



Upper Steering Column Bearing Kit Installation Instructions

PART # 384-940

440 Rutherford St. P.O. Box 847 Goleta, CA 93117
1-800-642-8295 • FAX 805-692-2525 • www.mossmotors.com

Tools needed: Snap ring pliers, 1/4" drill bit, drill, 3/16" punch, hammer, pop rivet gun, socket set with extensions, pliers or vice grips (if the bearing holder is bent), brass drift, black marker.

Thank you for purchasing the Moss MGB Upper Steering Column Bearing Kit. In order to remove and replace the bearing in your steering column, you will need to temporarily remove your steering column from the vehicle.

Steering Column Removal:

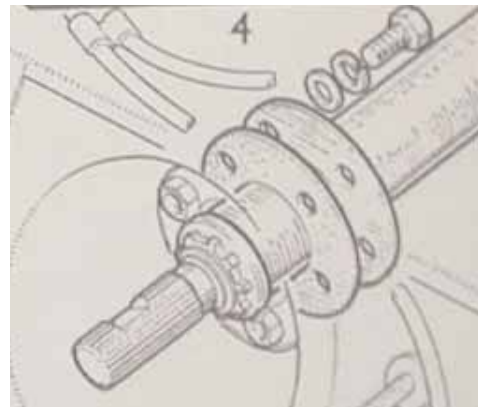
1. Disconnect the batteries.
2. Remove the carburettor air cleaners.
3. Remove the upper pinch-bolt from the steering-column universal joint. Mark the orientation of the shaft to the universal joint with the black marker to ensure correct reinstallation.
4. Remove the lower panel from under the left-hand side of the fascia panel.
5. Disconnect the steering-column switch wiring at the snap connectors below the fascia.
6. Withdraw the motif disc from the centre of the steering-wheel; unscrew the steering-wheel retaining nut and, using a suitable puller-type extractor, remove the wheel. (Sugg. Moss 384-930 for 77-80 steering wheels)



8. Note the location, quantity, and thickness of the packing washer between the column upper fixing flanges and the body bracket, remove the securing bolts and collect the packing washers. If the packing washers are mislaid or their fitting position are not recorded, the steering column must be realigned when refitted.



7. Unscrew the three bolts securing the steering-column to the toe plate.



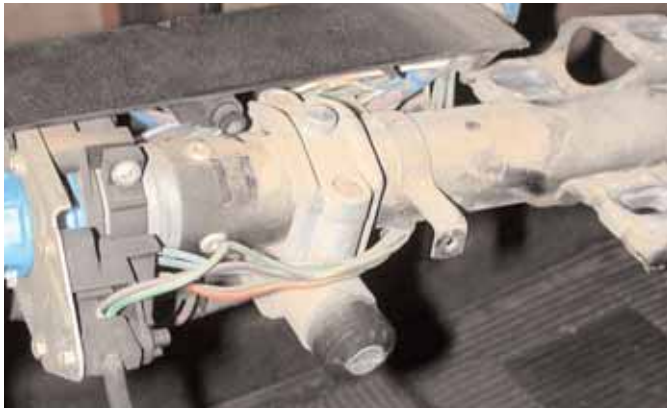
MGB Upper Steering Column Bearing Installation Instructions

9. Withdraw the steering-column complete with steering wheel and switches.

Steering Column Switch Removal:

10. Remove the three left-hand switch cowl retaining screws.

11. Unscrew the panel light switch retaining screws (1974 & earlier models) and then remove the left-hand switch cowl.



12. Remove the screw retaining the right-hand switch cowl.

13. Unscrew the two screws securing the combined overdrive and windshield wiper/washer switch and remove the switch complete with wiring.

14. Unscrew the two screws securing the combined headlamp flasher, horn (1974 & earlier models) and direction indicator switch, and remove the switch complete with wiring.

15. Unscrew the four ignition switch retaining screws and remove the switch complete with wiring.

Steering Column Bearing Replacement:

16. Place the steering column on a workbench. Spin the steering shaft to observe if there is any binding or noises that might indicate additional components needing attention or cleaning.



17. Use a black marker to mark the orientation of the turn signal cancelling cam on the shaft. Then remove the turn signal cancelling cam. Loosen the allen screw (if it has one) and then tap it off of the shaft using a brass drift. Spray lubricant (a penetrating oil will help here) to ease the cancelling cam off of the shaft.

18. Secure the steering shaft in a vice. Remove the small circle clip from the groove in the steering shaft at the top of the housing using the snap-ring pliers. Note that the shaft is spring loaded and will want to fall out of the housing as soon as the circlip is removed. Be ready to catch it before it hits the floor. Try to not to break the circlip during its removal, AS IT WILL BE REUSED LATER. If the circlip is already broken, use a screwdriver and a dentist's pick to remove it.



19. Observe the top of the steering column assembly. Note how there is a notch in the side of the column just below the upper bearing retainer. Use the black marker to mark the orientation of the notch onto the upper bearing retainer. This will allow you to later reinstall the upper bearing retainer in the correct position.



MGB Upper Steering Column Bearing Installation Instructions



20. Pull the steering column shaft out of the BOTTOM of the steering column and set it aside on the bench. Clean any dirt or debris from the notch where the circlip was resting.



21. Use a 1/4" drill bit to remove the head of one of the rivets that go through the steering column and into the upper bearing retainer. The head of the rivet should separate from the body and "pop" off, leaving the body of the rivet still in the steering column. Stop drilling and use a hammer and punch to drive the body of the rivet into the steering column. Stand the steering column up and the body of the rivet should fall out. Repeat for the other two rivets. Make sure that the heads and bodies of the rivets fall out of the column and are not trapped inside it.



MGB Upper Steering Column Bearing Installation Instructions

22. Twist and pull the upper bearing retainer from the steering column. Set it on a clean working surface.



23. Use the snap ring pliers to remove the large circlip that retains the bearing in the upper bearing retainer. Squeeze the snap ring pliers until the circlip comes out of the groove and then pull upwards to remove it. Keep track of this snap ring, as it will be reused.



24. Remove the large washer that sits below the snap ring and above the bearing casing. Save this washer, it will be reused.



25. Take a look at the upper end of the upper bearing retainer. See if the metal at the end of the bearing retainer has been dented or bent in any way (perhaps from being dropped or hammered previously). If any of the edges are bent in, they will restrict the path for the bearing to be removed and will need to be straightened. Clear out any built up dirt and grime above the rubber bearing casing.



26. Turn the upper bearing retainer upside down. Push the rubber cased bearing out of the housing using YOUR HAND and a long punch. Do NOT hammer the bearing out of the casing with the punch. The bearing should slide out of the housing with gentle but consistent pressure without having to damage the rubber casing. If necessary, use a minimal amount of lubricant or silicone spray.



MGB Upper Steering Column Bearing Installation Instructions



27. Pull the rubber casing surround off of the steering column bearing using your hands. Be aware that there may also be a brass retaining clip in the rubber casing, so try to remove it by hand before using a screwdriver.



28. Locate the new Moss steering column bearing in your kit. Notice that one side has a plastic shield covering the ball bearings. The side with the plastic shielding will face the driver. Push the new steering column bearing into the rubber bearing casing.

29. Push the rubber casing/bearing assembly into the upper bearing retainer. Again, the side with the plastic shielding will face the driver. Use the punch and your hand (not a hammer) to seat the rubber casing against the lip at the bottom of the upper bearing retainer.

30. Lay the large washer on top of the rubber bearing casing. Use the snap ring pliers to reinstall the large circlip into the groove just above the bearing and washer.

Reassembly:

31. Slide the upper bearing retainer into the top of the steering column.

32. Rotate the upper bearing retainer until the line you marked in Step 20 lines up with the notch observed in Step 20.

33. Gather the pop rivet gun and the three pop rivets in the kit. With the notch lined up with the marked line, place a pop rivet through the hole in the steering column and into the hole in the upper bearing retainer. Expand the rivet using the pop rivet gun. Repeat for the two other holes.

34. Slide the steering column shaft into the bottom of the steering column and through the upper bearing retainer.

35. Holding the steering column/shaft assembly straight up, apply pressure on the steering column with the shaft resting against the worktable to compress the spring in the steering column. This will expose the notch at the top of the steering shaft. Slide the circlip removed in Step 18 into the notch in the steering shaft and use the snap ring pliers to open it enough to allow it to snap into place.

36. Release the pressure on the steering column. Lay it on the table and spin the steering shaft to make sure that there is no binding in the assembly.

Refitting:

37. Fit the steering column assembly into the car and enter the steering shaft into the universal joint. Use the line marked in Step 3 to help with the proper orientation.

38. Fit the packing washers in their original positions between the column fixing flanges and the body brackets; fit the three securing bolts, tightening them by hand until the packing washers are just pinched.

39. Fit and tighten the three column to toe-plate fixing bolts.

MGB Upper Steering Column Bearing Installation Instructions

40. Tighten the three upper fixing bolts to factory torque specification of 12-17 ft-lbs.



41. Fit and tighten the universal joint pinch-bolt to the factory torque specification of 20-22 ft-lbs.

42. Reinstall all switches, switch cowls and the steering wheel.

43. Now double-check all of the tightened and torqued bolts for the steering system!

44. Enjoy your new Moss Steering Wheel Bearing!