

Fig. 46—4/16

- 1 Cable guide tube
- 2 Guide pin

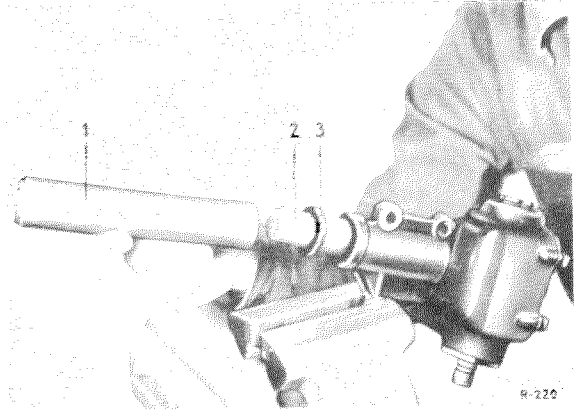


Fig. 46—4/17

- 1 Fitting Sleeve 120 589 06 61
- 2 Guide Sleeve 120 589 05 61
- 3 Grease seal

40. Push Guide Sleeve (2) 120 589 05 61 onto the steering shaft (Fig. 46—4/17).
Then smear sealing compound along the outer circumference of a new grease seal and use Fitting Sleeve (1) 120 589 06 61 to drive it into the housing (Fig. 46—4/17).
41. Press the steering gear arm onto the serrated part of the steering shaft so that the

markings on the steering gear arm coincide with those on the steering shaft.

42. Screw the castle nut onto the steering shaft and tighten firmly.
43. Cotter the castle nut.
44. Install the steering assembly (see Job No. 46—1, Paragraphs 8 to 16).

Additional Grease Seal and Modified Ball-Cup

a) Additional grease seal

In order to obtain improved sealing, as of Steering No. 3764/56, a second grease seal (10), Part No. 120 997 10 40, has been installed between the steering worm and the cable guide tube (Fig. 46—4/18).

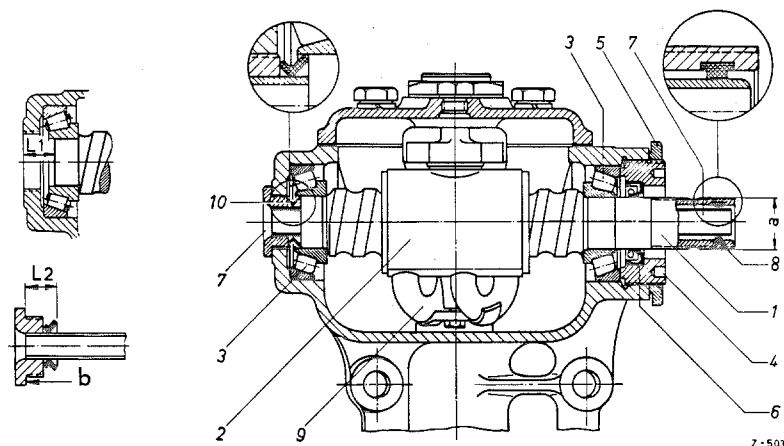


Fig. 46—4/18

- a Diameter at the serrations = 19.6 mm
- b Contact face of cable guide tube
- 1 Steering worm
- 2 Steering nut
- 3 Taper-roller bearing
- 4 Adjusting ring
- 5 Hexagon nut for adjusting ring
- 6 Grease seal in adjusting ring
- 7 Cable guide tube
- 8 Upper sealing ring for cable guide tube
- 9 Ball guide tube
- 10 Lower sealing ring for cable guide tube

When repairs are being carried out, this sealing ring (10) should be subsequently installed whenever necessary. In doing this, care should be taken to ensure that sufficient pressure is used to bring the sealing ring to rest against the steering worm and cable guide tube. The distance $L_1 - L_2$ must be 0.5 — 0.6 mm, i. e. when the cable guide tube is installed, the sealing ring must be compressed approximately 0.5 — 0.6 mm. If this difference in measurements is not obtained, the cable guide tube must be remachined accordingly at its contact surface (b). When the steering is reassembled, the sealing ring (10) should be pressed on before the cable guide tube is inserted, in accordance with Paragraph 39 of the installation instructions (see Fig. 46 — 4/18).

b) Modified Ball-Cup

For production reasons, in current models the steering shaft arm has a ball-cup with no shoulder. The new ball-cup (2 b) is locked with a snap ring (3) to prevent displacement (Fig. 46 — 4/19).

If repairs are being carried out, the old steering shaft, Part No. 186 460 01 11, can be replaced by the new steering shaft, Part No. 186 460 02 11.

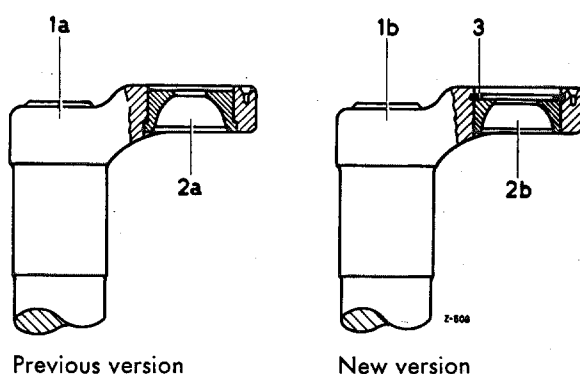


Fig. 46 — 4/19

- 1a Steering shaft with ball-cup with shoulder
- 1b Steering shaft with ball-cup without shoulder
- 2a Ball-cup with shoulder
- 2b Ball-cup without shoulder
- 3 Snap ring