

# CONTROL HEAD FITTING INSTRUCTIONS

## PART NOS. 19245 AND 20853

Your new control head assembly is an exact reproduction of the original Lucas part. The following instructions should allow you to install the part correctly.

### REMOVAL OF OLD CONTROL HEAD

Disconnect the battery.

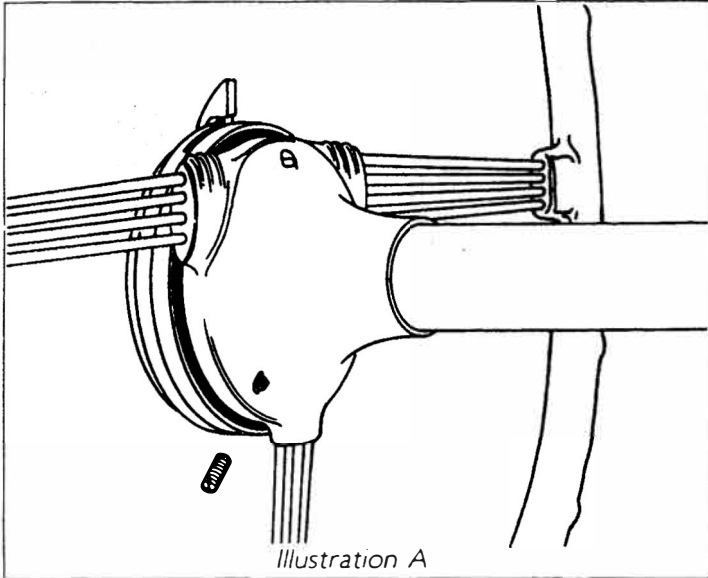


Illustration A

Your old control head is secured to the steering wheel by three grub screws located in the hub of the steering wheel (Illustration A). These may be rusty. If they are, use penetrating oil on the screws before attempting to remove them. The screws are slotted, so care should be taken not to destroy the heads.

Loosen the screws and disconnect the wiring where it snaps into the main harness. These connections are located in the area where the front apron meets the left-hand front inner wheelarch.

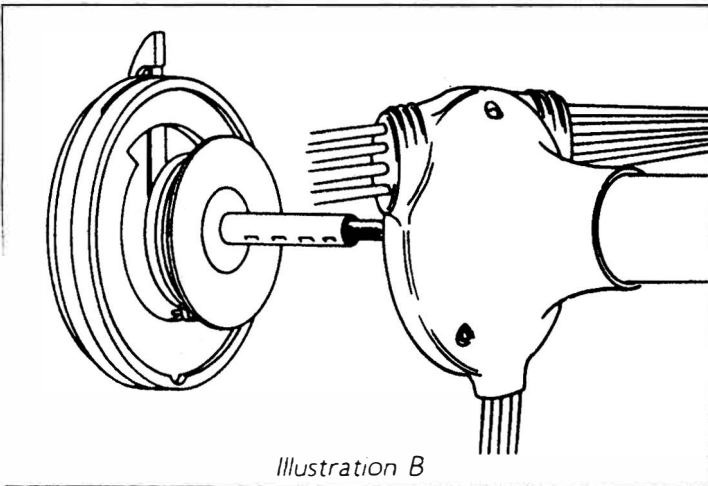


Illustration B

The control head can now be withdrawn (Illustration 3). It will probably be necessary to feed the bullet ends on the harness into the stator tube where it extends out of the bottom of the steering box.

### INSTALLATION OF NEW CONTROL HEAD

Position the wheels so that they are in the straight-ahead position. Rolling the car back and forth should

help you to determine that. The steering wheel should be positioned properly at this point. If it is not, the wheel can be removed and reinstalled. Keep in mind that the wheel may not be in its proper position because of a wheel alignment problem. It would be good to have the alignment professionally checked if there is any doubt.

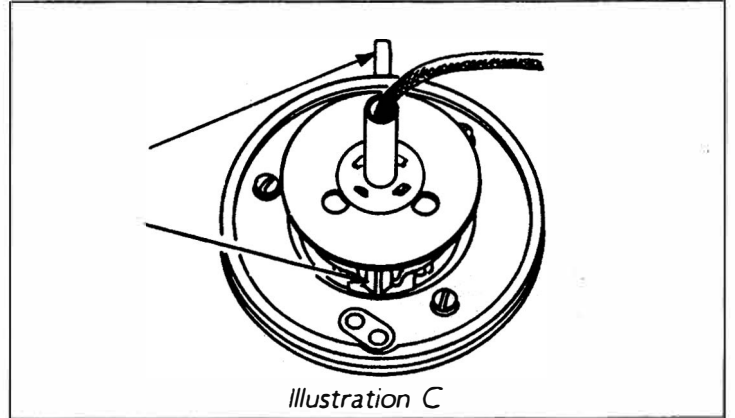


Illustration C

Check that the alignment of the turn signal control lever is opposite of the canceling mechanism. When installed in the car, the lever should be in the 12 o'clock position, and the canceling mechanism should be at 6 o'clock (Illustration C).

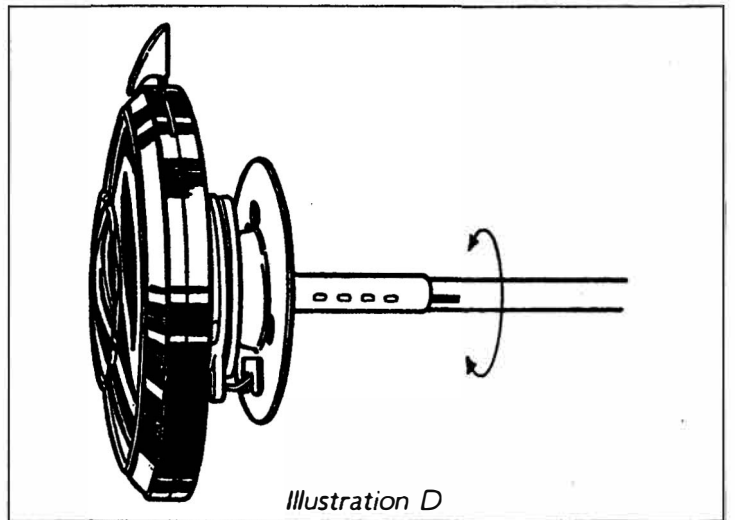
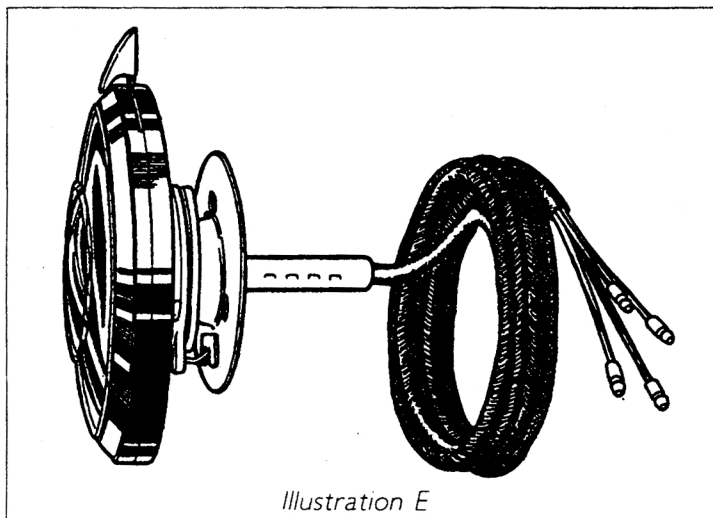


Illustration D

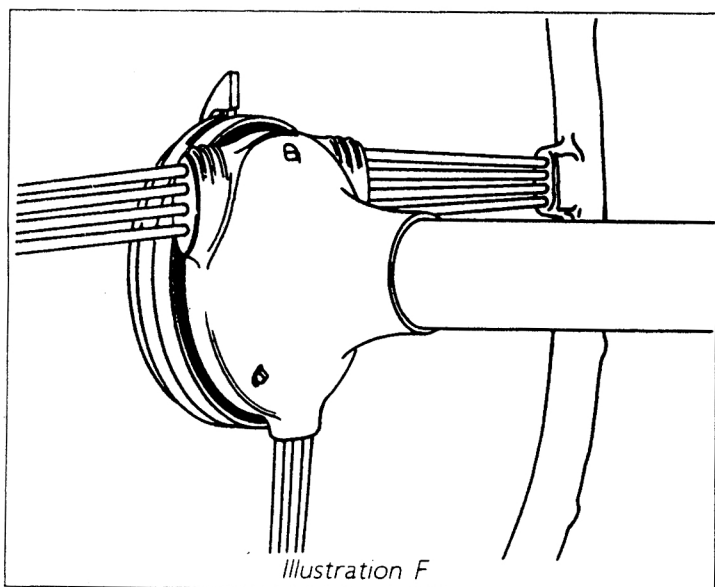
The control head has a short stator tube attached to it (Illustration D). This tube fits over the longer stator tube that goes down through the steering column. The short tube has indents that fit into a slot in the longer tube. The longer tube may have to be rotated to allow for proper alignment of the control head.

The long stator tube is secured into position by a nut and olive located at the bottom of the steering box. Loosen this nut to allow the long tube to rotate. The steering box is full of oil (Or it should be!). Be sure to place a drip pan under the steering box to catch any oil that may leak out. Rotate the tube into its approximate

required position relative to the indents on the control head. Final adjustments can be made after the control head is installed.



Carefully straighten out the wiring harness on the control head (*Illustration E*). You will notice that the cloth covering on the harness is stiff. Like the original, it has been treated with an agent to stiffen the cloth, making it easier to install. Feed the harness into the long stator tube at the steering wheel end. The bullet connectors are staggered so that they aren't going down the tube at the same time. If you need to rotate the harness a little while you feed it down the tube, rotate it in a counterclockwise direction to avoid unwrapping the wires inside the cloth cover. As the harness appears out the bottom of the steering box, have an assistant carefully draw it through as you position the short stator tube indents into the slot on the long stator tube. Push the control head into place against the steering wheel. You should have an even gap of about 1/8-inch all around the hub of the steering wheel (*Illustration F*).



Secure the control head to the steering wheel hub by tightening the grub screws. If you tighten one screw down too much, the control head will become cocked and the rest of the screws will not catch the mounting

plate inside the hub. Tighten each screw a little at a time while holding the control head against the hub.

With the help of your assistant, tighten the nut at the bottom of the steering box. You will need to hold the control head in position while your assistant tightens the nut. Otherwise, the control head will rotate out of position as the nut is tightened.

Reconnect the wires on the control head harness to the main harness. The control head wires are colour coded and they should be matched up to the corresponding colour coded wires on the main harness. Consult your wiring diagram if necessary.

Top up the steering box with 90 weight gear lube (Castrol Hypoy is recommended.), and reconnect the battery.

Test the horn, and check that the turn signals work when the lever is moved to the left and to the right.