamo using washers to give correct alignment if necessary. Refit the fan belt and check belts tensions. Refit the radiator and pipes, refill with the correct water / antifreeze mix.

Support the car with the wheels clear of the ground. Fill the power steering reservoir and start the engine. Work the steering wheel slowly from lock to lock, until all the air is expelled from the system and the fluid level remains constant in the reservoir.

Check the system for leaks.

Set the front wheel alignment to 1/ 8IN. toe-in making sure the steering wheel remains at the straight ahead position.

It is recommended that a full geometry check is carried out at this stage to achieve the best results from this conversion.

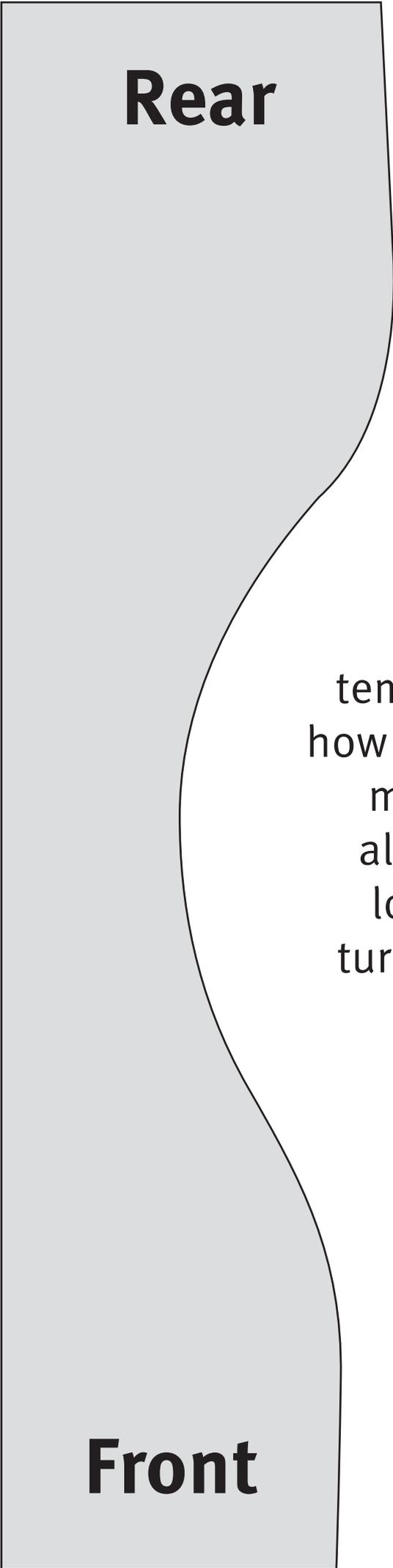
Steer safe filter

for power steering - magnetic

A powerful magnet removes 99% contaminants at filter entrance. A safety by pass assures full oil flow. A secondary filter membrane captures non-ferros, clutch fibres and other material. Polymer casing, zero leak, high impact stone and salt resistant. Perforated steel cord reinforces and eliminates media collapse under high pressure surges. Easy to fit with standard safety inline connectors und supplied with hose connectors. Protects your servopump and improffs steering life.

Part no. 481155





Rear

This is the template that shows how the longitudinal member should be altered to allow the lower column UJ to turn without fouling.

Front