

# Steering Columns

## 1965-73 VOLKSWAGEN TYPE 3

### Type 3 (1965-73)

#### DESCRIPTION

(1965-68) – Vehicles are equipped with energy-absorbing steering columns. Principle of design is based on tubular expanded metal section of column which collapses under impact, absorbing impact energy. Impact forces working on column axially (as in head-on collision) pushing expanded metal section together. Lateral impact deforms column sideways. Column housing is attached to instrument panel with special mounting: Guide pieces attached with plastic rivets. Force against steering wheel causes plastic rivets to shear off and guide pieces slide from mounting. Shaft and housing are pushed through partition and deform the energy-absorbing element.

(1969-73) – Steering column has been shortened from earlier year models. Eccentric plastic mounting on luggage pan supports column housing. By turning eccentric, housing can be secured, free of strain, and positioned centrally to column.

#### REMOVAL & INSTALLATION

**Removal (1965-68) – 1)** Disconnect battery ground cable. Remove fuel tank. Disconnect horn ground cable from steering coupling. Unbolt coupling clamp. Remove column support ring (in partition). Remove steering wheel and circlip.

**2)** Turn ignition to "ON" position. Unbolt column housing from instrument panel. Remove directional switch shroud. Detach switch. Disconnect fuse box and wiring to switch. Pull column and housing out upward.

**Installation (1965-68) – 1)** Check housing mounting plate for proper installation and tightness (closed sides of aluminum slides must face forward). Insert housing into partition. Slide column into tube and attach to coupling.

**2)** Install directional switch and partially tighten shroud bolts. Install contact ring from below switch. Replace circlip. Set steering gear in center position (align ring on worm spindle with casting seam on housing). Move housing until gap behind steering wheel hub is .08-.12" (2-3 mm). Torque shroud bolts.

**3)** Retighten coupling clamp, using new lock plate. Connect horn ground cable. Install steering wheel (ensure switch lever is in center position). Move housing until gap behind steering wheel hub is .08-.12" (2-3 mm). Torque shroud bolts.

**Removal (1969-73) – 1)** Disconnect battery ground cable. Remove fuel tank. Disconnect horn ground wire at coupling. Unbolt column clamp (above flexible coupling). Remove column support ring (in partition). Remove steering wheel and circlip.

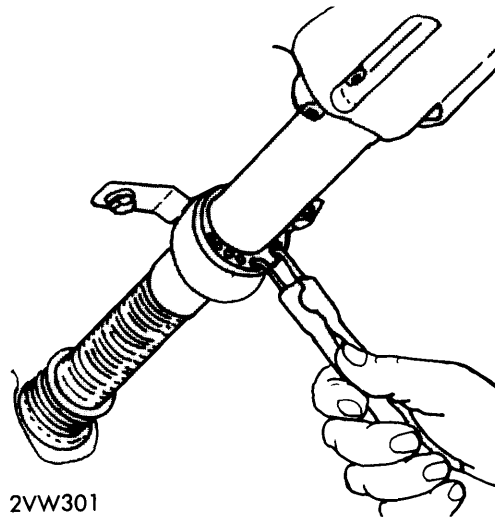
**2)** Turn ignition to "ON" position. Unbolt column and shroud. Disconnect directional switch wiring and set switch aside. Remove bracket bolts at eccentric and pull column (with eccentric) upward.

**Installation (1969-73) – 1)** Check position and tightness of housing mounting plate (closed sides of aluminum slides must face forward). Place column in vehicle and connect to coupling with clamp. Install sealing ring in partition.

**2)** Assemble housing with eccentric bushing and bracket. Attach bracket (do not torque) to instrument panel. Place contact ring in switch, from below, and install switch and shroud. Partially tighten shroud screws.

**3)** Place circlip on column. Replace column clamp, using new lock plate. Reconnect horn wire. Install column support ring in partition. Set steering gear in center position (align marking ring on worm spindle with casting seam in housing), then install steering wheel (with turn signal lever in center position). Set gap of .08-.12" (2-3 mm) behind steering wheel hub. Torque shroud screws.

**4)** Turn eccentric with circlip pliers until bracket contacts luggage pan evenly. This ensures proper shaft alignment. Torque bracket bolts. Reconnect directional switch wiring.



STEERING COLUMN ECCENTRIC

TIGHTENING SPECIFICATIONS	
Application	Ft. Lbs. (mkg)
Steering Wheel Nut .....	36 (5.0)
Column-to-Flexible Coupling .....	18 (2.5)
Cancelling Ring-to-Steering Wheel .....	3.5 (.5)
Flange-to-Coupling .....	11 (1.5)
Coupling-to-Worm Shaft .....	18 (2.50)
Mounting Bracket-to-Instrument Panel .....	11 (1.5)