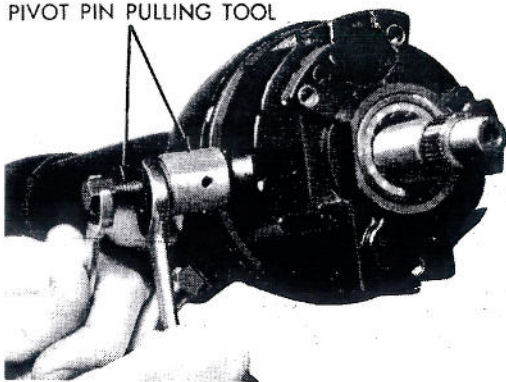


PIVOT PIN PULLING TOOL



NU574

Fig. 13—Pivot Pin Removing Tool

the plastic shift tube support from the lower end of the jacket.

(26) Remove shift tube from bowl using Tool Number C-4120 (Fig. 17). Insert bushing on end of tool in shift tube and force tube out of bowl. **DO NOT HAMMER OR PULL ON LOWER OR UPPER SHIFT TUBE BECAUSE PLASTIC JOINT MAY BE SHEARED.**

(27) Remove shift tube from jacket from lower end.

(28) Remove lock plate by sliding out of jacket notches and tipping down toward bowl hub at 12 o'clock position and under jacket opening. Remove wave washer.

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

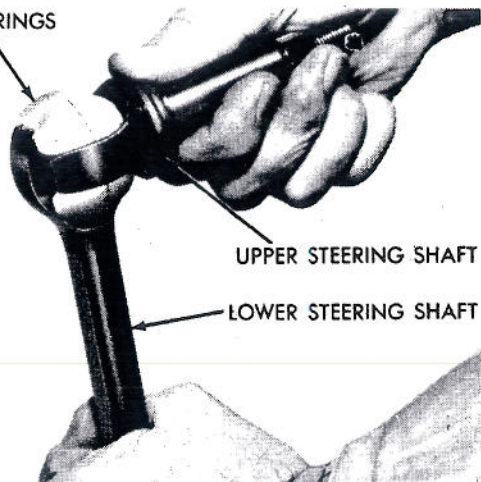
Bearing Housing Disassembly (Fig. 1)

(1) Remove tilt lever opening shield from housing.

(2) Remove lock bolt spring by removing spring retaining screw and moving spring clockwise to remove from bolt (Fig. 18).

(3) Remove snap ring from sector drive shaft. With a small hammer and small punch, lightly tap drive shaft from sector. Remove drive shaft, sector and bolt.

SPHERICAL BEARINGS



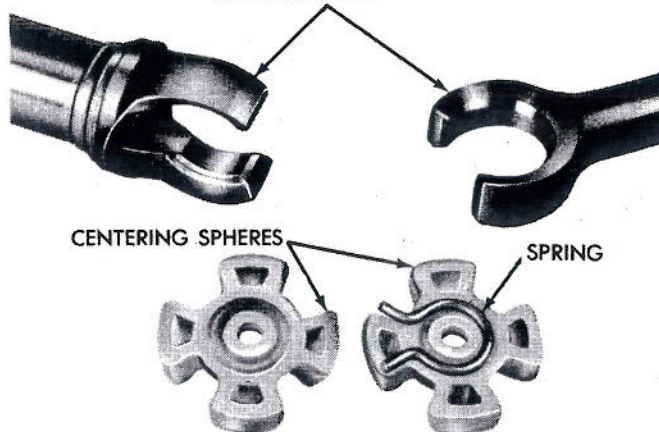
UPPER STEERING SHAFT

LOWER STEERING SHAFT

NU576

Fig. 14—Assembling or Disassembling Steering Shaft Centering Spheres

STEERING SHAFT



CENTERING SPHERES

SPRING

PY925

Fig. 15—Shaft Centering Spheres—Disassembled

Remove rack and rack spring (also shim if one is used).

(4) 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).

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

(6) 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 until bearing puller can be used. Repeat for other race. Do not re-use bearings.

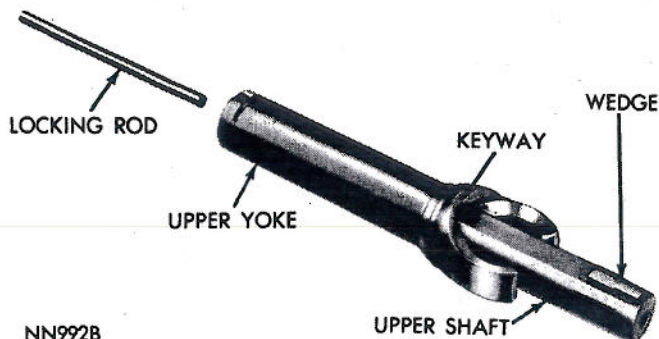
Bearing Housing Inspection

(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 or other damage.

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



NN992B

Fig. 16—Upper Steering Shaft and Yoke—Disassembled