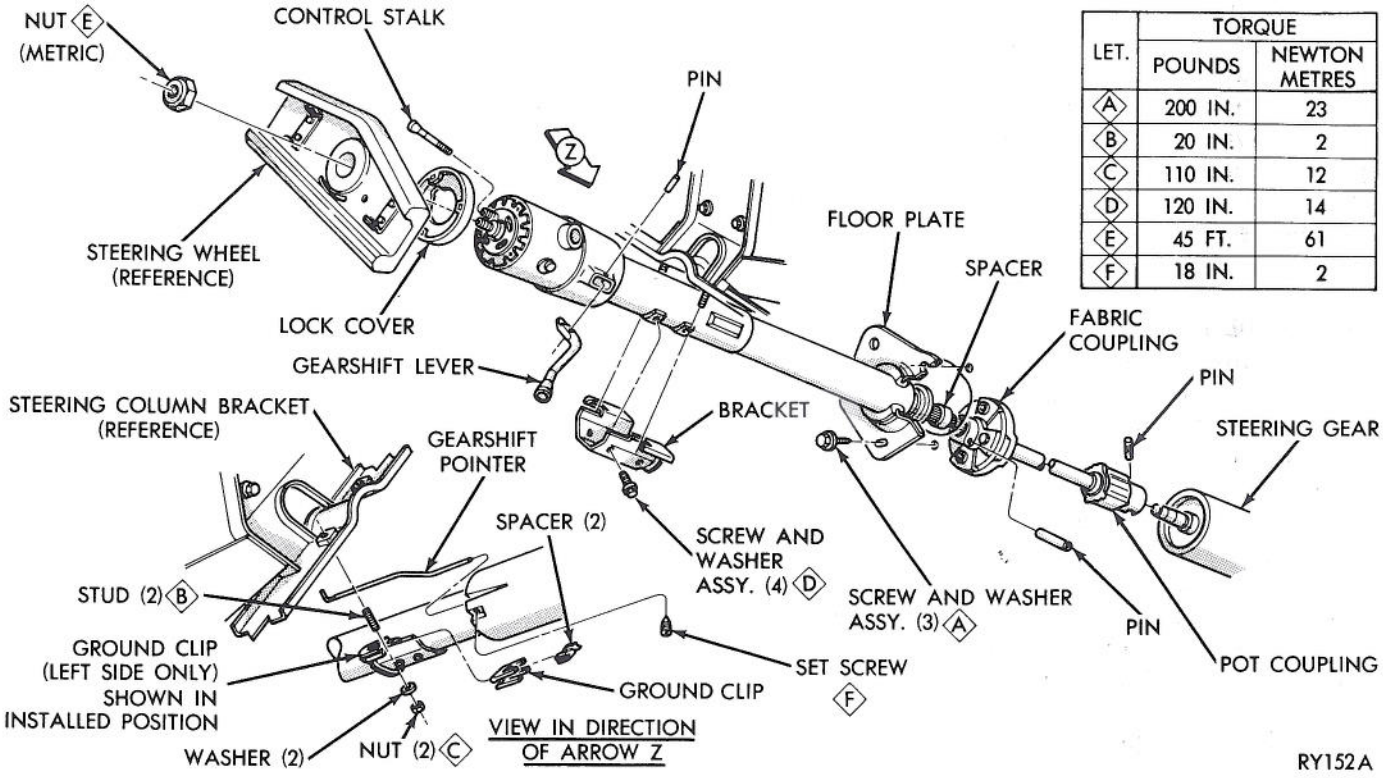

LET.	TORQUE	
	POUNDS	NEWTON METRES
(A)	200 IN.	23
(B)	20 IN.	2
(C)	110 IN.	12
(D)	120 IN.	14
(E)	45 FT.	61
(F)	18 IN.	2

Fig. 1—Steering Column

is to provide continued steering action even though completely telescoped. Plastic is injected through four holes in the hollow piece into a pair of annular grooves on the solid portion of the shaft. The four small holes filled with plastic, form the shear pins. Upon impact, the shear pins break off and the shaft gradually telescopes against a resistance provided by the plastic collars in the annular grooves.

The mounting bracket is designed to restrain the column from being shifted toward the driver during impact. It incorporates two "breakaway capsules" that allow the mounting bracket to slip off the attaching points, permitting the steering column to compress or yield in a forward direction under a severe impact from the driver side.

When the column is installed in a car it is not susceptible to damage. However, when it is removed, special care must be taken in handling this assembly. When the column is removed from the car such actions as a sharp blow on the end of the steering shaft or shift levers, leaning on the column assembly, or dropping of the assembly could shear or loosen the plastic shear joints or rivets that maintain column rigidity. It is, therefore, suggested that the removal and installation, and the disassembly and reassembly procedures be carefully followed when servicing this assembly.

IMPORTANT: Bumping, jolting and hammering on the steering shaft and gearshift tube must be avoided during all servicing operations. If the shear pins are broken, the controlled length of the telescoping features will be changed making these parts unfit for further use. If steering shaft or gearshift tube are damaged, they cannot be repaired; they must be replaced. The Special Tools required and their usage are covered in the following service procedures.

SERVICE PROCEDURES

COLUMN

Removal (Fig. 1)

(1) Disconnect negative (ground) cable from battery.

(2) On vehicles equipped with column shift, disconnect link rod by prying rod out of grommet in shift lever (Fig. 2).

(3) Remove steering shaft lower coupling to wormshaft roll pin.

(4) Disconnect wiring connectors at steering column jacket.

(5) Remove steering wheel center pad assembly.

(6) Disconnect horn wire(s) and remove horn switch, (if applicable).

(7) Remove steering wheel retaining nut. Remove steering wheel with Tool C-3428B. **Do not bump or hammer on steering shaft to remove wheel.**