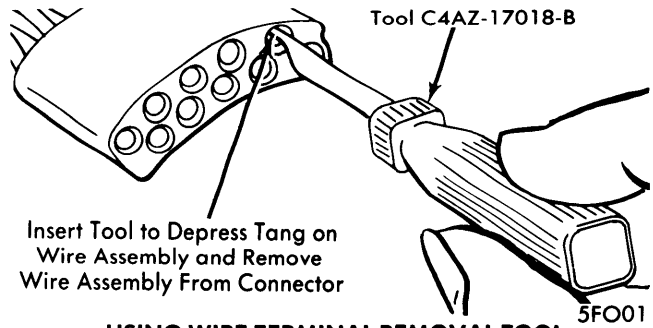


## FORD MOTOR CO. (Cont.)

### DIRECTIONAL SIGNAL SWITCH & HAZARD FLASHER

**All Models** – Disconnect battery. Remove horn button or pad and horn switch. Remove steering wheel. Remove turn signal switch lever by unscrewing it from steering column. Disconnect turn indicator switch wiring connector plug by lifting up on tabs and separating. Remove screws that secure switch assembly to column. Remove wires and terminals from steering column wiring connector plug (see illustration). Record color code and location of each wire as it is removed. Remove protective wire cover from wiring harness and remove switch, and wires through top of column. To install, reverse removal procedure.



USING WIRE TERMINAL REMOVAL TOOL

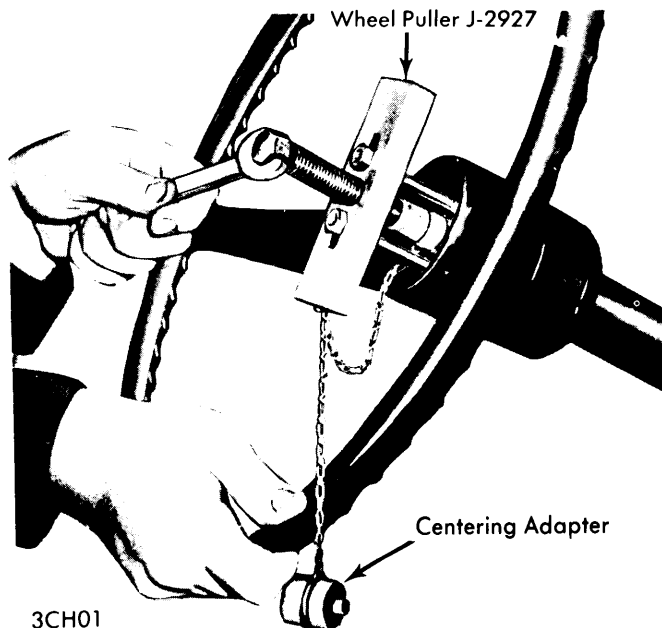
## GENERAL MOTORS

Chevrolet  
GMC

### REMOVAL & INSTALLATION

#### STEERING WHEEL

**All Models (Exc. "C" & "K")** – Disconnect battery. Remove horn button or pad, receiving cup, Belleville spring, and bushing. Mark steering wheel-to-shaft relationship. Remove snap ring from steering shaft, then remove 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. Install snap ring after steering wheel retaining nut has been tightened.



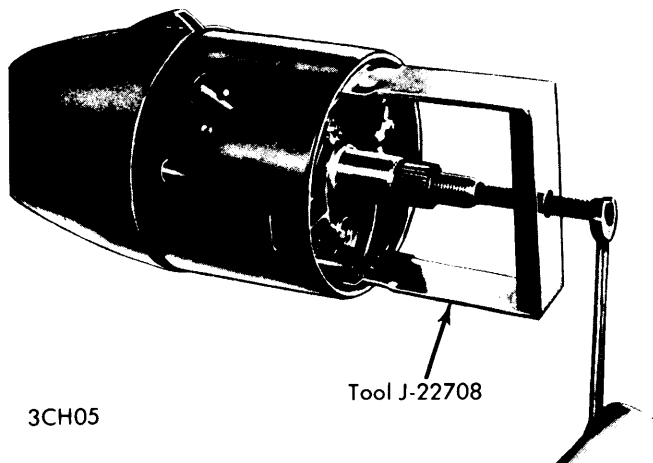
INSTALLATION OF STEERING WHEEL PULLER

**"C" & "K" Models** – Disconnect battery. Remove horn shroud or button. Lift steering wheel shroud and horn contact lead from steering wheel. Remove snap ring from steering shaft, then remove nut and washer. Using suitable steering wheel

puller (J-2927), remove wheel. **CAUTION** – Do not hammer on puller while removing wheel. To install, reverse removal procedure noting the following: Directional signal switch must be in neutral position while installing wheel to prevent damage to cancelling cam and switch. Install snap ring after steering wheel retaining nut has been tightened.

#### DIRECTIONAL SIGNAL SWITCH

**"G" & "P" Models** – 1) Remove steering wheel, signal switch cancelling cam and spring. Remove column-to-panel trim plate if present. 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, then 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.



#### REMOVING DIRECTIONAL SIGNAL HOUSING COVER (TILT COLUMNS ONLY)

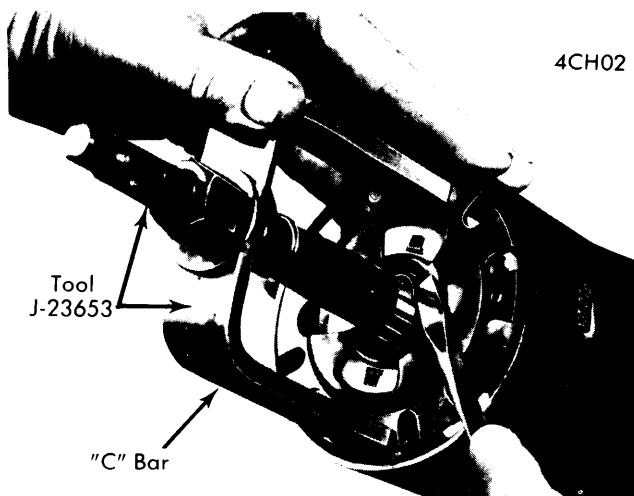
2) On Tilt Columns only, remove automatic transmission selector dial screws (if equipped) and remove dial and indicator. Remove cap and dial illumination light from housing cover. Unscrew and remove tilt release lever. Use suitable puller tool (J-22708) to remove signal housing cover and remove three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

## GENERAL MOTORS (Cont.)

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).

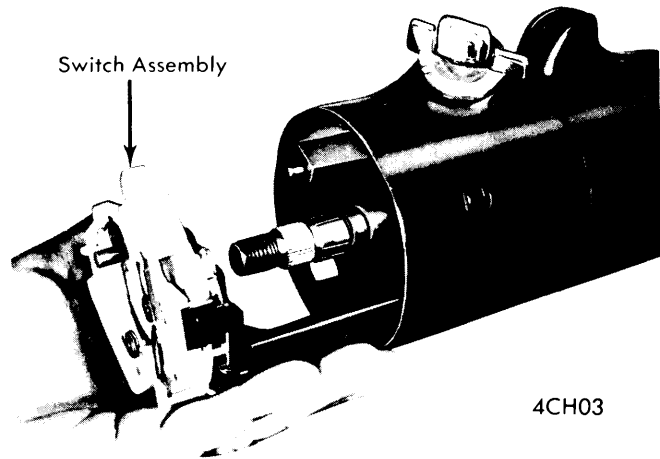
4) Install signal switch lever and hazard warning knob. Bend wire harness connector tabs out of each wire before installing in half-moon connector. Install each wire in its marked location and reconnect signal switch harness. Snap wire harness protector into column retaining slots and install signal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

**"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 column is being disassembled on bench, be sure that steering shaft does not slide out of lower end of mast jacket.



REMOVING LOCK PLATE SNAP RING

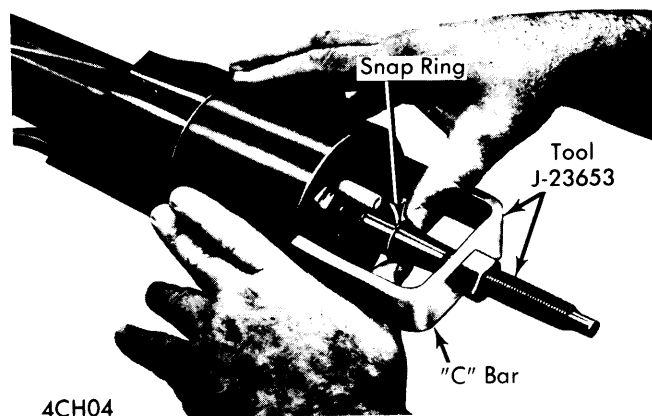
2) Slide directional signal cancelling cam, upper bearing preload spring and thrust washer off shaft end. Remove signal switch lever screw and lever. Push hazard warning knob in and unscrew knob. Pull the switch harness connector out of column bracket on jacket, and wrap upper part of connector with 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

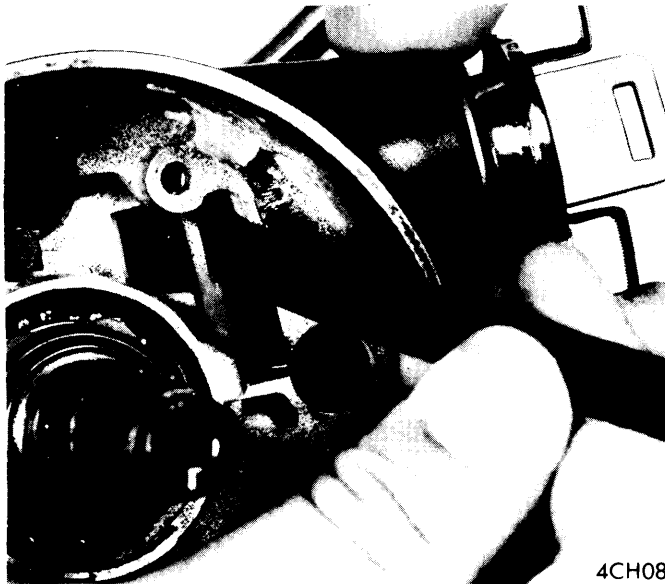
## HAZARD FLASHER SWITCH

**All Models** — Hazard flasher switch is integral with directional signal indicator switch. Combination is removed or installed as an assembly. See *Directional Signal Switch in this Section*.

## GENERAL MOTORS (Cont.)

### STEERING COLUMN LOCK

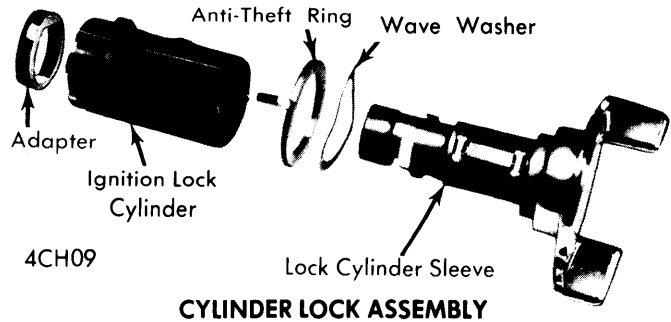
**"C" & "K" Models** - 1) Place key in lock cylinder and rotate to "RUN" position. Remove steering wheel and lift directional signal switch up far enough to slip over end of shaft. It is not necessary to remove it entirely.



4CH08  
**DEPRESSING LOCK CYLINDER SPRING LATCH**

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.

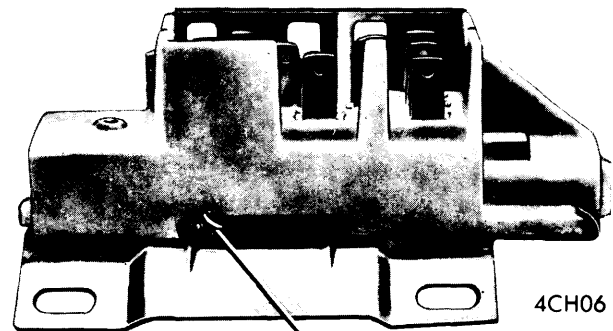


**CYLINDER LOCK ASSEMBLY**

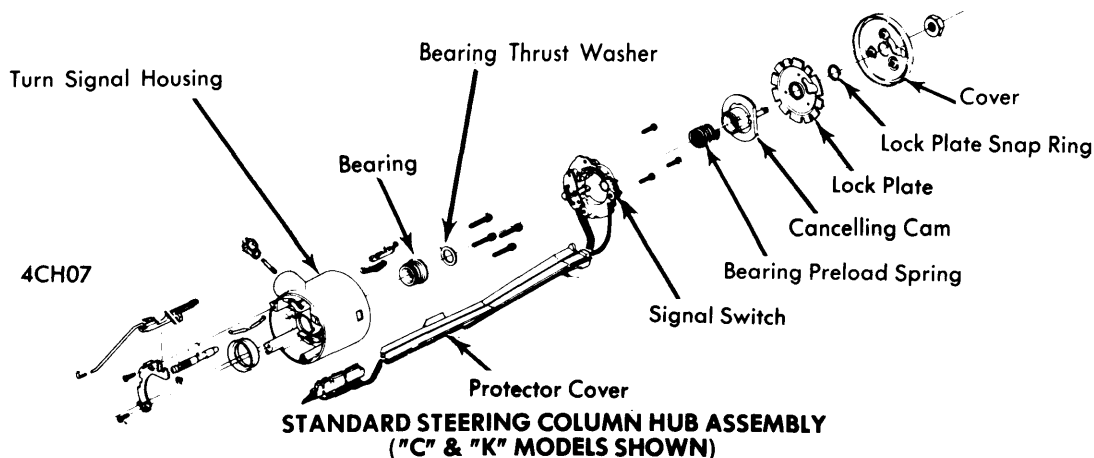
### IGNITION SWITCH

**"C" & "K" Models** - 1) To remove ignition switch, steering column must be lowered, but it is not necessary to remove steering wheel. See *Steering Column Removal in this Section*. If steering is not removed from vehicle, support column before proceeding. Place ignition switch in "LOCK" position. 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, then remove ignition switch.

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.



4CH06  
Switch in Lock Position  
**IGNITION SWITCH ASSEMBLY**



**STANDARD STEERING COLUMN HUB ASSEMBLY ("C" & "K" MODELS SHOWN)**