

Steering Wheel & Column Switches 10-9

JAGUAR (Cont.)

Dismantling — 1) Unscrew two self-tapping screws from lower face of steering wheel boss and lift off padded horn contact.

2) Unscrew nylon nut from top of steering wheel shaft and remove it carefully, taking out the horn contact tube also.

3) Remove self-locking nut and plain washer which retain steering wheel. Carefully pull steering wheel from the shaft, collecting both halves of the split cone.

Installation — To install, reverse removal procedure and note the following: Be sure that front wheels are always kept in a straight-ahead position. When tightening collet clamp, tighten grub screw finger-tight, snug down its lock nut and torque clamp bolt to 10-12 ft. lbs. (1.4-1.6 mkg).

HORN PAD & STEERING WHEEL

Removal; XJ12 & XJ6 — 1) Set front wheels in straight-ahead position. Loosen steering wheel adjustment lock nut. Pull wheel outward as far as possible. Remove both horn pad screws and take off pad.

2) Lock steering wheel. Remove horn contact plunger from upper column. Remove wheel mounting nut. Tap steering wheel off splines and collect collets.

Installation — To install, reverse removal procedure.

STEERING LOCK

Removal — Take off upper column shrouding. Using a center punch, make several dimples in shear bolt and rotate bolt out.

Installation — Reverse removal procedure.

IGNITION SWITCH

Removal — Disconnect battery ground. Separate column shrouding from switch side. On XJS models only, disengage retaining ring holding ignition switch in housing. On XJ12 and

XJ6 models, maneuver shrouding until access to ignition switch set screw is gained; loosen screw. Force switch and wiring clear of housing. On all models, disconnect ignition switch wiring at multi-pin connector. Remove switch and harness.

Installation — To install, reverse removal procedure. On XJS models only, make sure lock tab on retaining ring engages slot.

COMBINATION SWITCH

Removal; XJ12 & XJ6 — Disconnect battery ground. Take off steering column lower shroud. Remove steering wheel as previously outlined. Take off steering column upper shroud. Take cover out from below instrument panel. Loosen pinch bolt and pull combination switch assembly from steering column. Disconnect electrical wiring. Hazard flasher can now be separated by disconnecting wires, depressing tangs and pushing switch through mounting plate.

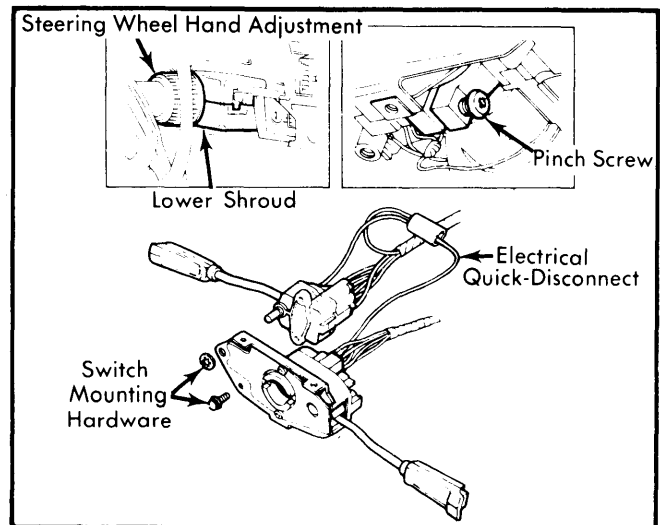


Fig. 2 Combination Switch Assembly

Installation — To install, reverse removal procedure.

LANCIA

Lancia

REMOVAL & INSTALLATION

STEERING WHEEL

Removal — Place front wheels in straight ahead position. Disconnect battery. Remove horn cover mounting screws from below steering wheel spokes. On Coupe models only, horn cover will pry off. Remove spring. Mark steering wheel and shaft. Remove mounting nut. Fit puller 88062038 (or equivalent) and remove steering wheel.

NOTE — On some early models it will be necessary to drill and tap two holes for puller.

Installation — To install, reverse removal procedure. Make sure index marks on steering wheel and shaft align.

STEERING COLUMN LOCK AND IGNITION SWITCH

Removal — 1) Disconnect battery. Place front wheels in straight ahead position. Remove steering shaft mounting bolt and take off lower column casing. Disconnect multi-plug from socket. Remove steering column cover nuts and lift off complete with controls and steering wheel.

2) Use a .236" (6 mm) drill and remove shear bolts mounting column lock. Punch out bolts (if necessary) and lift out lock. Remove bolt keeping ignition switch to column lock support. Fit key and turn switch to "GAR", remove key. Use a metal pointed tool, depress lock spring, and slip out lock at same time.

Installation — Reassemble ignition switch. Fit column lock into position on steering column. Tighten mounting bolts until heads shear. Refit steering shaft lower end and tighten nut. Install upper cover to steering column and tighten mounting

10-10 Steering Wheel & Column Switches

LANCIA (Cont.)

nuts. Reconnect multi-plug. Install steering column lower cover. Connect battery.

STEERING COLUMN ADJUSTER

Removal – 1) Disconnect battery. Disconnect speedometer at transaxle. Remove instrument cluster bolts and knobs. Disconnect speedometer cable from under dash. Separate electrical connections and lift off cluster.

2) Remove lower column cover. Remove nuts mounting steering shaft to adjustable bracket. Place steering shaft out of way. Remove mounting nuts and take off adjuster handle. Remove nuts mounting bracket to pedal support and lift off unit.

Installation – To install, reverse removal procedure.

LUV

LUV

CAUTION – Steering shaft is an energy-absorbing unit. During any service operation, avoid jarring or leaning on any portion of column.

REMOVAL & INSTALLATION

HORN BUTTON & STEERING WHEEL

1) Disconnect battery. Remove horn shroud and spring ring by pushing in and turning counterclockwise.

2) Remove horn contact ring and wire. Unscrew steering wheel retaining nut. Mark position of steering wheel on shaft.

3) Using appropriate puller (J-24292 for standard wheel or J-2927/J-2927-10 for sport type wheel), remove steering wheel.

TURN SIGNAL/DIMMER SWITCH

Switch is a combination turn signal and headlight dimmer assembly. Disconnect battery ground and remove steering column cowling. Disconnect wires to switch harness. Remove switch by separating from clamp on mast jacket (two screws). To install, reverse removal procedures.

HAZARD WARNING SWITCH

Disconnect battery ground cable. Remove steering column cowling screws. Hazard warning switch is retained on upper half of cowling by two screws. Disconnect switch wiring harness at connector, remove mounting screws, and withdraw switch. To install, reverse removal procedure.

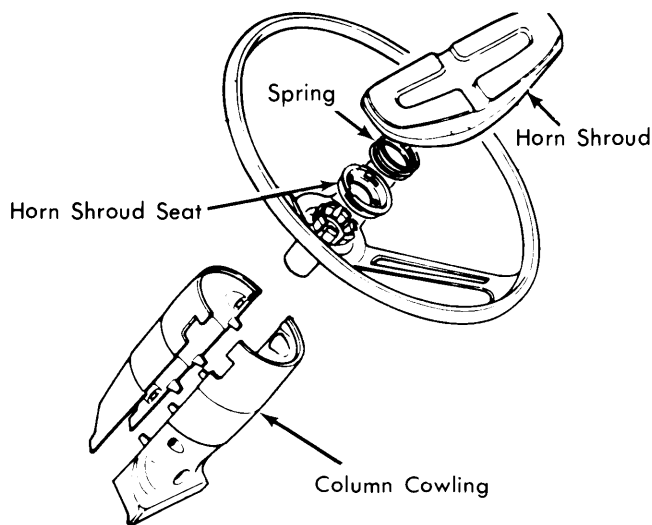


Fig. 1 LUV Steering Wheel Assembly

ADJUSTMENT

STEERING WHEEL ALIGNMENT

1) Set front wheels in straight-ahead position. Check location of spot on wormshaft which indicates gear "high point" (this should be at top center).

2) If gear is not in this position, loosen adjusting locknuts on both left and right sides of intermediate connecting rod.

3) Remove intermediate rod with inner tie rod ends attached. Turn ends an equal amount in the same direction to bring steering gear back to high point.

NOTE – Turning ends unevenly will disturb toe-in setting; however, toe-in should be rechecked after adjustment is made and set as required.

4) Note position of steering wheel spokes. They should be equally balanced. If they are off-center, remove steering wheel and reposition to proper alignment.