

end of column jacket. **This must be done before installing shift tube.**

(4) Position the gearshift housing on the column jacket. Make sure support is pressed in place properly against jacket tabs.

(5) With dust seal and shift tube support installed on shift tube (Fig. 15), slide the assembly into jacket. Guide key on upper end of tube into slot on gearshift housing. Hold firmly together and tighten set screw in shift housing (Fig. 14).

(6) Position the crossover load spring and shift lever in the gearshift housing and tap the pivot pin into place (Fig. 19).

(7) Assemble the key cylinder plunger spring and install the assembly on the lock housing.

(8) Install the shift lever gate on the lock housing (Fig. 20).

(9) Place ignition switch rod through the shift housing.

(10) Place shift lever in mid position and the ignition switch rod through the oval-shaped hole in the lock housing, seat the lock housing on top of the jacket, indexing the keyway in the housing with the slot in the jacket. Insert all four screws and tighten them alternately in steps to insure proper seating of the lock housing on the jacket. Tighten to 90 in. lbs. (10 N·m) (Fig. 12).

(11) Grease and assemble the two lock levers, lock lever spring, and pin (Fig. 21).

(12) Install the resulting assembly in the lock housing. Seat the pin firmly into the bottom of the slots. Make sure that the lock lever spring leg is firmly in place in lock casting notch (Fig. 11).

(13) Position bellcrank assembly into the lock housing and the ignition switch actuator rod into the bellcrank while pulling the ignition switch actuator rod down the column, install the bellcrank onto its mounting surface. The gearshift lever should be in "Park" position.

(14) Place ignition switch on the ignition switch rod and rotate 90 degrees to lock the rod into position.

(15) **To install ignition lock, turn key to "LOCK" position and remove key.** This will cause buzzer operating lever to retract in cylinder. Now insert cylinder into housing far enough to contact switch actuator. Insert key, press inward and rotate cylinder. When parts align, the cylinder will move inward and spring loaded retainers will snap into place, locking the cylinder into the housing.

(16) With the key cylinder in the lock position and the ignition switch in the lock position (second detent from top), tighten ignition switch mounting screws.

(17) Feed buzzer/chime switch wires behind wiring post and down through space between housing and jacket. Remove ignition key. Posi-

tion switch in housing and tighten mounting screws (Fig. 10).

Steering Shaft Coupling Assembly (Fig. 16)

(1) Fill coupling body approximately 1/2 full with Multipurpose Grease, NLGI Grade 2 EP, such as MOPAR Parts Multimileage Lubricant, Part Number 4318062 or equivalent.

(2) Place cover and seal on shaft.

(3) Press shoe pin into steering shaft so that it projects an equal distance on each side of shaft.

(4) Place spring on side of shaft, straddling the shoe pin.

(5) Place shoes on pin ends with flat side toward spring, engaging tangs.

(6) Squeeze shoes together, compressing spring, and push assembly into coupling body. Align master spline mark of coupling body with master spline on upper shaft.

(7) Drive in a new dowel pin flush to outer surface of coupling body.

(8) Position seal and cover on body and crimp cover tangs over the projections on body securely.

(9) Move shaft in and out of pot body several times to distribute lubricant.

Steering Shaft Installation

(1) Install bearing and spring on steering shaft and insert steering shaft assembly completely into column assembly.

(2) Push up on the steering shaft, compressing the bearing spring and hold in this position until the snap ring is installed.

(3) Grease inside of lock plate, to prevent rattle, and install lock plate on steering shaft.

(4) Install the upper bearing snap ring on the steering shaft (Fig. 8).

(5) Install four screws attaching bearing housing to lock housing (Fig. 8).

CAUTION: Do not hammer or damage to the telescoping shaft joint may result.

Bearing Housing Assembly (Fig. 18)

(1) Press the upper bearing into the bearing housing. Bearing must be fully seated in bearing cavity.

LEGEND FOR FIG. 18

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|--------------------------|--------------------------------|
| 1. Plate | 17. Screw (3) |
| 2. Upper bearing | 18. Screw (4) |
| 3. Ignition switch rod | 19. Screw & washer (4) |
| 4. Lever | 20. Set screw |
| 5. Bellcrank | 21. Cover |
| 6. Upper bearing housing | 22. Bumper (floor shift) |
| 7. Spring | 23. Lock plate |
| 8. Lever | 24. Screw |
| 9. Lock housing | 25. Lock housing (floor shift) |
| 10. Gearshift housing | 26. Spring (floor shift) |
| 11. Lock plate spring | 27. Steering shaft |
| 12. Jacket | 28. Key-lamp |
| 13. Gearshift gate | 29. Lamp screw |
| 14. Screw (4) | 30. Pointer |
| 15. Plunger | 31. Set screw |
| 16. Spring | 33. Cover screw (2) |