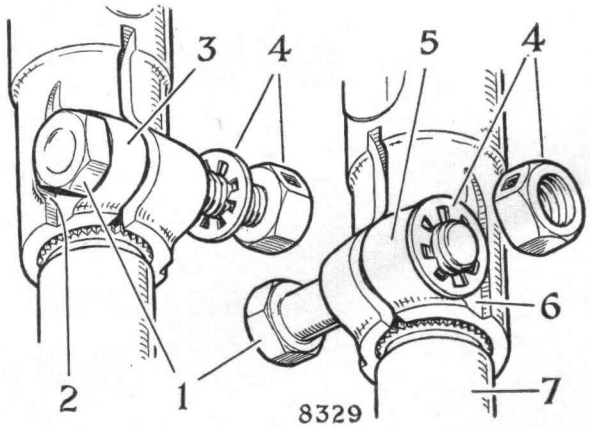

Fig. 6. *Showing the attachment of the inner column to the steering unit pinion*

1. THROUGH BOLT
2. SHOULDER TO LOCK BOLT HEAD
3. THINNER LUG
4. WASHER AND "WEDGLOK" NUT
5. THICKER LUG
6. SPOT FACE FOR NUT
7. STEERING UNIT PINION

Inner column attachment

Two methods of securing the inner column to the steering unit pinion, employing three types of details, have been used and are as follows:

1. A $\frac{1}{4}$ in. UNF pinch bolt and washer having an unmarked head.

2. A $\frac{1}{4}$ in. UNF pinch bolt and washer having a "V" marked on its head, this bolt permitted an increased tightening torque.

3. A $\frac{5}{16}$ in. UNF through bolt, washer and "Wedglok" nut; these details permitted a greater tightening torque. See Fig. 6.

The shank of these bolts locate a groove formed in the splines of the steering unit pinion but on certain steering units this groove is not concentric, thus any resulting misalignment of the spring driver clip or bush and the outer column aperture must be eliminated before the direction indicator pawl unit is refitted.

To ensure the correct column and steering unit pinion alignment proceed as follows:

1. Clean and examine the splines of the steering unit pinion and the inner column for damage and corrosion. When there is any doubt as to the good condition of these splines, the component must be renewed.

2. Protect the splines from corrosion by applying a liberal coating of Shell Retinax "A" Grease.

3. When necessary, free off the steering unit in the suspension member by slackening off the four nuts on the "U" bolts.

4. Lower the inner and outer columns simultaneously onto the steering unit pinion and floor respectively, these columns must not be permitted to separate as the cancelling of the direction signals can be impaired. The inner column may need rotating a short distance to align the pinch bolt hole to the groove in the steering unit pinion when the groove is not concentric, to facilitate assembly the top of the steering unit pinion is chamfered immediately above the groove. Fit the pinch bolt details to the inner column as follows:

   i. Types 1 and 2, the pinch bolt and washer is fed through one lug of the inner column so it picks up the thread in the opposite lug.

   ii. Type 3, the through bolt is fed through the thinner lug of the inner column when the bolt head becomes captive. A new "Wedglok" nut and washer must always be fitted. See Fig. 6.
   Tighten the pinch bolt details to the torque given in the "General Data Section".

5. Secure the outer column to the car floor with two bolts and washers and finally to the binnacle bracket with the "U" bolt, bridge piece, washers and nuts.

6. Fully tighten the four nuts on the steering unit "U" bolts by diagonal selection to the torque given in the "General Data Section".

7. Turn the steering from lock to lock to ensure no foul exists between the inner column attachment details and the suspension member, should a foul exist it must be cleared by filing.

8. Any inaccuracies in the position of the gap between the two lugs of the spring driver clip or bush, as viewed through the top aperture in the outer column, is corrected by resetting the position of the spring driver clip or bush, see under "Resetting the driver clip or bush".