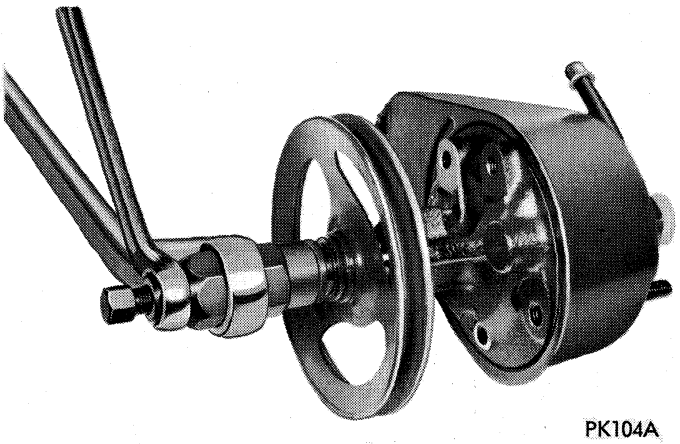

Fig. 18—Installing Pulley—.94 Pump

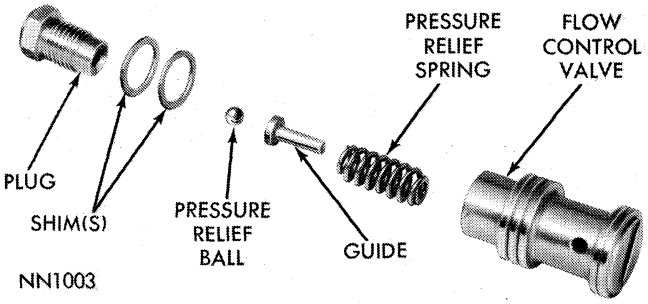

Fig. 19—Flow Control Valve (.94 Pump)

end of flow control valve (Fig. 19).

(2) Install hex head plug using the same number of shims as were removed. **Alternating shim thickness will change relief pressure.**

(3) Install hex head plug and tighten to 50 inch-pounds.

(4) Insert flow valve spring and valve in bore. Install new "O" ring on pressure hose fitting and lubricate with power steering fluid.

(5) Thread fitting into pump body and tighten to 20 foot-pounds.

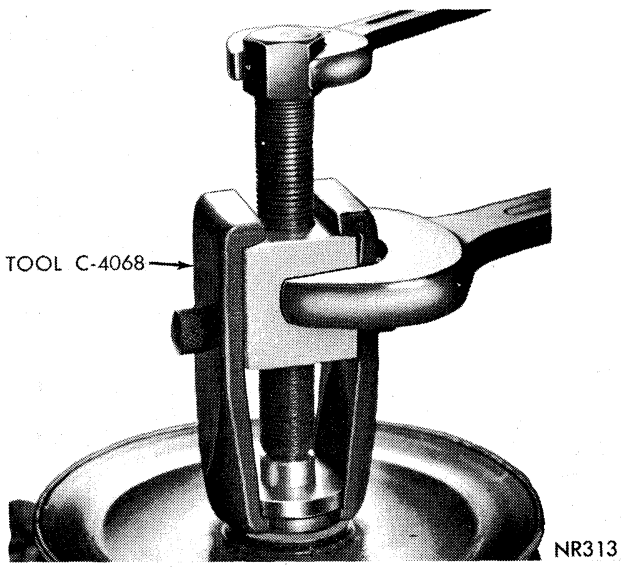

Fig. 20—Removing Drive Pulley

STANDARD STEERING COLUMN

INDEX

GENERAL INFORMATION

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 (Fig. 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