

will align with the master serration of the pot coupling.

(15) Place housing in full "up" position and install guide, tilt spring and tilt spring retainer using screw driver in retainer slot. Turn retainer clockwise to engage.

(16) Install steering shaft assembly in shift tube from upper end. Carefully guide shaft through shift tube and bearing.

(17) Install ignition switch actuator rod through bowl from bottom and insert in slot in support. Extend rack downward from bearing housing. Assemble bearing housing over steering shaft and engage rack over end of actuator rod.

(18) Install external tilt release lever and, holding lock shoes in disengaged position, assemble bearing housing over steering shaft until the pivot pin holes line up and install pivot pins.

(19) Place housing in full "up" position, install guide after making sure there is grease between the guide and peg on support, tilt spring and tilt spring retainer. Then, using screw driver in retainer slot turn retainer clockwise to engage (Fig. 10).

(20) Install bearing inner race and seat.

(21) Install tilt lever opening shield in position.

(22) Remove tilt release lever. Install housing cover and tighten three screws to 100 inch-pounds (Fig. 9).

(23) Assemble buzzer switch to spring clip with formed end of clip under end of switch and spring bowed away from switch on side opposite contact. Push switch and spring into hole in cover to the step with the contacts toward lock cylinder bore (Fig. 7).

(24) Install signal switch wires and connector through cover, bearing housing and bowl. Push hazard warning plunger in, install switch and tighten screws to 25 inch-pounds.

(25) Install hazard warning knob and pull knob out. Install cancelling cam spring, cancelling cam (carrier assembly) and shift lock plate.

(26) **Tilt Only**—Using Tool C-4156, depress shift lock plate and install a new retaining ring. (Fig. 5).

(27) **Tilt-A-Scope Only**—Fully compress telescoping shaft. Then withdraw approximately 1/8 inch. Place Tool C-4118 over end of shaft and lock telescoping shaft by screwing in center bolt of tool into shaft. Depress lockplate and carrier ring by tightening tool running nut (Fig. 6). Install "C" ring.

(28) Reinstall tilt release lever and turn signal switch lever (For Speed Control, see "Electrical" Group 8).

(29) **To install ignition lock, turn key to "LOCK" position and remove key.** This will cause buzzer operating lever to retract in cylinder. Now insert cylinder into housing far enough to contact switch actuator. Press inward and move switch actuator rod up and down to align parts. When parts align, the cylinder will move inward and a spring loaded retainer will

snap into place locking the cylinder into the housing.

(30) When replacing ignition switch, position the key cylinder in "ACCESSORY" detent. (Full counterclockwise) Then place the switch in "ACCESSORY" by the following procedure:

(a) Spring loaded position at one end is "START."

(b) Move the slider to the extreme other end, this is "ACCESSORY."

(31) Fit the actuator rod into the slider hole and assemble loosely to the column with two screws. Push the switch lightly down the column (away from the steering wheel), to take out lash in the actuator rod, and tighten mounting screws. Caution should be exercised to prevent moving switch out of detent. Use only the correct length screws. Tighten to 35 inch-pounds.

(32) Install wire protector over wires on column jacket. Be careful not to pinch any wires.

(33) To install column mounted shift indicator, move the tilt mechanism to full down tilt. Insert the pointer into position and place the indicator housing and lens assembly into position. Insert the notch on the pointer into its slot in back of the indicator and install the spring clip. (Fig. 3).

(34) Remove column from vise.

(35) Remove (Carlines P, D, C, H, N) holding fixture from column. Position bracket assembly on steering column. Install and Torque the four bolts to 120 inch-pounds.

(36) Align master splines and install coupling assembly on steering shaft. Then drive in the retaining roll pin.

(37) Install the pointer bracket using plastic rivets (Fig. 12).

Floor Shift—Tilt Column

The Tilt Steering Column used on carlines R, W, S, X, H, N with a floor mounted gearshift is basically the same as the previously described Tilt with column shift. The service procedure is the same except as described below.

After the support is removed from the jacket it will be seen that there is no shift tube. The lower bearing assembly is pressed into the lower end of the jacket and is held in place by friction.

The lock inhibitor system, consisting of the plastic housing, actuator and spring, can be lifted from the top end of the jacket.

Installation (See Standard Columns)

See Brakes, Group 5 for installation of parking brake vacuum valve.

Steering Wheel (Fig. 20)

Removal

(1) Push pad out of wheel through access holes in back of the wheel. **Do not pry pad out.** Remove horn wire.