

STEERING COLUMN (TILT-A-SCOPE AND TILT-WHEEL)

INDEX

	Page		Page
Floor Shift—Tilt Column	46	Steering Wheel	46
General Information	40	Installation	47
Reassembly	45	Removal	46
Steering Column	40	Tightening Reference	49
Disassembly	40	Tool Identification	52
Inspection	44		

GENERAL INFORMATION

The Tilt-A-Scope and Tilt-Wheel steering columns are optional equipment. Column application depends on carline as follows:

Tilt-A-Scope:	Carlines P, D, C.
Tilt-Wheel:	Carlines R, W, S, X, H, N.

These steering columns have an impact absorbing design utilizing two telescoping tubes. The installation is essentially the same as the standard column, therefore only the disassembly and reassembly of the column will be detailed here.

SERVICE PROCEDURES

COLUMN

**Removal (See Standard Columns)
Disassembly (Fig. 1)**

(1) Remove four bolts attaching bracket assembly to column jacket. (Except carlines R, W, X, S).

(2) Remove the wiring protector from column jacket.

(3) Attach column Holding Fixture C-4132 to jacket. (Except carlines R, W, X, S). Mount column in vise with holding fixture or by clamping on capsul (R, W, X, S).

(4) Remove the double coupling assembly from the lower end of the steering shaft.

(5) Remove tilt lever and turn signal lever or speed control lever (see "Electrical—Group 8). Push hazard warning knob in and unscrew to remove. Remove ignition key lamp assembly (Fig. 2).

(6) To remove column mounted shift indicator (Carlines R, W, S, X), move tilt mechanism to full down tilt. Remove spring clip from rear of indicator housing and remove indicator housing (Fig. 3). Withdraw pointer from shift housing.

(7) **Tilt-Wheel Only;** Depress lock plate with finger and pry retaining ring out of groove with screw driver (Fig. 4). Tool C-4156 can be used (Fig. 5) but the full load of the upper bearing spring should not be relieved as then the retaining ring will turn easily making removal more difficult. Remove lock plate, canceling cam and upper bearing spring.

(8) **Tilt-A-Scope Only;** Carefully remove plastic retainer with a screwdriver and fully compress telescoping shaft, then withdraw approximately 1/8 inch. Place Tool C-4118 over end of shaft and lock telescoping shaft by screwing center bolt of tool into shaft. Depress lock plate and carrier far enough to remove "C" ring by tightening tool running-nut (Fig. 6). Re-

move Tool, lock plate, carrier and spring.

(9) Remove three turn signal switch attaching screws, place shift bowl in low (1) position. Wrap a piece of tape around the connector and wires to prevent snagging when removing the switch (Fig. 7). Remove switch and wiring (Fig. 1).

(10) The lock cylinder may be removed in any position from "ACCESSORY" to "ON." However, the "LOCK" position is recommended because of its positive location.

Insert a thin tool (small screwdriver or shim stock) into the slot next to the switch mounting screw boss (right-hand slot) and depress spring latch at bottom of slot, which releases lock. Remove lock (Fig. 8).

The buzzer switch can be pulled straight out of the housing. A "straightened" paper clip or similar piece of stiff wire with a hook bent on one end should be inserted in the exposed loop of the wedge spring, then a straight pull on the wire will remove both spring and switch (if the lock cylinder is not removed before the switch, it must be in the "ON" position).

CAUTION: If wedge spring (Fig. 9) is dropped on removal, it could fall into the column, requiring complete disassembly to retrieve spring.

(12) Remove three housing cover screws and remove housing cover (Fig. 9).

(13) Reinstall tilt release lever and place column in full "UP" position. Remove tilt spring retainer using a large Phillips screwdriver. Insert screwdriver in opening, press in approximately 3/16 inch; turn approximately 1/8 turn counterclockwise until ears align with grooves in housing and remove spring and guide (Fig. 10).

(14) Push upper steering shaft in sufficiently to remove steering shaft inner race seat and inner race.

(15) With ignition switch in "ACCESSORY" posi-