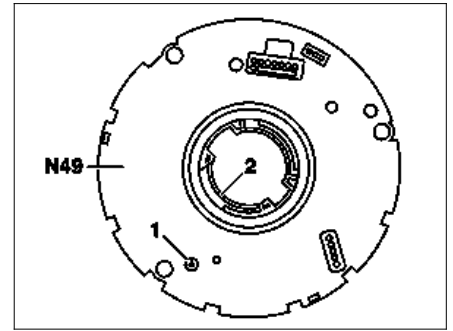


AR46.10-P-0200-01Q	Set the clock spring contact to center position		
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To adjust the clock spring contact correctly, it must be ensured that the steering angle sensor (N49) is in the basic position. The steering angle sensor (N49) must have been removed. The clock spring contact is unscrewed. In the basic position, it must be possible to see a yellow tooth in the window (1). If the basic position is offset, it must be adjusted by turning the carrier ring (2).



P46.10-2347-01

Shown on model 209

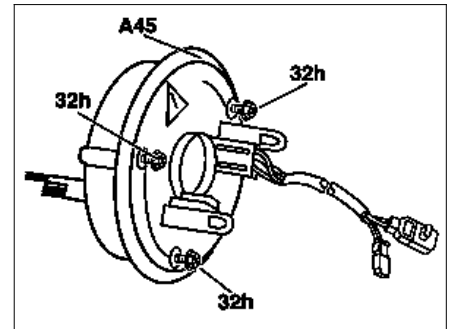


The center position of the clock spring contact (A45) is crucial in ensuring that the airbag and the horn function correctly. When the clock spring contact is removed, ensure the clock spring contact is in the center position using the red locking pin, which is included in the repair kit.

If the spring contact is still twisted, for example

- when the steering coupling is removed
- when the retaining bolts are fully unscrewed

the center position can be found as follows:



P46.10-2006-01

Shown on model 209

- 1 Remove clock spring contact (A45).
- 2 Screw retaining bolts (32h) all the way into clock spring contact (A45).
- 3 Turn the clock spring contact (A45) counterclockwise until a slight resistance can be felt (the clock spring contact is fully unrolled).
- 4 Turn the clock spring contact (A45) approx. 3 to 3.5 turns clockwise (turn back), until the retaining bolts (32h) can be unscrewed again through the openings and fix the clock spring contact.
- 5 Align the steering angle sensor (N49) to the basic position.
- 6 Join clock spring contact (A45) and steering angle sensor (N49).



The total slewing range of the clock spring contact is approx. 6 to 7 revolutions.