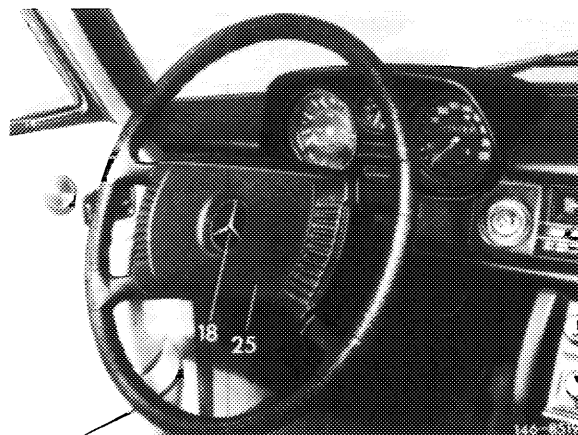


B. Steering wheel with plastic foaming (polyurethan)

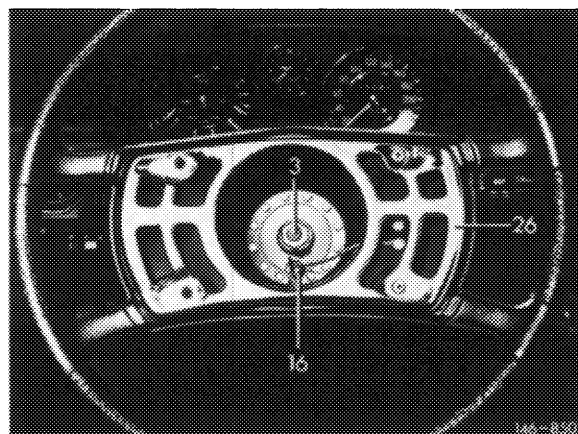
Tightening torque	Nm	(kpm)
Hex nut for attaching steering wheel to steering shaft	50	(5)

Removal

1 Pull pad (25) from horn carrier in upward direction. Pulling is done best at a corner of pad near one of the two steering spokes.



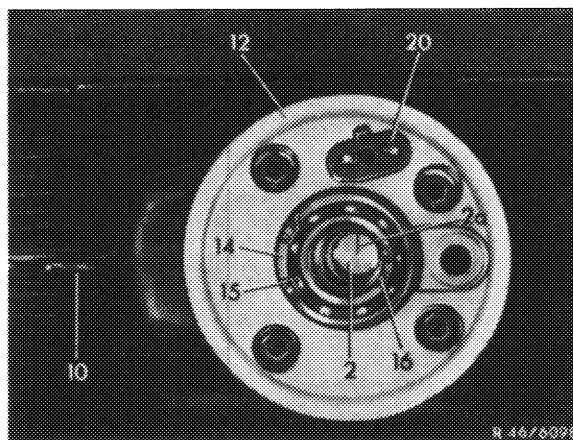
2 Unscrew hex. nut (3). Remove spring washer first, then take steering wheel from steering shaft.



Installation

3 Turn steering shaft (2) so that marking line (2a) is pointing accurately upwards.

4 Place steering wheel on splining of steering shaft while making sure of horizontal position of spokes on steering wheel; the slightly curved spoke should be below.



5 Place spring washer on steering shaft, screw-on hex nut and tighten to 50 Nm (5 kpm).

6 Attach pad to horn carrier. Buttoning-up of pad is done best by starting at a corner near steering wheel spokes. Do not use force so that the horn carrier is not damaged.

7 During trial run, check position of steering wheel in straight-ahead position of road wheels. If the steering wheel position when driving straight ahead is not in agreement with front wheels, check toe-in and correct, if required. If correction of steering wheel is still required, displace steering wheel in splining to the left or right (max. 2 teeth).

8 Check signal horns for function and automatic return of combination switch.

Note: Dirty or sticky steering wheels can be cleaned with neutral household cleaner, by washing the steering wheel with a lukewarm solution of the cleaner.

Do not use abrasive cleaners, since they will attack the plastic foaming.