

**Fig. 11—Lock Cylinder and Lock Levers**

similar tools into both lock cylinder release holes and push in to release spring loaded lock retainers. The lock cylinder lower release hole is just above the buzzer/chime switch mounting screw hole. At the same time pull lock cylinder out of housing bore (Fig. 11).

(7) Grasp lock lever and spring assembly and pull straight out of housing (Fig. 11).

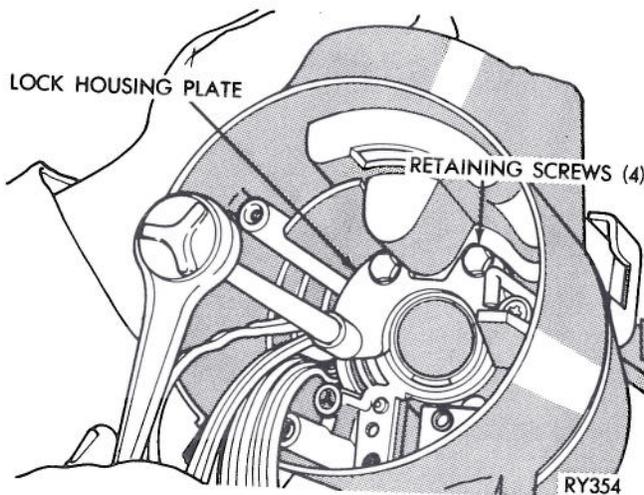
(8) Remove four lock housing to column jacket hex head retaining screws and remove lock housing plate and housing from jacket (Fig. 12).

(9) When removing lock housing, turn lock housing 90 degrees to disengage from ignition switch actuator rod.

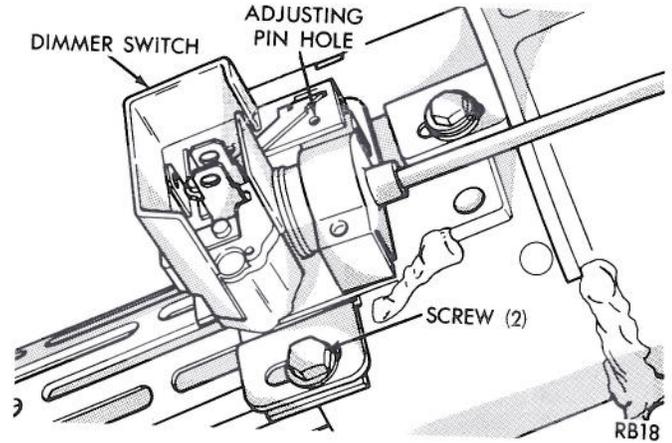
**Shift Tube (Fig. 14)**

(1) To remove shift tube, loosen shift tube set screw in shift housing (Fig. 14). Remove shift tube through the lower end of the jacket.

(2) To install shift tube, install shift tube into shift housing and tighten shift tube set screw (Fig. 14).



**Fig. 12—Lock Housing Screws**



**Fig. 13—Dimmer Switch**

(3) Remove floor plate and grommet from jacket.

**Steering Shaft Coupling (Flexible) (Fig. 16)**

**Removal**

- (1) Remove four bolts and two cross straps.
- (2) Remove flexible coupling.

**Inspection**

Check flexible coupling for cracks or deterioration. Check cross straps for warpage or distortion. Replace those parts no longer serviceable.

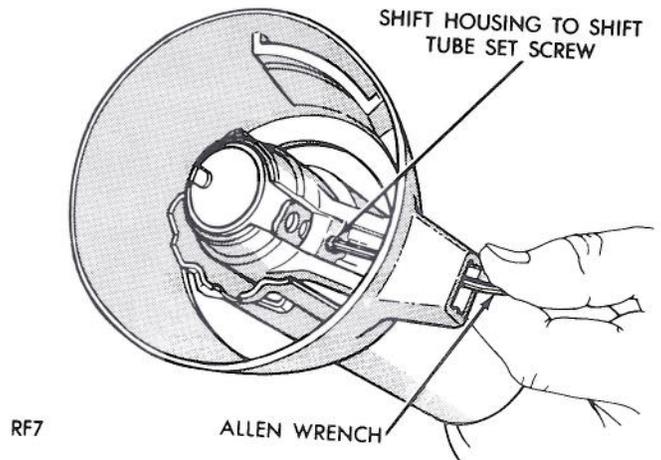
**Reassembly**

(1) Position the flexible coupling to the two cross straps.

(2) Insert four bolts (note position of “long” and “short” bolts) (Fig. 16).

(3) Place the coupling assembly on the flanges making sure that the master spline on steering shaft lines up with master spline in lower “pot” coupling during assembly.

(4) Torque bolts to 200 in. lbs. (23 N·m).



**Fig. 14—Shift Tube Set Screw**