

Not much to be said other than replacing the slipring upon turning the steering wheel I heard a snap, and lost all control on the steering wheel, including horn and airbag. It was evident that the slipring failed miserably. I bought a new one from dealerShip as am not fond of putting used parts that have mechanical movement on my car. First and foremost, I disconnected the battery negative terminal.

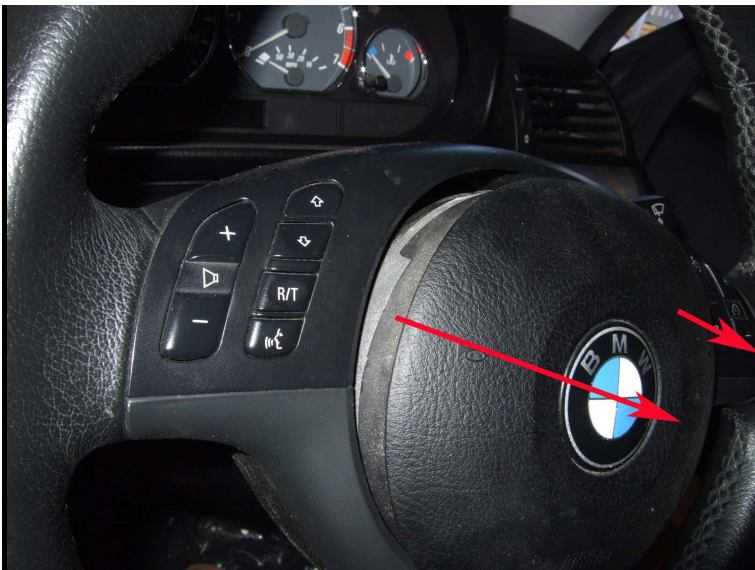


Reposition the steering wheel to its most outward/upper position, to make things easier.

Remove the nut.

1. Insert a flathead screwdriver at the 2 openings behind the steering wheel and slightly push the screwdriver until you spot the 2 airbag retaining springs. The screwdriver should be set horizontally with a slight angle upwards, and closer to the steering wheel rather than the dash. Once you feel the spring on each side, push it and with the other hand, gently pry the airbag out.

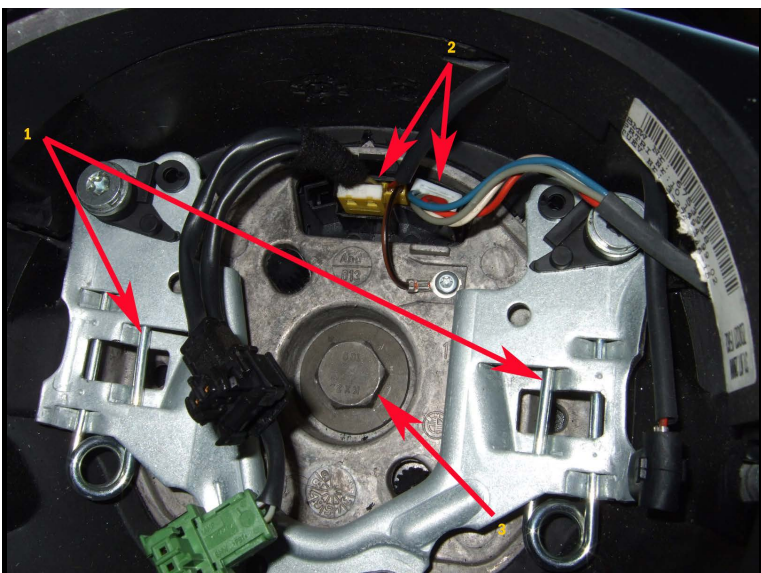




Disconnect the 2 plugs from the wiring. There are locking plugs, so you need to use a flathead screwdriver to pop the lock on each plug in order to pull it out without breaking anything.



1. Retaining springs mentioned above
2. Disconnect all plugs from the wiring
3. Remove the 16mm ball that secures the steering wheel on the shaft



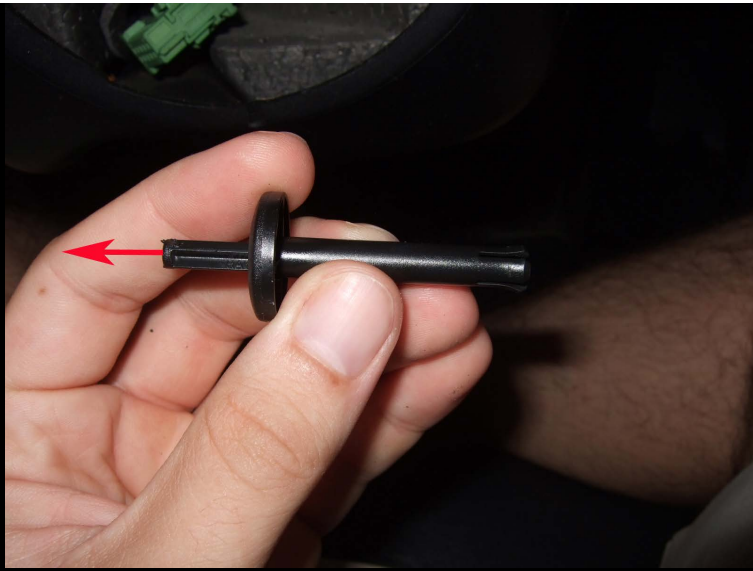
Notes the alignment mark on the steering wheel and on the shaft, this is to be able to place the steering wheel to the correct position.



Once the steering wheel is out, you will see the slipring with the wires attached on it.
In order to remove it, the upper and lower steering shaft covers must be lifted slightly. There is 1 plastic phillips screw on the top cover and one L-LOCK push/lock pin on the bottom cover. Remove both.



Bottom push/lock pin



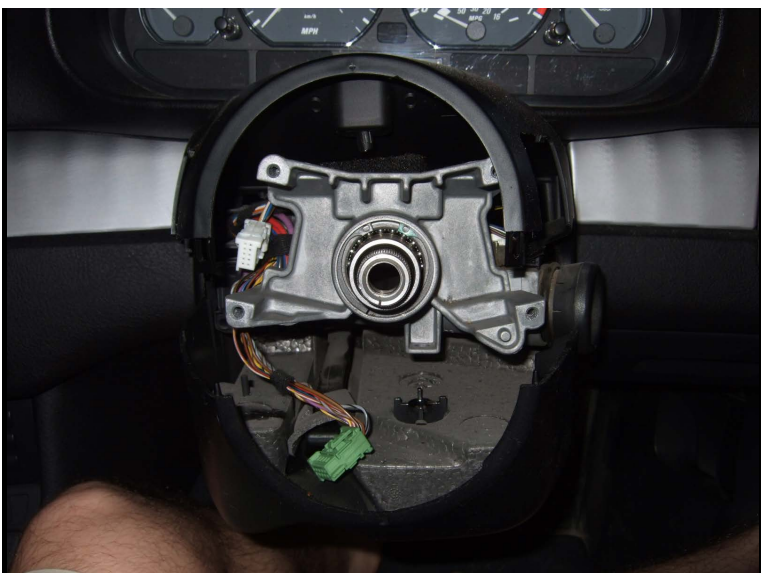
Upper plastic Phillips screw



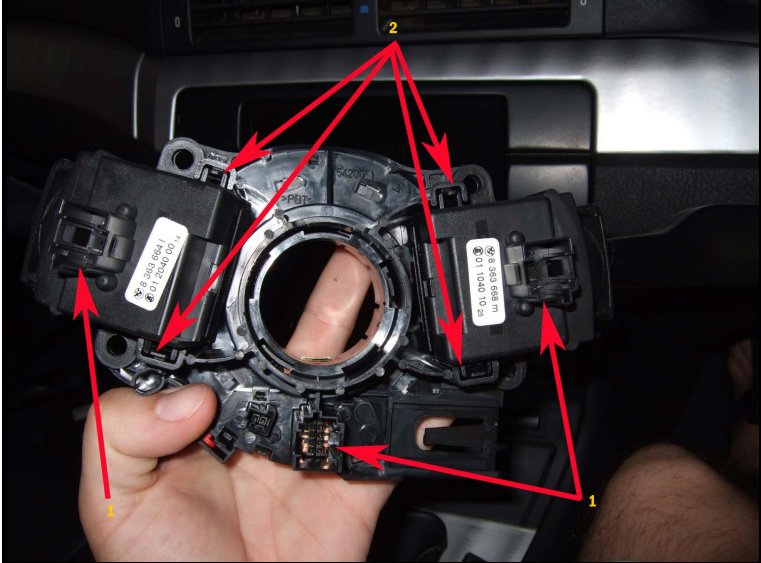
After removing them, gently separate the two covers. You will expose 4 T22 screws. Remove them. (Picture is with the new slipring attached)



Put the vibration bit and disconnect the indicator, wipers, and steering control plugs.



- 1. Plug to disconnect
- 2. Remove indicator and wiper stalks by pushing the 2 lock tabs and pulling them away from the slipring. They will slide out easily.



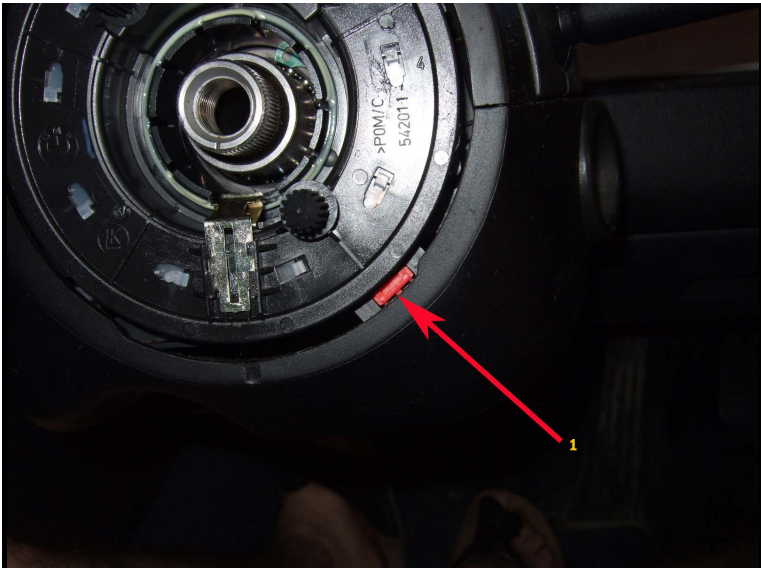
Open the new slipring ->



Slide the 2 sticks back in place and make sure they are locked (characteristic sound of the plastic locking tabs).
 Reconnect all 3 plugs on the back of the lighting, screw the 4 T20 screws and close upper and lower steering wheel covers. Replace the plastic screw and lock pin if damaged.



1. Snap the red plastic by pulling it away from the lighting. This is installed from factory to prevent accidental turning of the lighting housing everything. This is an extra safety as the lighting still cannot turn freely due to that spring on its bottom. The spring is allowed to move only when the steering wheel is twisted, which basically pushes the spring downwards.



This is the new slipring installed, with the covers back in place



Insert the steering wheel back - align - reposition all plugs - ensure the 1st plug back and fully - plug in the 2nd plug, making sure they are locked on.
Put the spring on the steering wheel in position and push it in until it locks in place.



Reconnect battery and start the car. Obviously the parking light is still on as it needs equipment to be turned off. Verify all other steering wheel controls work including indicator and wiper functions.



Old slipping the problem is apparent.

