

# STANDARD STEERING COLUMN

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## GENERAL INFORMATION

**Safety goggles should be worn at all times when working on steering columns.**

The steering column, under head-on collision conditions, is designed to telescope at a controlled rate. The telescoping action reduces the likelihood of the steering wheel being driven rearward toward the driver. If the driver is thrown forward into the wheel, the column can telescope further at the same controlled rate, thereby reducing force of the impact.

The column assembly (Figs. 1 and 2) has four principal components:

- (1) A column jacket with a slotted mesh section designed to shorten by rolling up at its lower end.
- (2) A two-piece telescoping transmission gearshift tube interconnected by plastic inserts.
- (3) A two-piece telescoping steering shaft of upper and lower sections connected by plastic friction collars and shear pins.
- (4) A mounting bracket connecting steering

column to the instrument panel, which allows the column to slide forward but blocks its rearward movement toward the driver.

The center section of the column jacket has side-staggered slot perforations and is riveted to an expansion mandrel. Upon application of a load, the rivets will shear and the jacket will collapse.

The gearshift tube is made up of two sections designed to telescope together. These sections are interconnected and held together by injections of plastic that form the interconnecting inserts and shear pins. Under impact, there is a gradual paring away of the inserts by the knife-like edge in the adjoining tube section.

The steering shaft is a two-piece assembly. The upper piece is solid and has a double-flatted lower section. The lower piece is hollow and formed to fit over the double-flatted section of the upper piece. The purpose of the flatted section