

FITTING INSTRUCTIONS

Jaguar XJ6 1983-'86 Adwest

Partnumber: 043.947

WARNING

PROTECT THE INSTALLATION AND WARRANTY OF ALL POWER ASSISTED STEERING SYSTEMS

There are many contaminants present in a used PAS (= POWER ASSISTED STEERING) System
i.e. Nitrile, Aluminium, PTFE, Bronze, cast iron and Steel.

All of these can form a very abrasive cocktail and cause premature failure of the system.

FLUSH THE SYSTEM

Refer to owners manual or manufacturer's specifications to determine the proper fluid to be used in the power steering system and the rack and pinion/box/pump. Use only recommended fluids.

Other steering components may retain residue from the old system and contaminate the new unit immediately possibly voiding the warranty.

A leading cause of malfunctioning units is hose residue in the system. Hoses don't just "up and break".

They deteriorate, they rot, they break away, they shed off bits and pieces of rubber residue, passing them into the system to plug up or block up the valves and orifices in the unit.

CHECK ALL POWER STEERING HOSES

Since they deteriorate from the "inside-out", it is sometimes hard to tell if they are bad just by looking. If the hoses feel stiff hard or spongy, replace all hoses in the system because the hoses are all made from similar compounds and if one hose is rotten or porous it is a sure sign that all are probably in a similar condition.

HOW TO FLUSH A SYSTEM

1. Using an airline, blow both feed and-return hoses out
2. Remove and wash out the remote reservoir tank.
3. In some cases it may be necessary to remove the integral reservoir tank from the pump and clean it thoroughly.
In some early Hoborn-Eaton and Saginaw pumps there may be a magnet approximately 20 mm diameter.
This also needs to be free from any metallic residue.
4. With the steering unit hoses disconnected, place the outlet (return) hose from the power steering pump into a waste container.
5. Fill the pump reservoir with fresh fluid start engine continue filling with fresh fluids until the fluid coming from the pump outlet is running clean. DO NOT RUN THE PUMP DRY (without fluid)
6. Reconnect the hoses to the rack, till power steering reservoir with fluid to correct level.
Most systems are self-bleeding. A few turns left to right with the engine running will remove any air in the system.
7. For systems that are not self bleeding, either loosen the return line to rack or box, or on some older vehicles there will be a bleed screw on the top cover plate of the steering box (e.g. Land Rover. Range Rover and Discovery).
8. Failure to bleed a system will result in a growling type of noise, which will not only be audible but will accelerate wear in the PAS pump.