

Steering Columns

1965-74 CHRYSLER CORP.

Dodge (1965-74)
Plymouth (1974)

DESCRIPTION

Columns are non-collapsible assemblies which contain steering shaft supported by upper and lower bearings. Earlier models have shift linkage mounted outside and above steering column. Later models have linkage integral with column. One tilting mechanism is available on Motor Home Chassis which tilts entire column instead of tilting steering wheel and upper hub assembly. Column mounted ignition switch and locking device are standard on Motor Home Chassis and conventional cab models from 1972 on.

REMOVAL & INSTALLATION

"A" MODELS (1965-70)

Removal — 1) Steering gear, column assembly, steering wheel and transmission shift lever mechanism (if equipped with manual transmission) are removed from vehicle as an assembly. Disconnect battery ground cable and remove grille. Remove nut and lock washer from end of steering gear cross shaft and, using suitable puller (C-3646), remove steering arm from end of cross shaft.

2) Remove three bolts that mount steering gear to frame. On vehicle with manual transmission, disconnect transmission control rods. Remove screws that attach steering column access plate to floor pan. Remove two screws that attach column cap plate to access plate.

3) Under instrument panel, disconnect wiring from directional indicator switch. Remove steering column clamp at instrument panel. Remove steering gear, column assembly, steering wheel and transmission shift lever mechanism as an assembly. *NOTE* — *Steering shaft is integral with worm gear assembly of steering gear. For removal of steering gear (and steering shaft) from steering column, see Disassembly.*

Installation — 1) Install steering column assembly in vehicle. When steering wheel is installed, make sure that steering gear is centered. Install steering column clamp at instrument panel. Leave bolts finger tight.

2) Install three bolts that mount steering gear to frame and rotate gear to nest steering column in instrument panel bracket. Tighten bolts and check alignment of steering column in instrument panel clamp by rotating steering wheel and checking for binding. Adjust clamp for proper alignment and tighten bolts.

3) Position steering arm on steering gear cross shaft. Use marks for proper alignment and tighten steering arm-to-cross shaft clamp bolt. On vehicles with manual transmission, connect transmission control rods. Install grille and connect wiring to directional indicator switch.

4) Install screws that attach steering column access plate to floor pan. Install two screws that attach column cap plate to access plate. Connect battery ground cable. If not already installed, attach steering wheel; install horn components.

"B" MODELS (1970-74) & "PB" MODELS (1974)

Removal — 1) Disconnect battery ground cable. Rotate steering wheel to position shaft coupling at steering gear for removal of roll pin. Drive out roll pin from "Pot" type coupling

used with manual steering gear or from flexible rubber/fabric coupling used with power steering gear. Remove clips and washers which retain transmission shift rod(s) to steering column lower end.

2) Lift floor mat and loosen two bolts in floor plate "O" ring retainer on column. Remove floor plate-to-floor pan attaching screws. Unplug steering column wiring connectors under instrument panel. Loosen two bolts which hold steering column clamp to instrument panel. Pry coupling free of steering gear worm shaft. Remove clamp bolts from instrument panel and work column up and out of vehicle.

Installation — 1) Insert column assembly through floor pan opening, being careful not to damage paint or trim. With front wheel in straight-ahead position and master splines on worm shaft and coupling aligned, engage coupling with worm shaft and install new roll pin. Hold column assembly with bracket against instrument panel support. Install but do not tighten clamp bolts.

2) Position floor plate over floor pan opening, centering it around column, then install retaining bolts finger tight. Models with manual steering gear use "Pot" type coupling and steering shaft must be adjusted to midpoint of its travel in coupling body. This is accomplished by sliding column assembly up and down in instrument panel clamp so dimension between top of coupling and center of gauge hole is $\frac{13}{16}$ ". After adjustment is made, tighten clamp bolts.

3) As the floor plate retaining bolts are tightened to final torque, column must be centered around steering shaft lower end. Spread rubber cement on outside diameter to retain dust seal which now can be slid up into place where shaft enters column.

4) Install transmission shift linkage to lower end of steering column. Plug in steering column wiring connectors under instrument panel. Connect battery ground cable and test operation of horn and turn signal.

"D" & "W" MODELS (1965-68)

Removal — 1) Disconnect battery negative cable. Rotate horn button $\frac{1}{4}$ turn counterclockwise and remove button, rubber grommet, and horn contact. Disconnect horn wire. Remove three screws and bushings and lift out horn ring and horn switch.

2) Place front wheels in a straight-ahead position, scribe a mark on steering wheel hub and steering column shaft to insure proper positioning when installing steering wheel. Disconnect directional signal indicator switch and horn wires.

3) On vehicles so equipped, remove two nuts and washers from underside of floor panel (reached through engine compartment) holding jacket tube lower support clamp to floor panel. Loosen jacket tube lower clamp bolt and move jacket tube clamp up on jacket tube (all models). Remove floor panel boot screws and slide boot and cover plate up on steering jacket tube.

4) Remove clamp screws and clamp at instrument panel. On manual transmission equipped vehicles, disconnect remote control to transmission shifter rods at remote control levers and swing levers inward to facilitate removal. Remove steering column jacket clamp at dash panel on vehicles so equipped. Scribe mark on lower coupling and worm shaft, then remove clamp bolt from steering column shaft lower coupling.

1965-74 CHRYSLER CORP. (Cont.)

5) Carefully lift steering column toward dash panel, tapping lower coupling lightly with a fiber mallet until coupling is free of worm shaft splines. Complete steering gear jacket tube, remote control and levers, steering gear column tube with flexible coupling and steering wheel can be removed by sliding complete assembly rearward and removing through driver's compartment.

Installation — 1) Place steering gear jacket tube, remote control and levers, and steering gear column shaft and steering wheel through dash panel from driver's side; align column shaft coupling with steering gear worm shaft. Index scribe marks on steering gear worm shaft and universal joint coupling and tap coupling down over worm shaft splines.

2) Install and tighten coupling clamp bolt. On "Pot" type joints, steering column shaft should be bottomed in joint to insure adequate joint travel. Align jacket tube at instrument panel and install jacket tube clamp and attaching bolts. Tighten screws securely. Install floor inspection hole cover. Install jacket tube lower support clamp bolt, but do not tighten bolt.

3) If equipped with manual transmission, connect remote control transmission shifter rods at remote control levers. Align column jacket with steering column shaft; tighten lower clamp bolt and jacket tube lower clamp bolt. Tighten bolts securely.

4) Position front wheels and steering gear for straight-ahead position (steering gear on high spot). Thread wire of contact plate through hole provided in steering wheel hub (if equipped), then install plate and cancelling cam on steering wheel hub. Be sure cam is located correctly on steering wheel

hub. Install steering column shaft upper spacer and spring on vehicles so equipped.

5) Connect horn wire to horn switch; position switch and horn button base on steering wheel and secure with three bushings and screws. Install horn button and directional indicator lever. Connect directional indicator wires and horn wire to multiple connector.

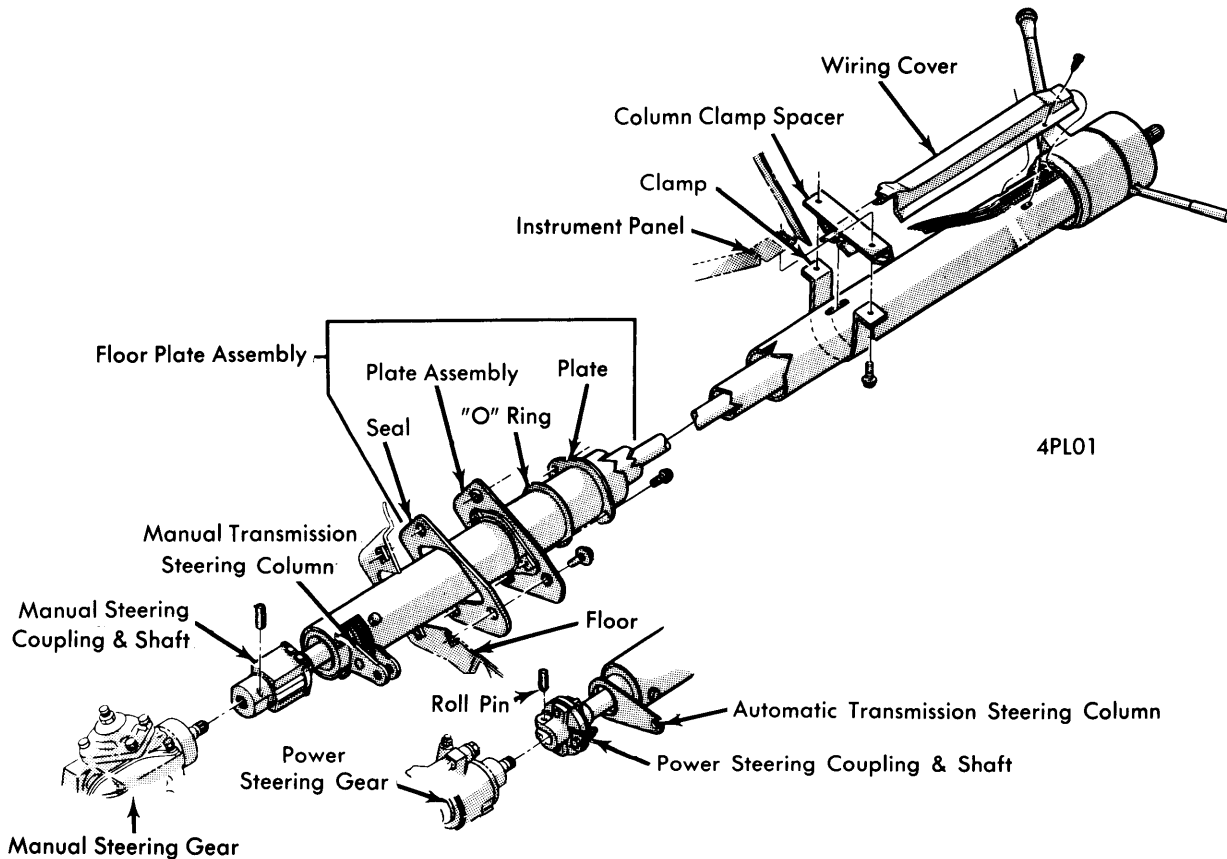
"D" & "W" MODELS (1969-71)

Removal — 1) Disconnect battery negative cable. Pull horn button off its spring clips. Disconnect horn wire terminal. Remove three screws and lift out horn switch. Scribe a locating mark on steering wheel and steering shaft to aid reassembly. Remove steering wheel nut and install suitable wheel puller (C-3428B) and remove wheel.

2) Remove directional signal lever retaining screw from switch and lift out lever. Unplug column wiring connector under instrument panel. Loosen clamp bolt on coupling at steering gear worm shaft. Scribe a locating mark on coupling and steering gear to aid reassembly.

3) If so equipped, remove shift rod or rods leading to transmission. Remove floor plate retaining bolts or nuts. Remove column to instrument panel retaining bracket and while prying coupling off worm shaft splines, lift column out through cab.

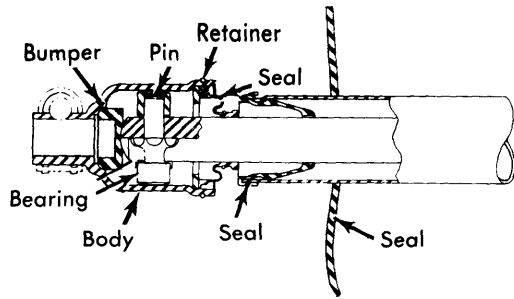
Installation — 1) Guide column assembly with floor plate through cab and align marks previously made on coupling and steering as coupling is installed. Secure steering column with instrument panel bracket finger tight. Tighten coupling to worm shaft clamp.



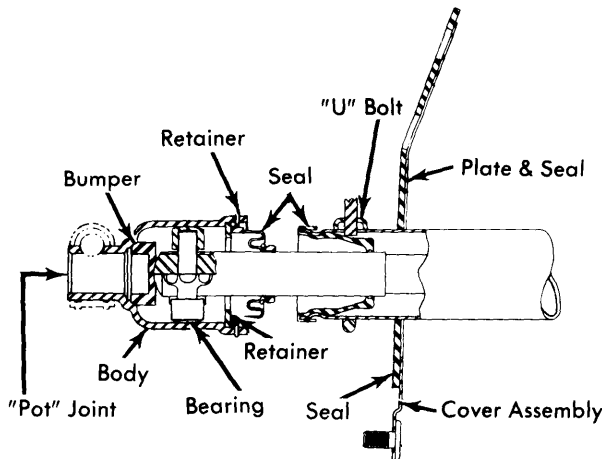
STEERING COLUMN INSTALLATION 1970-74 "B" MODELS & 1974 "PB" MODELS

Steering Columns

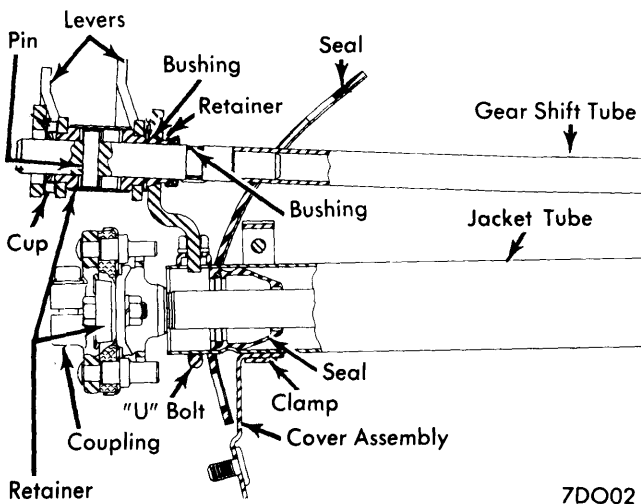
1965-74 CHRYSLER CORP. (Cont.)



D300 & W300 Models



D100 & W100 Panel & Town Wagon



D100-200 & W100-200 Models

STEERING COLUMN INSTALLATION DETAIL 1965-68 "D" & "W" MODELS

2) Tighten column to instrument panel bracket bolts. If equipped with a "Pot" type coupling, slide column up or down to center shaft in coupling before tightening instrument panel bracket. Tighten floor plate retaining bolts or nuts while keeping steering shaft centered in steering column jacket.

3) If so equipped, attach transmission shift rod or rods. Plug in directional signal connector. Position signal lever on switch and tighten retaining screw. Place steering wheel on shaft, aligning previously scribed lines. Install washer and retaining nut and tighten.

4) Attach horn switch assembly to steering wheel hub with three screws. Connect horn wire terminal and snap horn button in place on its spring clips. Connect battery cable and test horn and directional signal lights for correct operation.

"D" & "W" MODELS (1972-74) & "AW" & "PW" MODELS (1974)

Removal - 1) Disconnect battery ground cable. Disconnect shift linkage or linkages from lower end of steering column. Remove two nuts and lockwashers from flexible coupling. On "W" models, remove "Pot" type coupling roll pin. Disconnect electrical wiring connector at steering column jacket. Remove horn pad and assembly; disconnect horn wire and remove horn switch.

2) Remove steering wheel retaining nut and washer. Using a suitable wheel puller (C-3428B), remove steering wheel. **CAUTION** - Use proper tool to remove wheel; force or hammering will result in damage to wheel or steering column. Loosen "O" ring retaining plate screws and remove support plate screws. Remove trim panel and nuts or bolts attaching steering column clamp to instrument panel support. Lift column out through cab.

Installation - 1) Insert steering column assembly through firewall opening. Connect steering column coupling flange with coupling on steering gear worm shaft. **NOTE** - Position steering column so flange face is parallel to fabric coupling face to prevent undue stress on fabric coupling. On "W" models, position column to center steering shaft bearing blocks in "Pot" coupling.

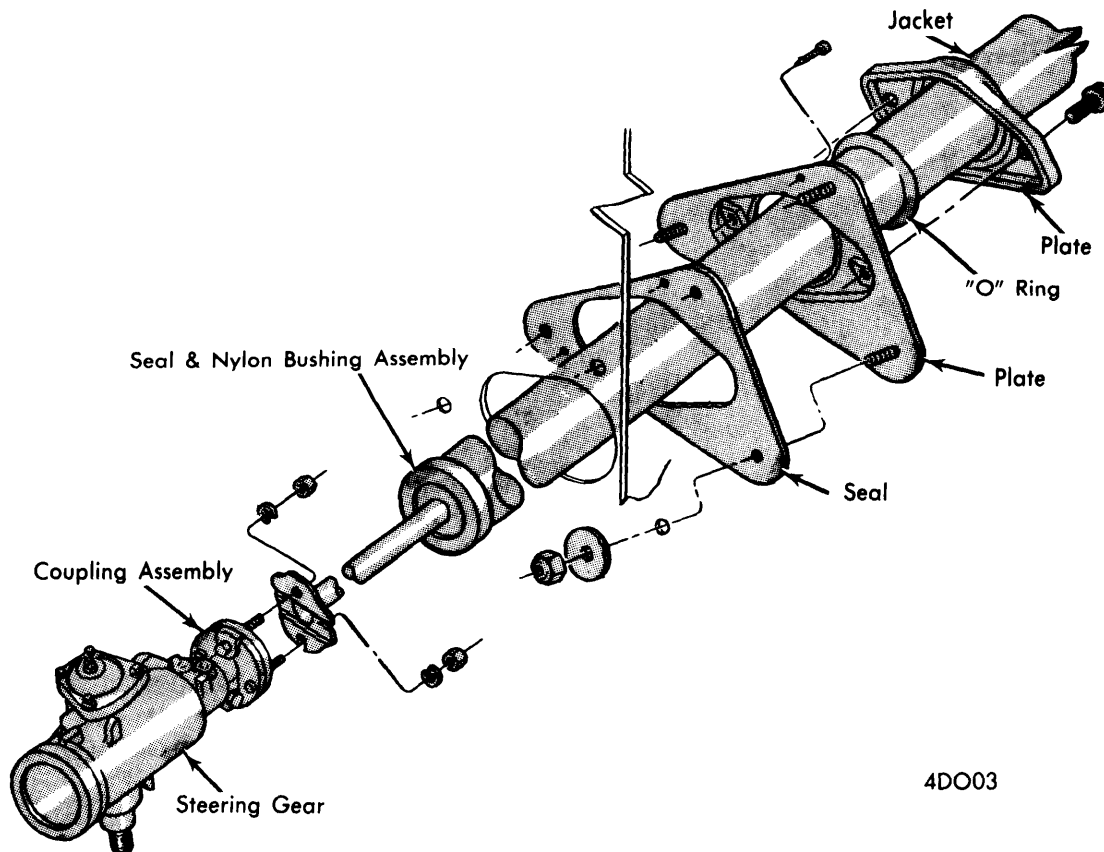
2) Install two steering column upper bracket bolts and tighten finger tight. With front wheels in straight position, using suitable centering tool (C-4134), center shaft in shift tube. Position support plate to firewall; tighten screws. Slide "O" ring into position on support plate and secure with two screws. Tighten steering column bracket bolts, and tighten steering column coupling-to-steering gear flange nuts. Remove centering tool.

3) Connect gearshift indicator pointer to operating bracket on shift housing in its approximate original location. Slowly move gearshift lever from "L" to "P" pausing briefly at each selector position. Indicator pointer must align with each selector position. If necessary, loosen bolt and readjust to align pointer correctly.

4) Place steering wheel on steering shaft with master splines aligned. Install retaining nut and washer, tighten nut. **CAUTION** - Do not drive wheel on shaft, draw wheel down with retaining nut. Install horn switch parts previously removed from steering wheel. Connect horn switch wire.

5) Connect wiring connectors at steering column jacket. Connect battery ground cable, test operation of lights and horn. Connect and adjust gearshift linkage and check for proper operation.

1965-74 CHRYSLER CORP. (Cont.)



STEERING COLUMN INSTALLATION 1969-74 "D" & "W" MODELS & 1974 "AW" & "PW" MODELS

"M" & "RM" MODELS (1968 to Feb. 1, 1972)

NOTE — Steering column used up to February 1, 1972 is identified by lack of column mounted ignition switch and column locking device.

Removal — 1) Disconnect battery ground cable. Remove horn button and switch assembly by pressing down firmly and rotating horn button clockwise. Disconnect horn wire. Scribe a locating mark on steering wheel and steering shaft to facilitate reassembly. Remove steering wheel retaining nut and washer and install suitable wheel puller (C-3428B). Remove wheel.

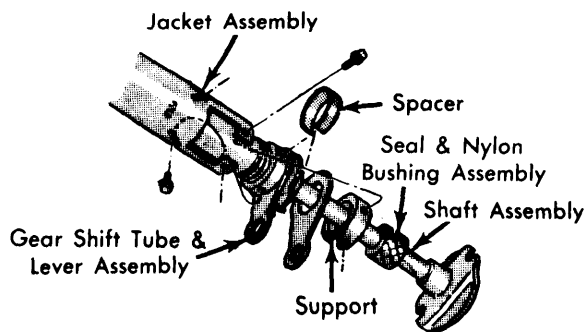
2) Remove directional signal lever by unscrewing with wrench at lever flats. Unplug column wiring connector from under instrument panel. Loosen clamp bolt on coupling at steering gear worm shaft.

3) Remove floor plate retaining bolts and nuts. Remove steering column-to-instrument panel retaining bracket and lift column out into Motor Home interior while prying coupling off worm shaft splines.

Installation — 1) Guide column assembly with floor plate through opening in floor pan and align marks made on coupling and steering gear during removal. Secure steering column to instrument panel bracket finger tight. Tighten clamp bolt securing coupling to steering gear worm shaft. Slide column up or down to center shaft in coupling before tightening instrument panel bracket bolts.

2) Tighten floor plate retaining bolts or nuts while keeping steering shaft centered in jacket. Plug in directional signal connector. Screw directional signal lever into switch and tighten with wrench applied to flats on lever.

3) Place steering wheel on shaft, aligning previously scribed lines. Install horn switch retainer and tighten steering wheel retaining nut. Connect horn wire terminal. Place spring and horn switch in hub. Press horn button down firmly and rotate counterclockwise to lock in retainer.



MANUAL TRANSMISSION LOWER COLUMN 1969-74 "D" & "W" MODELS & 1974 "AW" & "PW" MODELS

Steering Columns

1965-74 CHRYSLER CORP. (Cont.)

"M" & "RM" MODELS (Feb. 1, 1972 to 1974)

NOTE — Steering column used after February 1, 1972 is identified by presence of column mounted ignition switch and column locking device.

Removal — 1) Disconnect battery ground cable. Remove "Pot" coupling roll pin. (On "RM" models remove nut and bolt.) Disconnect electrical wiring connector at steering column jacket. Remove horn pad assembly by removing two retaining screws from behind steering wheel.

2) Remove steering wheel retaining nut and washer. Install suitable wheel puller (C-3428B) and remove steering wheel. **CAUTION** — Use proper tool to remove wheel; force or hammering will result in damage to wheel or steering column. Remove four floor plate retaining bolts. Remove column-to-instrument panel retaining bracket and lift column into interior.

Installation — 1) With floor plate and boot on column, slide column through opening in floor from inside. Position column to center steering shaft bearing blocks in coupling. Tighten clamp nut.

2) Install steering column upper bracket bolts and tighten finger tight. Center shaft in column with wheels in straight ahead position. Center boot and floor plate and tighten floor plate mounting screws.

3) Tighten steering column bracket bolts and place steering wheel on steering shaft with master splines aligned. Install retaining nut and washer and tighten. **CAUTION** — Use nut to draw wheel onto shaft. Do not drive wheel onto shaft. Install horn switch parts previously removed from steering wheel. Connect horn switch wire. Connect wiring connectors at steering column jacket. Connect battery ground cable.

OVERHAUL

"A" MODELS (1965-70)

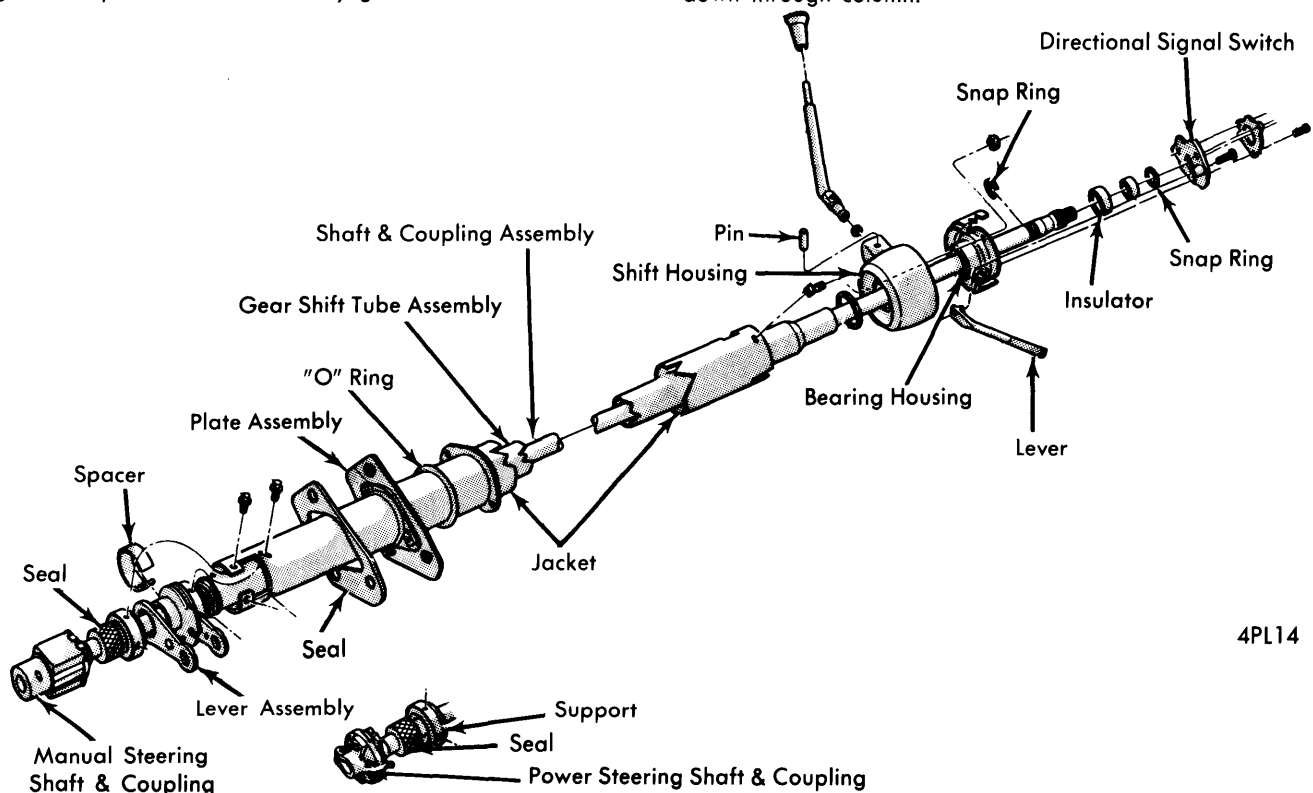
Disassembly — 1) Carefully pry cover from horn button by inserting a screwdriver in notch in horn button housing, then disconnect horn button wire. Remove three screws and spacers that attach horn button and horn button housing to column assembly and remove horn button and housing.

2) Remove directional indicator operating lever by unscrewing arm from directional indicator switch. Remove nut from end of steering shaft and install a suitable wheel puller (C-3428), then remove steering wheel.

3) Loosen directional indicator switch clamp screw. Before removing directional indicator switch from column assembly, tie a piece of string or fine wire to wiring from switch. When switch is removed from column leave piece of string or wire in column as an aid to reassembly. Remove directional indicator switch. It may be necessary to tap switch off column using a drift through access hole in column tube.

4) Remove snap ring from top of steering shaft using external snap ring pliers (C-3916). Slide steering gear and shaft assembly out of column.

Reassembly — 1) Slide steering gear and shaft assembly into column. Install snap ring on top of steering shaft. Use screwdriver to seat snap ring groove on steering shaft. Attach piece of string or wire, that was left in column wiring disassembly, to directional switch wiring and carefully pull wiring down through column.



4PL14

MANUAL TRANSMISSION STEERING COLUMN "B" & "PB" MODELS

1965-74 CHRYSLER CORP. (Cont.)

2) Install directional indicator switch and tighten clamp screw. Install switch lever. Position steering wheel on steering shaft and tighten retaining nut. Install horn button and horn button housing and connect horn wire. Install horn button wire.

"B" MODELS (1970-74) & "PB" MODELS (1974)

Disassembly - 1) Remove steering wheel and directional signal switch. See *Steering Wheel & Column Switches* in this section. Remove snap ring from upper groove on steering shaft. Install suitable steering shaft removal tool (C-4044) and push shaft out of bearing. Remove shaft through lower end of column. Loosen two bearing housing retaining nuts and back off flush to end of bolts. Push both bolts down and hold with thumbs, so nuts are against housing to release square bolt heads from square holes in column jacket. Then lift housing from jacket.

2) Use masking tape to protect paint, then drive out shift lever retaining pin using a deep socket to back up housing. If vehicle is equipped with manual transmission, go to step 3). If vehicle is equipped with automatic transmission, go to step 4).

3) Pull shift lever out of shift housing and remove shift housing and spring washer from column jacket. At lower end of column, remove three screws from shift tube and lever support and three screws from shift tube adjustable bushing. Align levers with cut out in bottom of column jacket. Push on upper end of shift tube to remove all parts from jacket. Go on to step 5).

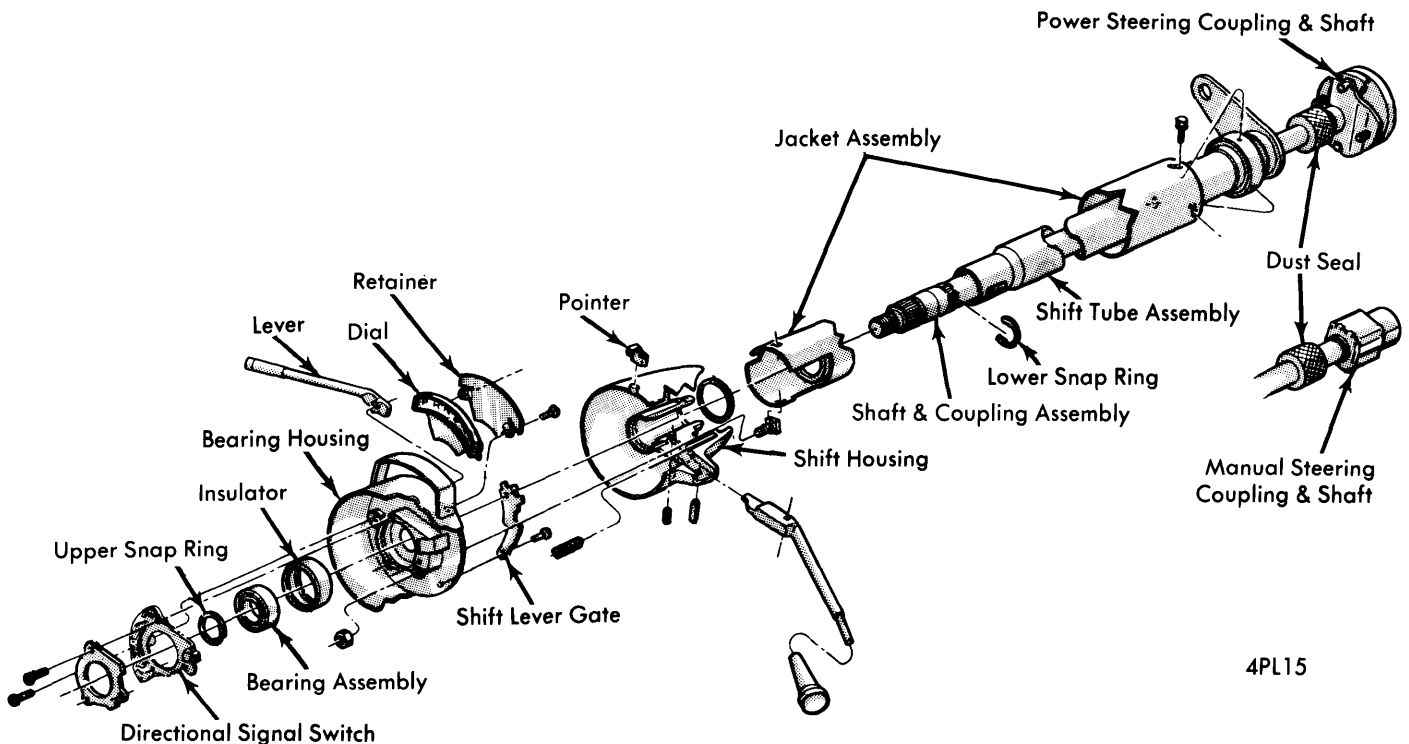
4) On vehicles equipped with automatic transmission, remove shift lever and shift lever gate spring from shift housing. Loosen shift tube lock screw in shift housing and straighten tabs at top of shift tube so they will clear shift housing. Remove shift hous-

ing and spring washer from column jacket. Remove shift tube support retaining screws from lower end of column jacket and remove parts from column jacket.

5) Remove spring washer seat from upper end of jacket. Remove "O" ring and floor plate assembly parts from lower end of jacket. Pry cover tangs out from coupling body and pull seal and cover from body. Drive small short dowel pin at edge of coupling body, down into coupling and discard. Pull body off shaft and shoe assembly. Separate and clean all parts.

Reassembly - 1) Fill coupling body with multi-purpose grease to within 1/2 of top. Apply a thin coating of same lubricant to all friction surfaces. Place cover and seal on shaft. Press shoe pin into steering shaft so that it projects an equal distance on each side of shaft. Place spring on side of shaft, straddling shoe pin. Place shoes on pin ends with flat side toward spring engaging tangs. Squeeze shoes together, compressing spring, and push assembly into coupling body with gauge hole in shaft aligned with master spline in coupling. Drive in new dowel pin flush to outer surface of coupling body and position seal and cover on body and crimp tangs over projections (see illustration).

2) Place "O" ring and floor plate parts on lower end of column jacket. Insert spring washer seat in upper end of jacket and push down to bottom against tabs in jacket. If vehicle is equipped with manual transmission, proceed as follows: Rotate bushing on shift tube so screw holes will align with slots in jacket as shift tube is installed into jacket. Install assembly into jacket but do not tighten bushing adjustment screws at this time. Place lever spacer up against 2nd-3rd shift lever on shift tube. Install 1st-Reverse lever on shift tube against lever spacer and install lower support for shift tube and levers. Tighten screws.

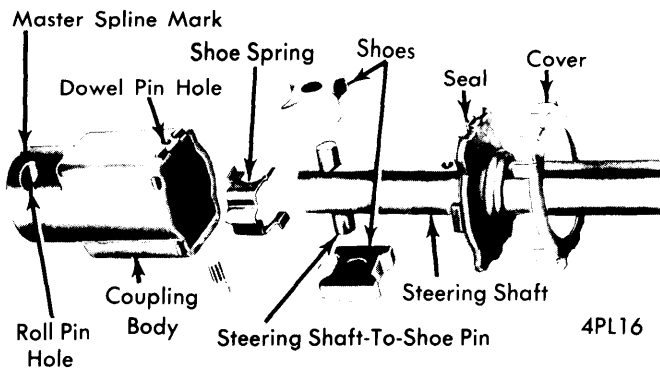


**AUTOMATIC TRANSMISSION STEERING COLUMN
"B" & "PB" MODELS**

Steering Columns

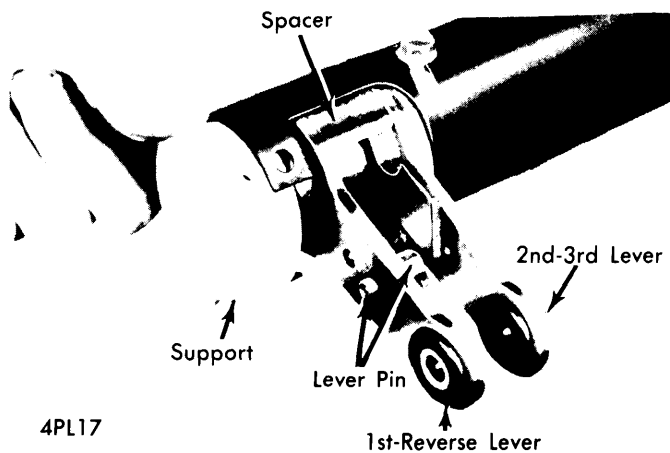
1965-74 CHRYSLER CORP. (Cont.)

3) Place spring washer on shift housing using grease to hold it in place. Install shift housing over jacket while guiding shift tube key into slot in housing. Insert shift lever with insulator ring into shift housing and drive in retaining roll pin. Support housing with socket to protect paint. Install bearing housing on jacket while holding thumbs on retaining bolts so that square heads will slip outside and down into square holes in jacket. Install screws and tight. At lower end, adjust shift lever end play by rotating bushing screws in jacket slots so that end play is eliminated but levers move easily. Tighten screws. Proceed to step 6).



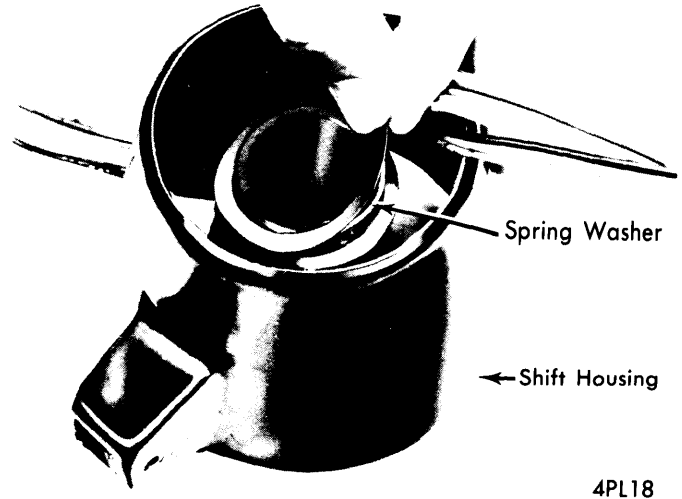
STEERING SHAFT COUPLING DETAIL

4) On vehicles with automatic transmissions, proceed as follows: Slide shift tube and support up into column jacket. Align holes and install screws through jacket into support and tighten. Place spring washer on shift housing using grease to hold it in place (see illustration). Install shift housing over jacket while guiding shift tube key into slot in housing. Hold parts firmly together and tighten lock screw in shift housing. Bend corners of slot in shift tube out against shift housing casting.



SHIFT LEVERS INSTALLED

5) Insert shift lever and shift lever gate spring into shift housing and drive in retaining roll pin. Support housing with socket to protect paint. Install bearing housing on jacket while holding thumbs on retaining bolts so that square heads will slip outside and down into square holes in jacket. Turn nuts down alternately and evenly to make sure bolt heads seize jacket.



SHIFT HOUSING & SPRING WASHER

6) Insert steering shaft assembly, including lower snap ring, into column and guide upper end through bearing. Place suitable steering shaft installing tool (C-3879) on shaft and draw shaft into bearing. Remove tool and install upper snap ring on shaft next to bearing. Position directional signal switch and retainer plate in bearing housing and secure with three screws.

"D" & "W" MODELS (1965-68)

Disassembly — 1) Remove steering wheel nut and washer, then attach suitable steering wheel puller (C-3428A), and remove steering wheel. Remove steering column tube upper spring and spacer. Disconnect directional indicator wires at lower connector so that wires can be pulled through jacket tube for directional switch removal. Remove two screws from directional indicator switch, then remove switch and wiring assembly from column jacket.

2) Remove snap ring and washer from upper end of steering column shaft on models so equipped. Slide lower seal off jacket tube and down on steering column shaft on models so equipped. *NOTE* — Steering columns with fabric and rubber couplings have a lip type seal installed inside of column, one inch up from bottom end. Slide seal out of column tube before withdrawing steering shaft to avoid damage to seal. Withdraw steering column shaft from column tube and remove tapered spacer, spring lock ring, and column tube lower seal.

3) On models equipped with "Pot" type coupling, remove coupling retaining ring and remove universal joint coupling body and universal joint rubber plug. Remove universal joint seal and universal joint coupling bearing and spreader spring (anti-rattle spring). Remove universal joint bearing retainer.

4) *NOTE* — If bearing pin is worn or if pin is loose in steering column tube, replace steering column shaft and pin as an assembly. On models equipped with fabric and rubber coupling, scribe a mark on upper and lower hubs before disassembly to insure proper reassembly.

Reassembly — 1) Install universal joint bearing retainer, seal, and seal retainer on steering shaft. Place universal joint coupling bearings anti-rattle spring on joint pins. Position universal joint rubber plug in coupling body (flat side up), then slide coupling body over coupling bearings.

1965-74 CHRYSLER CORP. (Cont.)

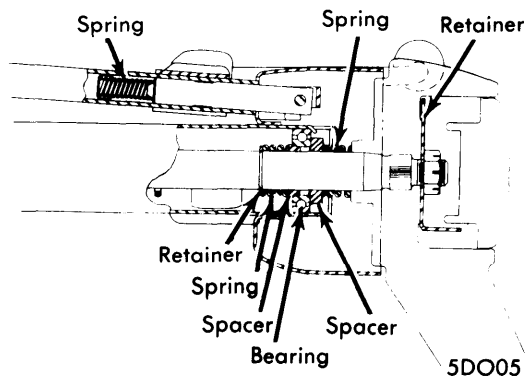
2) Fill coupling body with light universal joint lubricant, completely covering joint bearings. Slide lower end of seal into coupling body and install seal and housing retainer. Install floor inspection panel and boot if these parts were removed during disassembly.

3) Slide column jacket rubber seal on steering column shaft, then install snap ring in lower groove on upper end of steering column shaft, followed by spring and spacer. Install a new snap ring if old ring will not fully seat in groove. Be sure tapered side of spacer faces upward.

4) Carefully enter steering column shaft assembly into jacket tube. Apply wheel bearing lubricant to lip of jacket tube lower seal and position seal cup around jacket tube (on vehicles so equipped). On models equipped with fabric and rubber flexible joint, lubricate lip of seal with wheel bearing lubricant and position seal in jacket tube before steering column shaft is fully entered in jacket tube. After installing seal, complete operation of installing steering column tube.

5) Install steering column shaft snap ring, upper spacer, and spring (if equipped). Align steering wheel with scribe marks placed on steering column shaft and steering wheel hub and install steering wheel washer and nut; tighten nut. Thread wires of directional switch through jacket tube. Position directional indicator switch and install switch attaching screw. Be sure switch is properly positioned for cancelling cam on steering wheel hub.

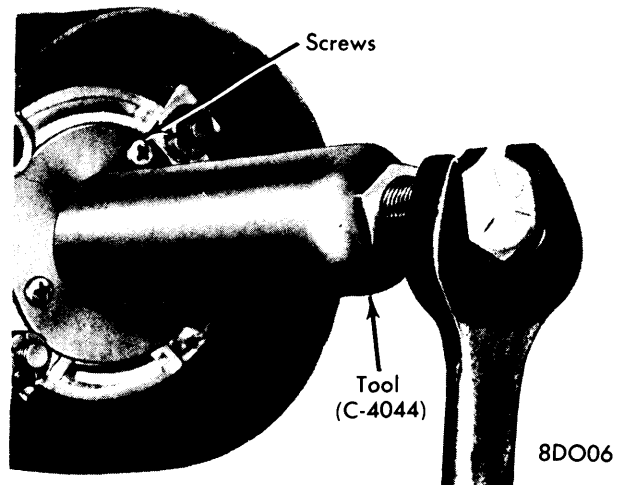
6) Install connectors on directional indicator switch wires, install harness cover and cover screw on jacket tube. Rotate steering column shaft in place and check for binding through 360° of rotation.



**UPPER COLUMN
1965-68 "D" & "W" MODELS**

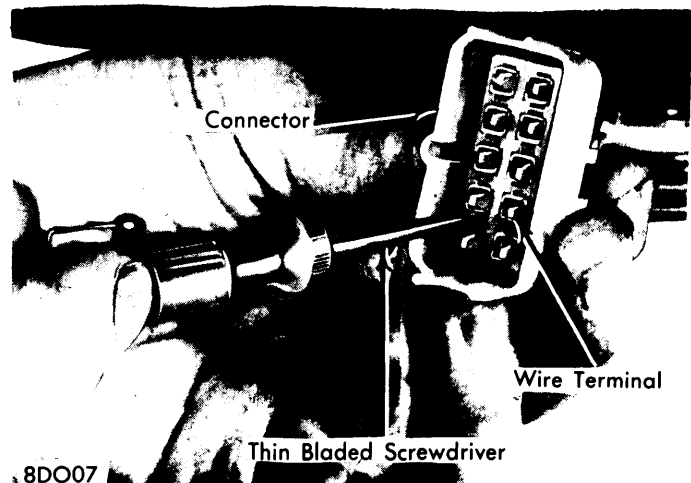
"D" & "W" MODELS (1969-71)

Disassembly - 1) Mount column in vise with suitable jaws for protection of jacket. Remove screw and lift off wiring cover. Remove snap ring from upper end of steering shaft. Remove turn signal switch and upper bearing retainer screws. Remove retainer and lift switch upward out of the way. Install suitable steering shaft removal tool (C-4044) and press steering shaft out of bearing (see illustration). Slide steering shaft out of column.



**STEERING SHAFT REMOVAL
ALL MODELS (EXC. "A" & "B")**

2) While pulling slightly on wire, insert a small screwdriver (with thin blade) above and below terminal to release tangs, then pull wire from connector. Remove all wires in same manner.



REMOVING WIRES FROM CONNECTOR

3) Loosen two bearing housing retaining screws five complete turns each. Unsnap dial pointer from lug on gearshift housing, if equipped with automatic transmission. Work bearing housing off end of jacket and carefully pull wiring through gearshift housing. If shift lever gate requires replacement, remove two attaching screws and separate gate from bearing housing.

4) Remove gearshift tube lock screw from gearshift housing with an Allen wrench, then lift housing and spring washer off column jacket. Drive out gearshift lever pin, then remove lever from housing. Remove anti-rattle spring from lever, and spring and button from housing. Slide gearshift tube out of jacket and remove floor plate assembly from column jacket.

Steering Columns

1965-74 CHRYSLER CORP. (Cont.)

Reassembly (Man. Trans. Only) — 1) Install shaft upper bearing and insulator with grounding staple in bearing housing. Insert bearing housing retaining bolts and start nuts a few turns. Place spring washer on gearshift housing hub and hold in place with grease while housing is located on support in jacket. Seat bearing housing on top of jacket while holding bolts down so that square bolt heads will slip outside jacket and engage square locking holes provided. Tighten both nuts alternately in steps to prevent unseating bolt heads.

2) Install floor plate, "O" ring, and "O" ring plate over lower end of jacket. Do not tighten "O" ring plate screws at this time. Insert gearshift tube assembly into column jacket and gearshift housing. Tighten shift tube bearing screws. Install lever spacer and first-reverse lever assembly. Insert shift tube support in lower end of jacket and start screws approximately two turns through diagonal slots in jacket. Rotate tube bearing by hand with screws until it seats on first-reverse lever, and bearing screws are against lower edges of jacket slots, then tighten screws no more than 30 INCH lbs.

3) Position gearshift lever and spring in housing so ball end with insulator ring engages hole in shift tube key. Align and install retaining roll pin. Install foam seal over steering shaft and push down to coupling flange. Install snap ring in lower groove on upper end of steering shaft. Slide shaft into column and through upper bearing by hand. Using suitable tool (C-3879), pull steering shaft through bearing and install snap ring retainer. Push foam seal at base of steering shaft up into shift tube.

4) Thread directional signal switch wires through bearing housing and gearshift housing and outside of jacket. Install bearing retainer plate over switch and bearing, and tighten screws. Install wire trough in place over wires. Bend directional signal wiring terminal tangs outward slightly, then install wires in their proper locations in connector.

Reassembly (Auto. Trans. Only) — 1) Install shaft upper bearing and insulator with grounding staple in bearing housing. Assemble dial face and backing plate and shift lever gate on housing. Insert bearing housing retaining screws and start nuts a few turns. Install hand lever crossover spring and button, and hand lever with spring in gearshift housing. Align parts and drive in pivot pin.

2) Place spring washer on gearshift housing hub and hold in place with grease while housing is located on support in jacket. Seat bearing housing on top of jacket while tightening retaining screws alternately in steps. Make sure that bearing housing is fully seated on jacket. Gearshift housing must turn freely at this point with slight friction load provided by spring washer. Install floor plate, "O" ring, and "O" ring plate over lower end of jacket. Do not tighten "O" ring plate screws at this time.

3) Insert shift tube support in lower end of jacket and tighten screws. Insert gearshift tube assembly into lower end of jacket indexing tube key with gearshift housing keyway. Press gearshift tube in lightly until it bottoms in gearshift housing. Place gearshift lever in "PARK" position and through hole in housing, install gearshift housing screw to lock housing to gearshift tube.

4) Install foam seal over steering shaft and push down to coupling flange. Install snap ring in lower groove on upper end of steering shaft. Slide shaft into column and through upper bearing by hand. Install suitable tool (C-3879) and pull shaft through bearing, then install upper snap ring.

5) Thread directional signal switch wires through bearing housing and gearshift housing and outside of jacket. Install dial light and bearing retaining plate over switch and bearing and tighten screws. Install wire trough in place over wires. Install pointer on gearshift housing tab.

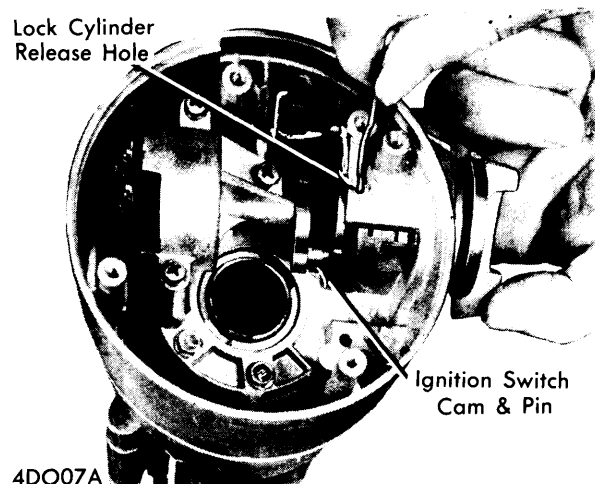
6) Push foam seal at base of steering shaft up into shift tube. Bend directional signal wiring terminal tangs outward slightly, then install wires in their proper location in connector. Rotate steering shaft to check for binding.

"D" & "W" MODELS (1972-74) & "AW" & "PW" MODELS (1974)

Disassembly — 1) Clamp column assembly in vise. Drive out gearshift lever pin, then remove lever and spring (if present), from housing. Remove directional signal switch and upper bearing retainer screws. Remove retainer and lift switch upward out of the way. Remove directional signal lever. Remove two retaining screws and lift lamp assembly out of the way (automatic transmission only).

2) Remove snap ring from upper end of steering shaft. Remove three screws which hold bearing housing to lock housing. **CAUTION** — *These screws must be removed before steering shaft removal.* Install suitable steering shaft removal tool (C-4044) and press shaft out of bearing (see illustration). Remove bearing housing from shaft. Remove bearing lower snap ring from shaft, and remove shaft through lower end of column.

3) Place cylinder in "LOCK" position and remove key. Insert a small diameter screwdriver or similar tool into lock cylinder release hole and push in to release spring loaded lock retainer. At same time pull lock cylinder out of housing bore and remove ignition switch assembly. Remove shift indicator and lamp assembly. Remove four lock housing to column jacket hex head retaining screws and remove housing from jacket.



REMOVING LOCK CYLINDER

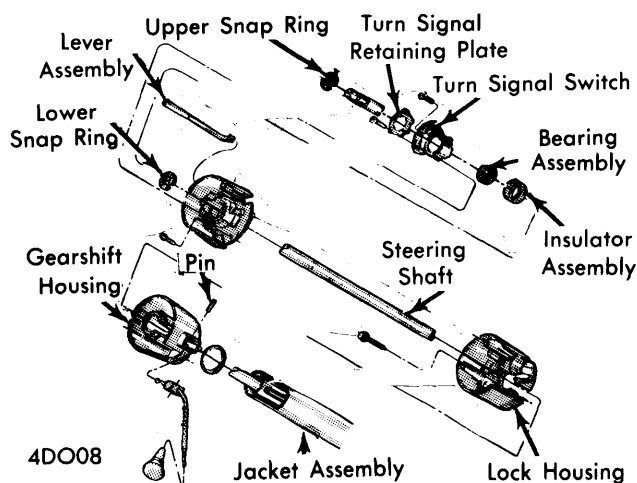
4) **NOTE** — Use following procedure for vehicles equipped with manual transmission. Go to Step 5) for vehicles equipped with automatic transmission. Straighten tabs at top of shift tube which are bent outward against shift housing casting. Pull shift lever out of shift housing and remove shift housing and

1965-74 CHRYSLER CORP. (Cont.)

spring washer from column jacket. At lower end of column, remove three screws from shift tube and lever support and three screws from shift tube adjustable bushing. Align levers with cut out in bottom of column jacket. Push on upper end of shift tube to remove all parts from jacket. Go to step 6) to continue disassembly procedure.

5) On models with automatic transmission, remove shift lever and gate spring from shift housing. Loosen shift tube lock screw in shift housing. Straighten tabs at top of shift tube so they will clear shift housing and remove shift housing and spring washer from column jacket. Remove shift tube support retaining screws from lower end of column jacket and remove parts from column jacket.

6) Remove spring washer from upper end of jacket. Remove "O" ring and support plate assembly parts from lower end of jacket. Examine components for excessive wear and replace as required.

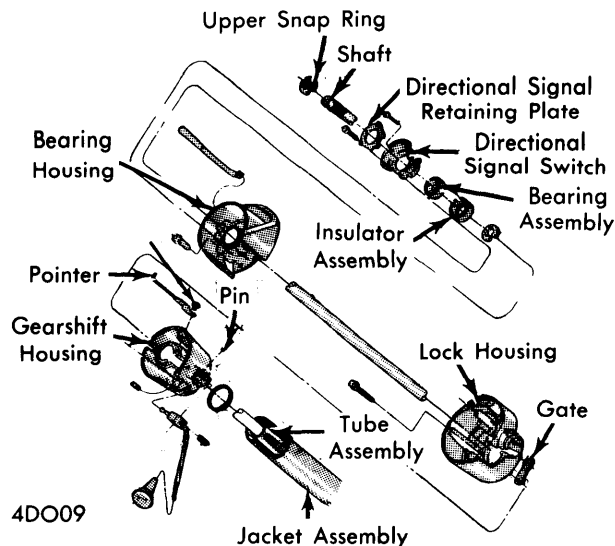


MANUAL TRANSMISSION STEERING COLUMN
1972-74 "D" & "W" MODELS
& 1974 "AW" & "PW" MODELS

Reassembly - 1) NOTE - Use following procedure for vehicles equipped with manual transmission. Go to step 3) for vehicles equipped with automatic transmission. Install "O" ring retainer, "O" ring, and floor plate on lower end of column jacket. Rotate bushing at lower end of shift tube so screw holes will align with slots in jacket as shift tube is installed. Install shift tube assembly into jacket but do not tighten bushing adjustment screws at this time.

2) Place lever spacer up against 2nd-3rd lever on shift tube. Install 1st-Reverse lever on shift tube against lever spacer. Install lower support for shift tube and levers and tighten screws. Place spring washer on shift housing using grease to hold it in place. Install shift housing over jacket while guiding shift tube key into slot in housing (see illustration). Insert shift

lever into shift housing and drive in retaining roll pin while supporting housing with socket to protect paint. At lower end, adjust shift lever end play by rotating bushing screws in jacket slots so that end play is eliminated but levers move easily. Tighten screw. Go to step 5) to continue disassembly procedure.



AUTOMATIC TRANSMISSION STEERING COLUMN
1972-74 "D" & "W" MODELS
& 1974 "AW" & "PW" MODELS

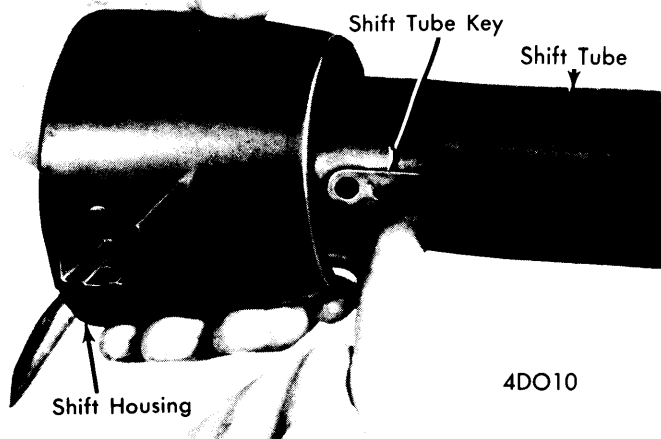
3) On vehicles with automatic transmission, install "O" ring retainer, "O" ring, and floor plate on lower end of column jacket. Slide shift tube and support into column jacket. Align holes and install screws through jacket into support at lower end of jacket and tighten. Place spring washer on shift housing so that center of curved washer bears against housing hub. Use grease to hold washer in place. Install shift housing over jacket while guiding shift tube key into slot in housing (see illustration).

4) Hold parts firmly together and tighten lock screw in shift housing. Bend corners of slot in shift tube out against shift housing casting. Seat lock housing on top of jacket, indexing key in housing with slot in jacket. Insert all four screws and tighten them alternately in steps to insure proper seating of housing on jacket. Insert shift lever and shift lever gate spring into shift housing and drive in retaining roll pin. Support housing with socket to protect paint.

5) Position ignition switch to center detent ("OFF") position. Feed wires down through space between housing and jacket. Position switch in housing and tighten three mounting screws. With lock cylinder in "LOCK" position and key removed, insert cylinder into lock housing. Press cylinder into place until contact is made with pin on ignition switch cam. Insert key into lock and rotate lock until slot in cylinder plate lines up with pin. Press lock cylinder into lock housing, making sure retainer bar snaps into its slot in lock housing.

Steering Columns

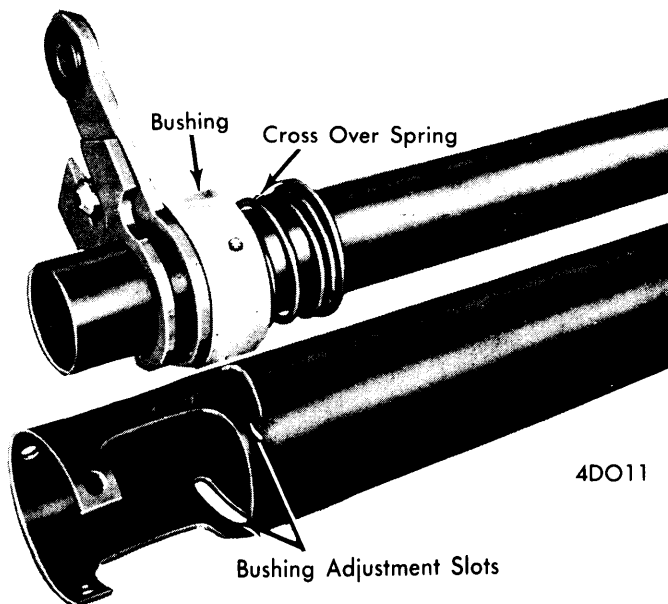
1965-74 CHRYSLER CORP. (Cont.)



INSTALLING SHIFT TUBE IN SHIFT HOUSING

6) Insert steering shaft assembly into column and shift tube assembly. Install bearing lower snap ring on steering shaft. Place rubber insulator with ground strap over column upper bearing and install assembly into bearing housing bore. Use a soap solution or rubber lubricant to ease installation. Install directional signal switch in bearing housing, feeding wires through opening in housing. Install retaining plate over switch and tighten screws. Install directional signal lever or directional speed control lever on directional signal switch.

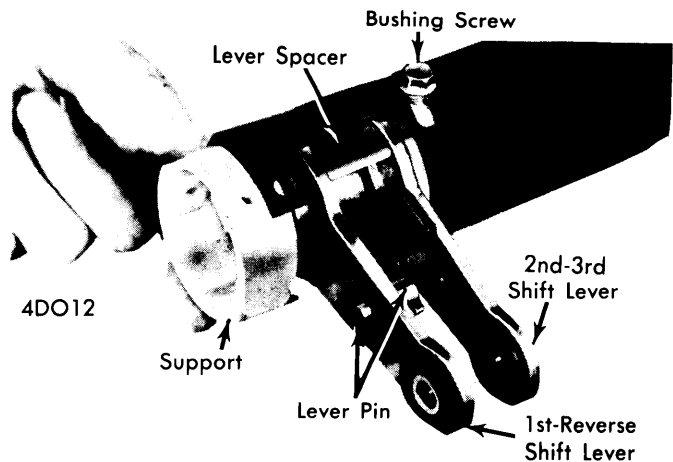
7) Position bearing housing assembly on column jacket assembly, feeding wires through space between lower housings and jacket. When installing this housing, steering shaft must be drawn, not pushed, through bearing, using bearing inner race as a reaction member. Install suitable shaft puller (C-3879) onto steering shaft. Pull shaft into position, remove puller, and install upper snap ring.



SHIFT TUBE ASSEMBLY

8) Install and tighten three bearing housing-to-lock housing screws. Carefully install lamp assembly in bearing housing

(automatic transmission). Install wiring trough in place over wires, being careful not to pinch wires between trough and jacket.



SHIFT LEVERS INSTALLED

"M" & "RM" MODELS (1968 to Feb. 1, 1972)

Disassembly - 1) Mount steering column in soft-jawed vise to protect jacket. Loosen directional signal switch retaining screw three or four turns and lift switch off column jacket. Insert a small bladed screwdriver on each side of terminal to release tang while pulling slightly on wire. Pull wire from connector. Record location of all wires removed.

2) Remove upper snap ring and plain washer from steering shaft. Slide shaft and seal out of lower end of jacket. Lower snap ring, spring and conical spacer will come out with shaft. Remove wire retaining ring from "Pot" type coupling at lower end. Remove washer, seal, and "Pot" housing and take bearing blocks and spring off steering shaft pin. Drive pin out of steering shaft if excessively worn. If ball bearing requires replacement, straighten retaining tabs on jacket and tap bearing up and out of jacket.

Reassembly - 1) Pack ball bearing with multi-purpose bearing grease and place in upper end of jacket tube with radius of inner face facing down. Place bottom of jacket tube on wood block for protection and tap bearing down to stops in tube. Use a tool or socket which will apply pressure only on bearing outer race during installation. Bend three tabs on jacket inward, not more than 45°, to retain bearing.

2) Work directional signal wires down through column and out of hole provided. Bend directional signal wiring terminal tangs outward slightly, then install wires in their proper location in connector. Pack multi-purpose bearing grease into coupling "Pot" until it is half full. Place seal and washer on steering shaft, then install spring and bearing blocks on steering shaft pin. Slide "Pot" over these parts and snap wire retainer ring in place to complete coupling assembly.

3) Slide jacket seal down steering shaft to coupling. Install lower snap ring on steering shaft, followed by spring and conical bearing spacer (small diameter of cone facing bearing). Slide shaft up column and through bearing. Stand assembly upright on floor and position flat washer and snap ring on shaft. Press down on jacket to compress spring and expose snap ring groove, then seat snap ring in groove. Properly index directional signal to notch on top of jacket and tighten retaining wedge screw while holding switch in position.

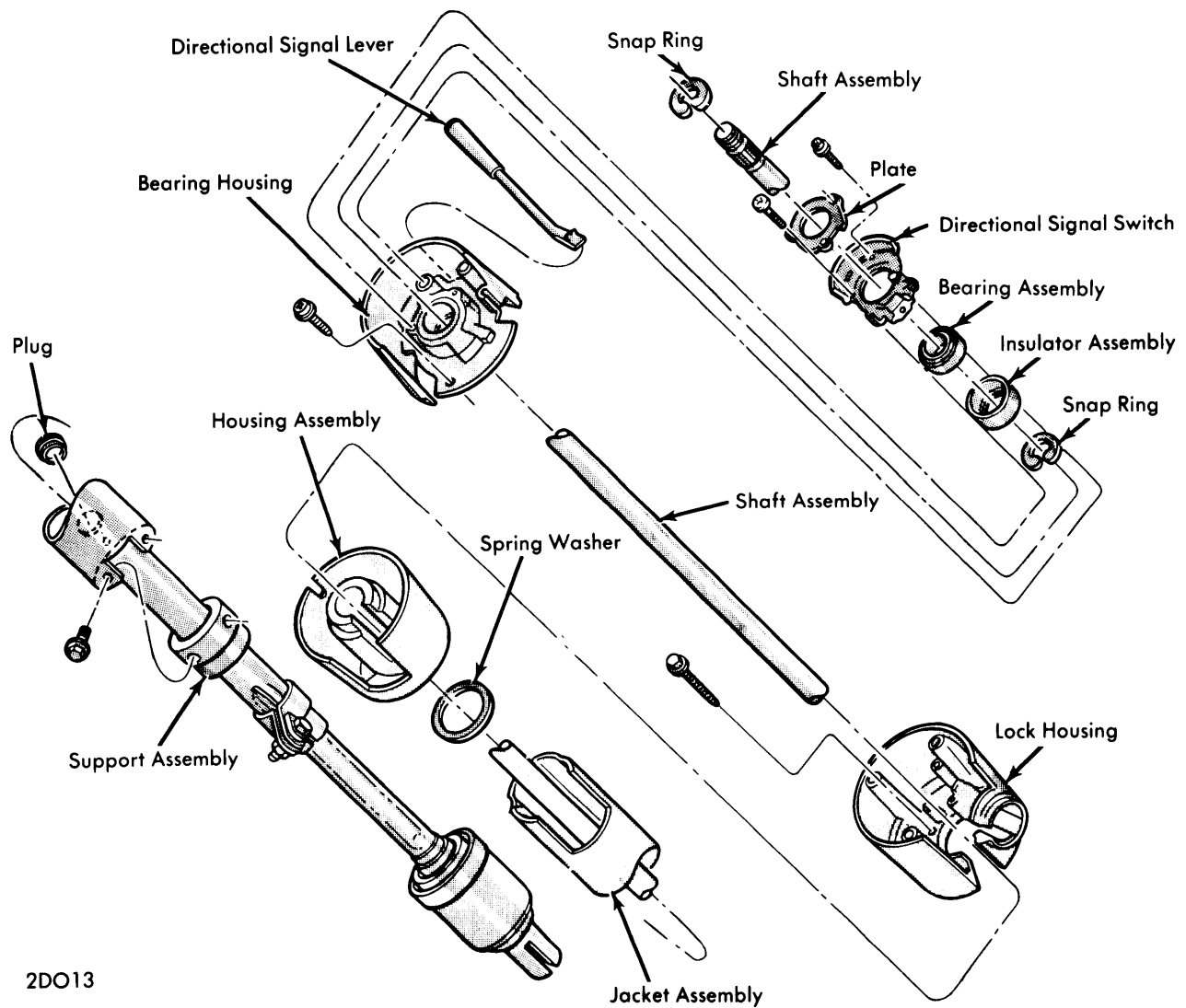
Steering Columns

1965-74 CHRYSLER CORP. (Cont.)

"M" & "RM" MODELS (Feb. 1, 1972 to 1974)

Disassembly - 1) Clamp column in vise. Remove screw and remove directional signal lever from column. Remove screws retaining directional signal and upper bearing. Remove retainer and lift switch upward and out of the way. Remove snap ring from upper end of steering shaft. Remove three screws which hold bearing housing to lock housing. **CAUTION** - These screws must be removed before steering shaft removal.

2) Install suitable steering shaft removal tool (C-4044), and press shaft out of bearing. Remove tool, and remove bearing housing from shaft. Remove bearing lower snap ring from shaft. Remove shaft through lower end of column. Place lock cylinder in "LOCK" position and remove key. Insert small screwdriver or similar tool into lock cylinder release hole and push in to release spring-loaded lock retainer. Pull lock cylinder out of housing bore at same time and remove ignition switch assembly. Remove four lock housing-to-column jacket hex head retaining screws, and remove both housing and spring washer from jacket.



2DO13

STEERING COLUMN ASSEMBLY "RM" MODELS

Steering Columns

1965-74 CHRYSLER CORP. (Cont.)

Reassembly — 1) Install boot and floor plate on lower end of column jacket. Install spring washer and both housings. Position ignition switch in center detent ("OFF") position. Feed wires down through space between housing and jacket. Position switch in housing and tighten three counting screws. With lock cylinder in "LOCK" position and key removed, insert cylinder into lock housing. Press cylinder into place until contact is made with pin on ignition switch cam. Insert key into cylinder and rotate lock until slot in cylinder plate lines up with pin. Press key cylinder in further until snap is heard.

2) Insert steering shaft assembly into column. Install bearing lower snap ring on steering shaft. Place rubber insulator with ground staple over column upper bearing and install assembly into bearing housing bore. Use a soap solution or rubber lubri-

cant to ease installation. Install directional signal switch in bearing housing, feeding wires through opening in housing. Install retainer plate over switch and install and tighten screws. Install signal lever and tighten screw.

3) Position bearing housing assembly on column jacket, feeding wires through space between lower housing and jacket. On "RM" Models, install wire cover trough. When installing this housing, steering shaft must be drawn, not pushed, through bearing, using bearing inner race as a reaction member, or damage to lock housing components or bearings could result. Install housing on steering shaft, using suitable tool (C-3879). Remove tool and install upper snap ring on shaft. Install three bearing housing-to-lock housing screws and tighten.

TIGHTENING SPECIFICATIONS

Application	Torque
"A" Models (1965-70)	
Steering Gear-To-Frame	50 Ft. Lbs.
Steering Arm-To-Cross Shaft	95-145 Ft. Lbs.
Steering Wheel Retaining Nut.....	24 Ft. Lbs.
Steering Gear Mounting Bolts.....	50 Ft. Lbs.
"B" Models (1970-74) " & "PB" Models (1974)	
Column-To-Instrument Panel	30 Ft. Lbs.
Floor Plate Retaining Bolts.....	200 INCH Lbs.
Steering Wheel Retaining Nut	
Man. Steering	27 Ft. Lbs.
Power Steering	60 Ft. Lbs.
Lower Shift Lever Support Bolts.....	30 INCH Lbs.
Lower Support Bolts	50 INCH Lbs.
Shift Lever Bushing Bolts	30 INCH Lbs.
Bearing Housing Retainer Bolts.....	50 INCH Lbs.
"D" & "W" Models (1965-74) & "AW" & "PW" Models (1974)	
Steering Gear-To-Steering	
Shaft Bolt.....	30 Ft. Lbs.
Steering Wheel Retaining Nut	
1965-68	40 Ft. Lbs.
1969-74	27 Ft. Lbs.
Steering Column Bracket.....	110 INCH Lbs.
Lower Support Bolts	30 INCH Lbs.
Lock Housing-To-Jacket.....	80 INCH Lbs.
Shift Lever Bushing Bolts	30 INCH Lbs.
Directional Signal Switch	
Retaining Plate.....	27 INCH Lbs.
Upper Bearing Retainer Bolts.....	30 INCH Lbs.
Bearing Housing-To-Lock Housing	35 INCH Lbs.
"M" & "RM" Models (1968-74)	
Steering Wheel Retaining Nut.....	27 Ft. Lbs.
Directional Signal Switch	
Retaining Bolts	27 INCH Lbs.
Bearing Housing-To-Lock Housing	35 INCH Lbs.
"Pot" Type Coupling Nuts.....	45 Ft. Lbs.
Coupling-To-Steering Gear Worm Shaft.....	30 Ft. Lbs.