



**Fig. 2—Pressure Test**

gine and warm up fluid to a temperature between 150 and 170 degrees Fahrenheit.

Turning the wheels from stop to stop will aid in warming the fluid. Do not hold wheels against stop for extended period as undue internal pump overheating will result.

(5) With engine idling at specified idling speed, and gauge valve open, note pressure while turning steering wheel from one extreme position to the other. Turn the wheels all the way to one stop or the other momentarily and note the maximum pressure. The minimum pressure indicated on the gauge should be as shown in specifications for that particular pump.

(6) If pressure is under the specified rating, the steering system is not functioning properly. To determine which unit is faulty, momentarily close the pressure gauge valve and note maximum pressure registered on gauge. If the pressure reads less than the maximum pressure shown for the particular pump in "Specifications" the pump is faulty and should be reconditioned. Should pressure read low in step 5 but not in step 6, the steering gear is faulty.

When removing test equipment, be sure to reinstall hoses in original position to avoid interference with engine or sheet metal.

### **Pump Removal**

- (1) Loosen pump mounting and locking bolts and remove belt.
- (2) Disconnect both hoses at pump.
- (3) Remove mounting and locking bolts and remove pump and bracket.

### **Pump Installation**

- (1) Position pump on engine and install mounting and locking bolts.
- (2) Install drive belt and adjust. **Do not pry on filler neck.** See "Cooling System—Group 7" for belt tension. Tighten mounting bolts to 30 foot-pounds.

(3) Connect pressure and return hoses. See "Hose Installation".

(4) Fill pump reservoir to top of filler neck with Power Steering Fluid, Part No. 2084329 or equivalent.

(5) Start engine and turn steering wheel several times from stop to stop to bleed the system. Stop engine, check oil level and correct if necessary. See "Checking Fluid Level".

### **Hose Installation**

When either hose is reinstalled or replaced, the following points are essential:

(1) Route hoses in same position they were in before removal. **If return hose is changed, use only new Hypalon material, MOPAR Part Number 3879925 or equivalent.**

(2) Route hoses smoothly, avoiding sharp bends and kinking.

(3) When properly installed, the pressure hose tube ends should rest against the outside of the pump reservoir neck on one end, and the outside of the gear valve body on the other end.

(4) Tighten pump end hose fitting to 30 foot-pounds and gear end fitting to 19 foot-pounds.

(5) Hoses must remain at least one inch away from all pulleys, battery case and brake lines, and two inches away from exhaust manifold.

(6) When used, protective sponge sleeves must be properly positioned to prevent hose contact with other components in engine compartment.

(7) After hoses are installed, check for leaks while system is being bled. See "Pump Installation".

## **.94 MODEL PUMP**

### **Oil Seal Replacement**

To service the drive shaft oil seal, it is necessary to remove the pump from the vehicle, disassemble and reassemble the pump as outlined in "Reconditioning".

## **RECONDITIONING—.94 MODEL (FIG. 3)**

### **Disassembly**

(1) Remove pump assembly from engine. Drain reservoir and reinstall filler cap to prevent contamination, then clean exterior of pump assembly before servicing.

(2) Clamp pump securely into vise at mounting bracket.

(3) Using Tool C-4068A, remove pulley. Be sure puller screw is perfectly aligned with shaft end to prevent cocking (Fig. 4).

(4) Remove brackets from pump.

(5) Using soft protective jaws, clamp pump (shaft down) in vise between square boss and shaft housing (Fig. 5).