

STEERING COLUMN REBUILD

STEP BY STEP

Diagram No	Part Description	Part No.
<u>#5</u>	<u>Upper Thrust Ring</u>	<u>175 419 341 A</u>
<u>#10</u>	<u>Needle Bearing - Updated</u>	<u>171 419 517</u>
<u>#12</u>	<u>Polycarbonate Clamping Ring</u>	<u>171 419 539</u>
<u>#13</u>	<u>Upper Clamp Sleeve</u>	<u>171 419 549</u>
<u>#17</u>	<u>Lower Bearing Ring</u>	<u>171 419 587 B</u>

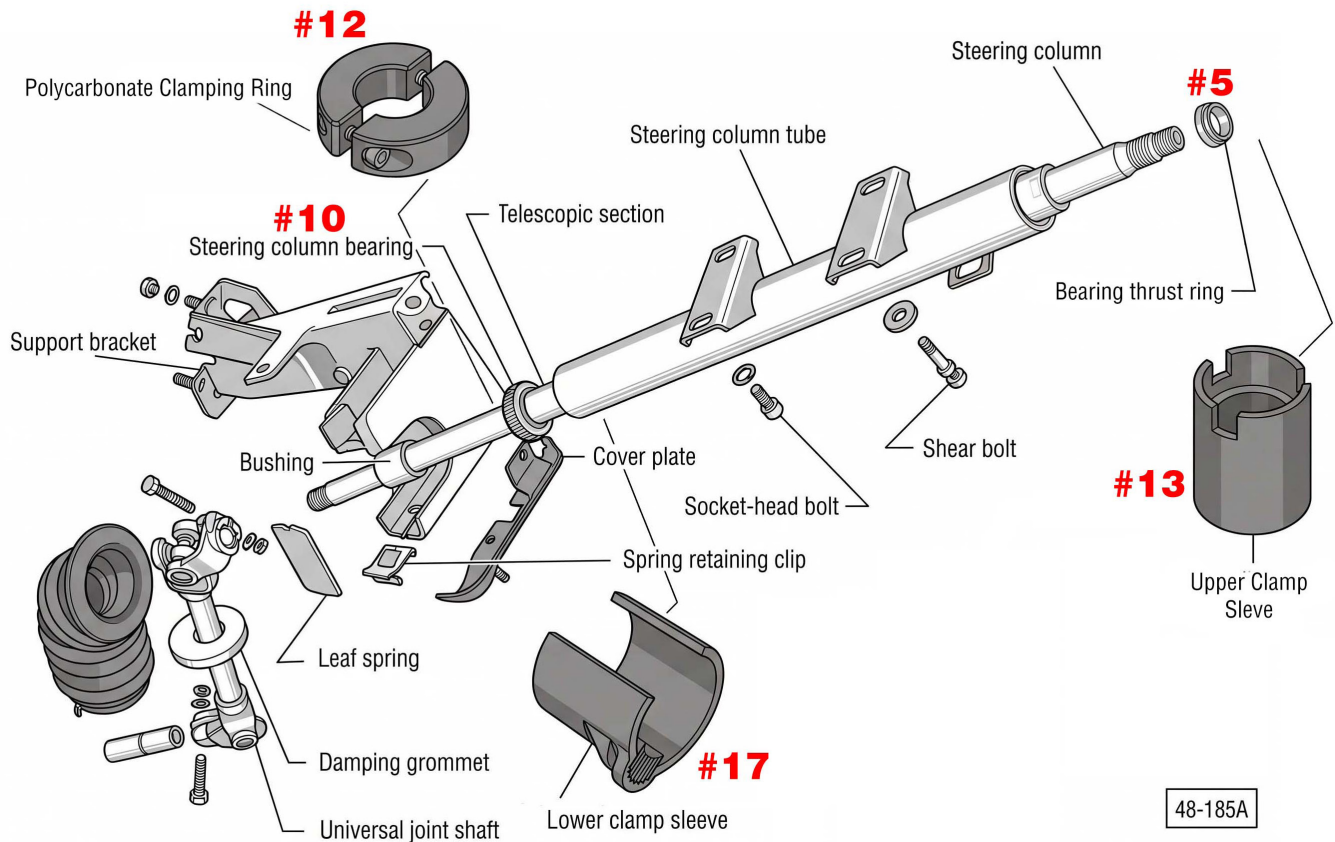
Fastener	Metric Torque	Imperial Torque
Steering Column Mounting Bolts	10 Nm	87 in-lbs
Steering Lock Column Retaining Bolt	10 Nm	87 in-lbs
Steering Wheel Nut (w/ Airbag)	40 Nm	30 ft-lbs
Steering Wheel Nut (Without Airbag)	50 Nm	37 ft-lbs

Remove the Steering Column

- ☐ Disconnect the negative battery terminal before touching any electrical connectors.
- ☐ Pull off the center horn pad to expose the steering wheel nut.
- ☐ Mark the steering wheel alignment on the splined steering column shaft.
- ☐ Remove the center nut and pull the steering wheel off the shaft.
- ☐ Unscrew the two lower Phillips screws and remove the plastic column covers.
- ☐ Unplug the wiring harnesses and remove the three flathead screws holding the stalk switches.
- ☐ Slide the turn signal and wiper switches off the column.
- ☐ Disconnect the lower universal joint shaft bolt and unbolt the steering column tube.

Disassemble the Steering Column

- ☐ A bearing separator and gear puller may be needed for late-model adapter sleeves.
- ☐ Remove the spring retaining clip and washer from the lower column shaft.
- ☐ Use a puller to slide off the upper splined adapter sleeve if equipped.
- ☐ Remove the upper coil spring and the old upper thrust ring (#5).
- ☐ Loosen the side socket-head bolt clamping the steering lock housing.
- ☐ Insert the ignition key and turn it to the On position.
- ☐ Slide the lock housing and the inner steering column shaft out of the tube.
- ☐ Pry out the worn lower bushing, steering column bearing, and old race.



Reassemble the Steering Column

- ☐ Apply silicone grease to the lower steering column bushing (metal cylinder that rides on the inside of the needle bearing) and the inside of the needle bearing itself.
- ☐ Press (or with a rubber mallet) lightly hammer the new lower bearing assembly (#10) into the bottom of the steering column tube.
- ☐ Slide the steering column shaft back through the tube and install the polycarbonate clamping ring.
- ☐ Reinstall the lower spring retaining clip (#17) to lock the bottom race in place.
- ☐ Slide the steering lock housing assembly onto the top of the column.
- ☐ Install the new upper thrust support ring (#5), spring, and upper clamp sleeve (#13).
- ☐ Torque the lock housing retaining bolt to 10 Nm (87 in-lbs).

Reinstall the Steering Column

- ☐ Guide the rebuilt column assembly into the cabin and connect the universal joint shaft.
- ☐ Torque the upper steering column mounting bolts to 10 Nm (87 in-lbs).
- ☐ Slide the wiper and turn signal switches onto the column and tighten the three screws.
- ☐ Reconnect all electrical plugs to the switches and the ignition switch.
- ☐ Reinstall the upper and lower plastic column covers with the two Phillips screws.
- ☐ Align the steering wheel with your reference mark and torque the nut (40–50 Nm).
- ☐ Snap the horn pad back into place and reconnect the car battery.