

Steering Wheel Removal

1969-72 STEERING WHEEL, HORN BUTTON, TURN SIGNAL SWITCH REMOVAL

AMERICAN MOTORS

NOTE — For steering column lock mechanisms, see *Steering Column Locks* at end of **STEERING** Section.

Horn Button Removal & Installation

All Models — Remove spoke horn contact assembly by loosening bottom attaching screws. Remove center horn button type by lifting up on assembly. To install, index projection on rubber retainer ring with notch in cup. With wheel centered, cup notch is up. Torque screws to 25 in. lbs.

Steering Wheel Removal & Installation

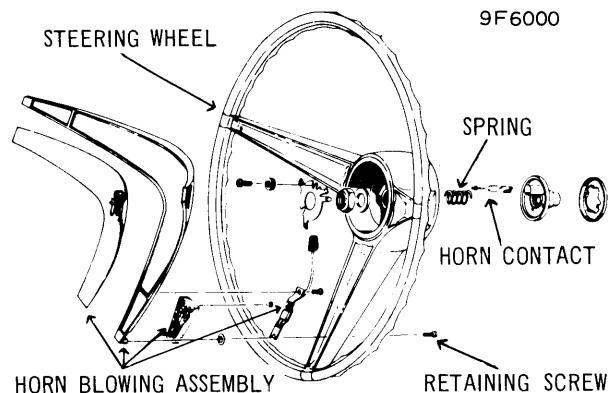
All Models — With horn button removed, install a suitable puller (J-21232) and pull wheel from steering shaft. To install, reverse removal procedure and tighten nut to 20 ft. lbs.

Directional Signal Switch Removal & Installation

All Models (1969) — Disconnect battery, remove horn ring and steering wheel retaining nut. Using a suitable puller (J-21232) and 2 5/16"x18x2 1/2" bolts, remove steering wheel. Remove cancelling cam assembly, directional switch lever, hazard warning knob, and light shield, if equipped. Remove plastic trim covering column support plate. Remove directional switch wiring harness protector from lower side of column. **NOTE** — Do not remove steering column support plate. Disconnect directional switch connector from main harness, remove terminals from switch harness connector using a suitable tool (J-22727). **NOTE** — Do not cut wires. On cars equipped with Adjust-O-Tilt, also

remove turn signal cover using a suitable tool (J-22708), remove retaining screws and switch assembly. To install reverse removal procedure.

All Models (1970-72) — Disconnect battery, remove horn ring and steering wheel. Loosen anti-theft cover retaining screws and lift cover from column. Use Lock Plate Compressor Tool J-23131 and steering wheel nut to depress lock plate, pry round wire snap ring from steering shaft groove. Remove snap ring, lockplate, and cancelling cam assembly. Remove upper bearing preload spring and thrust washer. Place directional signal lever in right turn position and remove lever. Depress hazard warning switch and remove button by turning in counterclockwise direction. Remove directional signal wire harness connector block. Remove directional signal switch retaining screws and pull switch and wire harness from column. To install, reverse removal procedure.



TYPICAL AMERICAN MOTORS STEERING WHEEL & HORN BUTTON ASSEMBLY

CHRYSLER CORP.

NOTE — For steering column lock mechanisms, see *Steering Column Locks* at end of **STEERING** Section.

Horn Button Removal & Installation

Remove horn ring ornament assembly by turning counterclockwise. Disconnect wire at horn switch, remove horn ring attaching screws, and remove horn ring and switch. To install, reverse removal procedure, making sure ribs on locking ring are in two and eight o'clock position.

Steering Wheel Removal & Installation

Standard Models — Remove steering wheel nut and washer using a suitable tool (C-3428B or equivalent). **CAUTION** — Do not bump or hammer on steering shaft to remove wheel.

On Barracuda and Challenger, remove three nuts fastening steering wheel to corrugated cylinder, remove nut and washer from steering shaft and pull cylinder from splines using tool (C-3428B or equivalent).

Direction Signal Switch Removal & Installation

All Models — Remove steering wheel (see above), then remove screw attaching turn signal lever to switch and remove lever. Disconnect turn signal wiring at steering column jacket tube below instrument panel. **NOTE** — Attach a piece of string to wiring before removing switch from steering column. When switch is removed, leave string in steering column jacket tube as an aid in replacing wires. Remove screws attaching turn signal switch to steering column and remove switch from top of column. To install, reverse removal procedure.

1969-72 STEERING WHEEL, HORN BUTTON, TURN SIGNAL SWITCH REMOVAL (Cont.)

FORD MOTOR CO.

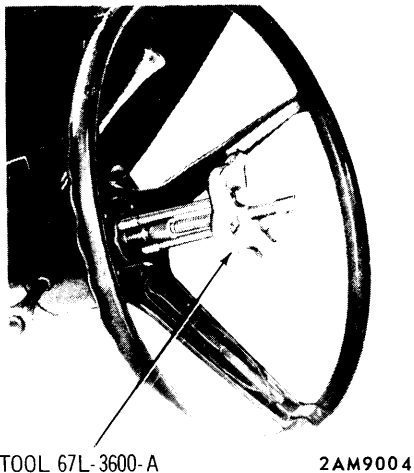
NOTE – For Steering column lock mechanisms, see Steering Column Locks at end of STEERING Section.

Horn Button And/Or Ring Removal & Installation

All Models (1969-70) Except Thunderbird – Disconnect battery, remove two screws holding steering column pad and remove pad. Push down and turn horn ring, remove horn ring and spring. To install, reverse removal procedure.

Thunderbird (1969-70) – Disconnect battery, remove center steering wheel medallion assembly. Remove three retaining screws from center of steering wheel and remove horn buttons. To install, reverse removal procedure.

All Models (1971-72) – Disconnect battery, remove horn ring (if so equipped) by turning it counterclockwise. On Maverick and Mustang models (1971) and Maverick and Pinto models (1972) remove horn button (if so equipped) by twisting button counterclockwise to release locking tabs. Disconnect horn wire. To install reverse removal procedure. On Mustang, Maverick and Pinto models with horn button, connect horn wires and install button by locating index opening in the button over locator boss on the steering wheel hub. Twist button clockwise to lock.



FORD MOTOR CO. STEERING REMOVAL

Steering Wheel Removal & Installation

All Models – Remove horn button and/or ring (see above) and using a suitable tool (3600-AA or T67L-3600-A), remove steering wheel. **CAUTION** – Do not use a knock-off type puller to remove wheel. To install, reverse removal procedure, making sure alignment mark on hub of wheel is adjacent to mark on shaft. Torque locknut to 30 to 40 ft. lbs. on all models except Lincoln Continental. On Continental models torque nut to 20 to 30 ft. lbs.

Direction Signal Switch/Emergency Flasher Switch Removal & Installation

All Models (1969-70) – Remove horn button and steering wheel. Pry wire cover from steering column (if equipped with fixed column). Disconnect multiple connector at base of steering column. On all models except Ford, Meteor and Mercury, remove wires and terminals from steering column wiring connector plug(s) using a suitable tool (C4AZ-17018-B). **NOTE** – Record color code and location of each wire before removing it from connector plug. Remove wire cover plastic sleeve. If equipped with tilt steering column, tape ends together and attach a piece of string as an aid to installation. On Ford, Meteor and Mercury it is no longer necessary to remove wires from connector plug. Plug and wires together may be guided through hole provided in flange casting. Remove signal switch lever. If equipped with speed control, first separate wire to set speed switch in lever. If equipped with tilt column, remove two steering column upper collar retaining screws and collar. Push steering column lower collar down and remove wiring retaining clip from column jacket. Remove two screws retaining turn signal/emergency flasher switch to steering column and remove switch and wire assembly. To install, reverse removal procedure.

All Models (1971-72) – Remove horn button, or ring and medallion and steering wheel as outlined above. Unscrew turn signal switch lever from column and remove shroud from under column. Lift up on tabs and remove column wiring connector plugs from bracket, and remove screws securing switch assembly to column. On all tilt column vehicles, remove wires and terminals from connector plug, using Tool C4AC017018-B or equivalent. **NOTE** – Record color code and location of each wire before removal; a hole provided in flange casting makes this unnecessary on fixed columns. Remove plastic cover sleeve from wiring harness and remove switch wires from top of tilt column. To install, reverse removal procedures.

JEEP

Steering Wheel Removal & Installation

All Models – Remove horn cap (as outlined above), then remove three attaching screws in wheel cavity. Remove housing, three insulators, and horn switch. Remove steering shaft nut and install a suitable puller (C-3428-B or equivalent) and remove steering wheel. To install, reverse removal procedure and torque steering shaft nut to 32-38 ft. lbs.

Horn Button Removal & Installation

All Models – Carefully pry horn cap from housing slot in lower end and disconnect horn wire, located inside steering wheel. To install, reverse removal procedure.

Steering Wheel Removal

1969-72 STEERING WHEEL, HORN BUTTON, TURN SIGNAL SWITCH REMOVAL (Cont.)

GENERAL MOTORS

NOTE – For steering column lock mechanisms, see *Steering Column Locks* at end of *STEERING* Section.

Horn Button Removal & Installation

Buick (1969-70) – On models with standard steering wheel, pry cap off. On all other models, remove horn ring retaining screws, lift bar, pull connector wire and remove bar. To install, reverse removal procedure.

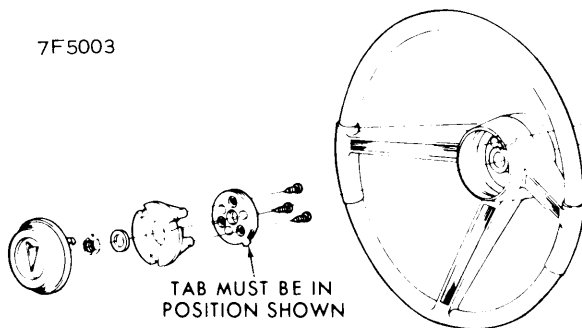
Buick (1971-72) – On Skylark, GS & Sportwagon models, pull off cap, remove (3) phillips head screws and take off bushing spacer, receiver cup and belleville spring. On all other models, remove screws from underside of steering wheel that secure horn actuator, partially lift off bar, pull lead connector from cancelling cam, then completely lift off actuator. To install, reverse removal procedure.

Cadillac (1969-72) – Remove pad retaining screws and lift pad assembly from wheel. **NOTE** – On some cars, wheel pad is retained by hex-head screws. It may be necessary to grind the standard 5/16" deep socket to reach screws. To install, reverse removal procedure.

Chevrolet (1969-72) – On standard steering wheels, pull out horn button cap or center ornament and retainer. On Deluxe steering wheels, remove four screws on underside of steering wheel, and lift off wheel shroud. To install, reverse removal procedure.

Oldsmobile (1969-72) – On standard models, pull up horn cap to remove. On Deluxe and Tilt-travel models, pry emblem assembly from wheel to disengage locking tabs. To install, reverse removal procedure.

Pontiac (1969-72) – Remove screws attaching cover to wheel, on custom sport wheel, remove bezel by lifting off. To install, reverse removal procedure.



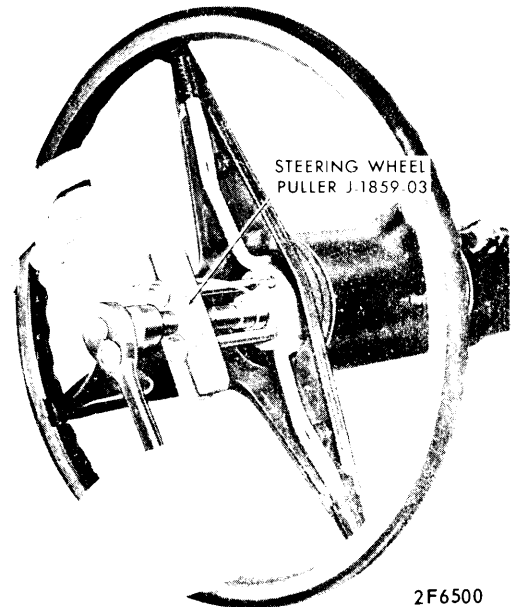
PONTIAC STANDARD STEERING WHEEL ASSEMBLY

Steering Wheel Removal & Installation

Buick (1969-72) – Remove horn button (see above), loosen steering wheel retaining nut several turns. Using a

suitable puller (J-3274), pull wheel up to nut, remove nut and wheel. **CAUTION** – Do not rap on end of puller or underside of steering wheel to jar wheel loose. Use only penetrating lubricant to aid in removal. To install, reverse removal procedure and tighten nut to 35 ft. lbs.

Cadillac (1969-72) – Remove pad assembly (see above) from wheel, loosen steering wheel nut several turns, loosen wheel using a suitable puller (J-1859-03), remove nut and wheel. To install, reverse removal procedure, and tighten nut to 30 ft. lbs.



CADILLAC STEERING WHEEL REMOVAL

Chevrolet (1969) Standard Wheel – Disconnect battery, pull out horn button cap or center ornament and retainer. Remove screws from receiving cup, and remove cup, belleville spring, bushing and pivot ring. Remove nut and washer. Using a suitable puller (J-2927) remove steering wheel. **DO NOT** hit puller.

Chevrolet (1969) Deluxe Wheel – Disconnect battery, remove four attaching screws from underside of steering wheel. Lift shroud from wheel, and pull horn wires from cancelling cam tower. Remove wheel nut. Using a suitable puller (J-2927) remove steering wheel. **DO NOT** hit puller.

Chevrolet (1970-72) Standard Wheel – Same procedure as 1969 Deluxe wheel.

Corvette Tilt-Telescoping (1969-72) – Disconnect battery, pry off horn button cap. Remove three screws securing upper horn contact, and remove horn contact. Remove two screws securing star screw to lock knob, and remove knob and spacer. Remove wheel nut and steering wheel using a suitable puller (J-2927). **DO NOT** hit puller. Remove lower horn contact. To install, reverse removal procedure.

Steering Wheel Removal

1969-72 STEERING WHEEL, HORN BUTTON, TURN SIGNAL SWITCH REMOVAL (Cont.)

GENERAL MOTORS (Cont.)

2AM9002

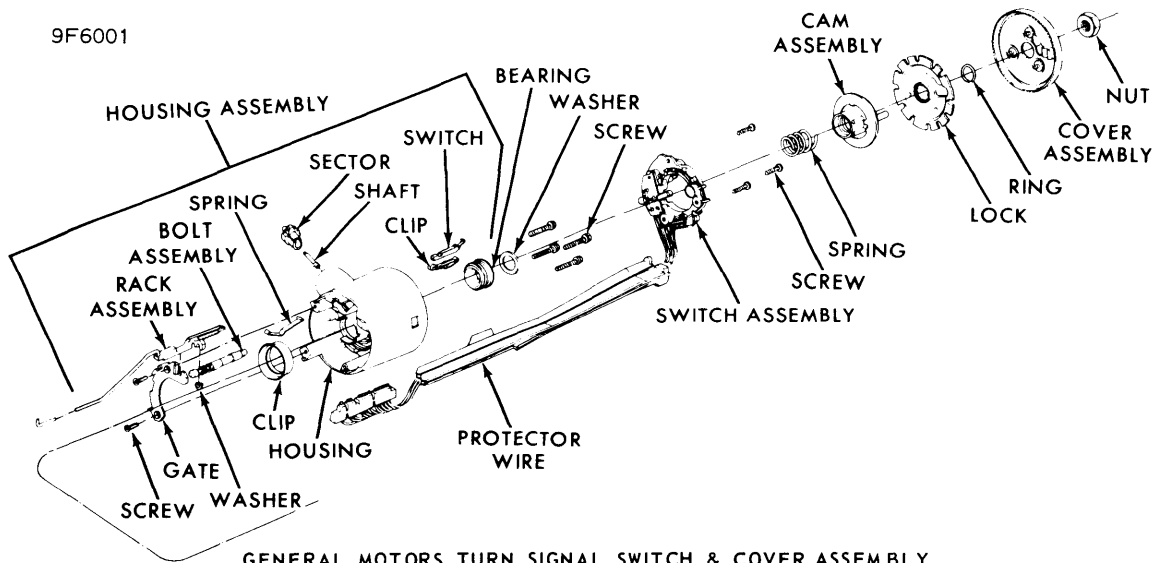


1969-72 CORVETTE TILT-TELESCOPING WHEEL

Directional Signal Switch Removal & Installation

General Motors, All Models – NOTE – The following procedures apply only to standard steering columns. For tilt-telescope columns, see "Movable Steering Columns" in this section. Remove steering wheel (see above). Remove screws securing lock plate cover, remove cover. NOTE – On some models, lock plate cover screws have plastic retainers on back, it is not necessary to completely remove these screws. Using a suitable tool (J-23131), depress lock plate and pry snap ring out of shaft groove. CAUTION – With snap ring removed, shaft could slide out of lower end of mast jacket, damaging assembly. Slide cancelling cam, upper bearing preload spring and thrust washer off end of shaft. Remove signal lever screw, remove lever. Push hazard warning knob in and unscrew knob. Pull switch connector out of bracket on jacket and tape upper part of connector to prevent snagging during removal. Remove switch mounting screw and pull switch straight up. To install, reverse removal procedure making certain that hazard warning knob is pushed in to allow clearance.

9F6001



GENERAL MOTORS TURN SIGNAL SWITCH & COVER ASSEMBLY