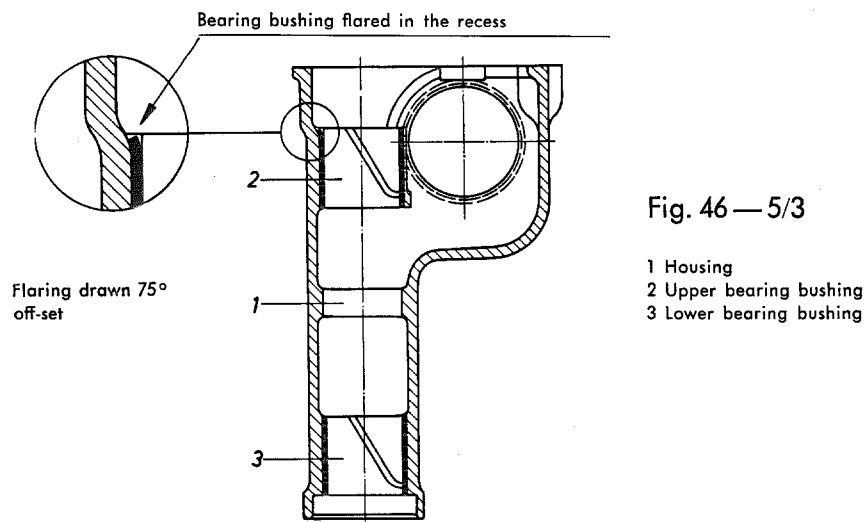


If wear or chafed spots are found at the bearing bushings, the bushings should be replaced. When installing the new bushings, care must be taken to ensure that the open end of the oil groove is facing upward. To prevent displacement the upper bearing bushing is locked by flaring (expanding) the upper edge (Fig. 46 — 5/3). When the bushings have been pressed in, they should be reamed out to the finished dimensions.



**Dimensions and Tolerances of the Steering Housing**  
in mm

Steering shaft	Upper and lower bearing bushing			Steering housing
Bearing surfaces diameter	Internal diameter Rough-turning dimension	Internal diameter Finished dimension	External diameter	Base bore diameter
$\frac{29.993}{29.980}$	$\frac{29.5}{29.6}$	$\frac{30.000}{30.013}$	$\frac{32.059}{32.043}$	$\frac{32.000}{32.025}$

### E. Pressure Block Assembly

Examine the pressure sleeve, compression spring and set screw to see whether they are still serviceable. As a rule, if the parts in question are damaged, they should be replaced. As an expedient, the pressure face of the pressure sleeve can be reground if slight scoring is found.

**Dimensions and Tolerances**  
in mm

#### Compression Spring

External diameter mm	Gage of wire mm	Free lenght mm	Length under load mm	kg
17.5	3.5	$23.6 \pm 0.2$	18.7	$80 \pm \frac{10}{5}$

#### Pressure Sleeve

External diameter	Internal diameter	Length
$\frac{22.048}{22.035}$	$\frac{17.5}{18.0}$	22

#### Set Screw

External diameter	Internal diameter	Tightening of set screw in cover
M 28 × 1.5	$\frac{22.2}{22.3}$	Screw in till tight and then turn out 3—4 mm, measured at the circumference of the set screw