

INTERNATIONAL HARVESTER

Scout II, Terra & Traveler

REMOVAL & INSTALLATION

NOTE — Disconnect battery before servicing any electrical components.

NOTE — Scribe mark on steering wheel and shaft to aid reassembly.

HORN BUTTON & STEERING WHEEL

Scout II, Terra & Traveler — Rotate horn button counterclockwise and remove. Disconnect horn wire. Remove retaining screws and horn contact ring. Remove nut and washer securing steering wheel to shaft, and using a wheel puller (SE-1821), remove steering wheel. To install, reverse removal procedures.

DIRECTIONAL SIGNAL SWITCH

Scout II, Terra & Traveler — 1) Remove horn button and steering wheel. Remove horn contact spring. Depress lock plate by installing a suitable tool and tightening down with steering wheel retainer nut. Remove lock plate snap ring with a screwdriver. Remove depressor tool, snap ring, and lock plate from column.

NOTE — If steering column is removed from vehicle, shaft can slide out of column when retaining ring is removed.

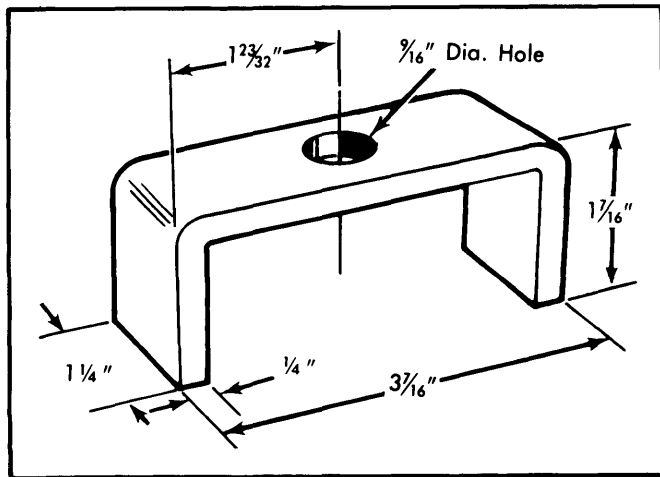


Fig. 1 Dimensions for Making a Lock Plate Depressor Tool

2) Remove turn signal canceling cam, upper bearing preload spring and thrust washer. Remove screw securing turn signal

lever to signal switch and remove lever. Push hazard warning switch in and unscrew knob. Remove three screws securing signal switch assembly. Pull connector out of bracket on jacket tube. Wrap a piece of tape around upper part of connector and wires to prevent snagging when removing switch. Pull switch straight out with wire protector. To install, reverse removal procedure.

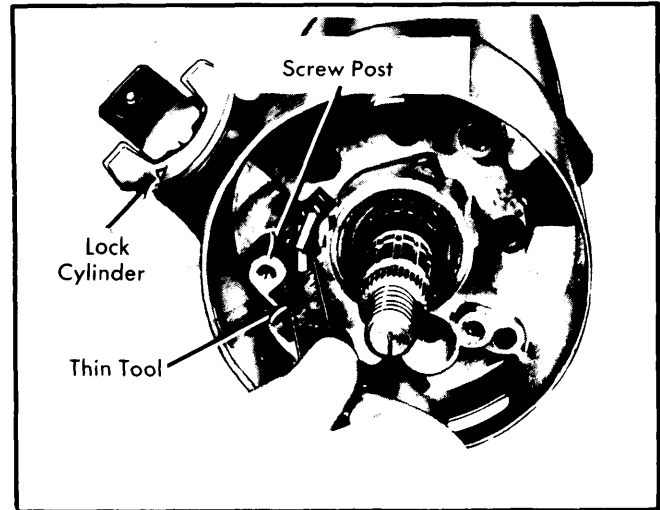


Fig. 2 Depressing Tab for Lock Cylinder Removal

STEERING COLUMN LOCK

All Models — Remove horn button, steering wheel, and directional signal indicator switch. Insert thin tool, small screwdriver, or knife blade into slot next to directional signal indicator switch retaining screw post and depress retainer at bottom of slot. Remove switch. To install, place cylinder in "Lock" position and press into hole. Cylinder will snap into place.

IGNITION SWITCH

NOTE — To remove ignition switch, steering column must be removed from vehicle. See Steering Columns in this Section.

All Models — Remove horn button or pad, steering wheel, directional signal indicator switch, and lock cylinder. Pull up on lock cylinder-to-ignition switch connecting rod until a definite stop is reached. Move rod down one detent (which is the "LOCK" position). Remove two retaining screws, then remove switch. To install, reverse removal procedure.

JEEP

All Models

have identifying groove in steering wheel splines. Standard American do not have grooves.

REMOVAL & INSTALLATION

HORN BUTTON & STEERING WHEEL

CAUTION — Before installing a new steering wheel shaft nut check for Standard American or metric thread. Metric threads

"CJ" Models — Disconnect battery cable and place front wheels in straight ahead position. Remove horn button by pulling straight up. Remove steering wheel nut and washer. Remove receiver bushing screws and bushing. Remove horn button receiver and contact plate. Mark steering wheel and shaft for reassembly reference and remove steering wheel using puller (J-21232). To install, reverse removal procedures.

JEEP (Cont.)

All Models (Exc. "CJ") – Disconnect battery cable and place front wheels in straight ahead position. On models with standard steering wheel, remove horn cover attaching screws, unseat retainer that holds horn wire and spring in canceling cam yoke and remove wire, retainer and spring as an assembly. On models with sport steering wheel, remove horn button by pulling up on it. Remove receiver bushing attaching screws and bushing, receiver and contact plate. Remove steering wheel nut and washer. Mark column and steering wheel for reassembly reference and remove steering wheel with suitable puller (J-21232). To install, reverse removal procedure.

DIRECTIONAL SIGNAL SWITCH & HAZARD FLASHER

All Models – 1) Disconnect battery cable. Place wheels in straight ahead position. Remove steering wheel as previously outlined. Remove lock plate cover and unseat steering shaft snap ring as follows:

2) If shaft nut is metric threaded, use compressor tool J-23653-4 to compress lock plate and remove snap ring. On American threaded shaft nuts, use tool J-23653 to compress lock plate and unseat snap ring.

NOTE – *The lock plate is under strong spring tension, do not attempt to remove snap ring without using compressor tool.*

3) Remove compressor tool, snap ring, lock plate, directional signal canceling cam, upper bearing preload spring and thrust washer from steering shaft. On vehicles with cruise control, disconnect wires from switch terminal. Fold two of four wires back along harness. Tape wires in place and tape length of string to harness.

4) On vehicles without cruise control, remove turn signal lever. Push in on hazard warning switch knob and unthread in counterclockwise direction. On automatic transmission models, place selector lever in "P" position and remove lever retaining pin using punch, and remove lever.

5) Unhook turn signal switch wire harness from column. Disconnect turn signal switch harness connector from instrument panel harness connector. On automatic transmission models, use stiff wire to compress lock tab retaining shift quadrant light wire in connector block and disconnect wire.

6) On automatic transmission models, remove lower column bracket and plastic harness protector. Remove column-to-instrument panel mounting bracket.

7) On all models, wrap tape around turn signal switch harness to prevent snagging, and remove switch attaching screws, harness and switch. On models with cruise control, remove turn signal lever and switch and remove switch harness using string previously taped into place on harness.

8) To install, fold wires against switch connector and feed connector through housing and shroud. Align turn signal switch in housing and install attaching screws. Install turn signal lever (if removed). On cruise control equipped vehicles install lever and switch assembly using tape previously attached to guide wires into housing.

9) Install thrust washer, upper bearing preload spring and canceling cam on steering shaft. Place turn signal switch in neutral position and install hazard warning knob. Position lock plate on steering shaft. Install new snap ring on sleeve of proper compressor tool and install tool on shaft.

10) Compress lock plate and install snap ring. Install lock plate cover. Install column mounting bracket. Connect wiring harness connectors and install harness protector. Install steering wheel and nut. Connect battery cable.

STEERING COLUMN LOCK

All Models – Remove horn button, steering wheel and turn signal switch as previously outlined. Position lock cylinder in "LOCK" position on automatic transmission models, or in "ON" position on manual transmission models, then depress key cylinder retaining tab and remove lock cylinder from housing. The retaining tab is accessible through slot adjacent to turn signal switch mounting boss. To install, position lock cylinder into housing until retaining tab snaps into position and secures lock cylinder to housing. Reverse removal procedure for remaining components.

IGNITION SWITCH

All Models – 1) Remove horn button, steering wheel, turn signal switch and lock cylinder as previously described. Once the lock cylinder is removed, remove ignition switch attaching screws and remove switch.

2) To install, position ignition switch next to column and move slider to extreme left position (toward steering wheel) on models with standard column and move slider to extreme right position (away from steering wheel) on models with tilt column.

3) Position actuator rod in slider hole and install switch to column. On tilt columns, move switch down column (away from steering wheel). On all models, install attaching screws taking care not to allow detent position to change. Install remaining components in reverse of removal procedure.