

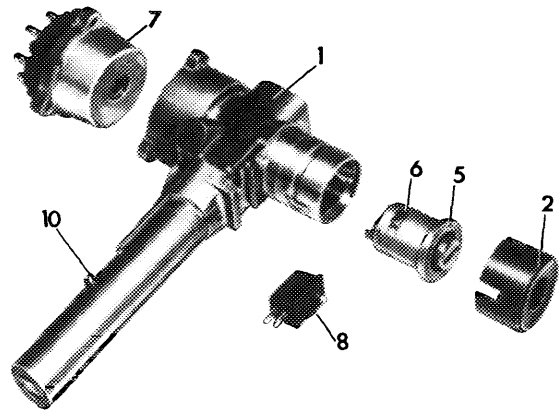
Note

The steering lock comprises the following main components:

- A. Steering lock starter switch electrical section (7)
- B. Locking cylinder (5)
- C. Steering lock mechanical section (1)
- D. Vacuum valve

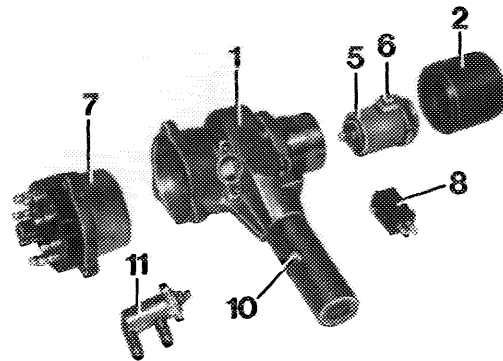
**Steering lock 1st version
(plug-type cap)**

- 1 Steering lock
- 2 Cap (plastics)
- 5 Locking cylinder
- 6 Detent
- 7 Steering lock starter switch
- 8 Contact switch (USA version only)
- 10 Locking pin



**Steering lock 2nd version
(screw-type cap)**

- 1 Steering lock
- 2 Cap
- 5 Locking cylinder
- 6 Detent
- 7 Steering lock starter switch
- 8 Contact switch
- 10 Locking pin
- 11 Vacuum valve (vehicles with diesel engine and key starting system only)

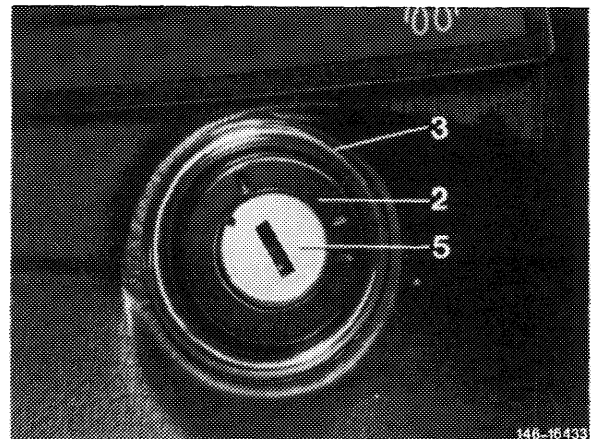


A. Removal and installation of steering lock starter switch

Removal

1 Remove instrument cluster by pulling instrument cluster out as far as possible, loosen tachometer shaft, both electrical plug connections and oil pressure line.

2 Remove collar (3) from instrument panel while bending holding plates slightly open.

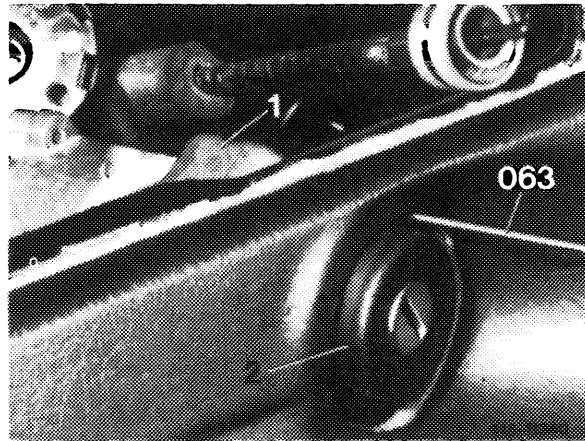


Steering lock 1st version (plug-type cap)

3 Pull off key and pull cap from steering lock by means of a steel wire 1 mm thick and offset at one end by approx. 1.5 mm

Note: The cap must be removed so that the steering lock can be turned during subsequent removal.

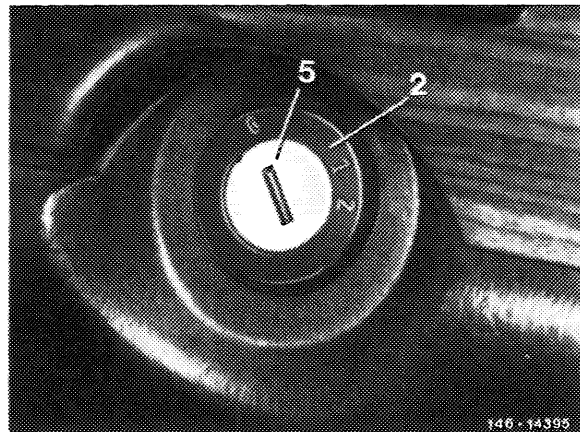
4 Put key back and turn to position "1", the so called assembly or radio position.



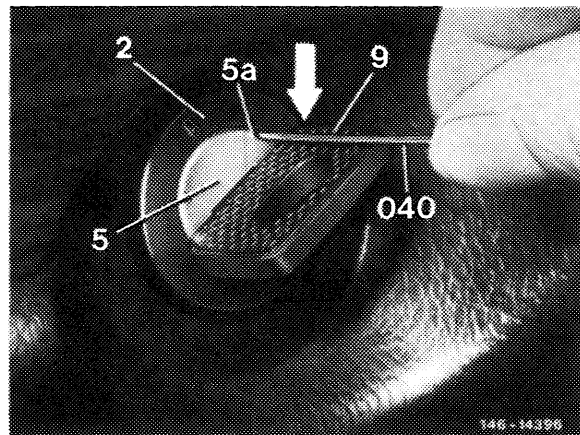
Steering lock 2nd version (screw-type cap)

5 Turn locking cylinder into position "1" by means of ignition key. Pull plug connection from steering lock starter switch.

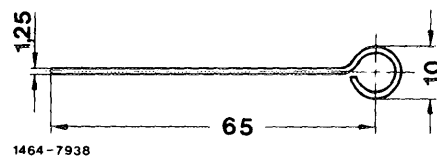
Note: On vehicles manufactured from middle of 1980 the plug connection can be pulled off only in position "1", since it is locked in all other ignition key positions.



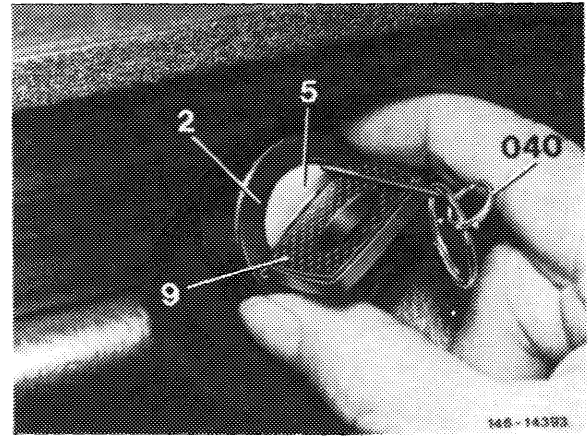
6 Introduce releasing wire (040) into locking cylinder through bore (5 a). Then push down releasing wire and unlock detent of locking cylinder by overcoming resilient resistance.



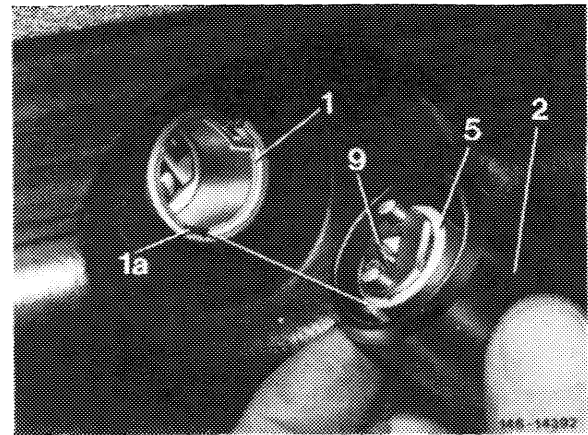
Note: The releasing wire is a steel wire 1.25 mm thick and self-made according to adjacent drawing.



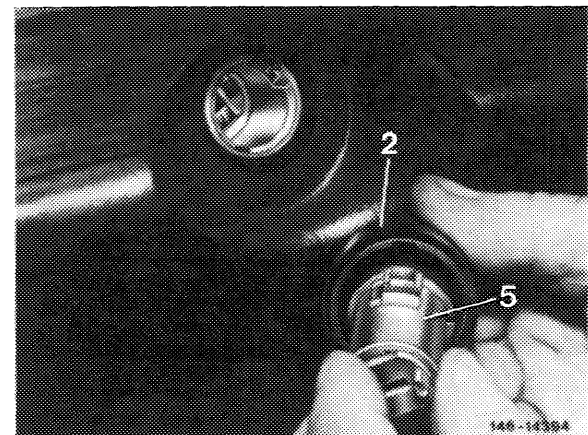
7 With detent unlocked, unscrew cap from steering lock.



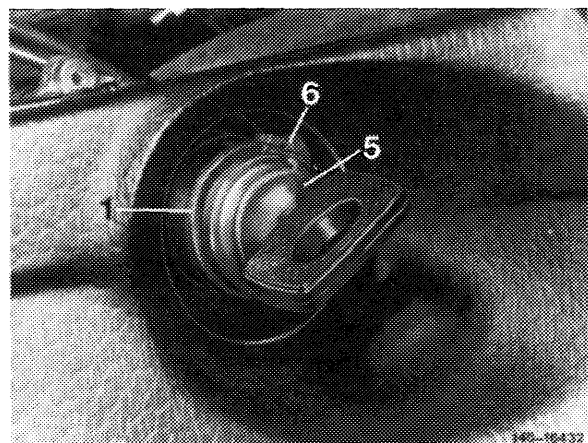
8 Remove cap including locking cylinder from steering lock. Pull releasing wire out of locking cylinder. Turn ignition to position "0" and pull out.



9 Remove locking cylinder from cap.



10 Turn locking cylinder into position "1", push down detent and insert locking cylinder without cap into steering lock.

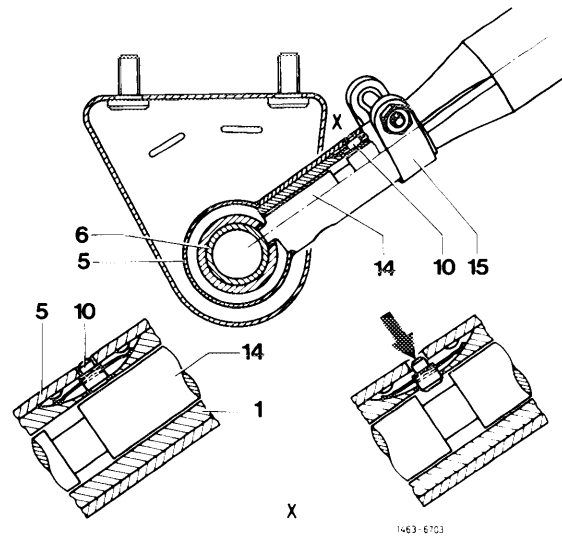


11 On both versions, loosen clamping screws of fastening clamp (15).

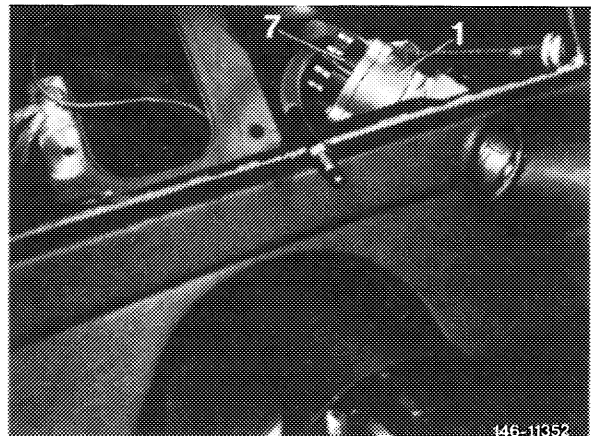
12 Push-in locking pin (10) for steering lock by means of a 3 mm dia. punch. Turn key to position "0" and pull out.

Attention!

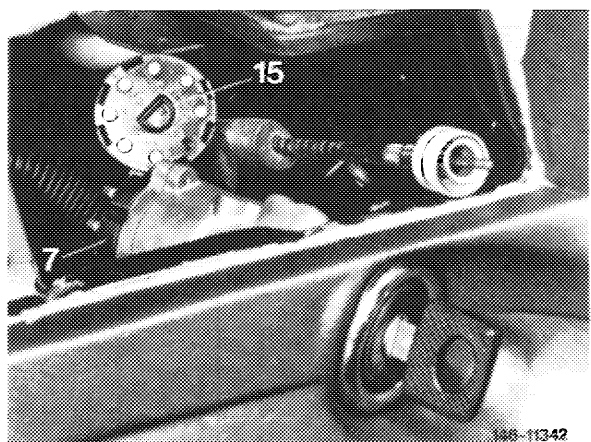
The locking pin can be pushed down only in position "1" of steering lock.



13 Turn steering lock slightly to the left so that the locking cylinder is no longer in recess of instrument panel.



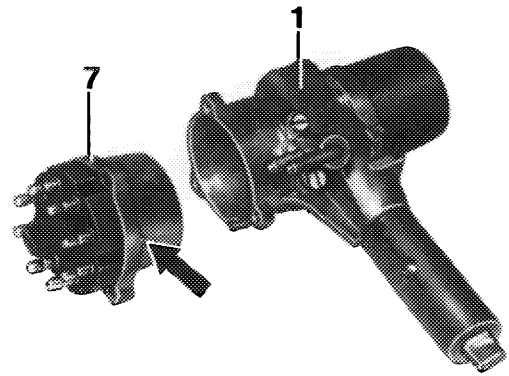
14 Unscrew fastening screws for starter switch from steering lock by means of a short screwdriver and remove starter switch.



Installation

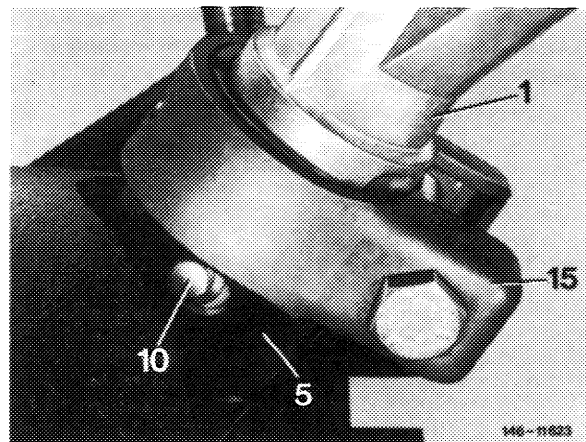
Note: Starting mid-1978, a starter switch with modified start repeat lock is installed. With this starter switch, the time limit prior to a restart, if any, is extended, since the ignition key must be turned back to position "0" prior to repeating start (up to now up to position "1" only).

15 Fasten starter switch to steering lock, while making sure that the switch is inserted with its locating lug in recess of steering lock.



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16 Turn steering lock in mounting bracket of jacket tube until locking pin (10) engages. Tighten clamping screw of fastening clip (15).

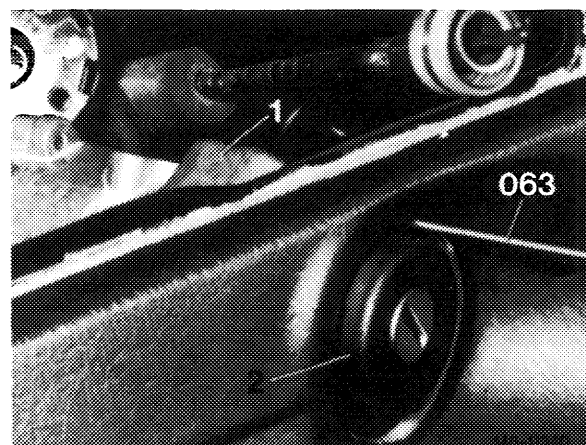


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Steering lock 1st version (plug-type cap)

17 Place cap in correct position on steering lock. Pay attention to recesses on cap.

18 Attach plug connection to starter switch.

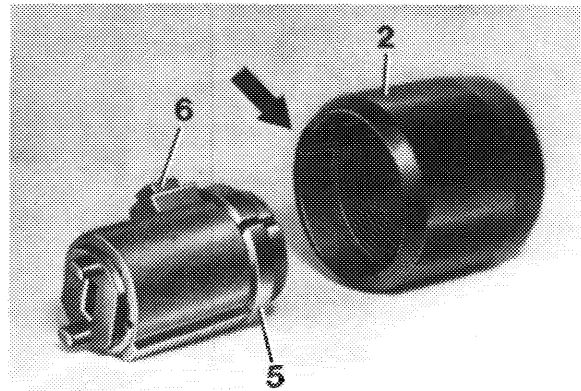


Steering lock 2nd version (screw-type cap)

19 Remove locking cylinder in position "1" from steering lock.

20 Slightly coat threads in cap or threads of steering lock with Anticorit PRC II or anti-friction bearing grease.

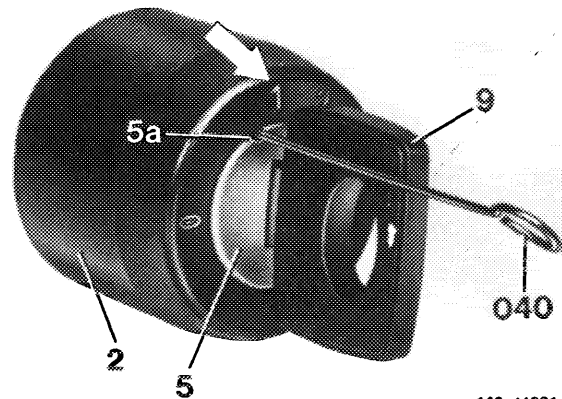
21 Insert locking cylinder in cap in such a manner that detent (6) enters groove of cap (arrow).



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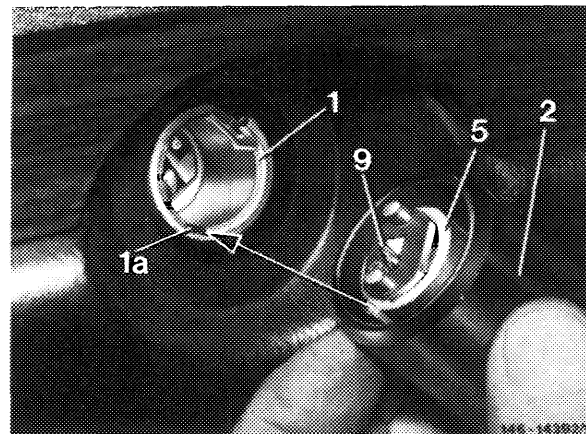
22 Insert ignition key into locking cylinder and turn to position "1".

23 Unlock detent by means of releasing wire (040) through bore (5 a) in locking cylinder.



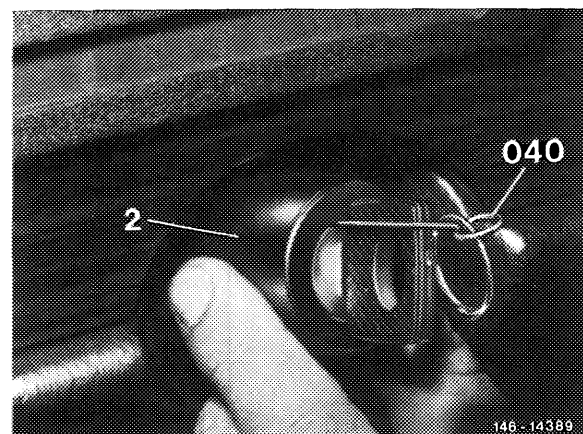
146-14391

24 Position cap including locking cylinder on steering lock in such a manner that the raised portion on locking cylinder enters groove of steering lock (arrow).



146-14392

25 Screw cap completely on steering lock.



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26 Pull releasing wire out of locking cylinder. Turn cap to the left (max. 1 turn) until detent of locking cylinder enters groove of cap.

27 Attach plug connection to starter switch in position "1".

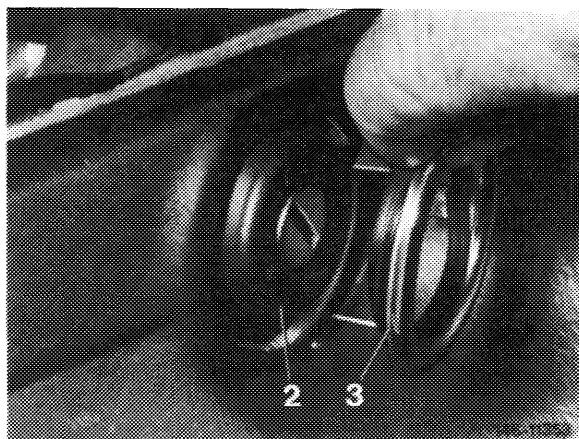
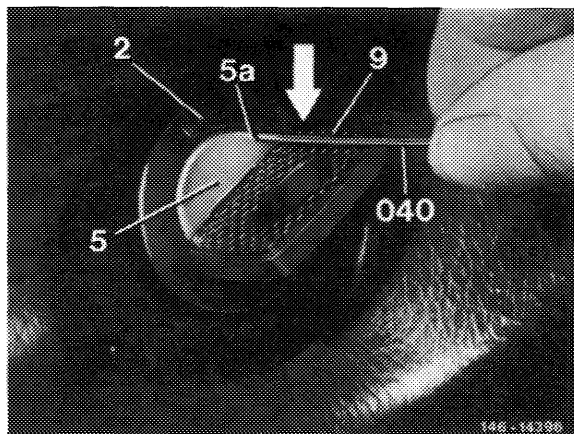
Note: On vehicles manufactured from middle of 1980 the plug connection can be pulled off only in position "1".

28 Check locking cylinder for function.

29 On both versions, insert collar into instrument panel and bend holding plates.

30 Install instrument cluster while connecting both electrical plug connections, oil pressure line and tachometer shaft.

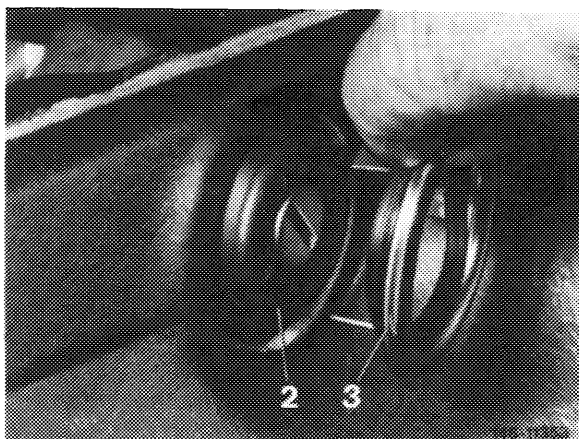
31 Check starter switch and on 2nd version of steering lock also locking cylinder for function.



B. Removal and installation of locking cylinder

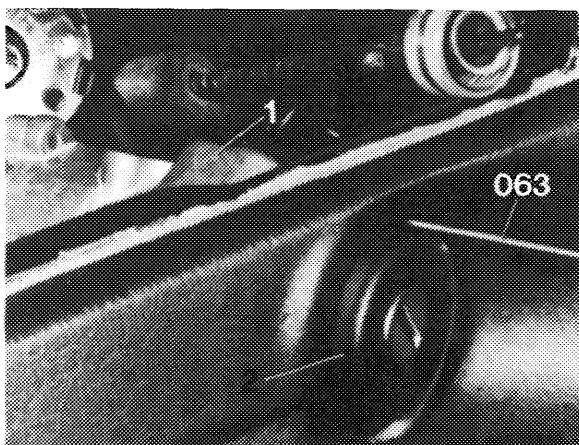
Removal

1 Take collar (3) from instrument panel.



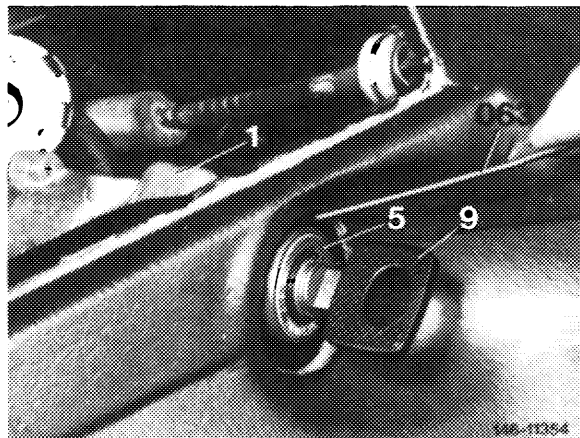
Steering lock 1st version (plug-type cap)

2 Pull out key and pull cap from steering lock by means of a steel wire (063) 1 mm thick, which is bent to an 1.5 mm angle at end.



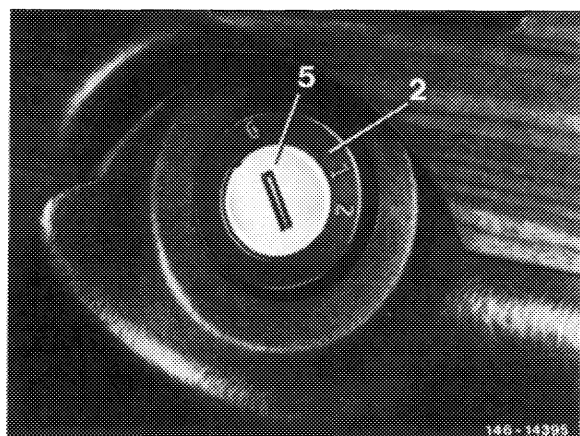
3 Put key back into locking cylinder and turn to position "1" (90° to the right), push detent and remove locking cylinder.

Note: The detent is at the right and can be pushed only in position "1".

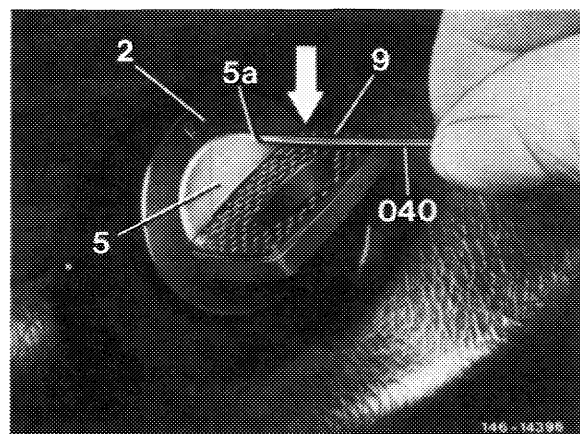


Steering lock 2nd version (screw-type cap)

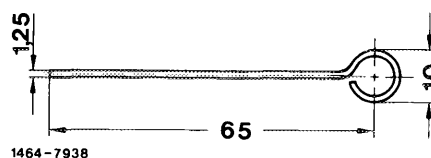
4 Turn locking cylinder into position "1" with ignition key.



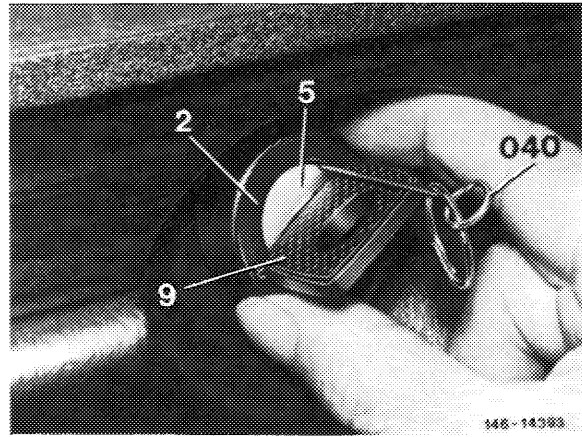
5 Introduce releasing wire (040) through bore (5 a) in locking cylinder. Then insert releasing wire and unlock detent of locking cylinder by overcoming resilient resistance.



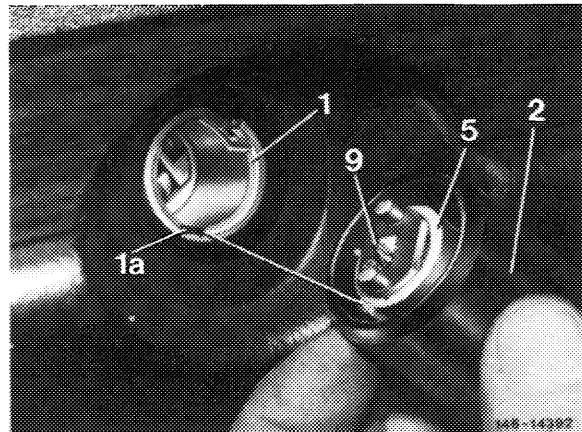
Note: The releasing wire is self-made of steel wire 1.25 mm thick according to adjacent drawing.



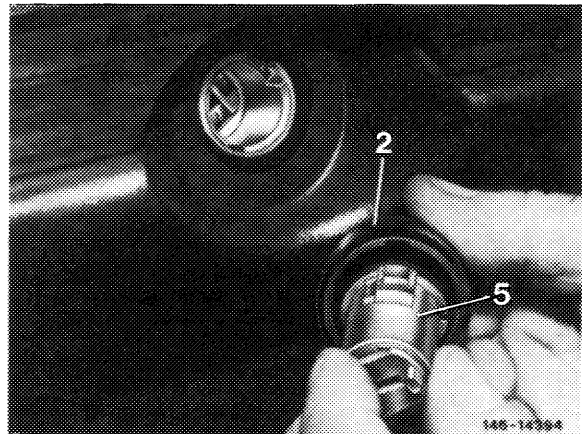
6 Unscrew cap from steering lock with detent unlocked.



7 Remove cap including locking cylinder from steering lock. Pull releasing wire out of locking cylinder. Turn ignition key to position "0" and pull out.



8 Remove locking cylinder from cap.



Installation

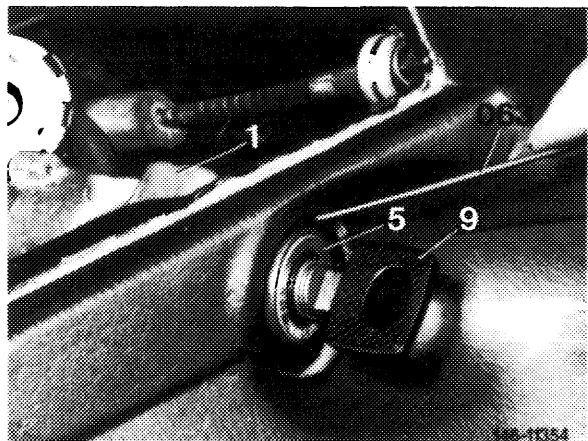
Steering lock 1st version (plug-type cap)

9 Turn locking cylinder to position "1" and insert into steering lock, making sure that detent engages.

10 Turn key to "0" and pull off.

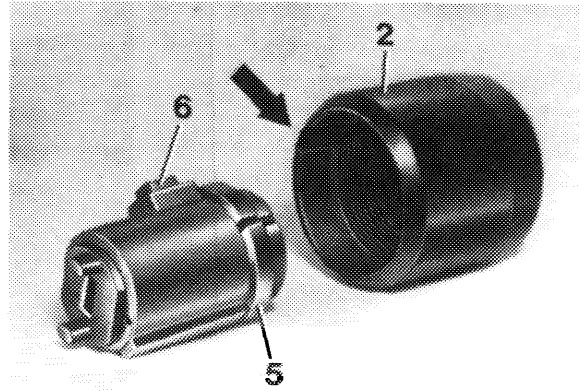
11 Place cap in correct position on steering lock, observing recesses on cap.

Check closing cylinder for function.



Steering lock 2nd version (screw-type cap)

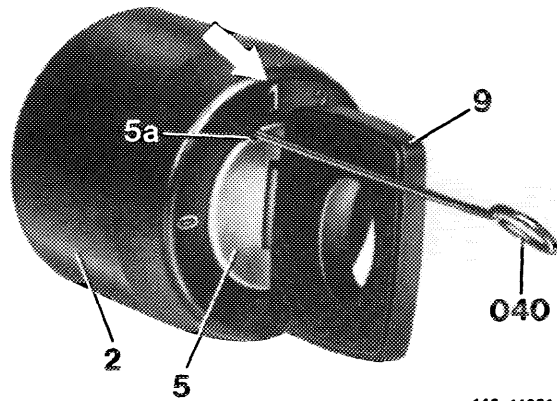
12 Insert locking cylinder into cap in such a manner that detent (6) enters groove of cap (arrow).



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13 Insert ignition key into locking cylinder and turn to position "1".

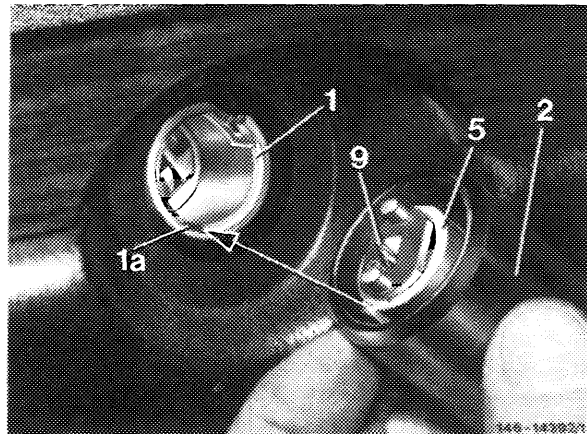
14 Unlock detent by means of releasing wire (040) through bore (5a) in locking cylinder.



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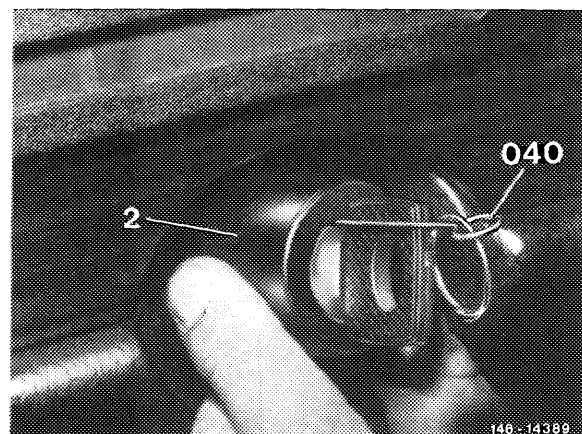
15 Slightly coat threads in cap or threads of steering lock with Anticorit PRC II or anti-friction bearing grease.

16 Position cap including locking cylinder on steering lock in such a manner that the raised portion on locking cylinder enters groove of steering lock (arrow).



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17 Screw cap completely on steering lock.



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