

Steering

Job No.

46—0

Model 190 is equipped with Standard DB Re-circulating Ball Steering L 0. In this type of steering, the steering nut is supported on the steering worm over two closed ball races. In each ball race there are 31 balls of 7 mm diameter. Because of the permissible tolerances there can actually be either 30 or 32 balls in each race. The steering worm is supported on two taper-roller bearings in the housing. The steering shaft, which is supported on two bearing bushings, has a ball-cup pressed into the arm. By means of this ball-cup and a compression spring in the housing cover, the steering shaft is pressed against the steering nut. The steering operates without play both at center position and at full lock.

In contrast to earlier versions, this version of the Standard Re-circulating Ball Steering has a horizontal steering shaft arm. In earlier versions, this was inclined upward at an angle of 15° . In addition, the arm is longer, measured from the steering shaft axis to the center of the ball-cup connector. For this reason, the steering nut is no longer inclined inward, when at the center position, but slightly outward. The tilting action of the steering nut which takes place when the steering is turned is considerably less and the axial movement of the steering shaft is reduced to a minimum. The cable guide tube insulation is modified; the rubber sealing ring is now set in an annular groove at the upper end of the steering worm. Current models are again being fitted with a second sealing ring at the bottom between the cable guide tube and the steering worm (see Job No. 46—4).

Caution! If there is any doubt at all as to the advisability of carrying out a repair to the steering or its component parts, which also include the center tie-rod, steering arm and steering relay arm, the part in question must always be replaced!

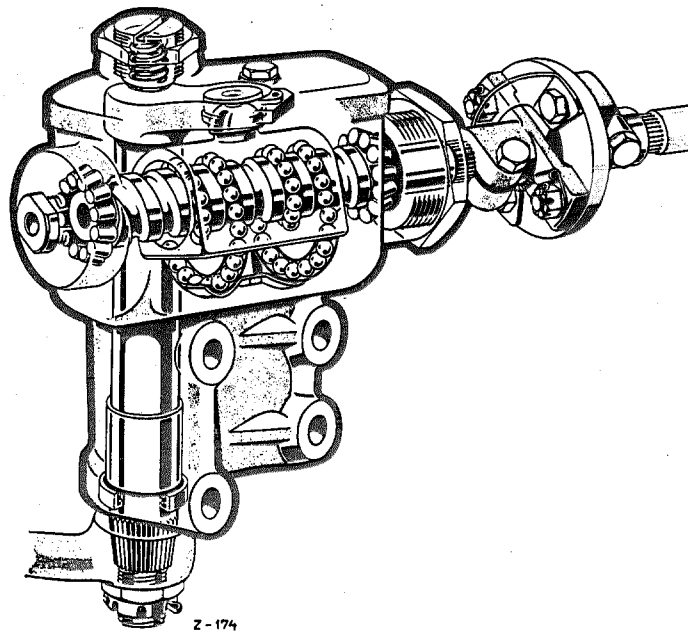


Fig. 46—0/1