B. Taper-Roller Bearings

The bearing races and the taper-rollers together with the taper-roller bearing retainer should be checked for scoring and damage.

If it is necessary to replace the taper-roller bearings, they should be selected to yield the prescribed oversize fit of 0.010 to 0.015 mm between the inner race and the bearing bed of the steering worm.

Dimensions and Tolerances of the Taper-Roller Bearings and Steering Worm

in mm

Taper-roller bearing				Steering worm	Steering housing
Part No.	Internal diameter	External diameter	Width	Bearing bed diameter	Base bore diameter
000 981 03 18	19.590 / 19.600	44.475 / 44.450	14.180 / 14.448	19.615 / 19.602	44.470 / 44.495

C. Steering Shaft

The steering shaft should be examined for wear, distortion and damage.

The ball-cup in the steering shaft arm should be examined for scoring, cracks and damage. If necessary, the ball-cup can be pressed out. When installing a new ball-cup, care must be taken to ensure that the prescribed oversize fit of 0.01 mm is obtained.

Similarly, the two stop faces (a) at the side of the steering shaft arm should be checked for wear (Fig. 46 — 5/2).

If any damaged parts or considerable wear is found, the steering shaft should be replaced.

D. Steering Housing

The steering housing should be checked for damage and the bearing bushings for wear. In doing this, particular care must be taken to check whether the housing is damaged at the steering shaft arm safety stop faces (b) (Fig. 46 — 5/2).

If this is the case, the steering housing should be replaced. The angle of left and right lock of the steering shaft, measured from the center position, is 35° 30′ on each side (Fig. 46 — 5/2).

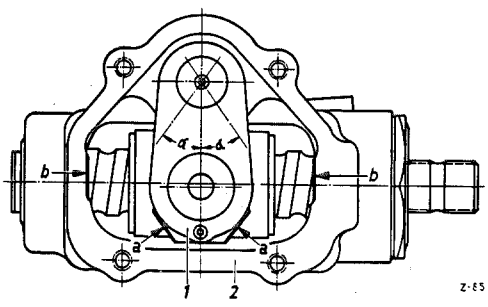

Fig. 46 — 5/2

1 Steering shaft arm
2 Steering housing
a Stop faces at the steering shaft arm
b Safety stop faces at the housing
Angle of lock α = 35° 30′