

## N2-2

3. Remove the filler cap and check the fluid level on the dipstick. If necessary add fluid to raise the level to the 'FULL HOT' mark. Do not overfill. Ensure the filler cap is secure when replaced.

**Belt tension - To check**

The steering and refrigeration pumps are driven by a matched pair of belts from the two front grooves of the engine pulley.

1. The tension of these belts when correct is 31,75 kg. (70 lb.). This is checked by applying a spring balance load of 4,1 kg. (9 lb.) to cause a 9,5 mm. ( $\frac{3}{8}$  in.) deflection of the belts when

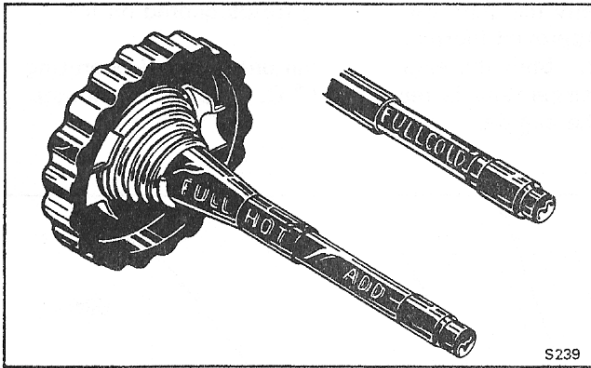


Fig. N14 Reservoir filler cap markings

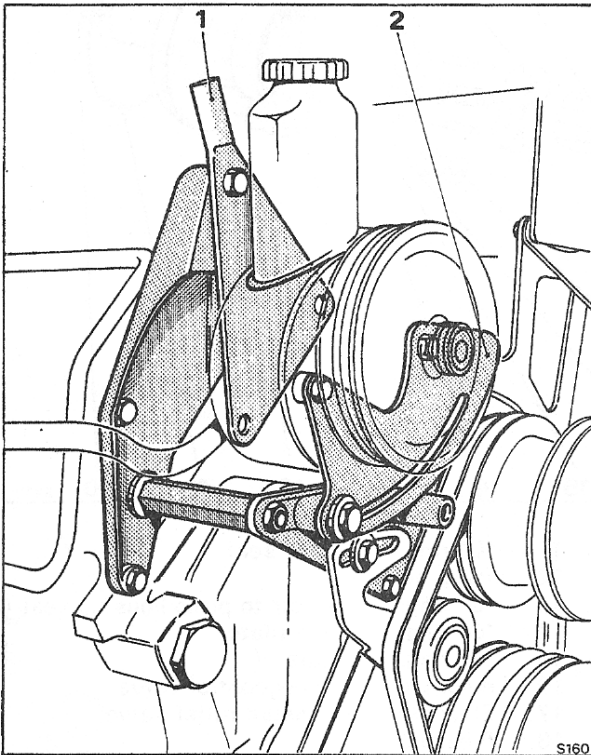


Fig. N15 Pump mountings and belt tensioning

- 1 Rear mounting bracket
- 2 Pivot plate

applied to a point midway between the steering and refrigeration pumps.

A belt tension meter, shown in Figure N16 can be used, giving a more accurate check than a visual approximation of the deflection.

If the tension in one belt differs markedly from the other, a new matched pair must be fitted.

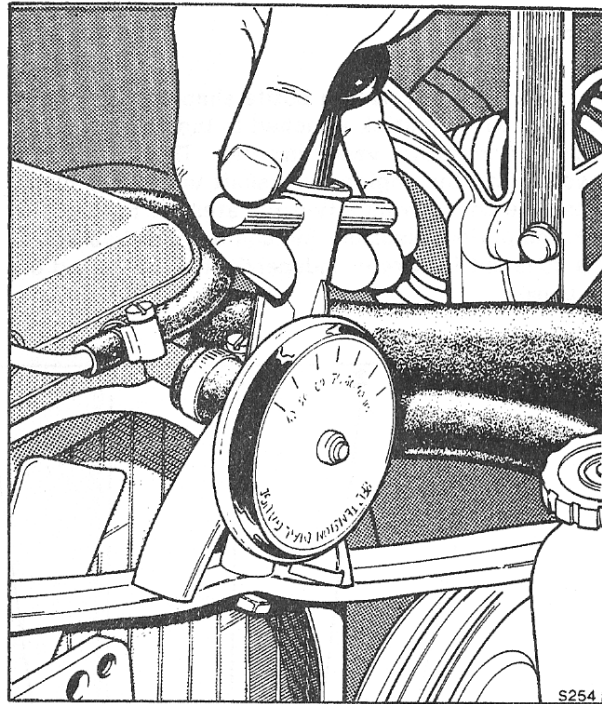


Fig. N16 Use of belt tension meter

2. To adjust the tension, slacken the setscrew of the slotted swivel bracket at the front of the pump, the setscrew securing the bracket to the rear and above the pump and the union of the supply hose connected at the rear of the pump. Move the pump the required amount (see Fig. N15). Tighten the assembly noting that the pipe union must be torque tightened to the figures quoted in Chapter P.

When tightening the supply hose union on left-hand drive cars, ensure the pipework is in an upright position. This will give a bowed effect to the portion covered with a Sorbo rubber shield thus clearing the engine components (see Fig. N26) and eliminating chafing of the piping.

**Note**

A slipping belt will squeal and produce judder at the steering wheel nearing full lock. **Belt dressing must not be applied to prevent slip.**

**Steering pump - To remove**

On later cars a metric pump is fitted. Refer to page N2 - 8 for further information.

1. Using a syringe, draw off as much fluid as possible from the steering pump reservoir and discard.

2. Slacken the pump belts by loosening the locking screw in the slotted adjustment bracket and the nut on the pivot bracket at the rear of the pump.
3. Unscrew the pressure pipe union.
4. Remove the setscrew and plain washer from the top hole of the rear plate.
5. Support the pump and remove the locking set-screw of the slotted adjustment bracket.
6. Draw the pump forward to expose the hose connection at the rear of the pump. Disconnect the hose, blanking off the holes in the pipes and the pump body.
7. Remove the pump and fasten the hose in a raised position.

**Steering pump - To dismantle**

This pump is a service exchange item and will normally be replaced by this method without the service engineer having to dismantle the unit.

In countries where difficulty may be experienced in obtaining a service replacement unit, the following information on servicing the existing pump, is provided.

1. Pour away any fluid remaining in the pump.
2. Remove the pulley using special tool (RH 9106). Never use a hammer to drive the pulley from the shaft as this will cause damage to the pulley and pump.
3. Remove the three setscrews securing the slotted adjustment bracket to the front of the pump. One of the screws is fitted with a distance piece; note the position to facilitate assembly.
4. Using suitable soft jaw covers lightly clamp the pump drive-shaft downwards in a vice.
5. Remove the pipe union from the rear of the pump.

**Note**

Care must be taken not to exert too much pressure on the shaft when removing fittings as this may distort the shaft bearing.

6. Remove the mounting studs from the reservoir housing.
7. Withdraw the reservoir by rocking this section and lifting to clear the sealing 'O' ring. Discard the 'O' ring.
8. Remove and discard the 'O' rings sealing the mounting stud and pipe union holes.
9. Press a centre punch into the small hole situated in the housing rim directly opposite the control valve bore and depress the end plate retaining ring.
10. Using a screwdriver, lever out the retaining ring (see Fig. N17). Withdraw the centre punch.
11. With the retaining ring removed the end plate, being spring loaded, will lay level with the housing rim. If sticking occurs, a rocking action should free the plate.
12. Remove the pump from the vice and invert. The flow control valve and spring will now drop into the hand (see Fig. N18). Place safely aside.
13. Remove the end plate 'O' ring and discard.
14. Place the pump housing onto a clean bench with the shaft uppermost then, using a soft-headed mallet, tap on the end of the shaft until the pressure plate is freed.

**Important**

Do not drive the shaft downward into the housing more than is necessary to free the pressure plate.

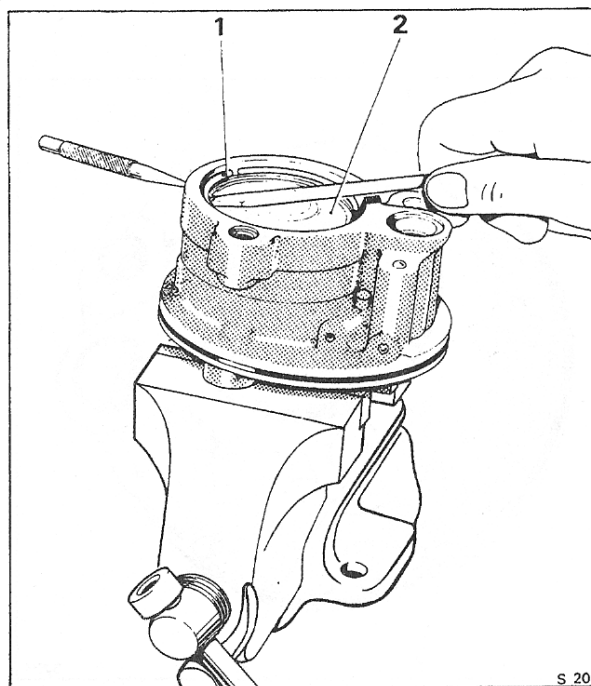


Fig. N17 End plate removal

- 1 Retaining ring
- 2 End plate

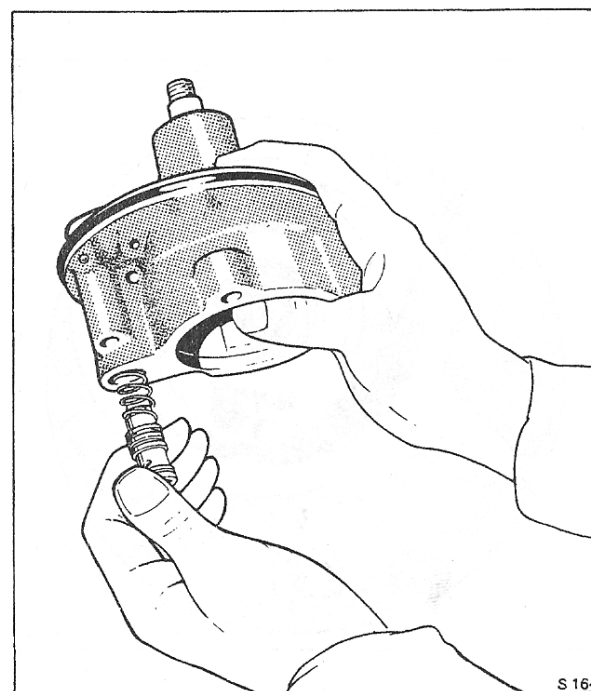


Fig. N18 Flow control/relief valve position

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15. Remove the pressure plate, pump ring and vanes.
16. Grip the pump shaft in the vice with the open end uppermost.

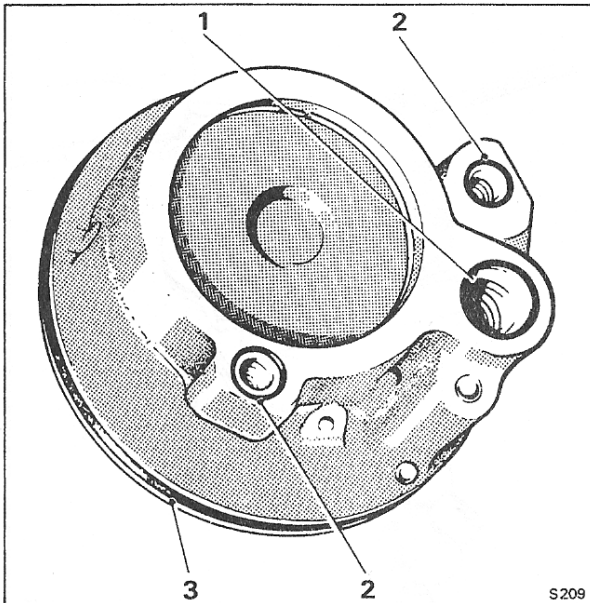


Fig. N19 Position of external sealing rings

- 1 'O' ring - pressure fluid adapter
- 2 'O' rings - reservoir securing studs (2)
- 3 'O' ring - reservoir to pump housing

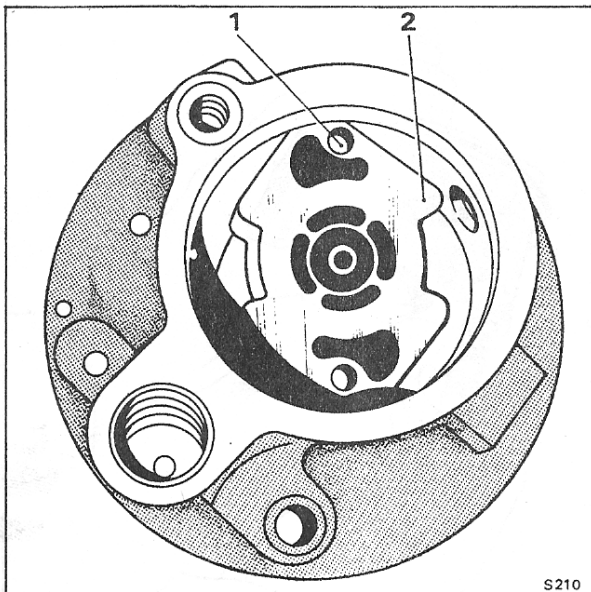


Fig. N20 Correct positioning of thrust plate

- 1 Dowel pin (2)
- 2 Thrust plate

17. With a small screwdriver withdraw the snap ring holding the vane rotor in position then remove rotor and thrust plate.
18. Withdraw the drive-shaft through the pulley end of the housing.
19. Inspect the lip-type oil seal. Renew, only if this component is damaged.
20. The dowel pins for locating the pressure plate remain in the pump housing.

**Steering pump - To inspect**

1. Clean all components prior to inspection. Apply an air pressure line to the pump housing to clean out all the fluid passages.
2. Check the pressure plate, thrust plate and rotor for scoring. Light scoring may be removed by lapping with a fine carborundum stone. Heavy scoring will necessitate renewal of the component concerned.
3. Ensure that the pressure plate is flat by checking it against the abutting surface of the pump ring.

**Note**

A high polish is always present on the inner faces of the thrust and pressure plates as a result of normal wear.

4. Check the contour surface of the pump ring for extreme wear. Normally there may be some scuff marks and uniform wear. This does not increase pump noise and is not detrimental to its function. However, if the wear comprises chatter marks or gouges that can be felt with the finger, renew the pump ring, rotor and rotor vanes (these items are supplied as a set).
5. Check the condition of the shaft bush in the pump housing.
6. Check the flow control valve for burrs or dirt which may cause the valve to stick in its bore. Check the bore.
7. Check the small screw on the end of the control valve for tightness. If loose, tighten; extreme care should be taken not to damage the machined surfaces.

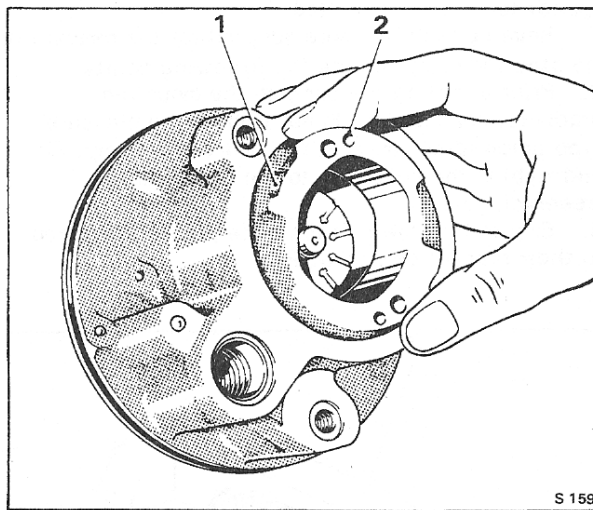
**Steering pump - To assemble**

1. Before assembly carefully clean all components with the exception of the 'O' rings; these should be renewed.

Do not immerse the drive-shaft lip-type oil seal in a cleaning solvent as this could damage it.

2. Smear the new 'O' rings and shaft seal with petroleum jelly to facilitate correct location and fitting. Lubricate the internal metal components to be assembled with steering fluid.
3. Insert the drive-shaft into the front of the pump housing, passing through the lip-type seal.
4. Fit the thrust plate over the dowel pins and into position in the housing with the ported face uppermost, i.e. to the rear of the pump housing (see Fig. N20).
5. Fit the rotor to the splines on the shaft with the counterbore towards the thrust plate. The rotor must be a slide fit on the splines.

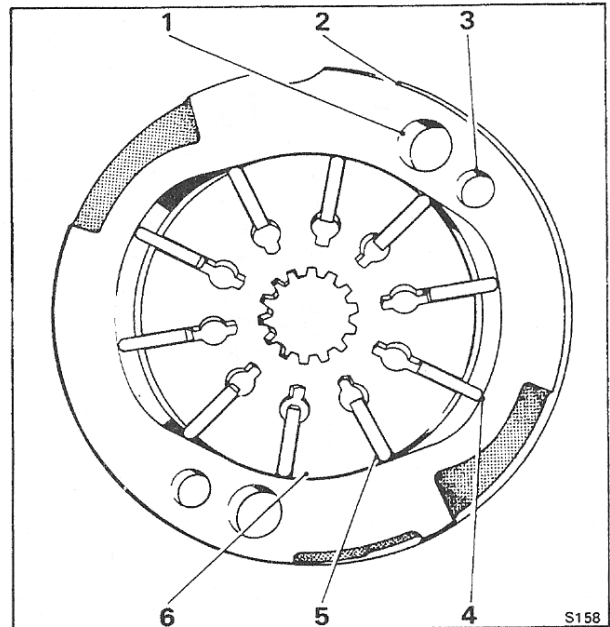
6. Position the pump ring on the dowel pins with the direction of rotation arrow uppermost.  
The direction of rotation is anti-clockwise when viewed from the pump rear as shown in Figure N21.
7. Fit the drive-shaft snap ring to retain the rotor.
8. Fit the vanes into the rotor slots with the radiused edge facing outwards (see Fig. N22).
9. Fit the pressure plate 'O' ring. Lubricate the outside diameter of the pressure plate with petroleum jelly to prevent damage to the fitted 'O' ring, then locate it on the dowels, with the port face towards the pump ring.



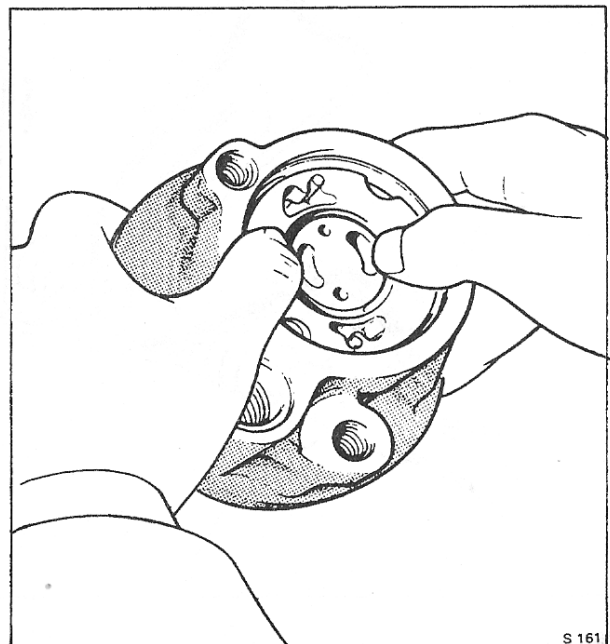
**Fig. N21 Correct positioning of pump ring**  
 1 Direction of rotation arrow  
 2 Dowel hole (2)

10. Apply pressure to the plate at its outer edges (see Fig. N23). Never apply great pressure or hammer the centre of the pressure plate as this will cause permanent distortion resulting in pump failure. The pressure plate will compress the seal by approximately 1.59 mm. (0.062 in.).
11. Position the pressure plate spring, locating the leading coil in the groove on the upper side of the plate.
12. Fit the end plate 'O' ring into the pump housing groove.
13. Lubricate the outer diameter of the end plate to prevent damage to the fitted 'O' ring. Position the pump under a suitable arbor press (see Fig. N24). and press the end plate into the housing sufficiently to allow the retaining ring to be fitted (see Fig. N19).
14. Fit the retaining ring ensuring that it is fully seated, then remove the pump from the press and tap the end plate to ensure correct seating.
15. Fit the flow control valve and spring as shown in Figure N18.
16. Fit the smaller 'O' ring seals to the stud and flow control valve holes.

17. Fit the large 'O' ring seal to the groove on the outer diameter of the pump housing then fit the reservoir.
18. Fit and tighten the two studs and union.



**Fig. N22 Plan view. Rotor, vanes and pump ring**  
 1 Oil transfer hole (2)  
 2 Pump ring  
 3 Dowel hole  
 4 Radiused edge of vane  
 5 Vane (10)  
 6 Rotor



**Fig. N23 Fitting the pressure plate**

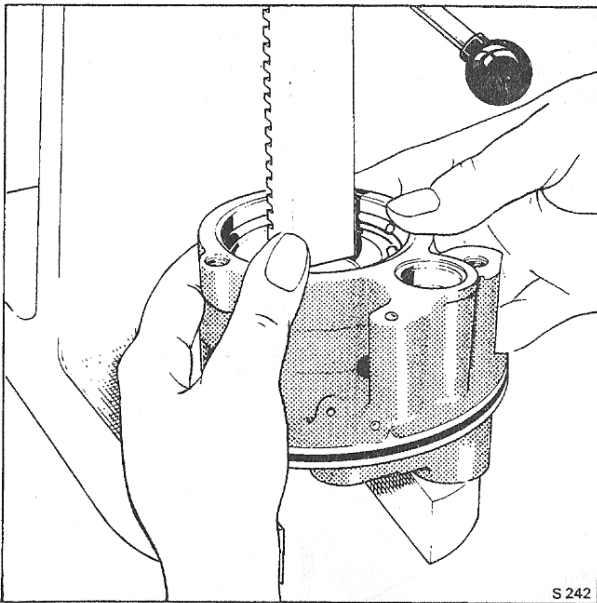


Fig. N24 Method of replacing end cap

**Note**

The reservoir must be fully seated prior to tightening the studs and union to prevent damage to the reservoir.

19. Fit the pump front mounting (adjusting) bracket using the three setscrews. Two of the three setscrews are fitted with distant pieces.

20. Press the pulley on the shaft using special tool (RH 9106).

**Steering pump - To fit**

1. Before attempting to fit the pump to the engine, check that all the steering system hoses and pipes are serviceable; renew any that are damaged or appear to have deteriorated.

Reverse the procedure adopted for the removal of the steering pump, noting the following points.

2. Prior to fitting the pump to the mounting brackets, connect but do not tighten the pressure pipe union (discharge) at the rear of the pump. Fit and tighten the hose clip to the rubber tube (reservoir return).

3. Ensure that the bolt distance pieces are fitted to their respective positions.

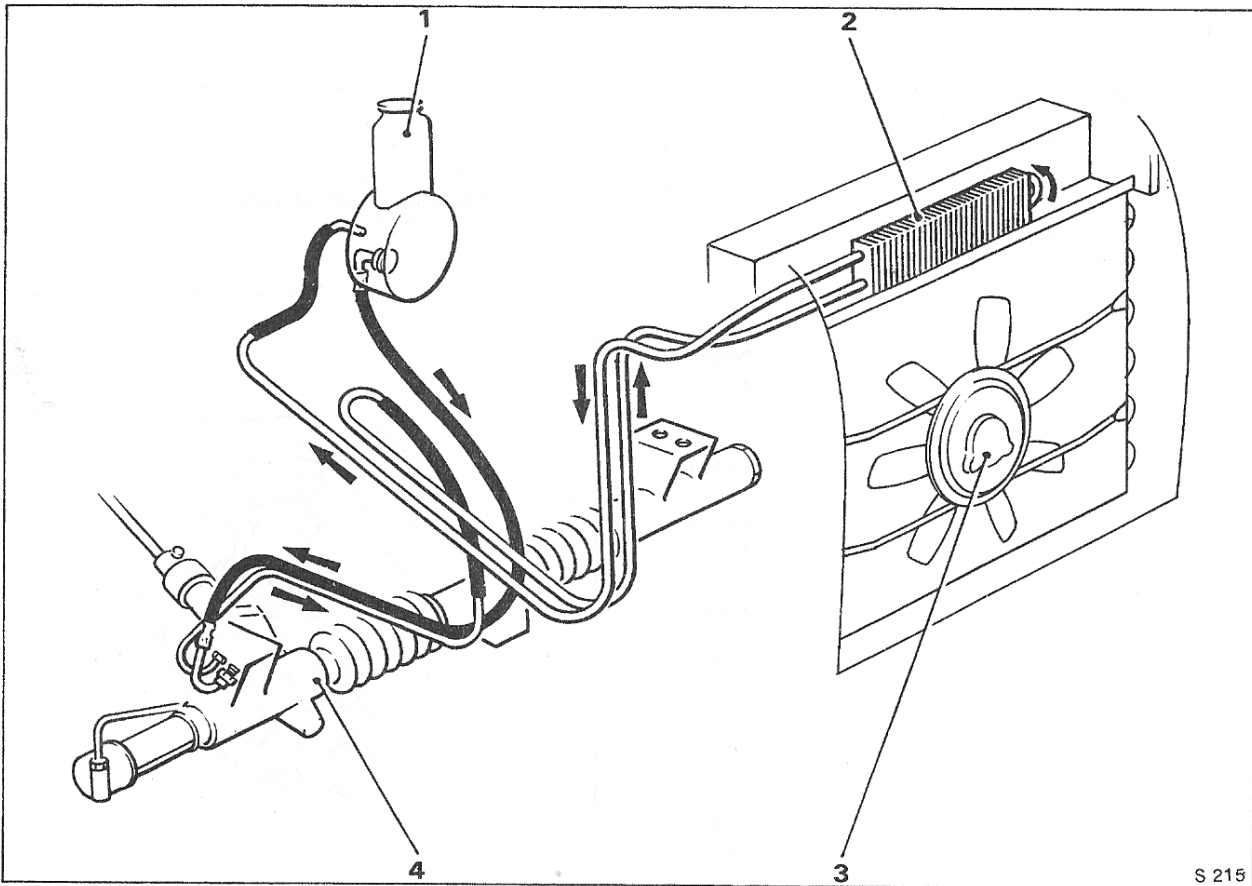


Fig. N25 Hydraulic pipe runs. Right-hand drive car

- 1 Steering pump
- 2 Fluid cooler

- 3 Booster fan
- 4 Steering unit

4. Fit and adjust the driving belts to the correct tension as described in 'Belt tension - To check'.
5. Fit and tighten the pipe union nut to the torque figures quoted in Chapter P.

### Steering pump - Priming and filling

#### Important

When refilling an empty system it is essential that at no time when the engine is running the fluid level in the pump reservoir is allowed to drop sufficiently for air to be drawn into the system. If this occurs, irreparable damage to the pump will result.

Use only approved fluid detailed in Chapter D - Lubricants.

1. Set the gear range selector to P and apply the parking brake.
  2. Raise the front road wheels off the ground.
  3. Remove the feed cables to the ignition coil to prevent the engine from firing when turned over using the starter.
  4. Remove the reservoir filler cap. Add sufficient clean steering fluid to approximately 2,54 cm. (1 in.) from neck of reservoir.
  5. Turn the engine, using the starter for approximately 30 seconds and continue to top-up the reservoir.
- The fluid level drops very quickly therefore it is essential to ensure that it does not drop sufficiently for air to be drawn into the system. Continue this operation until the fluid level remains constant.
6. Replace the feed cables to the ignition coil, start the engine and ensure it is running at idle speed.
  7. Very gently turn the steering wheel from side to side, gradually lengthening the stroke, but **do not** hold against the lock stop. Keep topping-up the system as the fluid level drops.
  8. Allow the fluid to settle then top-up the reservoir to the 'FULL HOT' mark on the dipstick.
  9. Steadily turn the steering wheel twice from lock to lock to expel any small amounts of air that may remain in the system.
  10. Check the fluid level again and top-up if necessary.
  11. Switch off the engine and lower the road wheels to the ground.

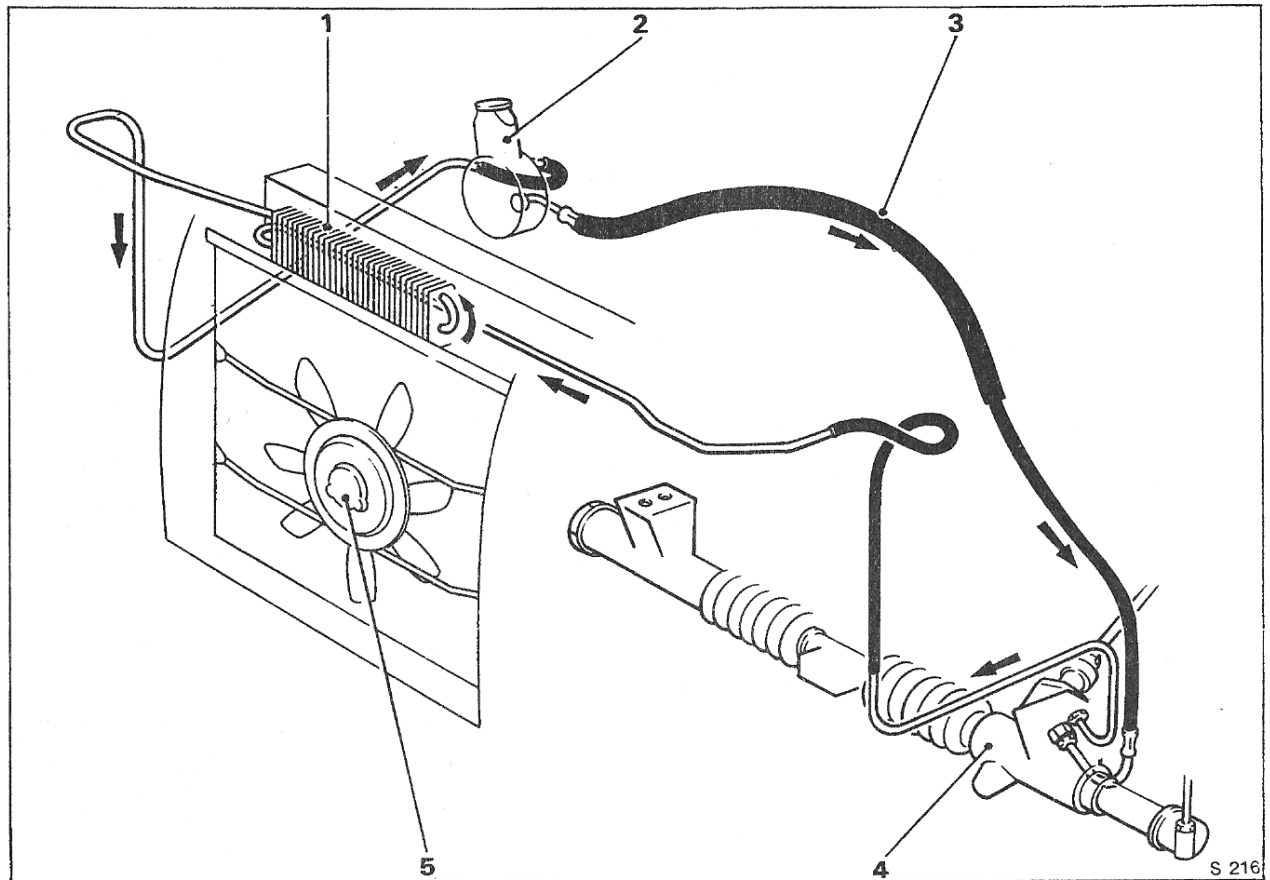


Fig. N26 Hydraulic pipe runs. Left-hand drive car

- |   |               |   |                         |
|---|---------------|---|-------------------------|
| 1 | Fluid cooler  | 3 | Protective Sorbo rubber |
| 2 | Steering pump | 4 | Steering unit           |
|   |               | 5 | Booster fan             |

**Metric steering pump**

From car serial numbers, Silver Shadow II 0039524 ; Silver Wraith II 38916 \*; Corniche 50334 and Camargue 0050352 including Camargue 0050298 and 0050350, the steering pump and all fittings, including attached pipework, will be metric.

\* Certain Silver Wraith II cars between serial numbers 38655 and 38916 have had metric steering pumps fitted. Care must be taken on this range of cars to establish the type of pump fitted before work is attempted.

## Section N3

## Steering wheel and Gear range selector unit

**Introduction**

The Silver Shadow II, Silver Wraith II and Bentley T2 steering wheel is a two arm composite metal fabrication with the hub, spokes and rim covered in black plastic, the rim having gripping nodules moulded into the underside. A metal collar attached by adhesive is fitted around the lower rim of the hub to shroud the centre boss. The self-cancelling stalk is welded to the lower rim of the spline.

This steering wheel is also fitted to Corniche and Camargue cars from car serial number Corniche 32633 to 50233 inclusive and Camargue 32035 to 50244 inclusive.

On Corniche and Camargue cars prior to car serial number Corniche - 32633 and Camargue - 32035 the spokes and horn button are completely covered with black leather. Though of a similar construction to the Silver Shadow II wheel it has a different fixing for the horn button and attachment to the steering column hub (see Fig. N29).

New style leather covered wheels are fitted to Corniche cars from car serial number 50234 and Camargue cars from car serial number 50245.

If the steering wheel needs to be changed, on a Corniche or Camargue car the new leather covered wheel can replace the plastic type. If however, it is necessary to replace the earlier leather covered wheel with the new leather covered wheel, then a kit of parts is available, from Rolls-Royce Motors Ltd, Spares Department, to affect the conversion.

**Steering wheel - To remove (see Fig. N27)**  
Silver Shadow II, Silver Wraith II and Bentley T2.  
Also Corniche and Camargue cars from car serial number Corniche 32633 to 50233 inclusive and Camargue 32035 to 50244 inclusive.

1. Disconnect the battery leads.
2. Unscrew and remove the trim fairing and knee roll pads adjacent to the steering column.
3. Unscrew the three chromium plated setscrews and carefully remove the polished veneer facia. **Protect the steering wheel from marks and scratching when dismantling.**
4. Dismantle the steering column cowling. Unscrew two screws to remove the upper moulding. Unscrew a further four screws to remove the lower moulding.
5. Unscrew and remove the gear selector unit, then the combined screen wash, indicator and headlamp flasher unit. Allow both units to hang carefully from their connecting wires.

**Note**

From car serial number 37513 the combined screen wash unit arm is reduced in length by approximately 6,35 mm. (0.250 in.).

6. Feed a 31 cm. (12 in.) length of strong thin string in a loop into the gap between the button push and plastic steering wheel surround to lay against the centre button push spindle.

7. Grip the two free ends of the string and with a sharp pull release the button push and withdraw the assembly. Retain the coil spring.

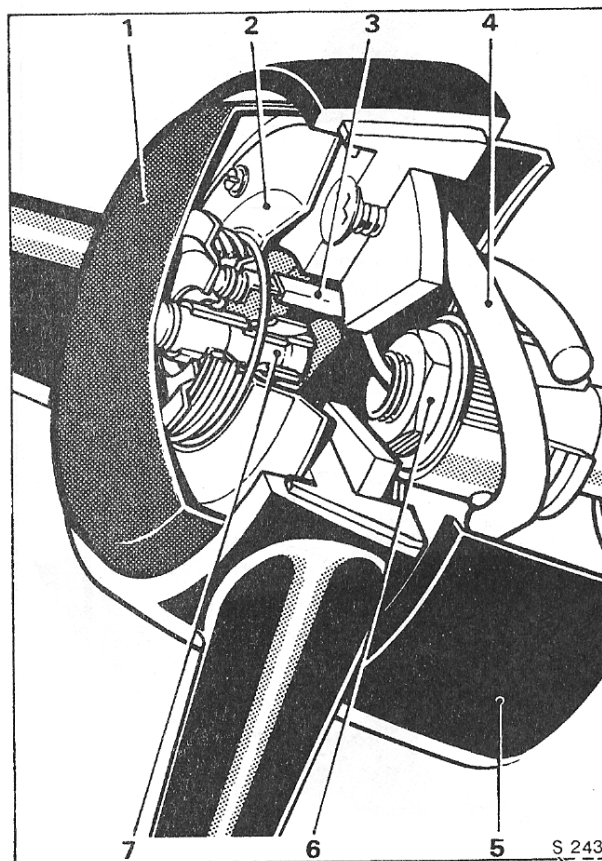
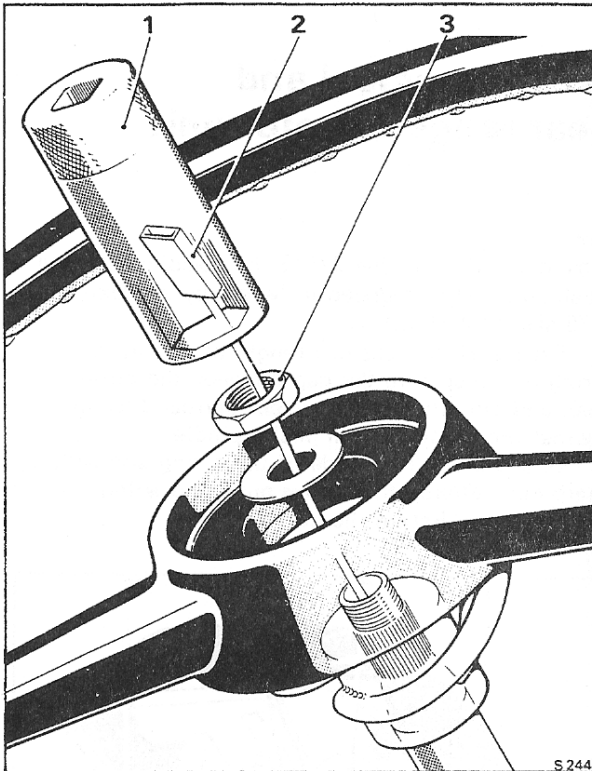
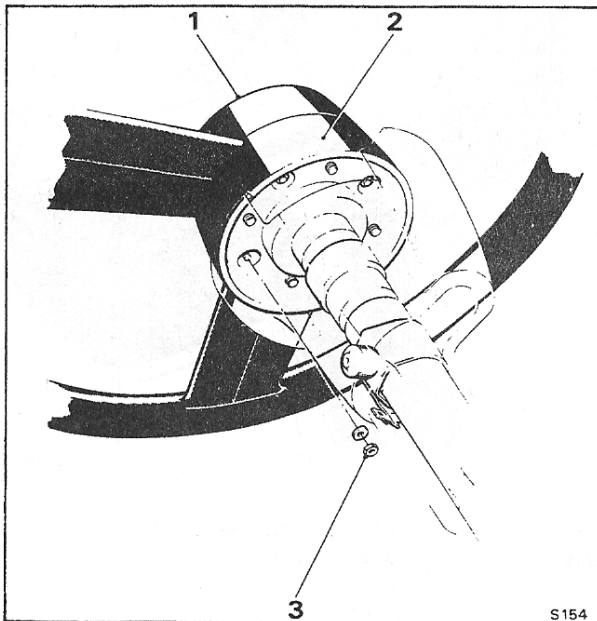


Fig. N27 Steering wheel components. Silver Shadow II, Silver Wraith II and Bentley T2

- |   |                         |
|---|-------------------------|
| 1 | Horn button             |
| 2 | Support plate           |
| 3 | Connector               |
| 4 | Energy absorbing device |
| 5 | Metal shroud            |
| 6 | Column nut              |
| 7 | Bearing pin             |



**Fig. N28 Use of deep socket on steering wheel nut**  
 1 Deep body hexagon socket  
 2 Connector  
 3 Steering wheel nut



**Fig. N29 Horn button removal. Prior to car serial numbers Corniche 32633 Camargue 32035**  
 1 Horn button  
 2 Wheel hub  
 3 Nut and washer

8. Unscrew and remove the support plate taking care to disconnect the cable attached to the underside of the plate.
9. Remove the steering wheel centre nut and washer using a 7/8 in. A/F, deep body, hexagon socket spanner (see Fig. N28).

**Important**

Feed the horn wire and connector into the spanner body to ensure no pinching of the wire occurs. On no account should a bi-hexagon socket spanner be used due to the restricted length of the bore.

10. Scribe a mark across the steering wheel lower boss and inner column rim to ascertain the correct relationship of wheel to column splines.
11. Grip the steering wheel spokes and using a straight pull remove the wheel taking care not to damage the splines.

The wheel assembly must be removed as one unit. No part dismantling is advised.

12. Inspect support plate, contact rivet, cable connector, the bearing pin attached to the underside of the horn button and the return spring.

**Steering wheel - To remove**

Corniche and Camargue prior to car serial number  
 Corniche - 32633 Camargue - 32035

**Protect the steering wheel from marks and scratching when dismantling.**

1. Remove the gear range selector cowl, which is in two pieces, by unscrewing and removing the six recessed slot mushroom head setscrews located in the cowl lower half. The upper section of the cowl is secured by the four outer screws and the lower section by the remaining two setscrews.
2. Unscrew the four nuts located behind the steering wheel and remove the horn button assembly from the steering wheel centre.(see Fig. N29).
3. Withdraw the horn contact plate and disconnect the electrical plug.
4. Unlock the tab washer then unscrew and remove the nut which secures the steering wheel to the column.
5. Before removing the wheel, the centre of the column and the steering wheel inner boss face should be suitably marked to ensure that the wheel is replaced in the same relative position on assembly.
6. Replace the nut to prevent possible damage to the threaded end of the column, then, using special tool (RH 7870), extract the wheel. Remove the tool and the wheel securing nut and lift away the wheel.

**Gear range selector unit - To remove (Fig. N30)**

1. Disconnect the battery.
2. Unscrew the two outer mid-positioned setscrews from the lower cowl and remove the upper cowl.
3. Unscrew the two clamps holding the lower cowl and remove the cowl. Screw the clamps back onto the cowl before placing aside.

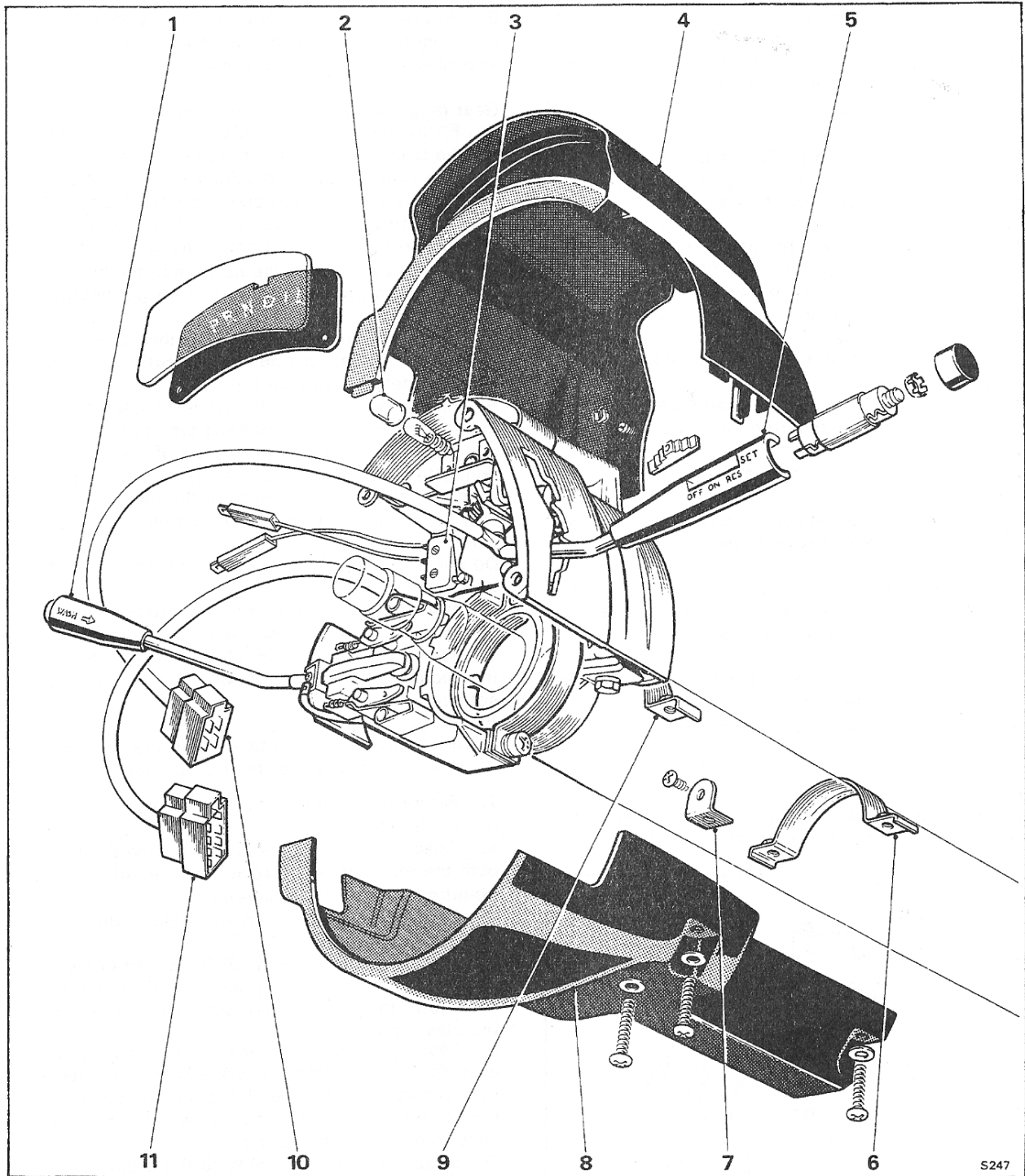


Fig. N30 Cowl, gear range selector and wash unit

- |   |   |    |   |
|---|---|----|---|
| 1 | Indicator and washer switch unit                    | 8  | Lower cowl                                  |
| 2 | Bulb filter   | 9  | Front clamp - lower cowl                    |
| 3 | Micro switch  | 10 | Socket - speed control switch wiring        |
| 4 | Upper cowl  | 11 | Socket - indicator and washer switch wiring |
| 5 | Gear range selector and Speed control system switch |    |   |
| 6 | Rear clamp - lower cowl                             |    |   |
| 7 | Upper to lower cowl angle bracket                   |    |   |

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4. Disconnect the main loom wiring block (4-way) and the two single Lucar connectors to the micro-switch, situated behind the instrument panel.
5. Remove the gear range selector.

#### Gear range selector unit - To dismantle

1. Remove the screws securing the micro-switch mounting plate to the front face of the base assembly.
  2. To remove the scale pointer, set the selector lever to (I) range exposing the single setscrew. Remove the pointer then replace the setscrew with any packing washers back into the selector quadrant.
- Care must be taken not to scratch the pointer or the indicator scale.
3. Remove the two recessed head screws and shake-proof washers securing the indicator support bracket to the two bosses on the base assembly, then remove the indicator support bracket assembly.
  4. Remove the two hexagon-headed 3 B.A. screws securing the gate assembly to the underside of the base.
  5. Remove the circlip, clevis pin and spring securing the gear selector lever to the quadrant, then remove the lever with the gate assembly attached.
  6. Remove the two recessed head screws securing the phosphor - bronze contact to the base plate. Retain the two insulating dowels and the two insulating strips.
  7. Remove the circlip from the other end of the rocking arm.
  8. Remove the rocking arm to quadrant, tension springs; detach the rocking arm assembly.

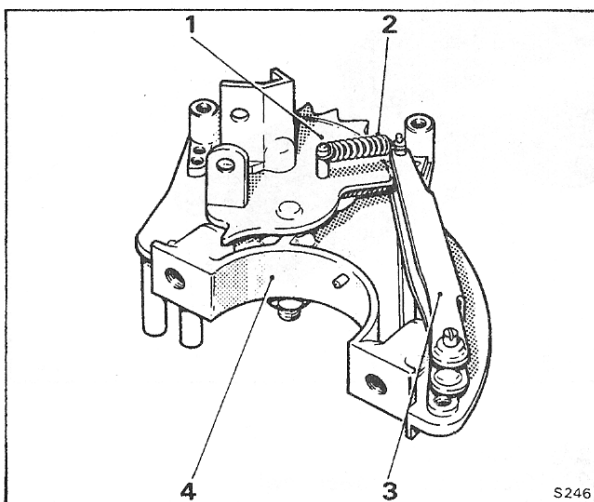


Fig. N31 Quadrant to rocking arm assembly

- 1 Gear selector quadrant
- 2 Tension spring, rocking arm
- 3 Rocking arm
- 4 Base casting

9. Remove the ¼ in. U.N.F. nut and washer from the quadrant spindle and remove the quadrant assembly from the base assembly.

#### Gear range selector unit - To assemble

1. Fit the quadrant assembly onto the base and nip the ¼ in. U.N.F. nut and washer onto the spindle. Check that the quadrant is free to rotate.
2. Remove the quadrant and lubricate the spindle with Ragosine 204G grease or its equivalent. Fit the quadrant and finally tighten the ¼ in. U.N.F. nut.
3. Do not overtighten the nut, since the bearing boss tends to spread slightly and a tight bearing may be formed.
4. Fit the rocking arm assembly, then check to ensure that the roller lines up correctly with the quadrant detent form (see Fig. N31).
5. Fit the two small coil springs between the spindle protruding through each side of the quadrant and the spindle through the centre of the rocking arm roller. Assembly is easier if the quadrant is rotated anti-clockwise, clear of the rocking arm, so that the springs are not under tension.

#### Note

Do not fit the retaining clip to the rocking arm at this stage.

6. Move the quadrant to a mid-way position and fit the phosphor-bronze contact. This contact is assembled between two insulating strips which are located by two insulating dowels; secure by two setscrews and washers.

#### Important

Extreme caution must be taken with the moving contact, so that it is not bent or damaged.

7. Before fitting the selector lever assembly carry out the following:
  - a. Check that the clevis pin will slide through both the fork end on the lever and the holes in the mounting arms on the quadrant.
  - b. Check that the fork end will also slide between the arms.
8. Lightly smear Ragosine 204G grease or its equivalent, on the bearing surfaces of the selector lever fork, the inside of the supporting arms and the clevis pin.
9. Loosely fit the selector lever through the gate assembly, then locate the fork and spring between the support arms. Fit the clevis pin and secure with the circlip. Check that the lever will return easily under the load of the spring.
10. Secure the gate assembly to the underside of the base by means of the two hexagon-headed 3 B.A. screws. Check that, when the position of the lever is controlled by the detents, it lines up with the profile of the gate liner and that the extreme positions of the lever are limited by the gate.
11. Fit the insulating plate complete with feed and supply contacts.

When the unit is secured, check that the inside leg of the moving contact is disposed centrally across the supply contact and that the pressure is correct when a piece of 0,025 mm. (0.001 in.) paper

is 'nipped' between the contacts. At the extremities of its travel the hemispherical head must still touch the supply contact.

This adjustment is most important, to ensure accurate spring weight during travel of the moving contact.

12. Each selection should then be made in turn, checking that the outside leg on the moving contact lines up correctly with each of the feed contacts.

13. Press the blue plastic filter cap over the bulb. Fit the indicator scale over the support bracket and secure with two self-tapping screws. The scale should drop onto the bracket and its lip must not be forced down.

14. Feed the pointer under the indicator scale; then with (I) range selected and using a small cross-blade screwdriver, feed the single 5 B.A. screw through the pointer leg into the quadrant boss together with any original packing washers replaced. Care should be taken not to mark either the pointer or the indicator scale.

15. Full selection should then be made and the alignment of the pointer checked.

16. As a sub-assembly, fit the neutral start micro-switch loosely to the mounting plate. Fit this sub-assembly to the base assembly.

17. With the selector quadrant set in the (N) Neutral position adjust the micro-switch roller to the peak of the cam. This setting should automatically fix the (P) Park position.

A simple battery powered test box, operating a buzzer or lamp, attached to the micro-switch Lucar connectors will indicate when a correct setting has been achieved.

#### **Gear range selector unit - To fit**

Refer to Operations 1 to 6 of Steering wheel - To remove, Silver Shadow II, for the sequence of removing the trim, the gear selector unit and the combination wash/indicator/flasher unit. Reverse the procedure for removal giving consideration to the following points.

1. Check that the combination screen wash/indicator unit is located and secured before fitting the selector unit.

2. Replace the upper and lower cowl moulding onto the steering wheel, loose enough to allow manual centralising of the assembly in relation to the gear range pointer and selector lever.

3. Remove the top cowl and secure the lower cowl, when suitably positioned. Fit the top cowl.

4. Finally, assemble the instrument facia panel, trim fairing and knee roll pads.

#### **Steering wheel - To fit**

**Silver Shadow II, Silver Wraith II and Bentley T2. Also Corniche and Camargue from car serial number Corniche 32633 to 50233 inclusive and Camargue 32035 to 50244 inclusive.**

**Protect the steering wheel from marks and scratching when assembling.**

1. Feed the connector and wire through the steering wheel centre boss then align the boss to

the marks on the lower boss and inner column rim, locating firmly on the splines.

2. Replace the washer and centre nut then using the  $\frac{7}{8}$  in. A/F, deep body, hexagon socket spanner torque tighten the assembly to the figures quoted in Chapter P. Carefully feed the shroud and wire into the spanner body (see Fig. N28).

If any adjustment of the straight ahead position is necessary, the procedure shown in Steering link - To remove and fit, Section N4, should be carried out.

3. Check that the self-cancelling stalk contacts the flasher switch arms and that the end of the stalk does not foul the gear selector lever when this is in the (L) position.

4. If a foul exists, the self-cancelling stalk must be filed down to clear the gear selector lever.

This procedure must take place when a new steering wheel is fitted, or the existing wheel is replaced.

5. After filing, the exposed metal must then be painted in a dull nickel colour.

6. Plug the centre wire into the connector attached to the underside of the support plate and secure the plate to the centre hub.

7. Lightly lubricate the bearing pin of the horn button with Rocol 204G Ragosine grease or equivalent making sure that the 'necked' portion of the bearing pin clips securely over the retaining spring.

8. Fit the combined screen wash unit switch onto the steering column using the locating stud. Secure in position.

9. Locate the gear range selector onto the column by its locating stud and secure.

#### **Note**

The screen wash unit switch must be replaced first otherwise access to the securing screws of this unit is covered by the gate of the gear selector unit.

10. Fit the upper and lower cowl mouldings onto the steering wheel loose enough to allow manual centralising of the assembly in relation to the gear range pointer and lever. Remove the top cowl and secure the lower cowl when suitably positioned.

11. Locate the top cowl onto the lower cowl and secure.

12. Finally, assemble the instrument facia panel, trim fairing and knee roll pads. Replace the knurled connector (purple/black wire) and Lucar (black wire) to the steering column.

#### **Steering wheel - To fit**

**Corniche and Camargue prior to car serial number**

**Corniche - 32633 Camargue - 32035**

**Protect the steering wheel from marks and scratching when assembling.**

1. Feed the connector and wire through the steering wheel centre boss. Align the marks on the boss and end of the steering column. Locate the wheel firmly on the splines.

2. Fit the tab washer, then tighten the centre nut to the torque figures given in Chapter P. Ensure

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the horn wire is not nipped when the torque spanner is fitted.

If any adjustment of the straight ahead position is necessary, the procedure shown in Steering link - To remove and fit, Section N4, should be carried out.

3. Check that the self-cancelling stalk contacts the flasher switch arms and that the end of the stalk does not foul the gear selector lever when this is in the (L) position.

4. If a foul exists, the self-cancelling stalk must be filed down to clear the gear selector lever.

This procedure must take place when a new steering wheel is fitted, or the existing wheel is replaced.

5. After filing, the exposed metal must then be painted in a dull nickel colour.

6. Fit the centre wire into the connector attached to the underside of the horn contact plate. Secure the contact plate to the centre boss.

7. Feed the four long bolts and spacers attached to the horn button assembly, through the steering wheel boss and secure on the underside with 2 BA full nuts and plain washers.

8. Replace the knurled connector (purple/black wire) and Lucar (black wire) to the steering column if these have been removed.

9. Fit the combined screen wash unit onto the steering column using the locating stud. Secure in position.

10. Locate the gear range selector onto the column by its locating stud and secure.

**Note**

The screen wash unit must be replaced first, otherwise access to the securing screws of this unit is covered by the gate of the gear selector unit.

11. Fit the upper and lower cowl mouldings onto the steering wheel loose enough to allow manual centralising of the assembly in relation to the gear change pointer and lever. Remove the top cowl and secure the lower cowl when suitably positioned.

12. Locate the top cowl onto the lower cowl and secure.

13. Finally, assemble the instrument facia panel, trim fairing and knee roll pads.