

## RENAULT

R-5  
R-12  
R-17

### DESCRIPTION

Vehicles are equipped with an energy-absorbing collapsible column. The steering column is designed in two separate sections, which are joined by a universal joint. The upper portion of the column is designed with a sliding section which compresses on vehicle impact. At the lower end of the bottom section, the steering column is connected to the pinion flange of the steering gear through a flexible rubber coupling.

### REMOVAL & INSTALLATION

#### STEERING COLUMN

**Removal** – 1) Disconnect battery cables, place steering in lock position, remove center steering wheel pad, nut, and pull steering wheel from shaft. Remove combination lighting switch housing. Remove switch retaining bolts and free switch from column. **NOTE** – On R-5 the instrument panel and fuse box must also be removed.

2) Mark column clamp position in relation to column tube. Remove bolt securing gear control clamp. Using suitable tool (B. Vi. 315), unscrew gear control ball joint by freeing clamp on steering column. Remove glove tray.

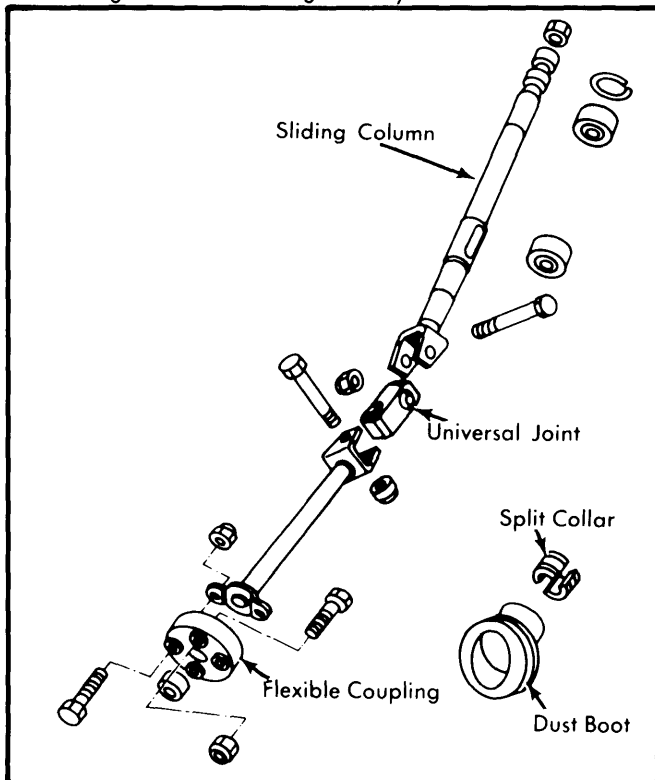


Fig. 1 Renault Steering Column with Related Components

3) Mark electrical wiring on steering lock and stop light switch (for reassembly), then disconnect from harness. Disconnect clutch and brake pedal return springs. Remove clip and take off pedals.

4) Free outer cable from its stop on pedal assembly bracket. Remove steering column universal joint pin at pedal assembly end. Remove steering column top retaining fixture (to free retaining pin, disconnect speedometer cable).

5) On vehicles without Master-Vac, remove two screws securing master cylinder and steering column. If equipped with Master-Vac, remove extra lower bolt also. Unbolt steering column from flexible coupling. Pull column assembly through firewall and into passenger compartment.

**Installation, All Models** – 1) To install, reverse removal procedure, noting the following: Tighten column upper securing clamp at end of installation. Set gear at center position before connecting universal joint (if separated) in the following manner:

2) Insert and tighten lower bolt, then insert upper bolt, turn steering to right lock, have an assistant hold in this position while tightening upper bolt. When wheels are in straight ahead position, upper universal joint bolt must be pointing upward. On R-5 turn steering wheel  $\frac{1}{4}$  turn right or left and tighten upper bolt.

3) Check and adjust as necessary: Clutch clearance, master cylinder clearance, brake light switch, gear shift control alignment, and operation of all disconnected electrical components.

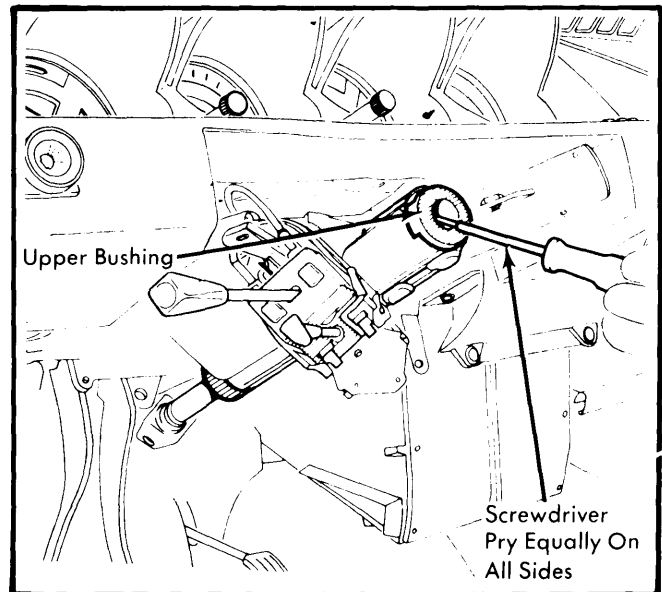


Fig. 2 Using a Screwdriver to Pry Out Upper Steering Column Bushing

### OVERHAUL

#### REPLACING COLUMN BUSHINGS

**Disassembly, All Models** – Disconnect battery. Remove steering wheel, combination switch, and stoplight switch. On R-5 Remove instrument panel, directional indicator switch and fusebox. Free upper bushing snap ring. Dismantle universal joint, then tap steering shaft downward, until lower bushing is free. Pry out upper bushing with screwdriver.

**Assembly** – 1) Coat new bushings with suitable grease. Position lower split bushing on steering shaft and fit an old bushing below it (which has been turned down .079", 2 mm in diameter).

2) Insert lower bushing by drawing steering shaft upward, then push it back slightly to recover old bushing. Using a suitable sleeve, insert upper bushing. Then reassemble snap ring, universal joint, and components removed from top of shaft.