

Checking and Repairing of Steering

Job No.

46 — 5

Perfect functioning of the steering is particularly important for safety in traffic. Repair work should therefore be carried out with the greatest care. When deciding whether or not to reinstall steering assembly parts, very strict standards of examination should be applied.

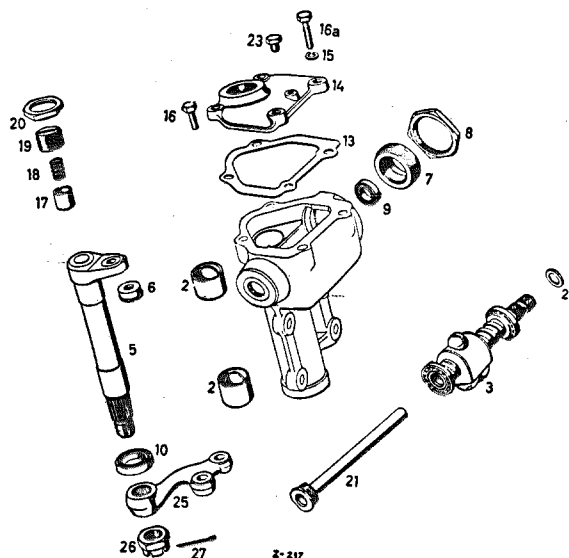


Fig. 46 — 5/1

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| 2 Upper and lower bearing bushing | 15 Lock washer B 8 |
| 3 Steering worm with nut and taper-roller bearing | 16 Hexagon screw M 8 × 20 |
| 5 Steering shaft with ball-cup | 16a Hexagon screw M 8 × 25 |
| 6 Ball-cup | 17 Pressure sleeve |
| 7 Adjusting ring | 18 Compression spring |
| 8 Hexagon nut | 19 Set screw |
| 9 Sealing ring B 20 × 32 × 7 for the steering worm | 20 Hexagon nut |
| 10 Grease seal for the steering shaft | 21 Cable guide tube |
| 13 Gasket | 22 Sealing ring |
| 14 Steering housing cover | 23 Screw plug |
| | 25 Steering gear arm |
| | 26 Castle nut M 22 × 1.5 |
| | 27 Cotter pin 5 × 40 |

A. Steering Worm and Steering Nut

The steering worm should be checked to see if it turns true. The steering worm and steering nut ball-races should be examined for scoring, denting or damage, particularly after an accident. The steering nut should also be checked to ensure that the ball guide tubes are not bent and that the ball pin is not damaged.

If any of these defects are present, the steering nut must be replaced, together with balls and steering worm.

This is necessary because at the factory, steering worm, steering nut and balls are matched so that the prescribed clearance is obtained and the steering functions perfectly. The matched steering worm and steering nut are always marked with a serial number.

The complete assembly as supplied also includes the taper-roller bearings.