

Steering Linkage

JEEP

1965-71 JEEPSTER WITH GEMMER-ROSS STEERING GEAR

Steering Linkage Adjustment — 1) With front wheels in a straight-ahead position, disconnect connecting rod from steering bellcrank. Align centerline of bellcrank arm hole with centerline of forward rivet head of bellcrank bracket, plus or minus $\frac{1}{8}$ " (see illustration). Steering gear is now on center line or high point.

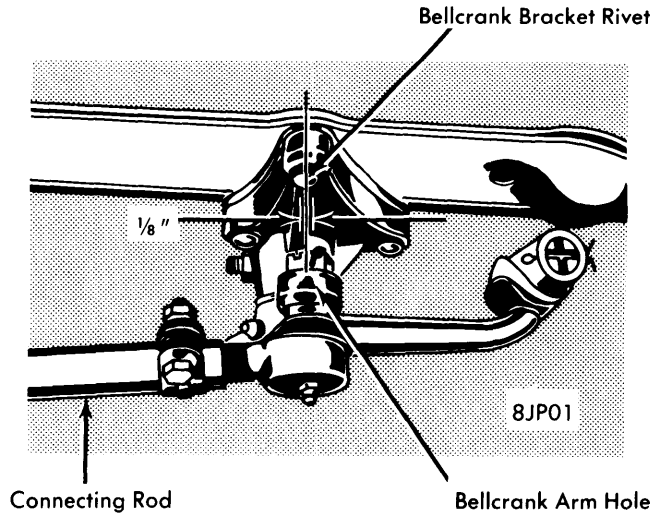
2) Remove and reposition steering wheel to normal steering position (disregard alignment marks of steering wheel and steering shaft). Reconnect connecting rod to steering bellcrank, loosen clamps and rotate rod to proper length to align front wheels to straight-ahead position while maintaining bellcrank position. Tighten clamps.

3) With front wheels in a straight-ahead position, centerline of bellcrank arm hole should be aligned to plus or minus $\frac{1}{8}$ " of centerline of forward rivet head of bellcrank bracket.

Bellcrank Service — 1) Service kit contains replaceable components. When bellcrank is overhauled, all components in kit should be used. When assembling be sure that new bearings are positioned in bellcrank $\frac{1}{8}$ " below bellcrank face (see illustration).

2) After completing assembly, and before attaching connecting rods to bellcrank levers, make final adjustment to assembly as follows: With $\frac{3}{16}$ " diameter clamp bolt loosened, adjust locknut on end of bellcrank shaft until bellcrank just rotates freely without a bind. Tighten locknut. Assemble tie rod

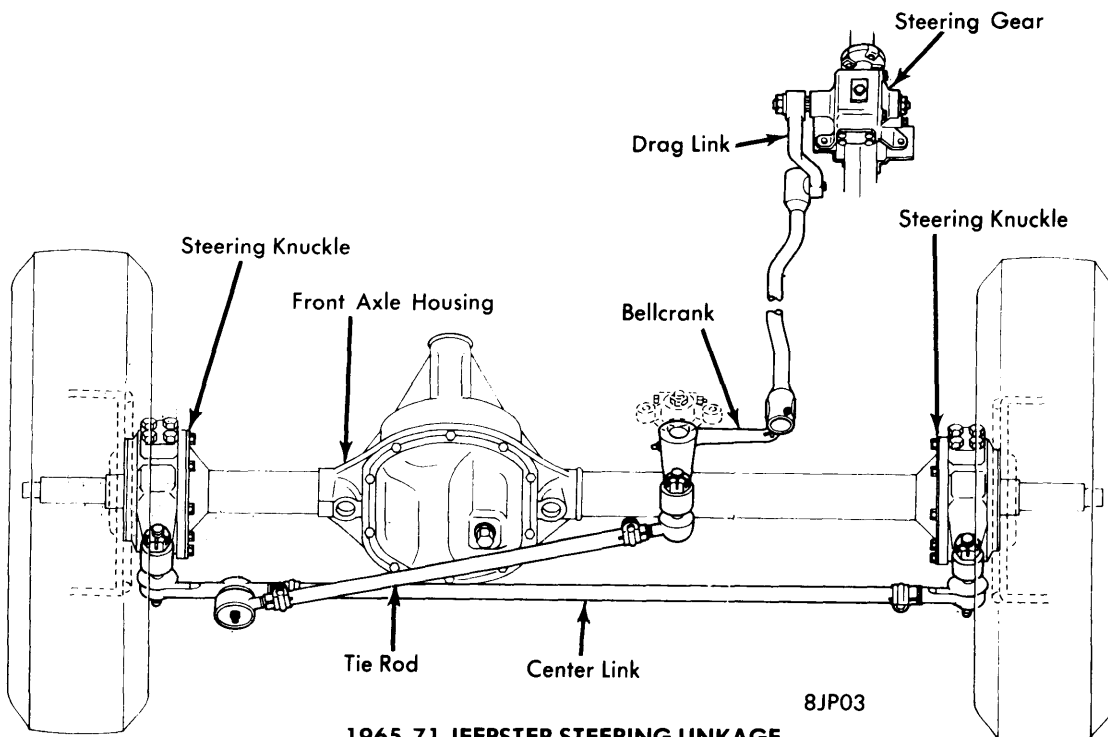
to bellcrank lever and connect drag link to bellcrank arm. Adjust ball joint by screwing in plug firmly against ball, then back off one full turn and lock with a new cotter pin.



STEERING LINKAGE ADJUSTMENT

Bellcrank Support Bracket Rivet Replacement — 1) Drill a $\frac{3}{16}$ " hole up through front rivet. Enlarge the $\frac{3}{16}$ " hole with a $\frac{1}{32}$ " drill. Chisel off bottom rivet head and drive remainder of rivet upward and out, using a punch and hammer.

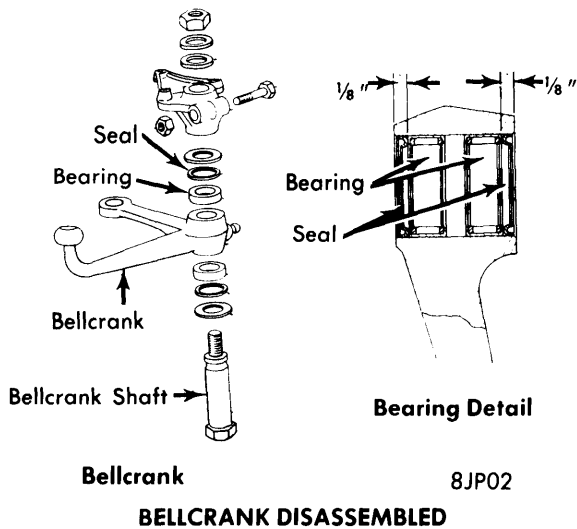
2) Install a $\frac{3}{8}$ " bolt and lock nut, torque to 30-45 ft. lbs., and stake the nut. Clamp a metal plate to frame to protect



**1965-71 JEEPSTER STEERING LINKAGE
WITH GEMMER-ROSS STEERING GEAR**

JEEP (Cont.)

radiator, then drill and remove remaining two rivets, install bolts, lock nuts and torque as specified.



Center Link Clamps — Two clamps must be placed on tie rod tube to clear front springs when steering is turned to extreme right or left.

1968-71 JEEPSTER WITH SAGINAW STEERING GEAR

NOTE — See 1965-71 Jeepster with Gemmer-Ross Steering Gear for bellcrank bearing adjustment.

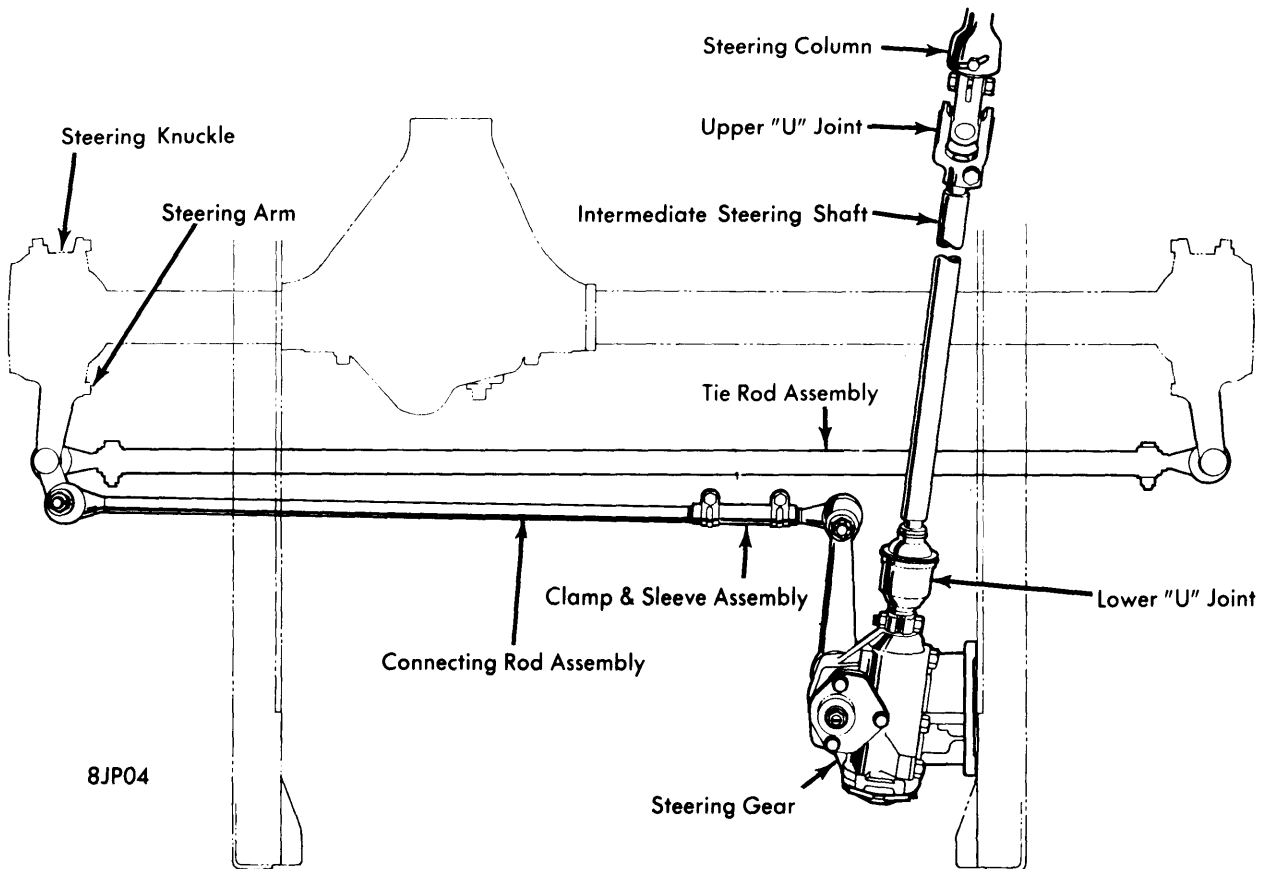
Connecting Rod Installation — Place wheels in straight ahead position and place steering arm parallel to centerline of vehicle. Have steering gear steering arm properly indexed with line marks, and steering gear on center or high point. With steering arm so positioned, install connecting rod.

Tie Rod Removal — Tie rods are removed by removing cotter pins and nuts at tie rod ends. To remove tie rod from steering knuckle arms, use a puller or expansion forks. Separate joint seals and fittings if necessary. Tie rod sockets can be removed by loosening nuts on clamp bolts and unscrewing sockets from tie rod tubes. When installing components of steering linkage, new seals should be installed as necessary.

1965-71 "CJ" & "DJ" SERIES

Drag Link Ball Joint Adjustment — Screw in plug firmly against ball, then back off 1/2 turn and lock with a new cotter pin inserted through holes in tube and slot in adjusting plug. When adjusting ball joint at steering gear arm, back off 1/2 turn only.

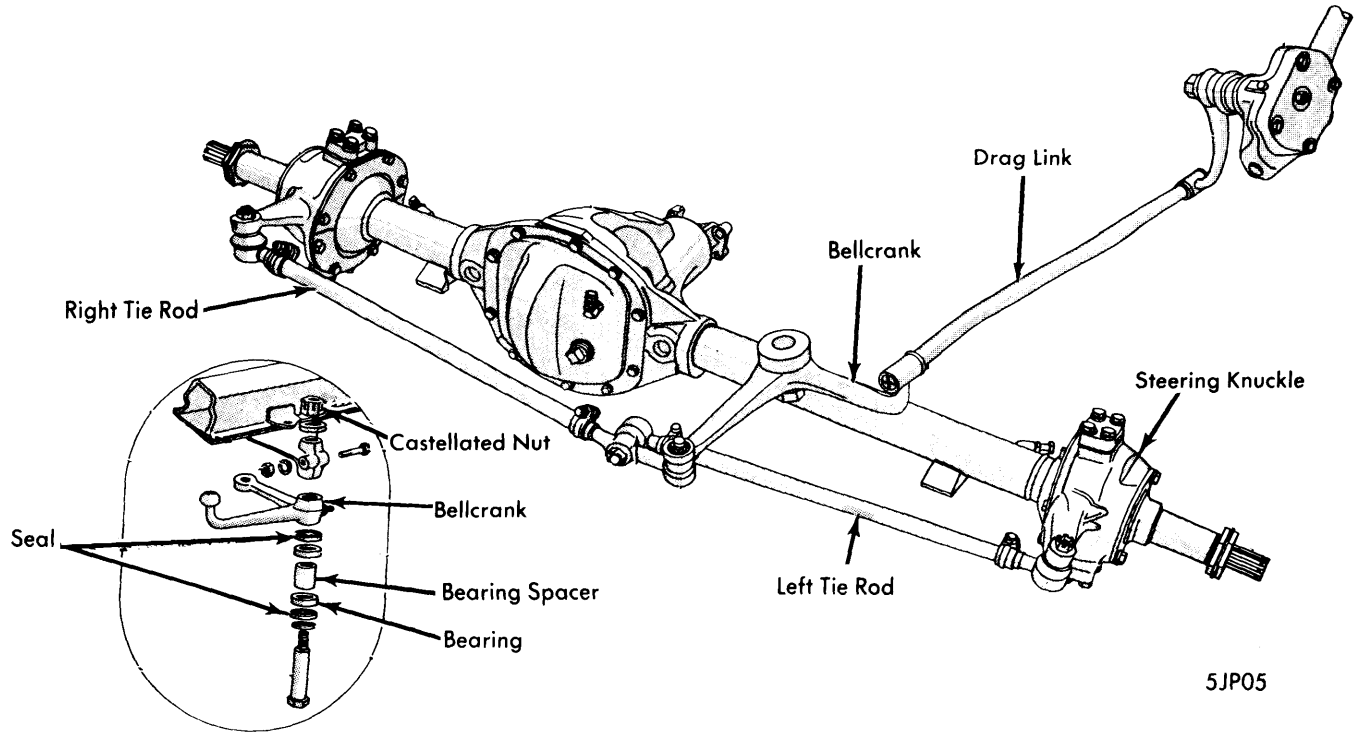
Bellcrank Service — Should a bellcrank become bent or damaged, no attempt should be made to straighten it. Replace as an assembly. **NOTE** — See 1965-71 Jeepster With Gemmer-Ross Steering Gear for bellcrank bearing adjustment.



1968-71 JEEPSTER STEERING LINKAGE WITH SAGINAW STEERING GEAR

Steering Linkage

JEEP (Cont.)



Bellcrank Detail (Typical)

1965-71 "CJ" SERIES STEERING LINKAGE

Drag Link Service — All ball seat springs and adjusting plugs are identical on drag link. The only difference is relative location of springs. At front or axle end, spring and spacer are assembled between rod and ball seat. At steering gear end, spring and spacer are between ball seat and end plug. To adjust ball joint at axle end; screw in plug firmly against ball, then back off one half turn. To adjust ball joint at steering gear end, screw in plug firmly against ball, then back off one full turn.

Drag Link Adjustment — Disconnect drag link, place wheels in straight-ahead position, and place steering bellcrank arm parallel with centerline of vehicle. Make sure that steering arm is properly indexed with marks on gear shaft, and make sure that steering gear is on center or high point. Adjust and install drag link.

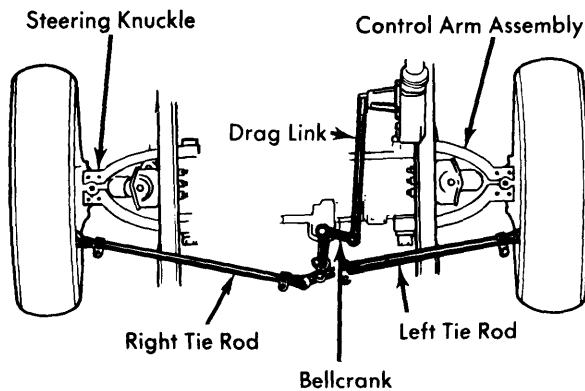
1965-68 "J" SERIES WITH OHC ENGINE

NOTE — See 1965-71 Jeepster With Gemmer-Ross Steering Gear for bellcrank bearing adjustment.

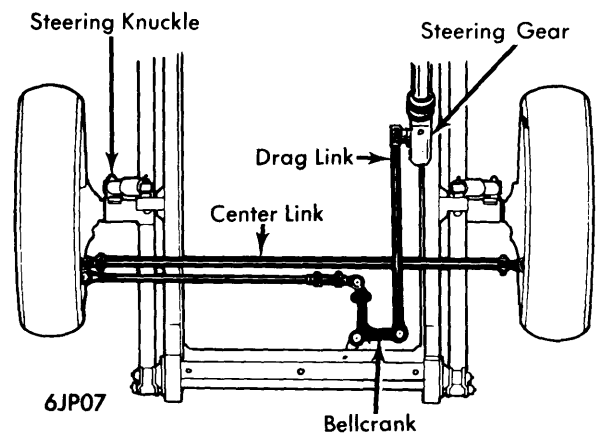
1965-71 "J" SERIES W/232" & V8 ENGINES

Connecting Rod Adjustment — Disconnect connecting rod and place wheels in straight-ahead position. Place steering arm parallel to centerline of vehicle. Make sure that steering arm is properly indexed with marks on steering gear shaft, and make sure that steering gear is on center or high point. Adjust and install connecting rod.

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1965-68 "J" SERIES
W/OHC ENGINE & INDEPENDENT SUSPENSION

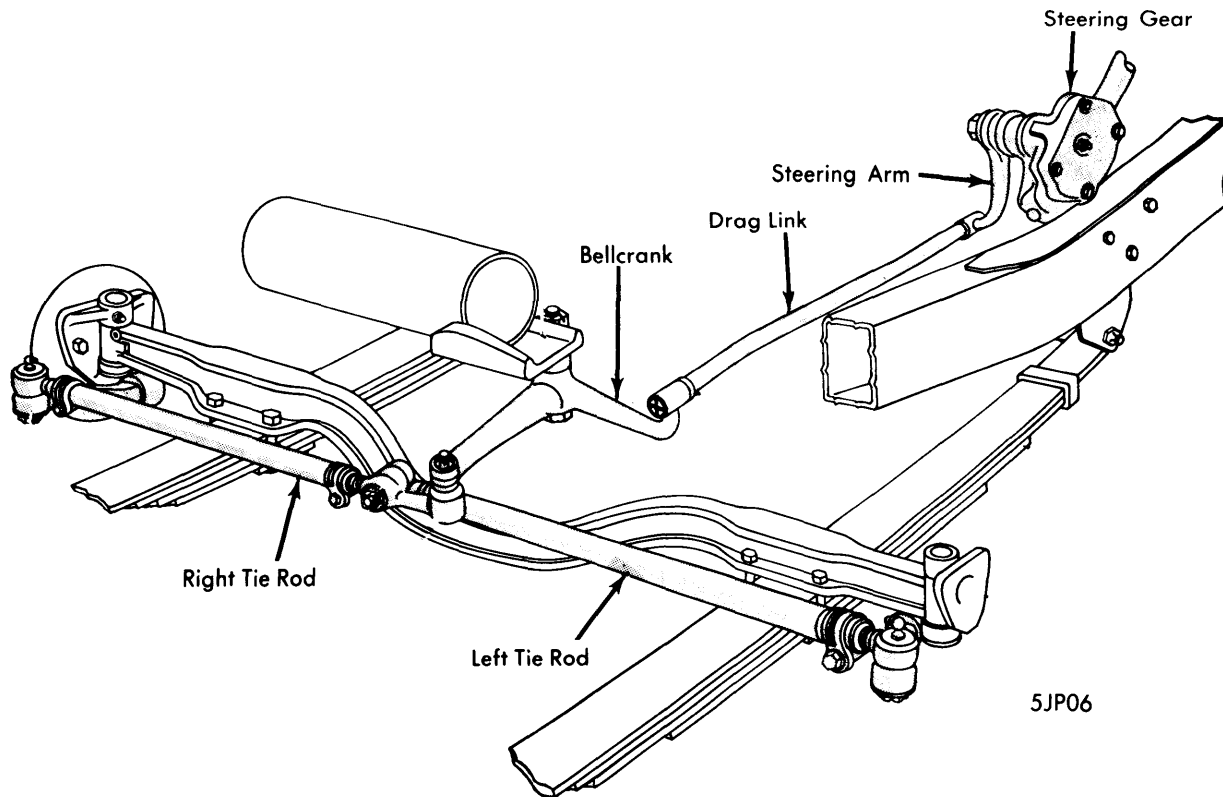


1965-68 "J" SERIES W/OHC ENGINE & SOLID AXLE

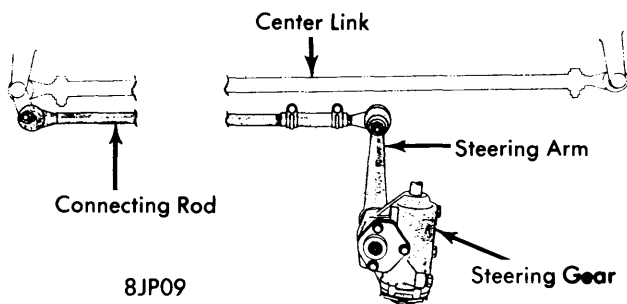
Steering Linkage

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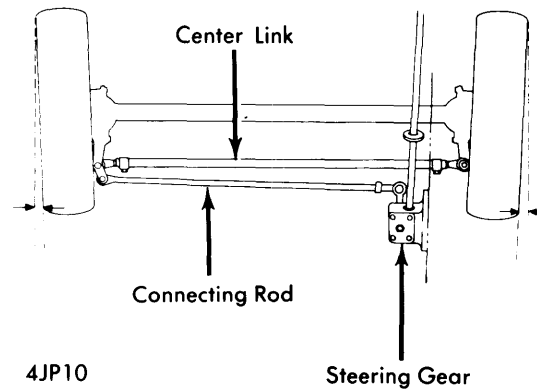
JEEP (Cont.)



1965-71 "DJ" SERIES STEERING LINKAGE



1965-71 "J" SERIES W/232" & V8 ENGINES



1972-74 ALL MODELS (TYPICAL)

1972-74 ALL MODELS

Connecting Rod Adjustment — Disconnect connecting rod and place wheels in straight-ahead position. Place steering arm parallel to centerline of vehicle. Make sure that steering arm is properly indexed with marks on steering gear shaft, and make sure that steering gear is on center or high point.

Tie Rod Removal — Remove cotter pins and retaining nuts at both ends of tie rod, and from end of connecting rod where it attaches to tie rod. Remove nut attaching steering damper push rod to tie-rod bracket and move damper aside. Remove tie-rod ends from steering arms and connecting rod using puller or expansion fork. To install, reverse removal procedure. If required, replace rubber bushings in steering damper eyelets.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
1965-71 All Models	
Steering Bellcrank Nut.....	70-90
Tie Rod Nuts.....	38-42
3/16" Dia. Clamp Bolt.....	50-70
1972-74 All Models	
Tie Rod (Center Link) Stud Nuts	30-40
Tie Rod (Center Link) Clamp Bolt	
CJ-5, CJ-6, & Commando.....	10-15
Wagoneer & Truck	20-30
Steering Arm.....	110-140