

# DEATH WOBBLE

by Phillip Lee

Did your T ever develop the **death wobble**? As much as the steering bracket bushing was worn in Tinker T, Bill Robinson and I were both surprised that Tinker T did not get the dreaded death wobble. It is now time to replace the bushing to prevent the death wobble from grabbing me. I ordered the bushing and patiently waited for the part to come in. Meanwhile, I started getting everything ready to start this simple little project.

Now that the part is in I can get started. First thing is to jack up the front and put the jack stand under the axle (Photo 1). Then I remembered to chock the back wheel (Photo 2). Don't wanna get run over. Got the impact wrench and removed the left front wheel to give me a little more room. I then took the castle nut off (it did not have a cotter pin), whacked the pitman arm a couple of times with my wood mallet and to my surprise the pitman arm fell off. It was a good start. I noticed that before the steering bracket can be removed, the commutator rod connector has a pin that will have to be knocked out with a little grinding. Not lots of room under there so to get that job done I drilled it out (Photo 3). The nut and bolt that runs perpendicular to the frame came out easy, but the two that are vertical started spinning once they were a little loose. Time to put the thinking cap on. After a cup of coffee, I took a large flat screwdriver and forced it between the bracket and frame to put pressure on the nut and that worked (Photo 4).



Photo 1



Photo 2



Photo 3



Photo 4

continued next page

Once the bracket was off and cleaned up, I put the bracket in a vice and used a 1/2" rod about 8" long to drive out the bushing (Photo 5). Using the vice and a wood block, the bushing was pretty easy to press in the bracket (Photo 6). Bill had shown me a method to enlarge the bushing if needed. Mine did not need to be reamed out. Nor did the outside of the bushing need to be dressed down. I put lots of wheel bearing grease in the bushing and on the steering shaft (Photo 7). The bracket went back into place easily. The perpendicular bolt tightened good, but the vertical was spinning again. Got the trusty screwdriver out and put pressure on the bracket and got the bolts tightened. I found a nail the right size to use as a pin in the commutator rod arm, but the head contacted the steering shaft so I used a dremel tool with a small grinding wheel to grind down the nail head just enough to clear the steering shaft (Photo 8). I got the pitman arm back on and installed a cotter pin (Photo 9). Last was getting the front wheel back on, removing the jack stand and chocks. I took Tinker T for a spin and surenuf the T handled much better.

