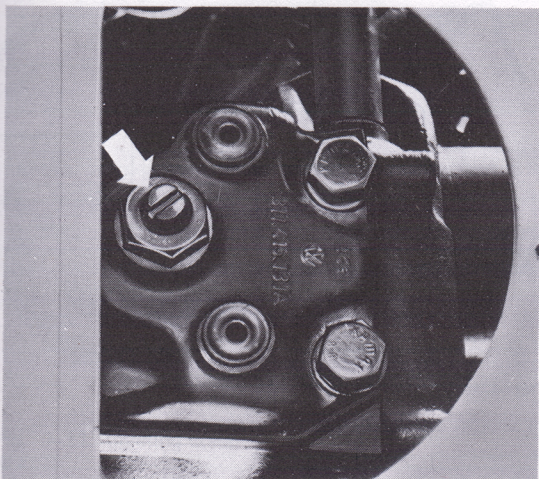


To adjust roller:

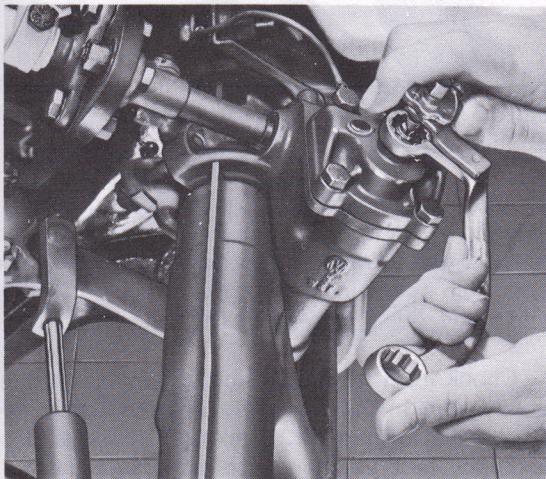
1. Turn the steering wheel 90° to either the left or the right of its centered position. Then raise the front luggage compartment hood and remove the spare wheel from the car.
2. Remove the Phillips head screw and take off the access panel for the steering gearbox.
3. Loosen the roller shaft adjusting screw locknut. Then turn the roller shaft adjusting screw (Fig. 9-8) out about one full turn.



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Fig. 9-8. Roller shaft adjusting screw (arrow).

4. Turn in the adjusting screw until you feel the roller just contact the worm. Lightly tighten the locknut as shown in Fig. 9-9, then torque it to 2.5 mkg (18 ft. lb.).



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Fig. 9-9. Adjusting screw being held in its optimum position while locknut is lightly tightened.

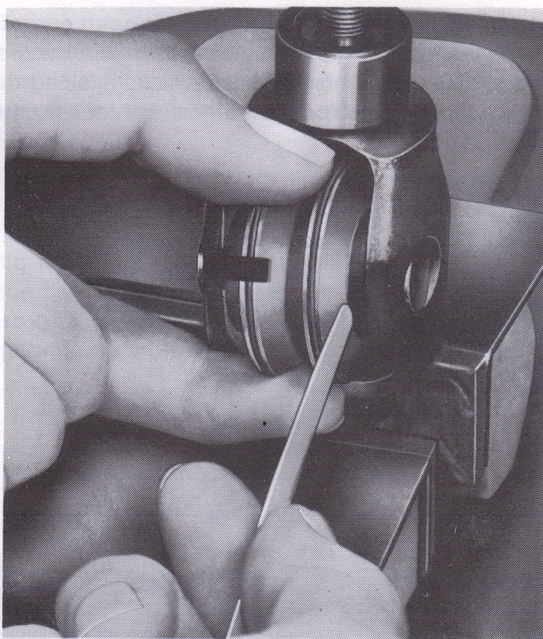
5. With the car standing on its wheels, turn the steering wheel 90° to each side and check the adjustment. The freeplay at this point must not exceed 25 mm (1 in.) measured at the rim of the steering wheel.

NOTE —

If there is more play on one side, repeat the roller shaft adjustment at 90° to that side.

6. Check the toe-in and, if necessary, adjust it.
7. Road-test the car. Take a corner at 10 to 12 mph (15 to 20 km). If the steering wheel does not return to about 45° from its centered position, the roller is too tight. The adjustment must then be repeated to prevent damage to the worm and roller.

If excessive freeplay still exists after carrying out the adjustments described so far, remove and disassemble the steering gearbox. (See **9.6 Disassembling, Assembling, and Adjusting Steering Gearbox.**) Once apart, check the axial play of the roller on its support pin as shown in Fig. 9-10.



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- Fig. 9-10.** Axial play of roller being checked. Measure the clearance between the roller and washer (arrow) with a 0.05-mm (.002-in.) feeler gauge. If you can push the feeler gauge between the roller and washer, replace the complete roller shaft assembly.

After you have assembled and reinstalled the steering gearbox, check the toe of the front wheels and, if necessary, adjust the toe, as described in **3.2 Checking and Adjusting Toe.**

