

Jake GKV Steering Cylinder/Fork

Submitted by: Jeff Jamnick

This tech tip is related to the Jacobson model GKV and its hydraulic steering mechanism and how to solve the wearing out of the steering cylinder and the rear steering fork without a major expense and last longer than the original parts with little or no lubrication necessary. As you see in the pictures the steering fork and cylinder have worn to the extreme that they need to be replaced at high cost. My machine shop used a piece of material called Nylatron that is impregnated with grease that needs little or no grease or lubrication necessary to make the bushing. The first thing that is done to the steering fork is the shaft is cut off one half inch from the base and stubbed over with a new shaft machined to original specs, pinned and welded. The cylinder attachment plate than was machine bored out to accept the bushing. The bushing was cut to accept the inner diameter of the cylinder plate and hole machined in the middle to accept the outside diameter of the steering fork shaft with about .003 clearance. A washer was made to fit over bushing and placed under the hold down clip to make sure the cylinder will not come loose or raise from the steering fork shaft. The new parts from the factory will cost upwards of \$750.00 and I did the job through my machine shop for \$125.00 and a few hours labor. I had done my other GKV about 3 years and 1100 hours ago and is still working like the day it was reworked.









