

actuator rod up and down to align parts. When parts align, the cylinder will move inward and a spring loaded retainer will snap into place locking the cylinder into the housing.

(33) When replacing ignition switch, position the key cylinder in "LOCK" detent and remove key. Then place the ignition switch in "LOCK" position (second detent from bottom).

(34) Fit the ignition switch actuator rod into the slider hole and assemble loosely to the column with two screws. Push the switch lightly up the column (toward the lock housing), to take out lash in the actuator rod, and tighten mounting screws. Caution should be exercised to prevent moving switch out of detent. Use only the correct length screws. Tighten to 35 in. lbs. (4 N·m).

(35) To install dimmer switch, firmly seat push rod into switch. Compress switch until two .093 inch drill shanks can be inserted into alignment holes. Reposition upper end of push rod in the pocket of wash/wipe switch. This can be done by feel, or if necessary, by removing lower column cover. With a light upward pressure on switch, install two screws. Remove drills. The switch should "click" when lever is lifted; and "click" again, as lever returns, just before it reaches its stop in the down position.

(36) Install wire protector over wires on column jacket. Be careful not to pinch any wires.

(37) Remove column from vise.

(38) Remove holding fixture from column. Position bracket assembly on steering column. Install and torque the four bolts to 120 in. lbs. (14 N·m).

(39) Align master splines and install coupling assembly on steering shaft. Support coupling under joint and drive in the retaining roll pin with a drift.

Installation (See Standard Columns)

Steering Wheel

Removal

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

(2) Pull pad out of wheel. Remove horn wires.

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

Installation

(1) Install steering wheel with master serration in hub aligned with missing spline tooth on end of steering shaft. Install and tighten retaining nut to 45 ft. lbs. (61 N·m).

(2) Attach horn wires to switch terminal, align tabs and slots, and push pad into place.

(3) Connect negative (ground) cable to battery.

SPECIFICATIONS

POWER STEERING GEAR

Type	Constant Control Full-Time Power
Ratio	15.7 to 1
Wheel Turns Stop-to-Stop	3-1/2
Wormshaft Thrust Bearing Preload	16-24 Ozs. (4.5-6.5 Newtons)
Sector Shaft Adjustment	Tighten Adjusting Screw 3/8 to 1/2 turn past Zero Back Lash (Center of High Spot)
Fluid Capacity of Hydraulic System	2.5 Pints (1.2 liters)
Type of Fluid	Power Steering Fluid Part Number 4318055 or equivalent Do not use Automatic Transmission Fluid

**POWER STEERING PUMP
MAXIMUM PRESSURE**

Type	
All Engines	1200-1300 psi (8274-8963 kPa)

POWER STEERING OIL RETURN HOSE LENGTHS

Car Line	Engine (C.I.D.)	Length
All	318	10 inch
	318*	10 and 2-3/4 inch

*With Cooler