

TRW Automotive
Steering & Suspension Systems

Service Bulletin #TAS-105

Conversion from HFB64098 to TAS65015

Released April, 1992

NOTE	This conversion requires a new coupling, which is included with the new gear.
-------------	---

NOTE	Don't turn the input shaft more than 1½ turns before installation is completed. Doing so could set the automatic poppets improperly. A special tool is required for resetting.
-------------	--

This TRW Commercial Steering Division service bulletin has been written to help you repair commercial vehicles more efficiently. This bulletin should not replace your manuals; you should use them together. These materials are intended for use by properly trained, professional mechanics, NOT "Do-it-yourselfers". You should not try to diagnose or repair steering problems unless you have been trained, and have the right equipment, tools and know-how to perform the work correctly and safely.

1. Park the vehicle with the wheels straight-ahead, and the engine off. Locate the timing marks on the output shaft and place a mark on the pitman arm that corresponds to these timing marks.
2. Disconnect the pressure and return lines, cap and plug the lines and gear ports. Also disconnect the drag link from the pitman arm, the pitman arm from the gear (using a puller, not a hammer), the input shaft connection, and finally remove the gear.
3. Remove existing coupling on column.
 - Roll back rubber boot to expose hex bolts.
 - Bend down lock tabs and remove bolts and tabs, retain for use later.
 - Remove the bottom coupling taking care not to lose end caps on pin. Note the end caps contain bellville washers.
4. Install new coupling.
 - Place about one inch of clean grease in the new coupling.
 - Install new coupling onto column shaft with end caps, placing the end caps below the locator hole in the coupling, and making sure bellville washers are still in place.
5. Install lock tabs and bolts making sure to bend up one lock tab.
6. Place clamp, bolt and nut on coupling.
5. Install the new TAS65 gear.
 - Make sure the gear is centered by aligning the output shaft timing mark to the casting timing mark. Do not turn the input shaft more than 1½ turns as noted above.
 - Mount the gear on the frame and torque to manufacturer's specification.
6. Reconnect the hydraulic lines, pitman arm (making sure to align output shaft timing marks with the mark placed on the pitman arm prior to removal), the drag link, and the column. Torque all connections to manufacturer's specifications.
7. Refill the hydraulic system.
8. Set the automatic poppets.
 - Make sure axle stops are properly set.
 - Raise the front axle.
 - Turn the engine on and steer the vehicle to full left and right turns.
9. Air-bleed the system if required.

TRW Commercial Steering Division

P.O. Box 60
Lafayette, IN 47902
Phone: 317.423.5377
Fax: 317.429.1868