



### REPAIRING OR REBUILDING A STEERING RACK AND/OR SERVO

#### **STANDARD and Oval Track steering models (Types GE, GEC, GL, HE, HEC, HL):**

Provided its major components can be salvaged and reused, we can usually restore a worn-out or wrecked steering rack and/or servo to a functionally new condition for substantially less than the cost of a new one. Repair parts are available for all current models, but for models out of production ten years or longer, such as Types E, F, G, H and K, these are essentially limited to rack bushings. The GE/HE section of the online catalog has detailed pictures to help in identifying your rack and its parts. If in doubt, call with the serial number or e-mail us a digital photo.

Obviously, before shipping it to the factory it's a good idea to inspect for major damage (such as broken gear teeth, stripped threads, or a cracked housing) and look up the price of those parts in the catalog. We cannot reuse a cracked or welded housing, or one that has had its snubber boss or other structure ground off for engine clearance, or a rackshaft that has been welded or extended. Please keep in mind that during periods of heavy demand, such as the middle of the racing season, there will be a waiting list. For the mechanical parts of a steering rack it may be quicker to simply order parts and do the repair yourself, referring to the exploded views and other instructions available on the website. Internal servo repair is more complicated and requires testing equipment; we don't recommend servicing it in the field other than to replace the end cap seals or change out the T-bar. All servos used with these rack models are readily detachable, as are the cylinders, and these can be serviced independently of the steering rack.

#### **CUSTOM steering models (Types MR, MRC, MC, CF):**

Steering racks in this category are designed to customer specifications and their housings and rackshafts are individualized to the extent that replacement parts are generally not be available from stock and have to be manufactured. The MR and CF types have a completely integrated servo and cylinder, and these require extensive disassembly in order to replace the seals. Although factory reconditioning the more complex units necessarily involves longer turnaround, this can be shortened by contacting us with the rack and/or servo serial number.

### SHIPPING A RACK OR OTHER COMPONENTS TO THE FACTORY:

We will not schedule work on items sent without contact information. Before opening up a rack or servo, or doing any work on it, we will contact you for a credit card to cover the estimated cost of inspection, repairs and return shipping, and we will charge the card before starting work. Please see packing instructions on next page.

#### **DOMESTIC:**

Important: DO NOT SHIP VIA US POSTAL SERVICE! The post office does not deliver to street addresses in our area. SHIP VIA FEDERAL EXPRESS OR UPS to:

**Woodward Machine Corporation**  
**3592 Burd Road**  
**Mills, WY 82604 USA**  
Attention: Repairs  
1.307.472.0550

#### **INTERNATIONAL:**

Ship via the commercial carrier of your choice (NOT postal service!) to the above address. Be sure to specify on the customs documents that you are *returning for repair, items manufactured in USA*, otherwise import duties will be charged and we will have to refuse delivery.

## PACKAGING A STEERING RACK:

Enclose a note in the parcel with your daytime phone number or e-mail address, your delivery address, and (if possible) a description of what is wrong. **Before opening up a rack or servo, or doing any work on it, we will contact you for a credit card to cover the estimated cost of inspection, repairs and return shipping, and we will charge the card before starting work.** If the card is declined we will attempt to contact you, but if we cannot, the work will be set aside. After 30 days with no contact it will be considered abandoned and may be sold or otherwise disposed of.

Always pack a rack securely to prevent it from breaking through the carton. Loose styrofoam pellets or crumpled newspaper will not keep it in place. Plug all hoses and wrap them in plastic to prevent oil from soaking the carton and causing the shipping label to come off in transit. **These are good examples of how NOT to package your expensive racing equipment.**



Please note: **We will not schedule work on items sent without contact information.** If you ship from a UPS store or similar third-party location your information will not appear on the shipping label; it must be inside the carton.