

Sticky Steering Solution BMW Z4 2003-2005

All information kompilerad och sammanfattad av Lars-Gunnar Wettebrand

Förord

Jag bifogar en engelsk version på hur man kan lösa problemet med sticky steering, och längst ner på det dokumentet finns några bilder som visar var man ska borra. Denna lösning fann jag genom att söka på amerikanska Z4-sidor. Det är ett problem som ofta blir värre med varmare temperaturer, så i vissa varmare delstater i USA verkar de haft mer problem med detta än på våra breddgrader. Alternativet är förmodligen att byta hela styrkolumnen på verkstad till en summa på omkring 35-40 000 kr, om de ens finns som reservdelar längre...

Jag bifogar också en enkel kortfattad svensk översättning. Återkom om ni har frågor, jag har själv använt denna variant på lösning och är mycket nöjd med styrningen som nu går mjukt och fint. Jag har inte märkt av några "biverkningar" av ingreppet.

Jag gjorde detta ingrepp för över 5 år sedan så det är inte bara en kortsiktig lösning, utan jag hade inga problem därefter. Sålde bilen förra sommaren och då hade jag kört ca 4000 mil efter "ingreppet".

Tänk på att använda ett smörjmedel av hög kvalite, jag använde Würths HHS 2000 som jag själv blev rekommenderad, och det fungerade mycket bra.

Med vänliga hälsningar
Lars-Gunnar Wettebrand

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Engelsk Lång Version

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This guide is a compilation of work by me and other members. It is recommended you read the entire thread before proceeding; however, I have appended the most relevant material below. A big thank you to everyone, especially Stromtech (who has been with this from the beginning), for making this fix possible. If it works for you, please let us know in the post. 😊

DISCLAIMER:

This is how I fixed mine-- yours may be different and this guide is for informational purposes only. I take no responsibility for anything you do on your own; this serves as educational information to the community. Try at your own risk.

Original Method:

- 1) After several hours of investigating the location of the problem, I disconnected the battery.
- 2) I moved the driver's seat as far back as possible before disconnecting.
- 3) I then removed the panel below the airbag panel. It has 4 screws.
- 4) Disconnected interior light wires and moved the panel aside.
- 5) The steering column is made in two pieces. The upper and lower part. I located where the two aluminum housings bolt together.
- 6) I then took a 1/8" drill bit and drilled a hole exactly dead center where the upper and lower housing come together. When drilling through the aluminum, the drill drills quickly through the aluminum and kind of comes to a stop. At this point, I feel the drill bit hitting the post. Stop before going through the post. I drilled about 5/8" or approximately 15.8mm.
- 7) Acquire a long-shanked grease fitting (these are self tapping).
- 8) In my case, I then bored that original hole with a 7/64" drill bit about 1/8" deep to expand the beginning of the hole to accommodate the grease fitting.
- 9) Started the grease fitting with a ratchet and socket while holding it straight and turning at the same time until the fitting starts to seat itself. Took about two turns.
- 10) Then, I got my grease gun, pumped 2 squirts of grease (this may vary, try 1 pump and go from there) and reassembled the car.
- 11) Problem fixed for over a year and the steering is smooth again. If the problem arises again, grease again.

Other Modifications/Adaptions/Information from Members:

From Tvierima:

Pumped three times the grease (Redline CV-2) and test drive taken.

I used 3mm drill bit until I hit the post and after that I used 6.8mm drill for the 8 mm grease fitting (appr 8-9mm deep). My grease fitting was not the longer one, so I need to take some material off with dremel tool from the lower housing part to level the grease fitting nicely. Yes, just drill from lying on the floor looking up exactly in the center (I missed the central point, but it worked 😊) of the joint and drill as it want to go aligning with joint.

From Stromtech:

Glen...I tried a similar idea, drilled the hole and then inserted a spray tube and shot some Rem Oil (Remington Gun Oil with silicon) into the area. It has made a considerable difference. I don't get the stick on center nightmare I had before so driving in a straight line at speed is now a pleasure. The [steering](#) just feels a touch heavier after parking in the hot sun, but much smoother and not [sticky](#).

I think adding the Zerk and pumping in grease would force lube into areas that spraying does not get to. My first spray did nothing so I cut the end of the straw at 45 degrees and rotated the can while I sprayed. That did the trick as it sprayed more to the side. I'll try a couple more spray shots as I prefer using a thin oil. I am concerned grease might dry up and be impossible to remove later.

But this does show that Bmwha has nailed the problem. Scottie seems to have found another drilling location but no pics yet to show exactly where to drill...not sure if his car is the same as I don't know what a 55 plate 2.0 is. I don't see the spot Scottie talked about when I'm sitting in the drivers seat...but again Scottie's solution indicates that the problem can be resolved with lube.

Natspar...I shot the lube for about 10 seconds and then rotated the straw and did another 10...

Since my last post I have not had any [sticky](#) or notchy [steering](#) and it has been very hot here.....the only thing I have noticed, and it could be because I am constantly feeling for trouble, is the [steering](#) feels a bit heavier after the car parked in the hot sun...not [sticky](#) or notchy, just seems a bit heavier. That's why I intend to blast some more Rem Oil in there... quite a bit drips out after spraying so best to put some rags down on the carpet.

Overall, I am now very happy with the way it is ...time will tell how long it lasts but if I have to spray some oil once a year it's a far cry from replacing the [steering](#) column. I left the under dash panel off for now.

Yes, from what I have read on the NHTSA site, BMW re-engineered the [steering](#) column in June 2006 with increased tolerances and changed to a new lubricant. I suspect the tightness we feel is due to the tolerance issue and the column is binding when something expands in the heat. The lubricant has taken away the notchy stick on center feel which is a vast improvement. The car is once more fun to drive.

I also noticed the car getting better each day so perhaps it's taken a bit of time for the oil to work it's way into the right places...I plan to blast more in soon and see if there is any further improvement. With the under dash panel off it's very easy, only a couple of minutes to shoot some in.

From natspar:

The 45 degree cut was a perfect solution. It's cold and rainy today so I'll give it a try tomorrow. Thanks for the details.

From Z Vier:

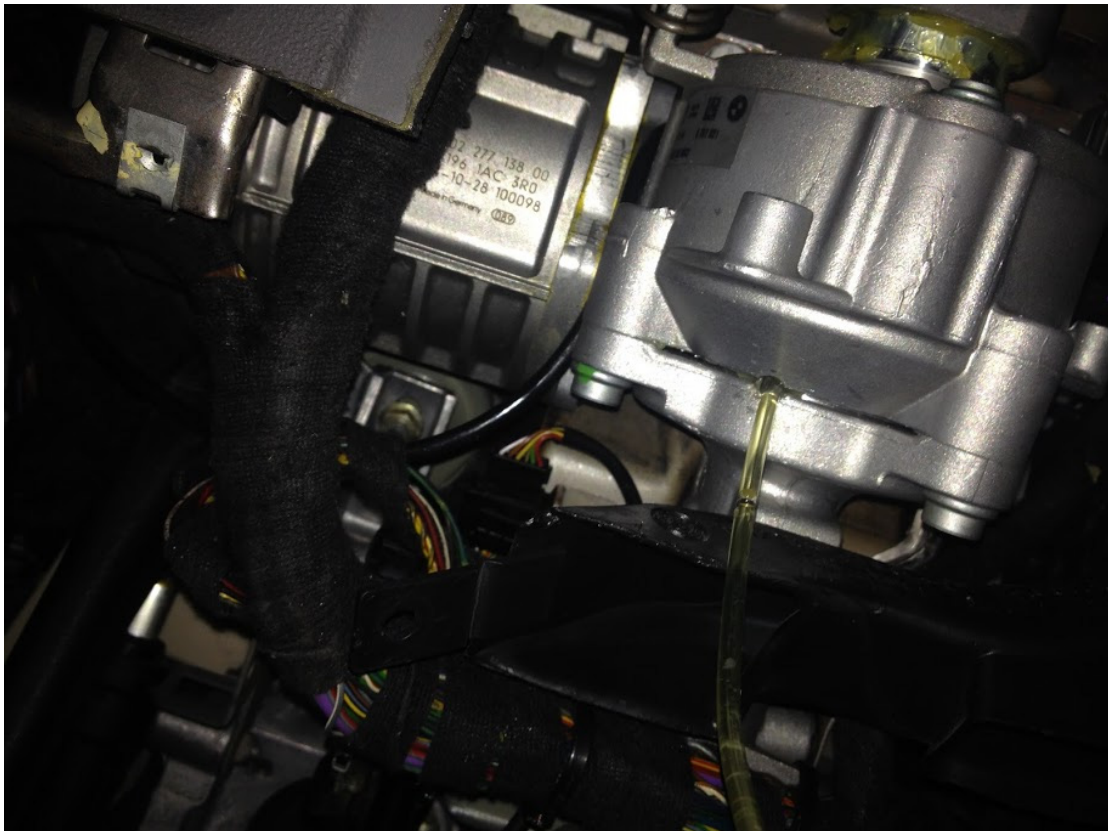
I too have the [stickysteering](#) problem with my 2004 Z4. During the summer in Virginia it is at its

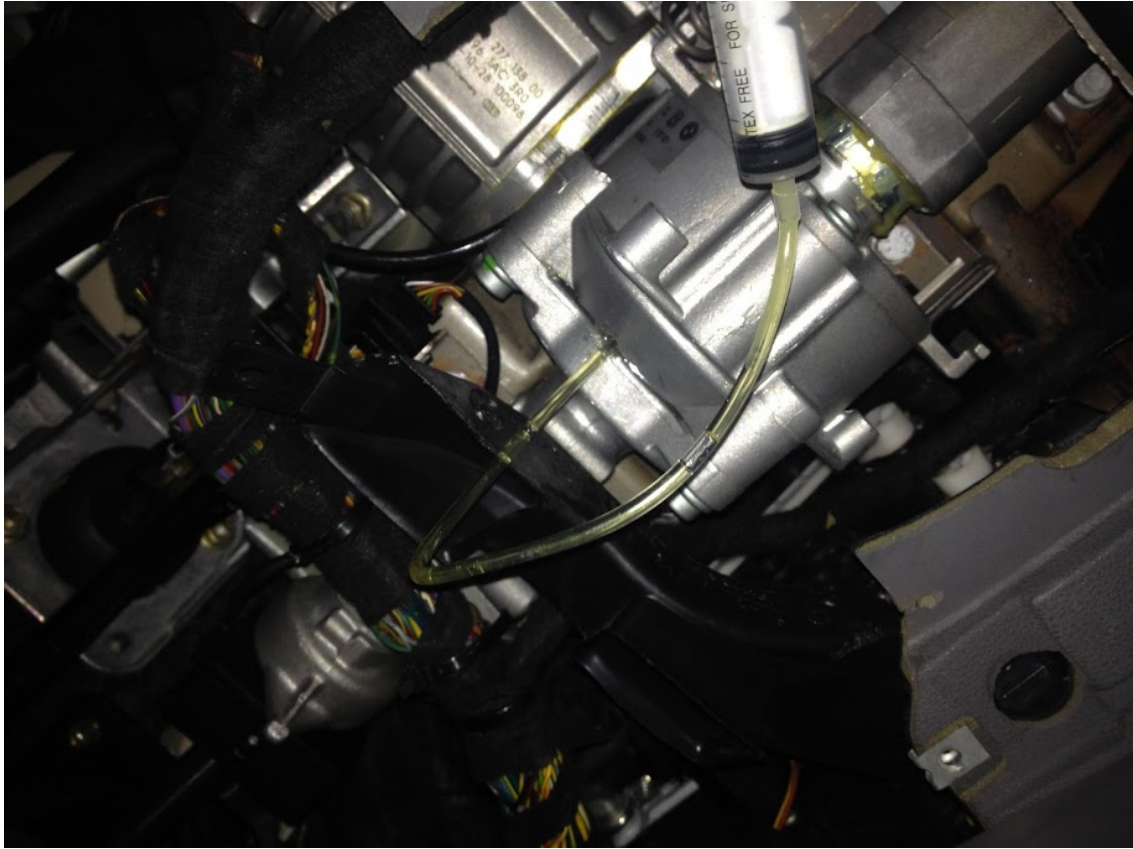
worst. Thanks to BMWHA for apparently solving the problem. My only concern is that those who have tried it are introducing a variety of lubricants into the [steering](#) gear that may not be compatible with the components. BMW changed to Kyodo Yushi Multemp SC-U in 2006 but I have not been able to find a source for this grease in the US. I want to try this fix but I am concerned that regular auto grease or other products may damage the gears. The Kyodo website lists this product as *"High-temperature long-life grease for plastic parts. Contains special plastic lubricity improver and effectively reduces friction of [plastic gears](#) exposed to high surface pressure. Suitable for EPS plastic gears."*

From RedZ404:

Performed Bmwha fix yesterday - had been dealing with the [stickysteering](#) off/on, but was leery of drilling into the column. However, given \$3500+ repair or 30mins of time to try to resolve squirreling [steering](#), chose the latter. I went with Stromtech version using Rem Oil w/ 45 degree cut to spray tube. Left car sitting in sun all day (although sunny, temp was only around 68 degrees NY). Interior hot but not as hot as say on 80+ degree days when problem really noticeable. Drove for around 1/2 hour and did not notice any stiffness nor tightness, but will continue to monitor. To all on this thread, especially Bmwha, thanks! Technical details - used 1/8" drill bit, centered to 5/8" depth. When I sprayed the lube, heard the fluid going inside, only a little dripped back out of hole. Going to leave under dash panel off for now in case I need to spray more.







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Svensk Kort Version

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Problemlösning på "Sticky-steering" för BMW Z4 2003-2005

Kortfattad översättning:

1. Skruva loss panelen under rattstången i kupén. 4 eller 6 skruvar beroende på modell. I panelen sitter en lampa och eventuellt en diskant högtalare. Koppla ur dem. Tag ur panelen
2. Styrningen är gjord i två aluminiumdelar. Övre och undre delen.
3. Lokalisera var de båda delarna är ihopskruvade.
4. Borra med ett 3 mm borr centrerat i skarven mellan delarna ovan. I aluminiumet rör sig borren lätt tills det möter motstånd på ca 15 mm djup. Sluta borra när detta motstånd möter.
5. (Därefter kan man välja att sätta dit en smörjnippel, men detta steg hoppar vi över.)
6. Man kan istället välja att spruta in smörjning (HHS2000 Wurth) i hålet tills det är fyllt.
7. Smörjningen kan/bör sprutas in så att det kommer smörjning i alla vinklar, rotera alltså sprayburken så att smörjningen når åt flera håll.

Testkör innan panelerna och kupébelysningen monteras tillbaka.