

HOW TO...

...change the steering column bearing on an S Series

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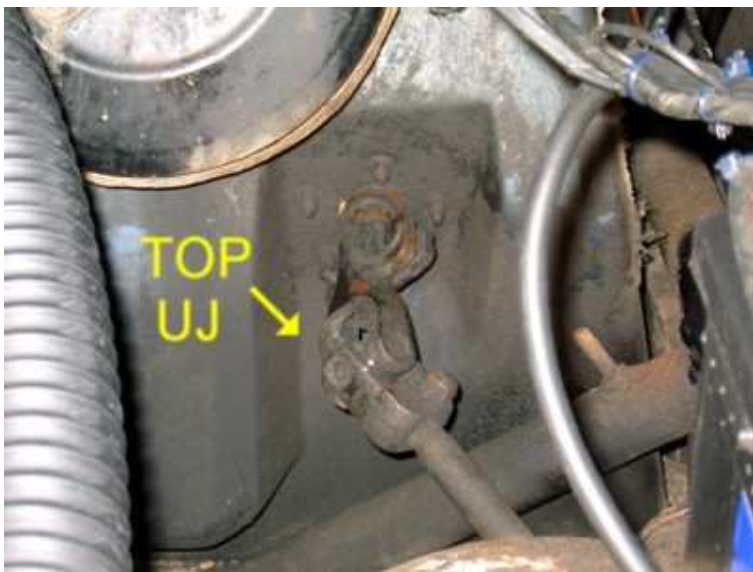
This 'guide' is intended to provide step-by-step instructions on replacing the steering column bearing on an S series TVR (please be aware that there may be some differences between the car used in this 'guide' and your own car). In order to achieve easier access you should first jack up the car and remove the driver's side front wheel.

Tools Used:

- Jack.
- Wheel nut spanner.
- Philips screwdriver.
- 8mm, 10mm & 17mm spanners.
- Vice.
- Hammer.
- 5/8" socket.
- Extra pair of hands (essential).



These are the new replacement parts required. The bearing, the bearing housing and the centre bush.



The bearing housing is fastened to the bulkhead with five M5 bolts. The top UJ is fastened to the triangular steering column with an integral clamp.



You can just see the bearing housing behind the carpet.



Firstly, the top UJ needs to be undone. This is achieved by un-screwing the integral clamp screw. Use plenty of penetrating oil and hope that the screw does not shear when you try to undo it.



Once the screw is undone, the top UJ should simply slide off the steering column. You can see in the picture that plenty of penetrating oil has been used. Next, undo the five bolts holding the housing in place. **This is where you NEED another pair of hands in the foot well.**



Once the top UJ is free from the steering column and the housing bolts are removed, the top and bottom cowls will need to be removed. Both are held in place with a single Philips screw.



Removing the cowls allows access to the two screws that hold the steering column in place. These screws need to be removed.



Once the two screws are removed, the steering column is free to move. This allows you to pull the steering column towards you. It must be pulled all the way out through the bulkhead to allow the bearing housing to be removed.



The new and old bearing housing assemblies. The bearing is a tight fit in the housing so you may need to use a vice to carefully push it in. Likewise, the centre bush is a tight fit in the bearing so again a vice can be used to carefully push the bush into the bearing (note that the bush can not be fully pushed in this way so I used a 5/8" socket and a hammer to get it in the rest of the way).

As you may be able to see in the picture, the new housing had a thicker flange so longer bolts had to be used to fix it in place.



Once the replacement parts are assembled they can be fitted to the bulkhead and the steering column pushed through the centre bush (this was also a tight fit). Then, screw the steering column back in place and re-fit the top and bottom cowls.



The top UJ can then be re-fitted to the steering column. I loosely tightened the clamp at first and turned the steering wheel to full lock in both directions to make sure that the top UJ lined itself up. I did this a few times tightening the clamp a little more each time until it was fully tightened.