

Removal and Installation of Sealing Rings in the Steering

Job No.

46-6

On Models 180 to 220 SE the removal and installation procedures for the sealing rings in the steering are the same as on Model 190.

Removal and Installation of Steering Tube

Job No.

46-7

A. General

I. Models 180 and 180 D with DB Re-Circulating Ball Steering Type LO (Previous Version)

On these cars the cables for the horn and the flash direction signals are not carried through the steering tube and the steering worm but are wound round the steering tube and emerge from the steering column jacket at the bearing assembly of the gear shift mechanism. On the first cars the cables were wound directly on the steering tube in 20-21 turns; later the steering tube was provided with a fabric hose and the cables were wound in 19 turns.

II. Models 180, 180 α, 180 D, 190 D, 220 α, 219, 220 S, and 220 SE. with DB Standard Re-Circulating Ball Steering Type LO

On these models the arrangement of the steering tube and its mounting in the steering column jacket are the same as on Model 190.

However, the length of the steering tube differs on the individual models. A 50 mm longer steering tube is available as an optional extra for all models listed above.

III. Model 190 SL

The steering tube is mounted in the steering column jacket in the same way as on Model 190, but it is not secured by a grub screw on the annular grooved bearing. The steering coupling is not provided with a jointing disk but takes the form of a universal joint. On recent cars the steering tubes are fitted with a lock ring for the steering lock. Steering tubes 40 mm longer are available as an optional extra.

IV. Models 180 b, 180 Db, and 190 Db

The arrangement of the steering tube and its mounting in the steering column jacket are the same as on Model 190.

B. Removal and Installation

I. Models 180 and 180 D with DB Re-Circulating Ball Steering Type LO (Previous Version)

Removal:

1. Disconnect the ground cable from the negative terminal of the battery.
2. Disconnect the cables for the flash direction signals and for the horn from the cable connector on the wheel arch panel.
3. Unscrew the cable clip on the bearing assembly of the steering wheel shift system.
4. Unscrew the upper clamping screw of the steering coupling.
5. Unscrew the grub screw at the top of the steering column jacket.