

Removal and Installation of Steering Tube

Job No.

46 — 7

Removal:

1. Disconnect the battery cable at the negative terminal.
2. Unscrew and remove the upper clamping screw for the steering coupling.
3. Disconnect the cables for the flash direction signals and for the horn from the cable connector at the wheel arch assembly.
4. Back out the grub screw (4) in the steering column jacket (see Fig. 46 — 7/2).
5. Set the steering lock to the "Garage" position so that the lock bolt does not engage in the steering tube; then take out the ignition key.

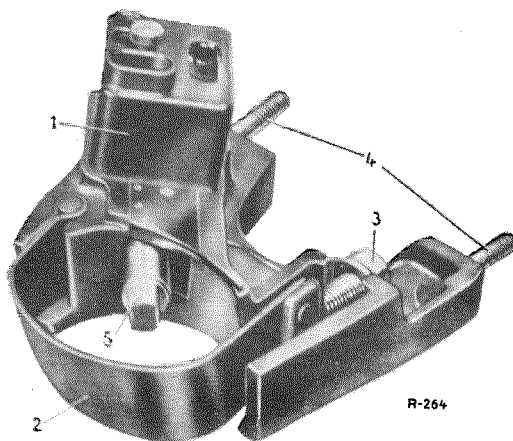


Fig. 46 — 7/1

- 1 Steering column bracket, complete with lock
- 2 Tightening strap
- 3 Hexagon nut
- 4 Stud screws
- 5 Lock bolt

6. Unfasten the tightening strap at the steering column bracket by unscrewing the hexagon nuts (3) and take out forward (in the direction of travel) (Fig. 46 — 7/1).

7. Then press the steering column jacket slightly down and pull out the steering tube.

Installation:

8. Slide the steering tube into the steering column jacket and pull the cables through the cable guide tube of the steering. Make sure that the steering lock is at the "Garage" position.
9. Insert the tightening strap (2) in the steering column bracket (1) and by means of the tightening strap, fix the steering column jacket to the steering column bracket (Fig. 46 — 7/1).
10. Line up the front wheels in the straight fore and aft position, bring the steering wheel to the dead center position and slide the steering tube into the steering coupling.

Note: Use Center Position Check Screw 186 589 00 23 for the steering. If, when the steering wheel is at the dead center position, the wheels do not line up in the straight fore and aft position, the front wheel alignment must be corrected by adjusting the tie-rods (for further details see Job No. 40 — 3).

11. Place the upper clamping screw in the steering coupling and tighten up.

Note: If necessary, replace clamping screw, nut and lock washer. Only specified clamping screws may be used to fix the steering coupling to the steering tube.

These screws should be tightened so that the steering coupling is seated firmly on the steering worm and on the steering tube. Excessive tightening should be avoided in order to prevent the screws from being strained and from snapping.

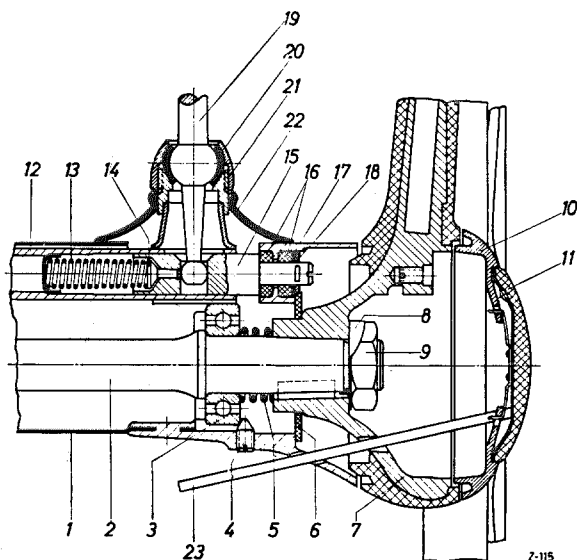


Fig. 46 — 7/2

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| 1 Steering column jacket | 13 Compression spring for shift tube |
| 2 Steering tube | 14 Spring seat pin |
| 3 Annular grooved bearing | 15 Guide pin |
| 4 Grub screw | 16 Rubber ring |
| 5 Compression spring for steering tube | 17 Compensating rubber ring |
| 6 Rubber washer | 18 Snap ring |
| 7 Steering wheel | 19 Shift lever |
| 8 Locking plate | 20 Rubber cushion |
| 9 Hexagon nut | 21 Cover cap |
| 10 Horn ring | 22 Rubber cuff |
| 11 Trademark plate | 23 Welding rod (3 mm thick) to press off the trademark plate |
| 12 Shift tube | |

12. Screw in and tighten the grub screw (4) for the steering column jacket. On no account must this screw be omitted, since it serves to prevent axial displacement of the annular grooved bearing and the steering tube (Fig. 46 — 7/2).

13. Connect the cables for the flash direction signals and the horn to the steering column cable connector at the wheel arch assembly. When connecting up the individual cables, pay attention to their color coding:

The individual cables must be connected so that the color coding of the cables of the steering tube wiring harness corresponds to the color coding of the main wiring harness cables (see also Job No. 54 — 1, Section A, Circuit Diagram of the Main Wiring Harness, Cable Sheaf [23](#)).

14. Connect up the battery cable.

Check whether the horn and the flash direction signals are working properly.

Note: Steering tube, shift tube and steering column jacket are available in two different lengths. This allows optimum driving comfort irrespective of the driver's height (see Job. No. 25 — 15 Paragraph 10).