

# Steering Columns

## 1971-73 FIAT 128

### Fiat 128 (1971-73)

#### ► CHANGES, CAUTIONS, CORRECTIONS

► **1973 FIAT (ALL MODELS) — EXCESSIVE STEERING WHEEL PLAY** — To maintain both steering column bearings in proper position, and without providing excessive play, a spring is installed between universal joint and inner race of lower bearing. If excess play exists at steering wheel, this play may not be due to worn bearings. First try the following procedure before resorting to bearing replacement: Remove plastic covers over column support and loosen two upper bolts (or nuts). Jolt steering wheel sideways a few times. This will allow the springs to tighten and possibly eliminate excessive play. Retighten bolts and reinstall cover.

#### DESCRIPTION

The steering column is composed of two sections. The top section is mounted on two ball bearings, while the lower section is equipped with two universal joints.

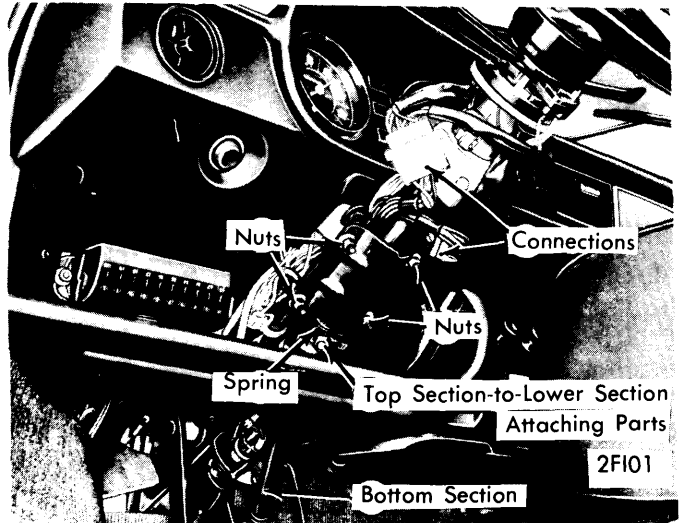
#### REMOVAL & INSTALLATION

##### BEARING REPLACEMENT (TOP SECTION)

**Removal** — 1) Remove screws attaching horn button cover and screws attaching steering column cover. Unscrew steering wheel nut and take off wheel. Loosen turn signal switch retaining nut and disconnect electrical wiring, then remove nut and switch.

2) Withdraw retaining ring and allow spring to extend. Remove nuts attaching steering column support to instrument panel. Disconnect universal joint between upper and lower column sections. On bench, push out top end of column and remove bearing, then repeat on lower end bearing.

**Installation** — Replace bearings in reverse of removal procedure.



STEERING COLUMN ASSEMBLY

## 1971-72 HONDA 600

### Honda 600 (1971-72)

#### DESCRIPTION

Steering column is an energy absorbing collapsible system which is designed to be compressed under heavy impact without affecting turning motion.

#### REMOVAL & INSTALLATION

**Removal** — 1) After steering wheel and turn signal switch have been removed (see *Honda in STEERING WHEEL REMOVAL Section*), unbolt and separate jointed steering shaft from pinion shaft. Disconnect electrical wiring harness and remove column support bolts. Detach jointed lower shaft from upper column shaft by removing lock plates (standard type

joint) or unbolting yoke (factory-sealed joint). Pull upper shaft out of column housing and remove upper and lower bushings.

2) Check for excessive play in components and replace as necessary. Sealed joints may be center punched (see illustration) to remove play; however if this is not successful, entire lower shaft assembly must be replaced.

**Installation** — 1) Reverse removal procedures, noting the following: Install lower shaft with longer serrated yoke toward pinion. To align steering lock, remove key and attach column to lower shaft and mount loosely to support bracket.

2) Check alignment of grooves in switch and column housing. Tighten column mounting bolts after installing steering wheel and ensuring no play exists between housing and lower shaft. Rubber cushion may be adjusted as necessary. Position column housing cover to have .04-.16" clearance from wheel hub.