

# Steering Columns

## PORSCHE

**911SC  
924  
Turbo**

**NOTE** — At time of publication, no information was available for Porsche 928 steering column removal and installation procedures.

### DESCRIPTION

The steering column assemblies on all Porsche models are essentially the same, consisting of a three-piece, energy-absorbing unit, with the three pieces connected by two universal joints. The offset design of the steering shaft and the collapsible element in the steering column provide the energy-absorbing protection for the driver. An energy absorbing steering wheel with rebound chambers and padded hub cover provides additional protection.

### REMOVAL & INSTALLATION

**Removal (911SC & Turbo) — 1)** Disconnect battery. From front compartment, remove blower, ducting and steering shaft cover. Remove universal joint retaining bolt.

**2)** From driver's compartment, remove knee strip, light switch and tachometer. Drill or grind off shear bolts holding ignition switch/steering lock in panel mounting.

**3)** Lift off hub cover and remove steering wheel. Detach wire connection and remove steering column switch assembly along with steering shaft and tube.

**Installation** — To install, reverse removal procedure and tighten attaching shear bolts until heads break off.

**Removal (924) — 1)** Disconnect battery and lift off steering wheel pad. Remove steering wheel. Remove upper universal joint retaining bolt.

**2)** Disconnect wiring plugs from rear of switches. Drill out casing tube shear bolts holding column to instrument panel. Remove upper steering column and switches as an assembly.

**Installation** — To install, reverse removal procedure noting the following: Tighten shear bolts holding column to panel until heads break off. Steering must be centered and hub lubricated

when installing steering wheel. Tighten to specified torque with spokes in horizontal position.

### STEERING COLUMN ASSEMBLY

**Disassembly (911SC & Turbo) — 1)** With column out of vehicle and switches removed from column, drive steering shaft out of tube. Remove lower end circlip and lower ball bearing.

**2)** Press Seeger ring out of top end of steering shaft tube. Remove ball bearing and contact ring.

**Reassembly — 1)** Install ball bearing against circlip at lower end of steering column and seat bottom circlip against bearing. Circlips must seat in recessed grooves. Place contact ring and upper bearing together on steering shaft.

**2)** With section of pipe, drive bearing into place on shaft. Pipe should contact inner race only. Complete assembly in reverse order of disassembly.

**Disassembly (924) —** Remove turn signal and windshield wiper switches. Remove circlip and upper ball bearing from housing.

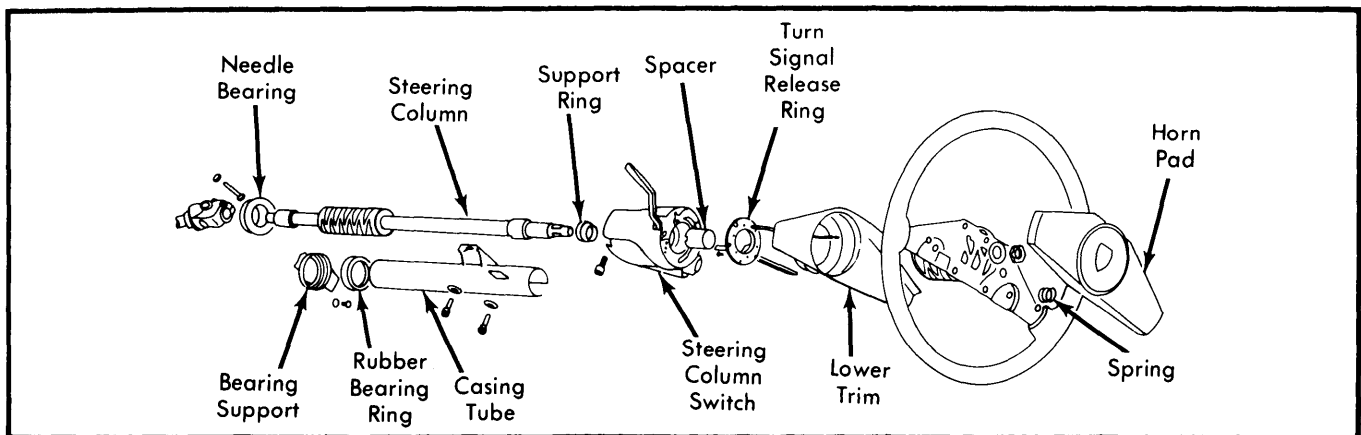
**Reassembly — 1)** Reverse disassembly procedures and note the following: Drive ball bearing in up to stop in housing. Switches must be in OFF position when installed.

**2)** Lubricate needle bearing at lower end with multi-purpose grease. Use light coat of silicone grease or talcum powder on rubber bearing.

**3)** Drive steering shaft spacer sleeve onto shaft so that top of sleeve is 1.614" (41 mm) below top of shaft. Cancelling tab of turn signal release ring must face to right.

### TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Universal Joint Bolts .....	18-25 (2.5-3.5)
Steering Wheel Nut	
911SC & Turbo .....	54 (7.5)
924 .....	25-40 (3.5-5.5)
Steering Column Switch-to-Casing (Allen) .....	8-14 (1-2)



**Fig. 1 Porsche 924 Steering Column**