

# Steering Wheel Removal

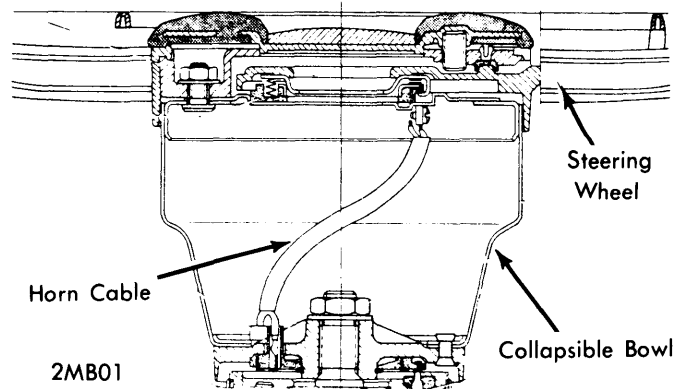
## 1963-73 MERCEDES-BENZ

All Models (1963-73)

### STEERING WHEEL

**Removal** – Remove name plate, unscrew nut on steering column shaft and remove steering wheel and be sure to disconnect wires from contact ring. Remove centering plate, contact ring and signal ring from steering wheel. Remove lock ring and slip ring from collapsible bowl.

**Installation** – To install steering wheel reverse removal procedure. After installing, make test run and check position of steering wheel. Wheel should be centered in straight ahead position, if not check wheel toe in. After checking toe in, if wheel still not centered, steering wheel can be moved on its splined shaft a maximum of two splines.



STEERING WHEEL & COLLAPSIBLE BOWL

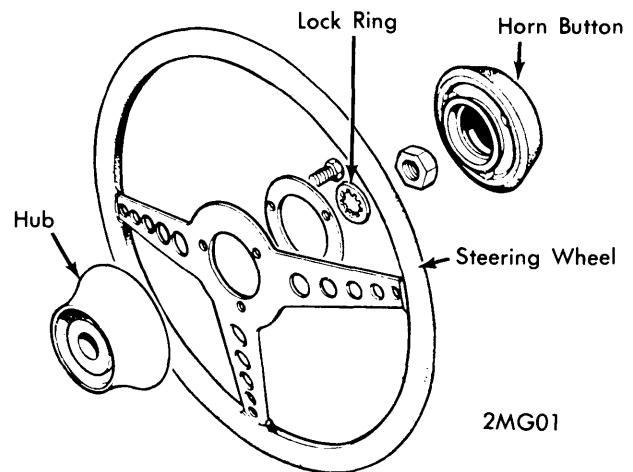
## 1963-73 MG

All Models (1963-73)

### HORN BUTTON & STEERING WHEEL

All Models (Exc. 1968 & Later MGB Models) – Disconnect battery cables. Remove screws through side of steering wheel securing horn button in wheel. *NOTE* – Horn button on some models can be removed by carefully prying horn button out of center of steering wheel. Mark position of steering wheel hub on column and remove steering wheel retaining nut. Using a suitable puller, withdraw steering wheel from steering shaft.

1968 & Later MGB Models – Pull off horn button from center of steering wheel. On later models remove horn contact plunger. Bend back lock ring tabs and remove bolts securing steering wheel to hub. Mark position of hub on column and remove hub retaining nut. Using a suitable puller, pull hub off of shaft.



1968 & LATER MGB STEERING WHEEL COMPONENTS

## 1966-73 OPEL

All Models (1966-73)

### HORN BUTTON & STEERING WHEEL

Pry out horn cap and remove wires from cap on 1971 and later models. Bend lock plate tabs down and take off steering wheel nut and washer. Mark relative position of steering wheel to shaft. Install suitable puller and remove wheel. *CAUTION* – Do not exert any force on steering column; do not jar steering wheel to free it. If steering wheel is stuck on shaft, use only a penetrating lubricant to free wheel.

### TURN SIGNAL SWITCH & IGNITION LOCK

**Removal, All Models Exc. GT (1966-69)** – Remove steering wheel and thrust spring from steering column. Pull turn signal lever out of seat (lock ball). Disconnect all wires from switch. Remove attaching screws from mast jacket and loosen switch housing cover cap nut. Remove switch housing and switch housing cover from steering mast jacket.

**Installation, All Models Exc. GT (1966-69)** – To install, reverse removal procedure.

**Removal, Kadett & Opel (1970-72)** – Remove steering wheel and thrust spring from steering column. Pull turn signal lever out of seat (lock ball). Remove upper attaching screws and rubber caps. Remove cap nut and lower attaching screws, then remove switch housing and cover from steering column.

**Installation, Kadett & Opel (1970-72)** – To install, reverse removal procedure.

**Removal, Manta & 1900** – 1) Remove steering wheel. Pull off signal switch and ignition lock wiring harness. Pull directional lever out of seat (lever is held in place by a lock ball). Detach lower half of steering column cover. Remove hex nut from steering mast jacket attachment at front of dash panel.

## 1966-73 OPEL (Cont.)

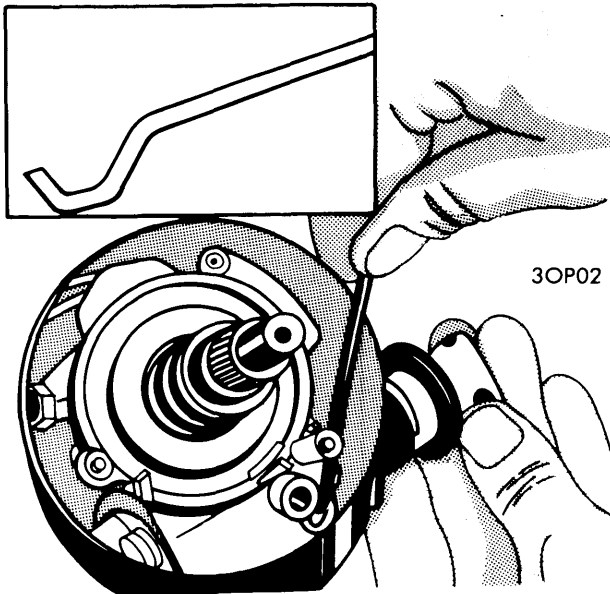
2) Unscrew slide-off base from underside of instrument panel and remove upper part of signal switch housing cover. Place thick piece of wood on front seat and allow steering column to rest on it.

3) Centerpunch shear-head bolts for lock bracket; drill and remove bolts. Remove steering and ignition lock and signal switch assemblies from mast jacket, and loosely attach slide-off base below instrument panel.

**Installation, Manta & 1900** - 1) When replacing new turn signal switch, install new bearing and snap ring in switch assembly. Install switch and lock assemblies to mast jacket, using new shear-head bolts.

2) Disconnect slide-off base, replace upper half of turn signal switch housing cover and loosely reattach slide-off base. Attach steering mast jacket at front of dash panel.

3) Torque slide-off base attaching nuts. Install lower half of steering column cover and reconnect wire harness. Install steering wheel.



### CHECKING FOR "RUN" POSITION

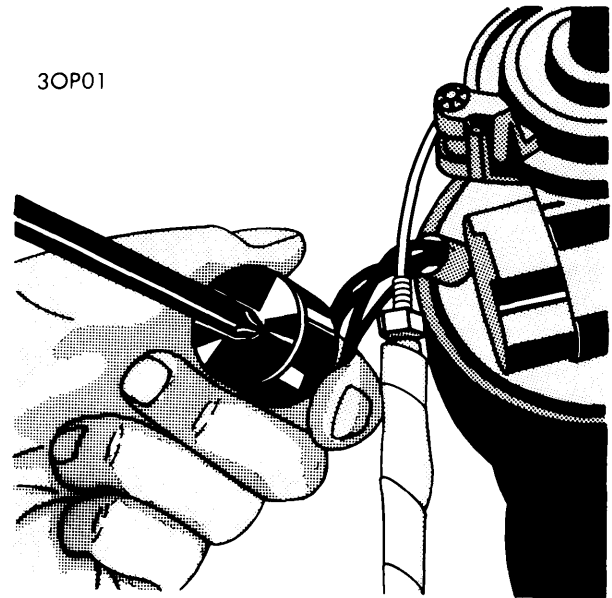
**Removal, GT** - 1) Remove steering wheel. Turn ignition key to "RUN" position. Using a hooked piece of stiff wire, push in lock cylinder retaining pin (see illustration), remove lock cylinder. Disconnect ignition (white) wire plug.

2) Remove steering lock Phillips-head retaining screw (near center of lock housing). Remove turn signal lever. Detach signal switch cover from housing: Pull cover directly forward, then pull slightly to the right; turn cover toward left and move it further right until left retaining screw ear is positioned under left signal switch return cam. Push signal lever into oblong opening at left side of cover and push steering lock into housing and remove cover.

3) Pull ignition switch electrical unit from left side of switch/lock housing. Mark and remove wires from connector plug. Tape wire ends and remove electrical unit and wire harness.

4) Disconnect turn signal wire harness (black). Remove wires from connector plug, noting location of each wire for installation. Remove screws and directional signal housing and switch assembly.

**Installation, GT** - To install, reverse removal procedure, noting the following: When reinstalling electrical unit of ignition switch, ensure switch is in "RUN" position by turning unit inner sleeve with Phillips screwdriver until springy resistance is felt (see illustration).



### REMOVING LOCK CYLINDER

## 1973 PANTERA

**Pantera (1973)**

### STEERING WHEEL & HORN PAD

Disconnect battery ground cable. Align steering wheel and front wheels in straight-ahead position. Mark this position on the steering wheel hub and column (for reassembly reference). Remove screws securing column tube flange to steering wheel, and remove the padding. Unscrew steering wheel retaining nut and, using hand pressure only, pull off steering wheel. During installation, refer to marks made during removal to properly align steering wheel.

