

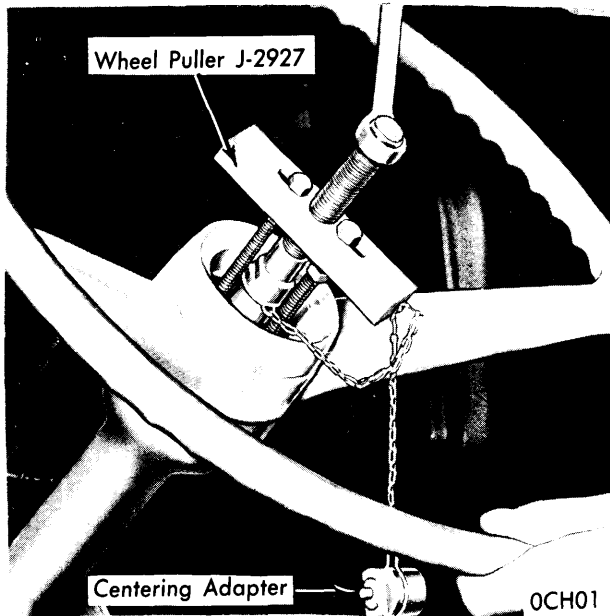
GENERAL MOTORS

Chevrolet (1965-74)
GMC (1965-74)

REMOVAL & INSTALLATION

STEERING WHEEL

1965-69 All Models — Disconnect turn signal switch harness from chassis wiring harness at connector. Remove horn button, receiving cup, Belleville spring and washer. Remove steering shaft nut and washer, and mark steering wheel-to-shaft relationship. Using suitable wheel puller (J-2927), remove steering wheel. To install, reverse removal procedure and note following: Directional signal switch must be in neutral position while installing steering wheel to prevent damage to cancelling cam and switch assembly.



STEERING WHEEL REMOVAL

1970-74 Models (Exc. 1973-74 "C" & "K" Models) — Disconnect battery. Remove horn button, receiving cup, Belleville spring and bushing. Mark steering wheel-to-shaft relationship. Remove steering shaft nut and washer. Using suitable wheel puller (J-2927), remove steering wheel. To install steering wheel, reverse removal procedure and note the following: Directional signal switch must be in neutral position while installing steering wheel to prevent damage to cancelling cam and switch assembly.

1973-74 "C" & "K" Models — Disconnect battery ground. Remove horn shroud or button. Lift steering wheel shroud and horn contact lead from steering wheel. Remove steering wheel nut and washer. Using suitable steering wheel puller (J-2927), remove steering wheel. **CAUTION** — Do not hammer on puller while removing wheel. To install, reverse removal procedure and note following: Directional signal switch must be in neutral position while installing wheel to prevent damage to cancelling cam and switch.

DIRECTIONAL SIGNAL SWITCH

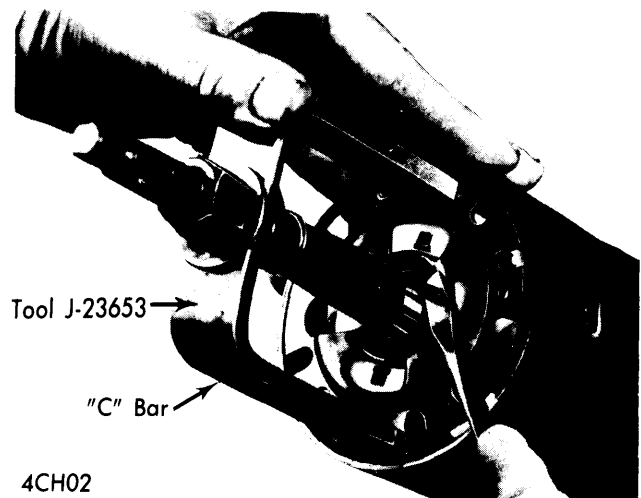
1965-66 All Models (Exc. P-20 & 30) — Remove steering wheel. Disconnect signal wiring at harness connector (on P-10 models, remove wiring leads from multiple connector). Remove harness retaining clip and mast jacket cover extension screws (on P-10 models, remove upper and lower harness retaining clips). Remove directional signal lever attaching screw and

lever, and remove signal switch attaching screws. Remove directional signal switch and wiring assembly and upper horn bearing from steering column (on automatic transmission models, disconnect shift quadrant indicator light from multiple connector first). To install, reverse removal procedure.

1965-67 P-20 & 30 Models — Remove steering wheel. Disconnect signal wiring harness from chassis harness. Remove directional signal wiring leads from multiple connector. Disconnect wiring harness retaining clips and remove signal lever. Remove switch mounting screws and remove assembly from steering column. Remove upper shift bearing and horn wire from switch assembly. To install, reverse removal procedure.

1967-72 All Models (Exc. 1967 P-20 & 30) — Disconnect battery ground and remove steering wheel assembly, preload spring and cancelling cam. Remove shift lever roll pin and shift lever (if necessary). Remove directional signal lever screw and lever. Push in hazard warning knob, remove retaining screw and knob. **NOTE** — Hazard switch knob must be pushed in to prevent damage to switch when removing from switch cover. Disconnect switch wiring from chassis harness at multiple connector under instrument panel. Remove mast jacket upper bracket and switch wiring cover from column. Remove switch mounting screws, switch, bearing housing, switch cover and shift housing from column. To install, reverse removal procedure.

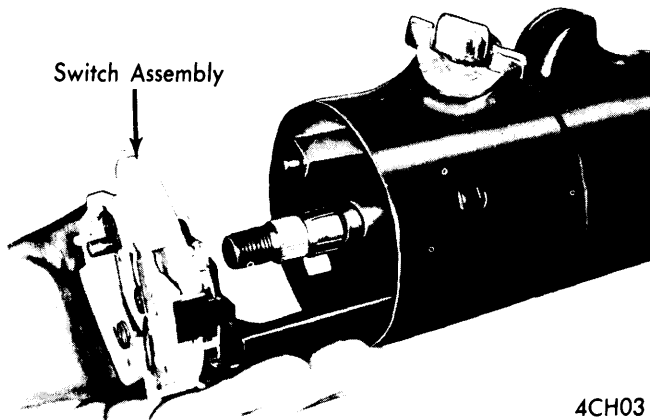
1973-74 "C" & "K" Models — 1) Remove steering wheel and column-to-instrument panel trim cover. Remove three cover screws and lift cover off shaft. **NOTE** — Cover screws have plastic retainers on cover back so it is not necessary to remove screws completely. Remove lock plate using suitable compressing tool (J-23653). Screw center post of tool onto steering shaft as far as it will go. Compress lock plate by turning center post nut clockwise. Pry the round wire snap ring out of shaft groove and discard ring. Remove tool and lift lock plate from housing. **CAUTION** — If the column is being disassembled on bench, with snap ring removed, shaft could slide out of lower end of mast jacket damaging shaft assembly.



REMOVING LOCK PLATE SNAP RING

GENERAL MOTORS (Cont.)

2) Slide directional signal cancelling cam, upper bearing preload spring and thrust washer off shaft end. Remove signal switch lever screw and lever. Push hazard warning knob in and unscrew knob. Pull the switch harness connector out of column bracket on jacket, and wrap upper part of connector with tape to prevent snagging wires during switch removal. With Tilt Columns, position directional signal and shifter housing in "L" position. Remove harness cover by pulling toward lower end of column, avoid damage to wires. Remove switch mounting screws and pull switch straight up, guiding wire harness and cover through column housing (see illustration).



REMOVING DIRECTIONAL SIGNAL SWITCH

3) To install switch, proceed as follows: **CAUTION** — It is extremely important that only specified screws, bolts and nuts be used during reassembly. Use of overlength screws could prevent a portion of column from compressing under impact. Feed the wire harness, connector and cover down through housing and under mounting bracket. With all columns except Tilt type, check that wire harness is in protector. With Tilt Columns, install cover on harness. Install switch mounting screws and clip connector to bracket on column jacket. Install trim plate, hazard warning knob and signal lever. Position directional switch in neutral position and pull warning knob out. Slide thrust washer, upper bearing preload spring and cancelling cam onto upper end of shaft.

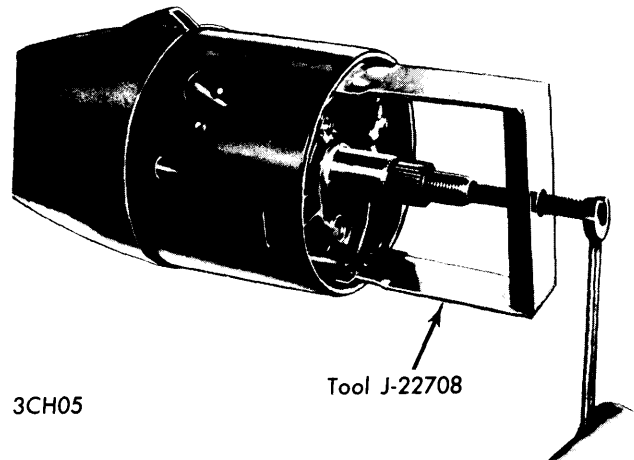
4) Place lock plate over shaft and attach lock plate compressing tool bolt on shaft. Install a new snap ring over tool bolt, place "C" bar of tool over bolt and compress lock plate by turning tool nut. Slide new snap ring down tool bolt and into shaft groove. **NOTE** — Always use a new snap ring during reassembly. Install cover and screws on end of shaft and install steering wheel and components.



INSTALLING LOCK PLATE SNAP RING

1973-74 "G" & "P" Models — 1) Remove steering wheel, signal switch cancelling cam and spring. Remove column-to-panel trim plate (if equipped). Disconnect signal switch wiring harness at half-moon connector. Pry wiring harness protector out of column retaining slots. Mark location of each wire in half-moon connector, then remove each individual wire from connector using suitable tool (J-22727). Insert tool into connector and push in until tool bottoms. Remove tool and pull wire from connector. Remove directional signal lever screw and remove lever. Push in on hazard warning knob and unscrew to remove knob.

2) On Tilt Columns only, remove automatic transmission selector dial screws (if equipped) and remove dial and indicator. Remove cap and dial illumination light from housing cover. Unscrew and remove tilt release lever. Use suitable puller tool (J-22708) to remove signal housing cover and remove three signal switch mounting screws. Carefully remove switch assembly from column while guiding wire harness through opening in shift lever housing.



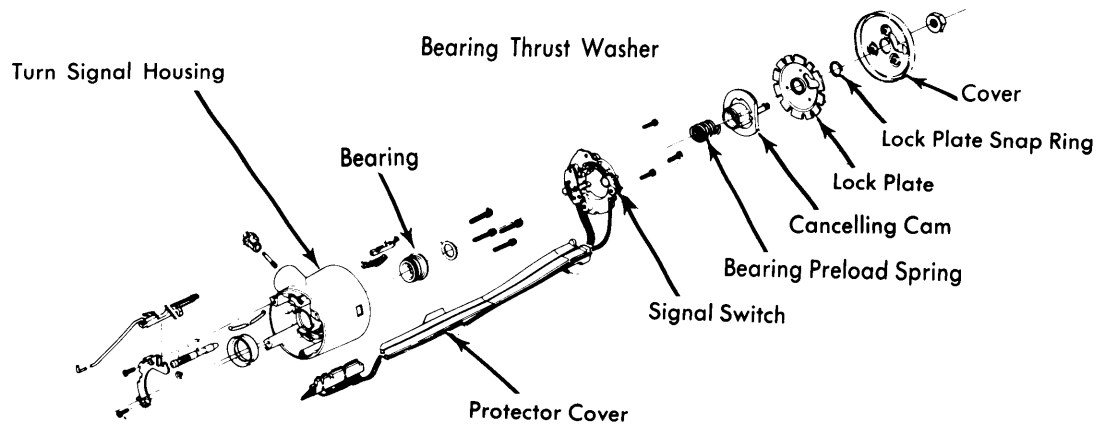
REMOVING DIRECTIONAL SIGNAL HOUSING COVER (TILT COLUMNS)

3) To install switch, proceed as follows: **CAUTION** — It is extremely important that only specified screws, bolts and nuts be used during reassembly. Use of overlength screws could prevent a portion of column from compressing under impact. Wrap ends of signal switch wires with tape and guide them through the opening at lower left side of bearing housing (Tilt Column) and out the lower end of shift lever housing and under dash seal. Place directional signal switch in mounting position and install screws; torque screws to 25 INCH Lbs. With Tilt Columns, align openings in signal switch cover with proper lever positions and tap cover into place. Install tilt release lever. Install automatic transmission selector dial, pointer, dial illumination light and cap (if equipped).

4) Install signal switch lever and hazard warning knob. Bend wire harness connector tabs out of each wire before installing in half-moon connector. Install each wire in its marked location and reconnect signal switch harness. Snap wire harness protector into column retaining slots and install signal cancelling cam and spring. Install steering wheel and column-to-instrument panel trim plate (if equipped).

11-8 Steering Wheel & Column Switches

GENERAL MOTORS (Cont.)



4CH07

STANDARD STEERING COLUMN DIRECTIONAL SWITCH COMPONENTS ("C" & "K" 1973-74 MODELS)

HAZARD FLASHER SWITCH

1967-74 Models — Hazard flasher switch is integral with directional signal indicator switch. Combination is removed or installed as a unit. See *Directional Signal Switch* in this section.

STEERING COLUMN LOCK

1973-74 "C" & "K" Models — 1) Remove lock cylinder while key is in the "RUN" position as follows: Remove steering wheel and directional signal switch. *NOTE* — It is not necessary to completely remove signal switch from column. Pull switch out far enough to slip it over end of shaft.

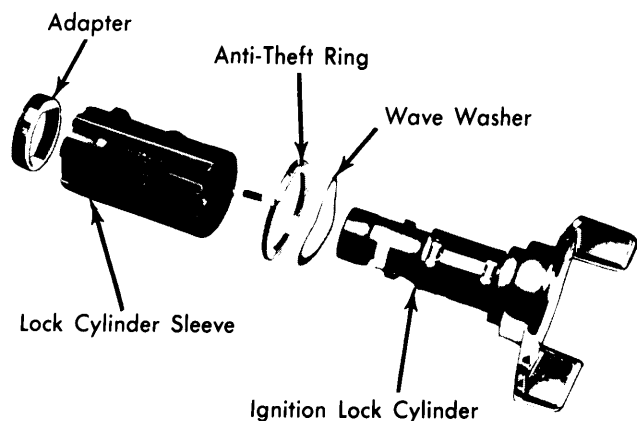
2) Insert a small screwdriver into signal housing slot (see illustration). Pressing tool to right side of slot, break housing flash loose and at same time, depress spring latch at lower end of lock cylinder. With latch depressed, lock cylinder can be removed from housing.

3) To install lock cylinder, hold cylinder sleeve and rotate knob clockwise against stop. Insert cylinder into housing bore with key on cylinder sleeve aligned with keyway in housing. Push cylinder into abutment of cylinder and sector. Hold a .070" drill between lock bezel and housing. Rotate cylinder counterclockwise, maintaining a light pressure until drive of cylinder mates with sector. Push in until snap ring pops into groove and cylinder is set in place. Remove drill and check lock for freedom of rotation. Install directional signal switch and steering wheel components.



4CH08

LOCK CYLINDER REMOVAL



4CH09

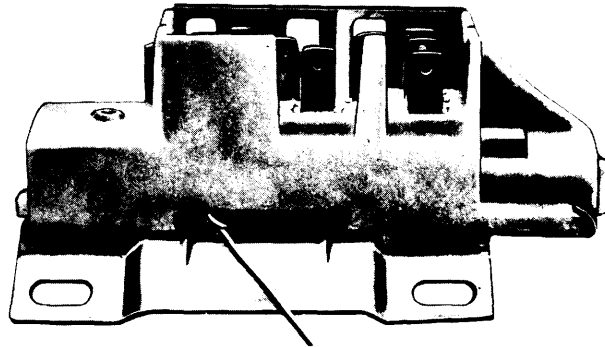
LOCK CYLINDER COMPONENTS

GENERAL MOTORS (Cont.)

IGNITION SWITCH

1973-74 "C" & "K" Models - 1) To remove ignition switch, steering column must be lowered; it is not necessary to remove steering wheel. See *Steering Column Removal in this section*. If steering column is not removed from vehicle, support column before proceeding. Place ignition switch in "LOCK" position before removing. If lock cylinder has already been removed, pull up on actuating rod of switch until it stops, then push down one detent, which is the "LOCK" position. Remove two screws and switch assembly.

2) To install, switch and lock cylinder should be in "LOCK" positions. If switch is not in "LOCK" position, insert a screwdriver in locking rod switch slot and move switch to "LOCK" (see illustration). Install activating rod in switch and assembly switch on column, and tighten mounting screws. **NOTE** - Use only specified screws, overlength screws may prevent a portion of column from compressing under impact. Install steering column and check system operation.



Switch In Lock Position

4CH06

IGNITION SWITCH ASSEMBLY