

VOLKSWAGEN TYPE 1

Type 1

DESCRIPTION

Two universal joints are used in the steering column to keep the column from being in line with the steering box. The offset prevents collision impact forces from being transmitted up through column to the driver. No collapsible sections are necessary with this design.

REMOVAL & INSTALLATION

Removal — Disconnect battery ground strap and remove fuel tank. Remove the clamp bolt securing upper universal joint to steering column.

2) Disconnect all wiring from column switches and pull wiring toward passenger compartment. Remove horn pad and steering wheel, then circlip and spacer from column.

3) Remove 2 upper column support bolts from dashboard. Pull column tube into passenger compartment. Remove bolt holding column switch assembly to tube and remove switches. Pull shaft out of housing.

Installation — 1) Place shaft in column tube and ensure bearing seat contacts needle bearing in tube. Install contact ring on top of shaft. Push column switch assembly on and tighten socket head screw. Reinstall circlip and spacer.

2) Slide sealing collar onto tube, then dust sealing ring with talcum powder and install over lower end of shaft. Place column in vehicle and insert support washer (plastic coated side down) between bottom of column tube and universal joint.

3) Align steering column groove with universal joint bolt and tighten new locking nut to 18 ft. lbs. (2.5 mkg). Install upper column bolts to dashboard finger tight. Center wheels and install steering wheel. Slide column up or down to adjust gap between wheel and column switch assembly to .063-.156" (2-4 mm). Tighten column bolts to 11-14 ft. lbs. (1.5-2.0 mkg)

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Steering Wheel Nut	36 (5.0)
Universal Joint Clamp Bolt	18 (2.5)
Column Switch Socket Head Screw	4-7 (.5-1.0)
Column-to-Dashboard	11-14 (1.5-2.0)

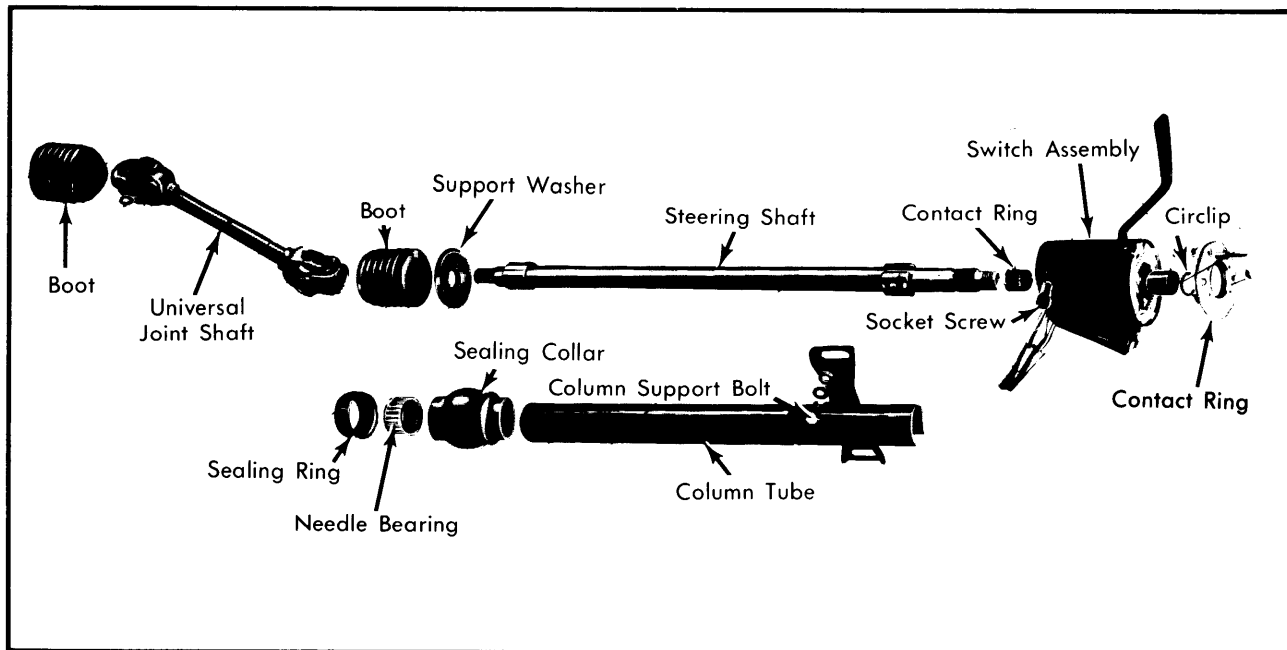


Fig. 1 Exploded View of Type 1 Steering Column