

Steering Columns

TOYOTA CELICA, CORONA, CRESSIDA, PICKUP & SUPRA – TILT WHEEL

DESCRIPTION

Tilt steering wheels incorporate an upper steering shaft attached, by a universal joint, with an intermediate steering shaft. These shafts are held in place by upper and lower brackets. Brackets are pinned together so that the upper bracket will move up or down. Upper bracket is locked in place by a pawl attached to a lever. Steering columns, on passenger vehicles, are of the collapsible type while the pickup steering column is non-collapsible.

REMOVAL & INSTALLATION

STEERING COLUMN

Removal – 1) Remove steering wheel pad. Mark steering shaft and wheel for installation. Remove steering wheel. Remove dash panels and pads, if necessary. On models with air conditioning, remove air duct under steering column.

2) Remove column bracket covers. Remove turn signal or combination switch. From under hood, disconnect steering shaft universal joint from steering gear (on passenger vehicles) or from lower steering shaft (on pickup models). Be sure to mark universal joint and shaft for installation.

3) Remove bolts from column hole cover. Remove column support bracket bolts, then remove steering column from vehicle.

Installation – 1) Install steering column in vehicle and tighten column bracket bolts finger tight. Install column hole cover bolts, then tighten column bracket bolts.

2) Make sure alignment marks are aligned on universal joints then tighten clamp bolts. Install turn signal or combination switch. Install bracket covers, dash panels and pads. Install air ducts (if equipped).

3) Install steering wheel and steering wheel pad. Make sure alignment marks on steering shaft and steering wheel are aligned.

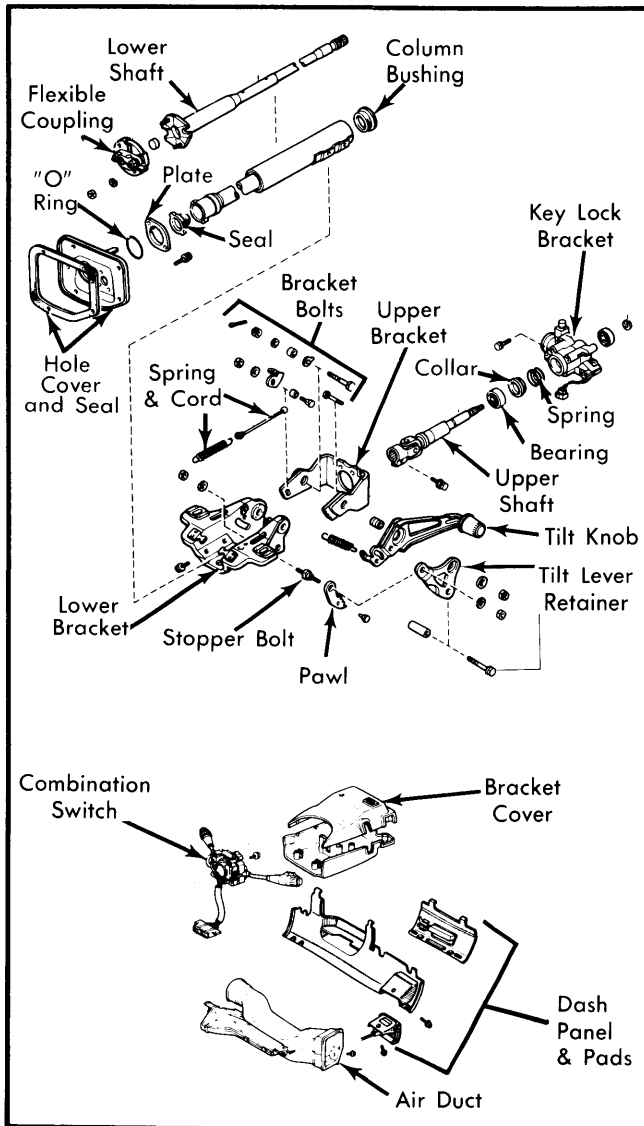


Fig. 1 Exploded View of Passenger Car Tilt Steering Column

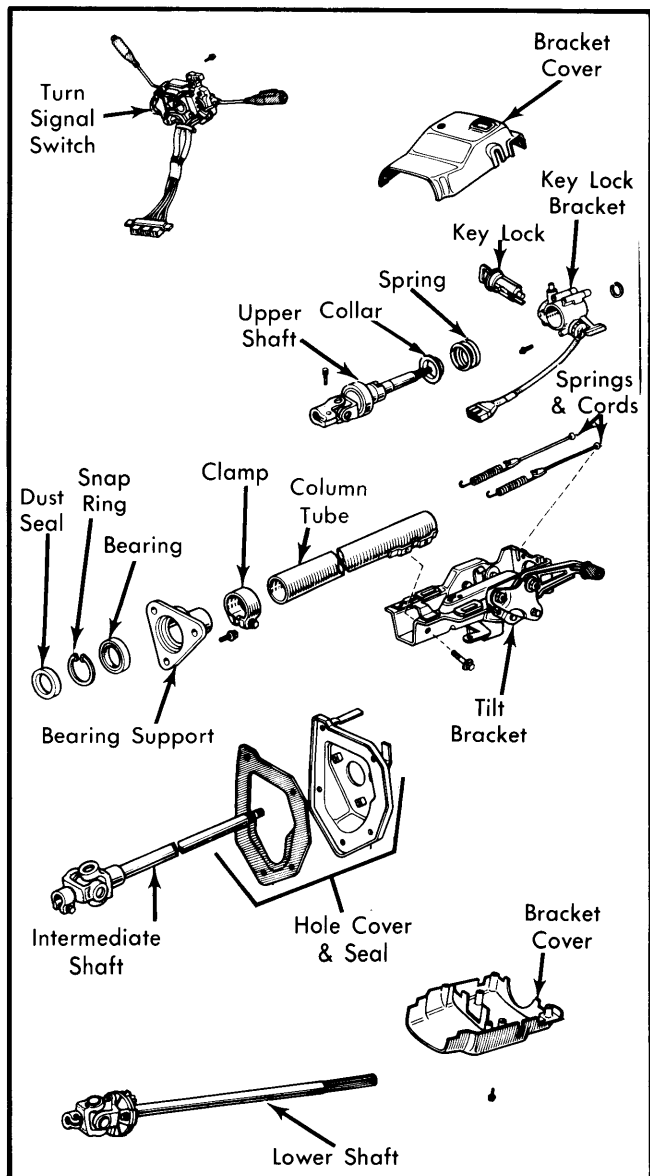


Fig. 2 Exploded View of Pickup Tilt Wheel Steering Column

TOYOTA CELICA, CORONA, CRESSIDA, PICKUP & SUPRA – TILT WHEEL (Cont.)

OVERHAUL

STEERING COLUMN

Disassembly – 1) On pickup models, remove ignition key cylinder. On all models, remove tension springs and cords. Mark universal joint and lower steering shaft. Remove clamp bolt, then lower steering shaft. Remove hole cover from column.

2) Remove snap ring from upper steering shaft. Remove reclining pawl release pin and steering pawl. Drive out serrated bolt with plastic hammer, then remove reclining pawl set bolt.

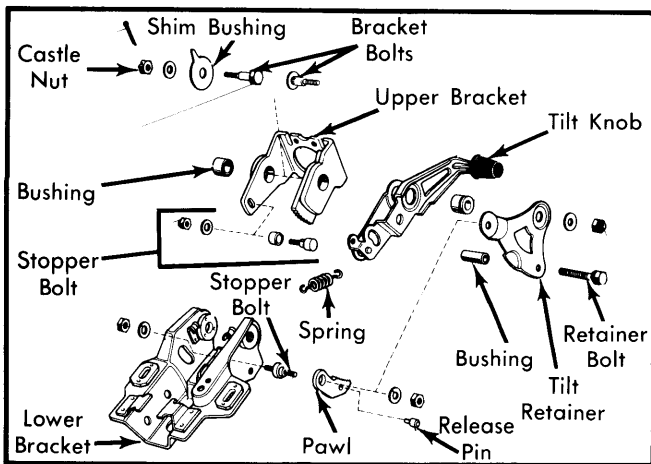


Fig. 3 Exploded View of Tilt Wheel Bracket

Inspection – Check upper bracket for damage. Check upper bearing for rotating smoothness. Check steering shafts for bending, damaged splines or damaged universal joints. Check tilt bracket for worn bushings, damaged pawl, broken or damaged breakaway brackets. Check column tube for bending or other damage. Repair or replace components as necessary.

Reassembly – Reassemble in reverse order of disassembly procedure and note the following; make sure all bushings, bearings, shims and bolts are not damaged or worn.

TIGHTENING SPECIFICATIONS

| Application | Ft. Lbs. (N·m) |
|---|----------------|
| Castle Nut | 11-21 (15-29) |
| Flexible Coupling | 15-21 (20-29) |
| Steering Wheel Nut | 22-18 (30-38) |
| Support Bracket | |
| Pickup | 11-15 (15-20) |
| All Others | 14-22 (19-30) |
| Support Bracket-to-Column | 11-15 (15-20) |
| Tilt Lever Retainer Bolt | 11-15 (15-20) |
| Tilt Steering Support Stopper Bolt | 6-8 (8-11) |
| Universal Joint Clamp Bolt [Ⓢ] | 15-21 (20-29) |

[Ⓢ] – Tighten clamp bolt at steering gear on pickup models to 22-32 ft. lbs. (30-44 N·m).