

## CHRYSLER CORP.

Dodge  
Plymouth

### DESCRIPTION

All models use collapsible type steering columns. All columns have integral ignition switch and locking devices. Tilt wheel features are available in all models. Transmission shift linkage is integral on all models with the exception of floor shift models.

### REMOVAL & INSTALLATION

#### ALL MODELS

**Removal** — 1) Disconnect battery negative cable. On vehicles equipped with column shift, disconnect link rod(s) by prying rod out of grommet in shift lever. Remove steering shaft lower coupling to worm shaft roll pin. See Fig. 1.

**NOTE** — Steering shaft may be equipped with either flexible coupling or a "Pot" coupling.

2) Disconnect wiring connectors at column jacket. Remove steering wheel center pad and horn switch (if equipped). Use tool (C-3428B) to remove steering wheel.

**NOTE** — Do not bump or hammer on steering shaft to remove steering wheel.

3) Remove turn signal lever. Remove floor plate-to-floor pan attaching screws. Remove cluster bezel and panel lower reinforcement to expose steering column bracket. If equipped with automatic transmission, disconnect shift indicator pointer cable from shift housing.

4) Remove nuts attaching steering column bracket to instrument panel support. Carefully remove lower coupling from steering gear worm shaft, then remove column assembly out through passenger compartment.

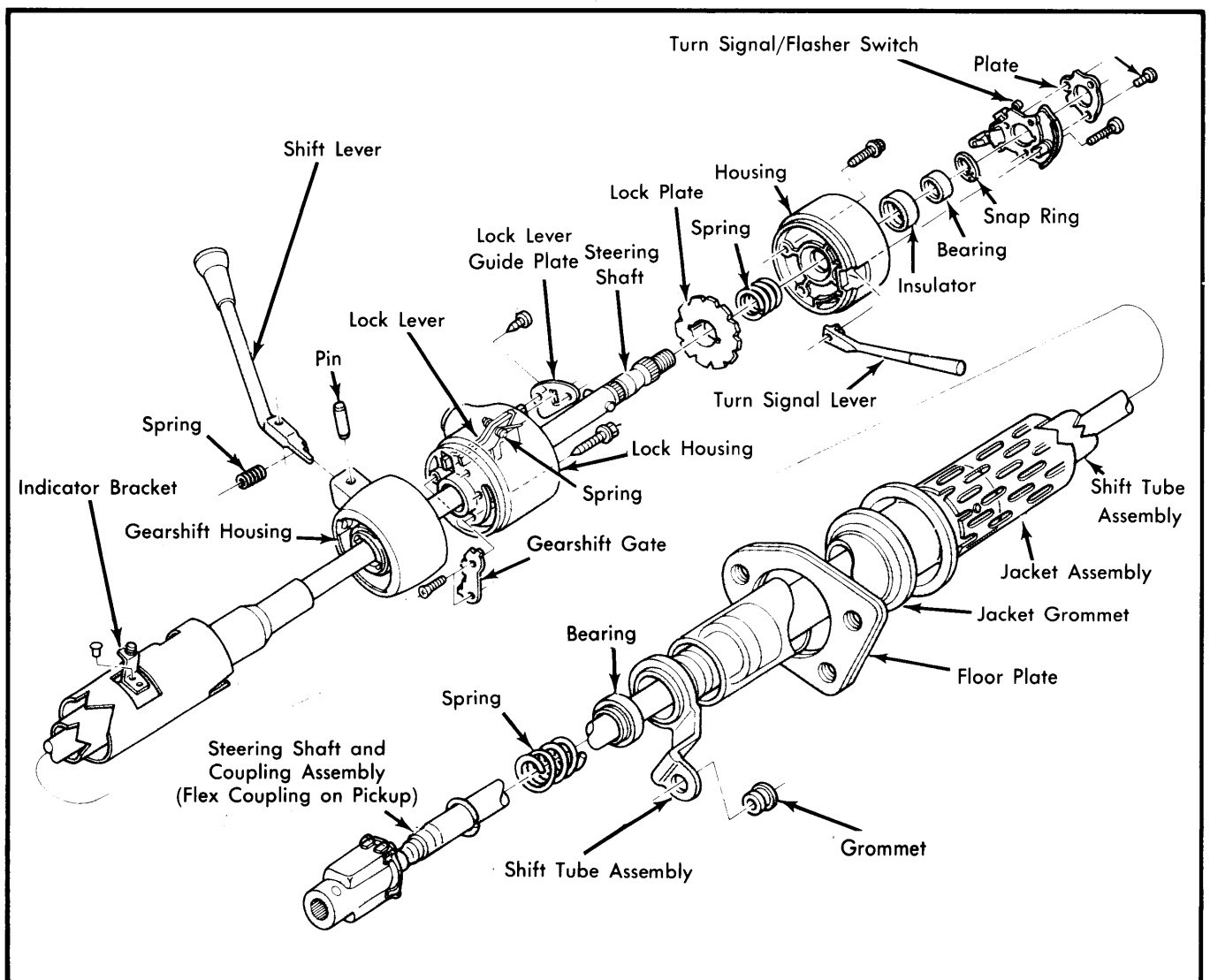


Fig. 1 Exploded View of Automatic Transmission Steering Column  
(Van Models Shown; Pickup Models Similar)

# Steering Columns

## CHRYSLER CORP. (Cont.)

**Installation** — 1) Install ground clip on left capsule slot. Plastic capsules should be preassembled in bracket slot. Insert column through floor pan opening. With front wheels straight ahead and splines on wormshaft and coupling aligned, engage coupling and install roll pin.

**CAUTION** — Do not apply end load to steering shaft.

2) Hold column assembly with bracket slots on mounting studs. Loosely install two upper bracket washers and nuts. Be sure both capsules are fully seated in slots in support bracket and tighten nuts to specification.

3) Position floor plate over floor pan opening, centering it around column, then install retaining bolts. Place steering wheel on shaft with splines aligned. Install nut and tighten to specifications.

**CAUTION** — Do not drive wheel onto shaft, draw it down with retaining nut.

4) Install horn switch and connect wiring connector at column jacket. Connect shift links into new grommets.

**NOTE** — Whenever column is removed or loosened, linkage adjustment must be checked. See *Shift Linkage Adjustment in TRANSMISSION Section*.

5) If equipped with automatic transmission, connect gear shift indicator pointer cable to indicator bracket. Slowly move shift

lever from "1" (Low) to "P" (Park) pausing briefly at each position. If necessary, bend indicator bracket to align pointer with each position. Reinstall panel lower reinforcement and cluster bezel. Connect battery and test horn and lights.

### FLOOR SHIFT MODELS

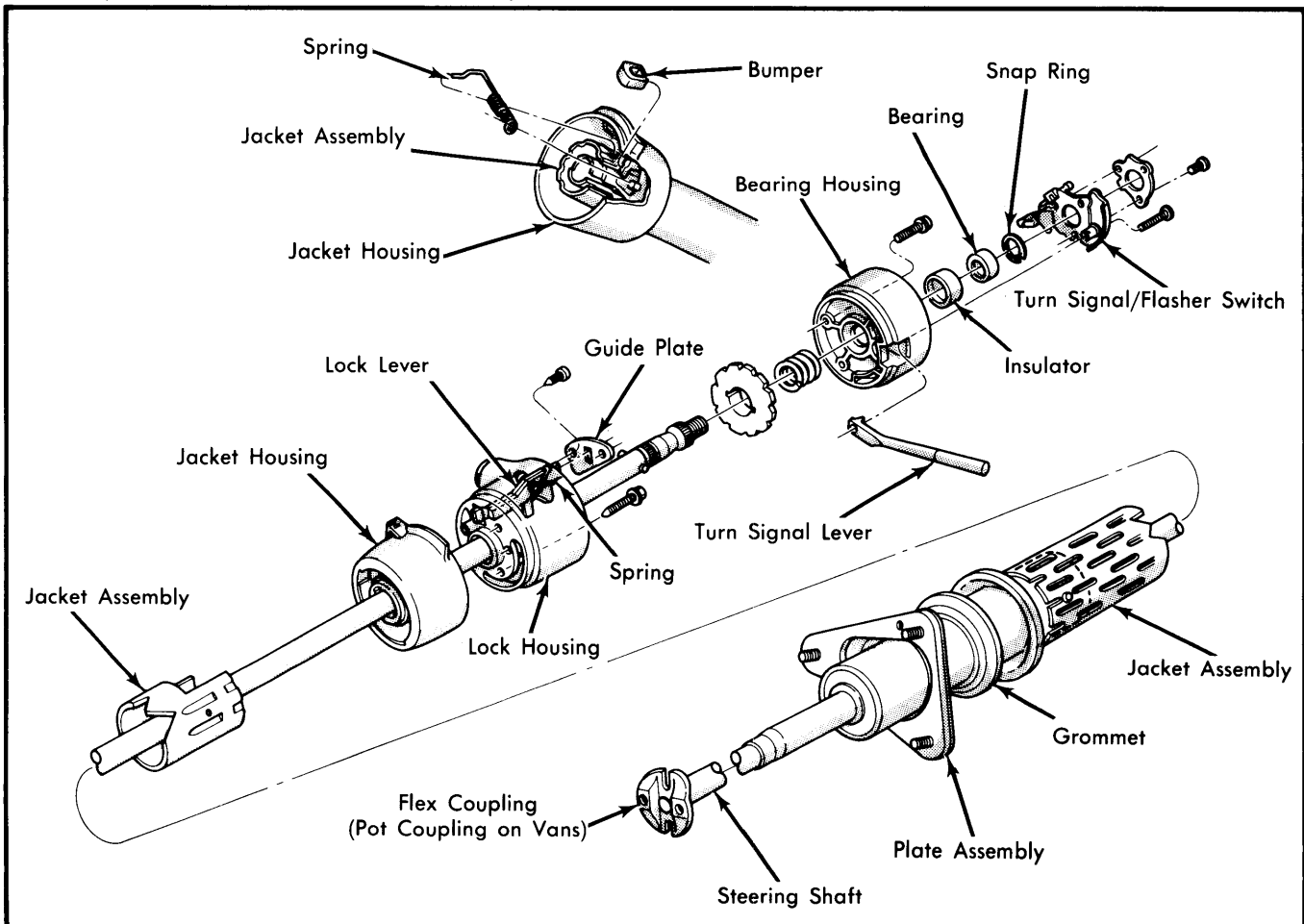
The steering column with a floor mounted gear shift is basically the same as previously described. Standard columns and service procedures are identical except as described below.

- Lower steering shaft bearing is mounted in an aluminum support.
- Shift housing has a spring attached between it and column jacket. This keeps housing rotated counterclockwise against rubber bumper. Spring and bumpers are easily removed by hand. See Fig. 2.

### OVERHAUL

#### ALL EXCEPT TILT WHEEL MODELS

**Disassembly** — 1) Pry out wiring trough retainers and lift off trough. New retainers may be required for reassembly. Use masking tape to protect paint and a deep socket to back up housing and drive retaining roll pin out with a punch to remove shift lever. Secure column in vise by clamping at column bracket. Do not distort column.



**Fig. 2 Exploded View of Floor Shift Steering Column (Pickup Models Shown; Van Models Similar)**