



Fig. 8. Showing location of dowel drilling and striker bush

7. The original pawl unit is discarded and one having a shorter pawl fitted, see under "Direction Indicator Switch and Pawl Unit—To remove and refit".

**STEERING COLUMN BUSH**

The bush which supports the top end of the inner column, is positioned by spigots moulded in its outer circumference locating drillings in the outer column.

Two types of bushes have been fitted and they are as follows:

- i. A metal and rubber bonded bush having a nylon sleeve was fitted to early cars and can be recognised by its flush fitting with the top of the outer column.
- ii. A one piece bush fabricated from "Polyvon" is fitted to later cars and can be recognised by its sunken fit with the top end of the outer column.

**Lubrication**

The steering column bush is lubricated during initial assembly and periodical lubrication is unnecessary. In service, should ever the need for lubrication arise the chamfer in the top face of the bush is packed with petroleum jelly.

**To remove and refit**

1. Remove the steering column from the car, see under "Steering Column—To remove and refit" and withdraw the inner column from the flange end.
2. Lay the top end of the outer column flat on the bench so one bush spigot is uppermost.
3. Using a blunt tool press first one spigot and then the other, into and upward, out of the outer column.
4. Refitting is the reverse of the removal sequence but particular attention must be given to the following:
  - i. The early metal and rubber bonded bush bearing is fitted, metal insert end first, when its end face will become flush with the top<sub>1</sub> end of the outer column; the later bush will finish below the top end of the outer column.
  - ii. Lubricate the bush, see under "Lubrication".
  - iii. Reassemble the steering column, see under "Steering Column—To dismantle and reassemble".

**STEERING UNIT WITH BALL BEARING PINION**

**To dismantle and reassemble**

1. Remove the two track rods from the steering unit by releasing the lock plate, withdrawing two bolts, strut plate and prising the extended rubber bushes of the track rods from the convolute cover.
2. Remove the two conical covers from the body, followed by the convolute cover by releasing four metal clips and trapping the escaping oil in a drip tray.
3. Slacken off the damper screw and locknut a full turn and prise the closure cap from the opposite side of the body.
4. Remove the cover plate, paper joint and shim pack from the top of the pinion housing by detaching two nuts and washers, prise the sealing ring from inside the cover plate when it is well worn.
5. Move the rack so it becomes clear of the pinion and withdraw the pinion and top ball race assembly from