



7.8 Two of the three nuts (arrowed) which secure the column height adjuster

reference to horn switch plate retaining screws. Note that the wheel is retained by a bolt, not a nut as on earlier models. To gain access to the bolt, prise out the horn button and disconnect the wiring connectors.

6 Steering wheel - centralising

1 This operation is for correcting small errors in steering wheel centralisation - up to 60°. For larger errors, remove the steering wheel and make a rough correction by repositioning the wheel on refitting.

2 Drive the vehicle in a straight line on a level surface. Note the angle by which the steering wheel deviates from the desired straight-ahead position.

3 Raise the front of the vehicle by driving it onto ramps, or with a jack and axle stands (see "Jacking").

4 Slacken both track rod end locknuts. Also slacken the steering rack bellows outer clips.

5 Make alignment marks between each track rod end and its rod, so that the amount of rotation applied can be accurately determined.

6 Turn both track rods **in the same direction** to correct the steering wheel position. As a rough guide, 19° of track rod rotation will change the steering wheel position by 1°. To correct error at the steering wheel, rotate both track rods anti-clockwise (viewed from the left-hand side of the vehicle), and the reverse to correct as anti-clockwise errors. *Both track rods must be rotated by the same amount.*

7 Tighten the bellows clips and the track rod end locknuts when adjustment is correct. Lower the vehicle.

7 Steering column - removal and refitting

1 Disconnect the battery negative lead.

2 Position the steering in the straight-ahead position.

3 Remove the steering wheel. This is not essential, but will improve access.

4 Working under the bonnet, disconnect the intermediate shaft universal joint from the steering column shaft.

HAYNES **HiNT** *Make alignment marks between the two shafts for reference when reassembling.*

5 Remove the steering column shrouds and disconnect the switch multi-plugs. Do not forget the ignition/starter switch.

6 Disconnect the bonnet release cable from the operating lever on the underside of the column.

7 Prise out the driver's side air vent. Remove the under-dash insulation and trim panel on the driver's side, unclipping the bulb failure module, where applicable.

8 Remove the three nuts which secure the column height adjuster to the mounting bracket (see illustration). Remove the column assembly by drawing it into the vehicle. Do not drop it or otherwise mistreat it if it is to be re-used.

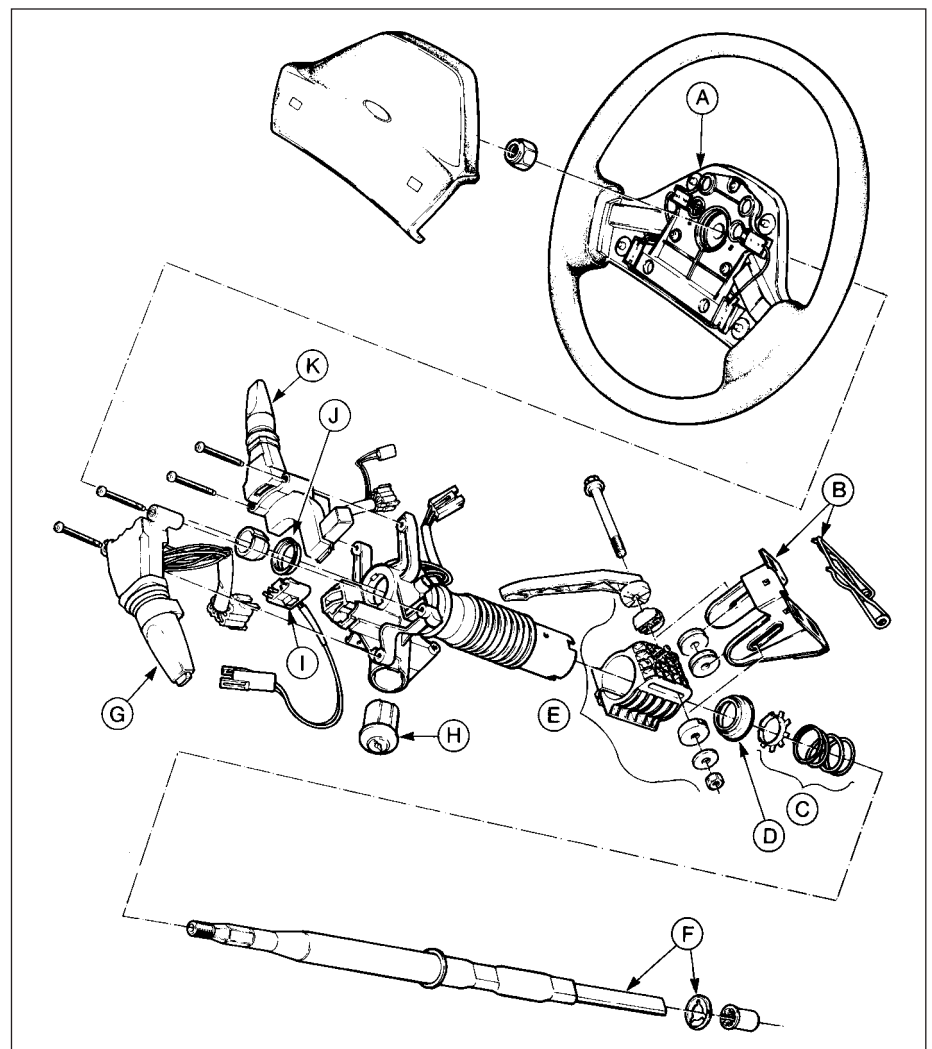
9 When refitting, have an assistant guide the column shaft into the intermediate shaft universal joint. Secure the column with the three nuts inside the vehicle and adjust it to the minimum length position, then tighten the coupling pinch-bolt.

10 Complete refitting by reversing the removal operations.

8 Steering column lock - removal and refitting

1 Remove the steering column (see illustration).

2 Insert the key into the lock and turn it to position 1. (If the lock has failed so that the key will not enter, destructive methods will have to be used.)



8.1 View of steering wheel and column

A Steering wheel

B Mounting bracket and spring

C Thrust washer and spring

D Lower bearing

E Height adjuster

F Column shaft and spire washer

G Multi-function switch

H Ignition/steering lock

I Horn brush unit

J Upper bearing

K Multi-function switch