

10-12 Steering Wheel & Column Switches

MERCEDES-BENZ

230
240D
280, C, S
300D
450 Series
6.9

REMOVAL & INSTALLATION

HORN PAD & STEERING WHEEL

Removal, with Polyurethane Wheel (Soft Rubber) – 1) Grip horn pad near one corner and pull straight up until free. Pull up other corner. Remove pad from steering wheel.

2) Unscrew steering retaining nut, remove spring washer and pull steering wheel from shaft.

Installation – Prior to steering wheel installation, be sure scribe mark on shaft is straight up. Position wheel on shaft with spokes horizontal. Install retaining nut.

Removal, with Rigid Plastic (Bealit) Wheel – 1) Remove vehicle emblem from horn pad. Unscrew steering wheel retaining nut and pull wheel from shaft with pad still attached.

2) Unscrew hex nuts on backside of wheel and separate steering wheel from pad.

NOTE – Horn wire is still attached to steering wheel, so care must be taken to avoid breaking it.

3) Detach horn wire from contact ring and remove steering wheel.

4) Unscrew countersunk screws from steering wheel hub and remove centering pad of contact ring.

5) Remove horn ring from steering wheel. Remove locking ring from hub of pad, then remove slip ring.

Installation – To install, reverse removal procedure, noting that front wheels are always kept in a straight-ahead position and that steering wheel spokes are horizontal.

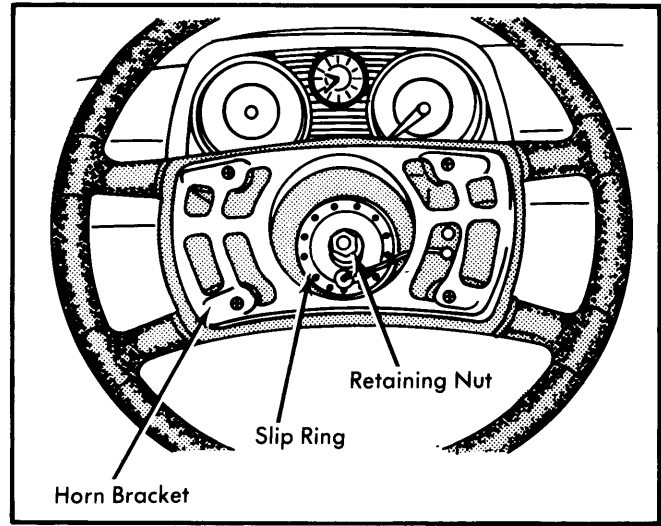


Fig. 1 Mercedes-Benz Steering Wheel with Cover Removed

MGB
Midget

REMOVAL & INSTALLATION

STEERING WHEEL

Removal & Installation; Midget – Disconnect battery ground. Pry off steering pad and remove horn contact plunger from seat. Remove six bolts holding steering wheel and lock

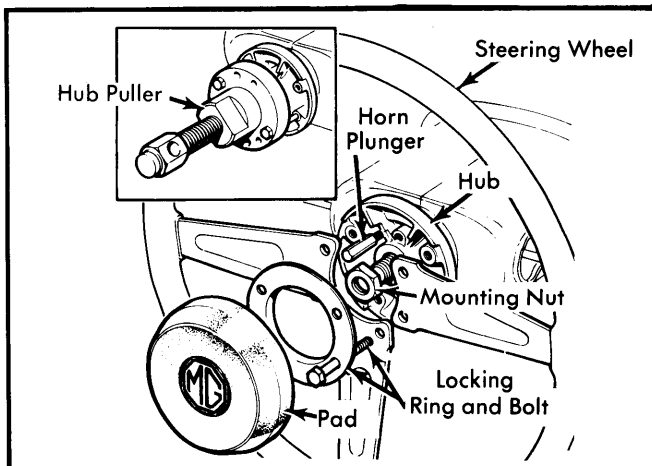


Fig. 1 Midget Steering Wheel and Related Components

MG

ring to hub. Lift wheel from hub and set aside. Loosen hub nut. Scribe index mark on hub and column. Fit puller (Fig. 1) and work hub until loose. Remove nut and hub.

Removal (MGB) – Remove steering wheel pad. Remove mounting nut. Index mark wheel hub and steering column. Use puller (18 G 1317) to remove steering wheel off column shaft.

Installation – Reverse removal procedure and note: Line up index marks. Make sure cancel cam has ridge facing indicator switch. Make sure steering wheel projections (tongues) slip into slots on cancel cam.

TURN SIGNAL, WIPER/WASHER DIMMER, LIGHT SWITCH

Removal (MGB) – 1) Remove steering wheel. Remove steering column cowl:

- Remove 3 screws mounting steering column-to-firewall.
- Remove 3 screws mounting column bracket-to-under dash.
- Note shim pack. Support column and remove 3 screws mounting packing washers.
- Remove cowl halves. Extract light switch from cowl.

2) Disconnect multi-connector plugs. Take off tape retaining wires to steering column. Remove 3 wiper/washer switch mounting screws.

Steering Wheel & Column Switches₁₀₋₁₃

MG (Cont.)

3) Remove switch clamp screw located behind wiper switch. Lift off turn signal and wiper switch assemblies.

Installation — To install, reverse removal procedure making sure lugs on switch engage slot in steering column.

TURN SIGNAL, WIPER/WASHER, DIMMER

Removal (Midget) — 1) Disconnect battery. Take off heater intake hose. Remove steering column pinch bolt at lower end on column.

2) Remove 3 bolts mounting column-to-firewall. Note shim pack located between column mounting and mounting bracket. Remove mounting bolts from bracket. Pull steering column back so cowl clears fascia.

3) Remove cowl halves. Remove 2 wiper/washer switch mounting screws and lift up switch. Disconnect electrical wiring at plug. and remove wiper/washer switch.

4) Remove 2 turn signal mounting screws. Disconnect electrical wiring. Disconnect electrical lead from horn slip ring terminal. Remove switch.

Installation — To install switches, reverse removal procedure.

STEERING COLUMN LOCK & IGNITION SWITCH

NOTE — Steering column must be removed before lock or switch can be removed.

Removal — Remove necessary shrouding to gain access to lock. Make sure steering lock is disengaged. Disconnect ignition switch multi-pin connector. Drill out and remove shear bolts from lock bracket. Remove steering screw holding switch in lock and remove switch.

Installation — Center locking mechanism on column. Hand tighten new shear bolts. Reconnect multi-pin connector. Check switch and lock operation. Tighten shear bolts until heads break.

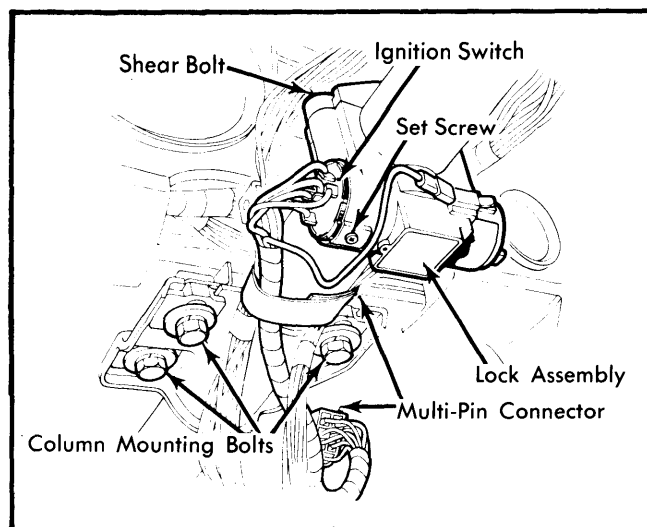


Fig. 2 Bottom View of Steering Column Showing Ignition Switch and Column Lock — MGB Shown

OPEL

All Models

REMOVAL & INSTALLATION

HORN PAD & STEERING WHEEL

Removal — 1) Disconnect battery cable. Remove two screws from backside of steering wheel which hold the horn pad in place.

2) Remove horn pad from its position and disconnect the horn contact wire from the hub connection.

3) Remove steering wheel retaining nut and washer. Position suitable puller and remove the steering wheel.

NOTE — On sport steering wheels: Remove center pad. Remove mounting nut. Index shaft and wheel. Pull off wheel with tool J-23072 (or equivalent).

Installation — To install, reverse removal procedure after making sure that front wheels are in straight-ahead position and that steering wheel spokes are horizontal when steering

wheel is installed. Make sure cancelling cam of turn signal switch engages properly.

COMBINATION SWITCH & IGNITION LOCK

Removal — 1) Remove screws holding upper and lower steering column covers in place. Remove the hazard warning button.

2) Detach the combination turn signal/lighting switch by removing the four retaining screws. Remove two retaining screws to take off the washer/wiper switch.

3) Remove the lock cylinder by removing the snap ring and three attaching bolts on the column flange. Lift off the cylinder housing, lower washer and shaft. Use a screwdriver to pry out the lower column rubber bushing.

Installation — To install, reverse removal procedure, noting that lock cylinder engages shaft properly and that cancelling cam of turn signal switch engages steering wheel properly.