

out of jacket notches and tipping down toward bowl hub at 12 o'clock position and under jacket opening. Remove wave washer.

(30) Remove bowl from jacket. Remove shift lever spring from bowl by winding spring up with pliers and pulling out.

Bearing Housing Disassembly (Fig. 1)

(1) Remove lock bolt spring by removing spring retaining screw and moving spring clockwise to remove from bolt (Fig. 14).

(2) With a small hammer and small punch, lightly tap the drive shaft from sector. Remove drive shaft, sector, and bolt. Remove rack and rack spring (also shim if one is used).

(3) Remove tilt release lever pin with punch and hammer. Remove lever and release lever spring. (To relieve load on release lever, hold shoes inward and wedge block between top of shoes (over slots) and bearing housing).

(4) Remove lock shoe pin with punch and hammer. Remove lock shoes and lock shoe springs.

(5) Remove bearings from bearing housing **only if they are to be replaced**. Remove separator and balls from bearing. Place housing on work surface. With a pointed punch against back surface of race, carefully hammer race out of housing. Repeat for other race. Do not reuse bearings.

Bearing Housing Inspection

(1) Inspect all bearings and race seats for brinelling, nicks, scratches and wear.

(2) Inspect centering sphere for nicks, damage or wear. If damage is found, check shaft couplings for nicks, burrs or rough spots.

(3) Inspect actuator housing, shift lever bowl, and support for cracks and other damage.

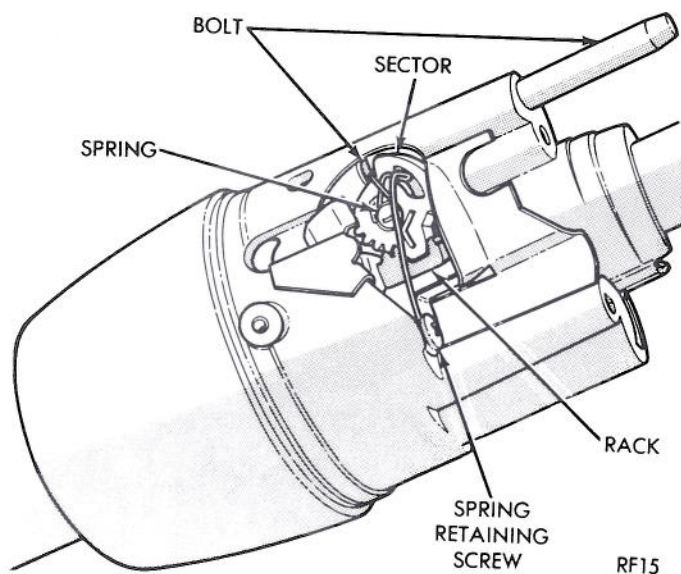


Fig. 14—Sector and Bolt Spring

(4) Inspect turn signal switch unit for distortion, broken or damaged parts.

(5) Inspect horn and turn signal wires for worn or bare spots.

(6) Inspect the steering shaft and gearshift tube for loose or broken plastic shear joints.

Assembly

The grease recommended for use during reassembly procedures is Multipurpose Grease NLGI Grade 2 E.P. such as Multimileage Lubricant, Part Number 4318062 or equivalent.

Bearing Housing Assembly (Fig. 1)

(1) Install bearings in bearing housing, if removed.

(2) Install lock shoe springs, lock shoes and shoe pin in bearing housing. Using approximately .180 inch rod to line up shoes for pin installation.

With tilt lever opening on left side, shoes facing up, the four slot shoe is on the left.

(3) Install spring, release lever, and pin in bearing housing. (Again, relieve load on release lever as in step (3) of disassembly procedure.)

(4) Install drive shaft in housing. Lightly tap sector onto the shaft far enough to bottom on drive shaft.

(5) Install lock bolt and engage with sector cam surface.

(6) Install rack and spring. Block tooth on rack to engage block tooth on sector. Install external tilt release lever.

(7) Install bolt spring and spring retaining screw. Tighten to 35 in. lbs. (4 N·m) (Fig. 14).

(8) Install shift lever spring in bowl by winding up with pliers and pushing in. Slide bowl into jacket.

(9) Install wave washer and jacket mounting plate in place. Work jacket mounting plate into notches in jacket by tipping jacket mounting plate toward bowl hub at 12 o'clock position and under jacket opening. Slide jacket mounting plate into notches in jacket.

(10) Carefully install shift tube in lower end of jacket. Align key in tube with keyway in bowl and use Tool C-4119 to pull shift tube into bowl (Fig. 15).

CAUTION: Do not push or tap on end of shift tube. Install thrust washer and retaining ring by pulling bowl up to compress wave washer.

(11) Slide dimmer switch actuator rod through hole in support. Feed rod between bowl and jacket.

(12) Install support by aligning "U" in support with "U" notch in jacket. Insert four screws through support into lock plate. Tighten screws to 60 in. lbs. (7 N·m).

(13) Reinstall lower bearing, if removed, into