1971-73 AMERICAN MOTORS ADJUST-O-TILT

GENERAL INFORMATION

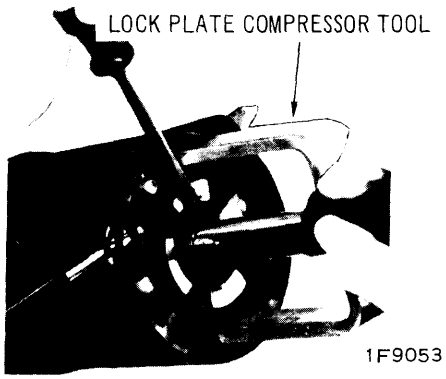
Tilt steering wheel mechanism and components may be repaired or replaced without removing steering column from vehicle. However, if disassembly is to be very extensive, or if work or repairs are necessary to the lower end of the column, it is suggested that the column be removed and mounted in a vise, using a suitable mounting fixture.

WARNING – Components and fasteners in following steps are important in that they could affect the safety of the vehicle, the performance of vital systems, or result in major repair expense. If a component or fastener must be replaced, it must be replaced with one of the same part number or an equivalent part. DO NOT use a replacement part of lesser quality or substitute design. Torque values must be used as specified during reassembly (when given) to assure proper retention of this part.

DISASSEMBLY

With the steering wheel removed from shaft, proceed to:

1) Remove shift lever retaining pin and lever. Loosen cover screws and remove cover. Use suitable tool (Kent Moore J-23653) to depress the lock plate and remove wire snap ring from groove. *CAUTION – Lock plate is under strong spring pressure.*



REMOVING LOCK PLATE SNAP RING

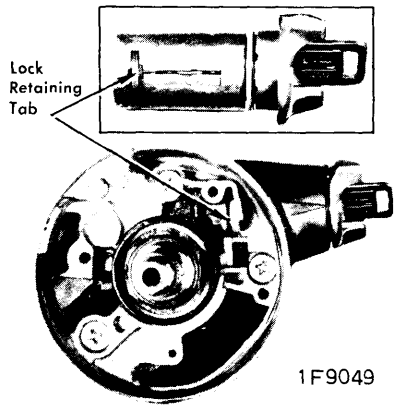
2) Loosen lock plate compressor nut and remove the tool, lock plate, directional signal cancelling cam, upper bearing preload spring, bearing race seat and bearing race.

3) Place signal switch in right turn position and remove handle. Depress hazard warning light switch and remove button by turning it counterclockwise.

4) Remove signal wire harness connector block from mounting bracket on lower right side of column. Remove attaching screws from switch and pull directional signal switch and harness from the column.

5) Use a paper clip with a right angle bend to remove buzzer switch and clip as an assembly. Place lock in RUN position. Hook bend of wire into the loop of the clip at the top of the switch at the base of the housing. Pull up and out on the clip. *CAUTION – Do not attempt to remove the switch separately, as the clip can fall down the column assembly.*

6) Place key lock in LOCK position and with a small screw driver depress the lock cylinder retaining tab to remove the cylinder. The shift quadrant is retained by a spring clip which may be removed with needle nosed pliers. Remove quadrant bracket and light socket. Unscrew tilt release handle.

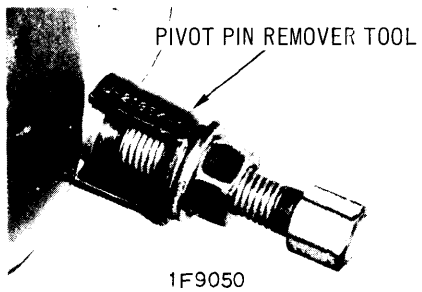


LOCK CYLINDER REMOVAL

7) Remove upper cover from column, then remove the lock sector tension spring. The spring must be unhooked from the lock bolt. Remove the Tru-arc snap ring from lock sector shaft and remove the sector, shaft and lock pin.

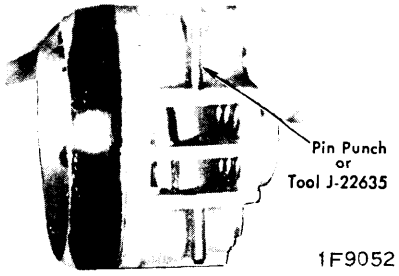
8) Use release handle to place upper housing in full UP position. Insert screwdriver into slot in tilt spring retainer. Depress the retainer approximately 3/16" and rotate 1/8 turn counterclockwise to remove retainer and spring. *CAUTION – Spring is under high compression.*

9) With the upper housing in straight position, remove the two pivot pins with suitable tool (Kent Moore J-21854-1). Lift tilt handle to disengage the lock shoes and remove the bearing housing assembly.



REMOVING PIVOT PINS

10) If lock shoes, release lever or springs are to be serviced, remove release lever pin and lock shoe pin. Hold lock shoe springs in compression to relieve the load on pins. Remove steering shaft from top of column. The flexible joint is disassembled by folding the shaft 90°.



REMOVING LOCK SHOE PIN

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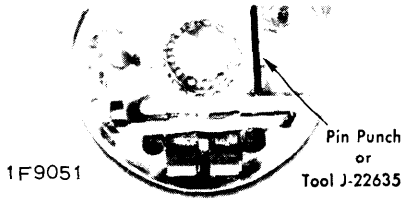


REMOVING RELEASE LEVER PIN

11) Remove the ignition switch, neutral safety switch, lock rack and rod. Remove lower bearing retainer snap ring, retainer and bearing.

12) Remove shift tube retainer ring and thrust washer. Remove shift tube using suitable tool (Kent Moore J-23072).

13) Remove retainer plate by rotating the shift bowl clockwise, sliding the plate out of the jacket notches, tipping it down toward the shift bowl hub at the 12 o'clock position and removing bottom side of the plate first.

14) Remove wave washer and shift bowl from column.

15) To assemble, reverse disassembly procedure. Apply a thin coat of lithium grease to all friction surfaces.

TROUBLE DIAGNOSIS

Bearing Housing Scraping on Bowl – End of jacket not square with centerline, shroud portion of bowl not concentric with hub or lock plate tab holes in jacket are improper width.

Steering Wheel Loose – Excessive clearance between holes in support and pivot pin diameter.

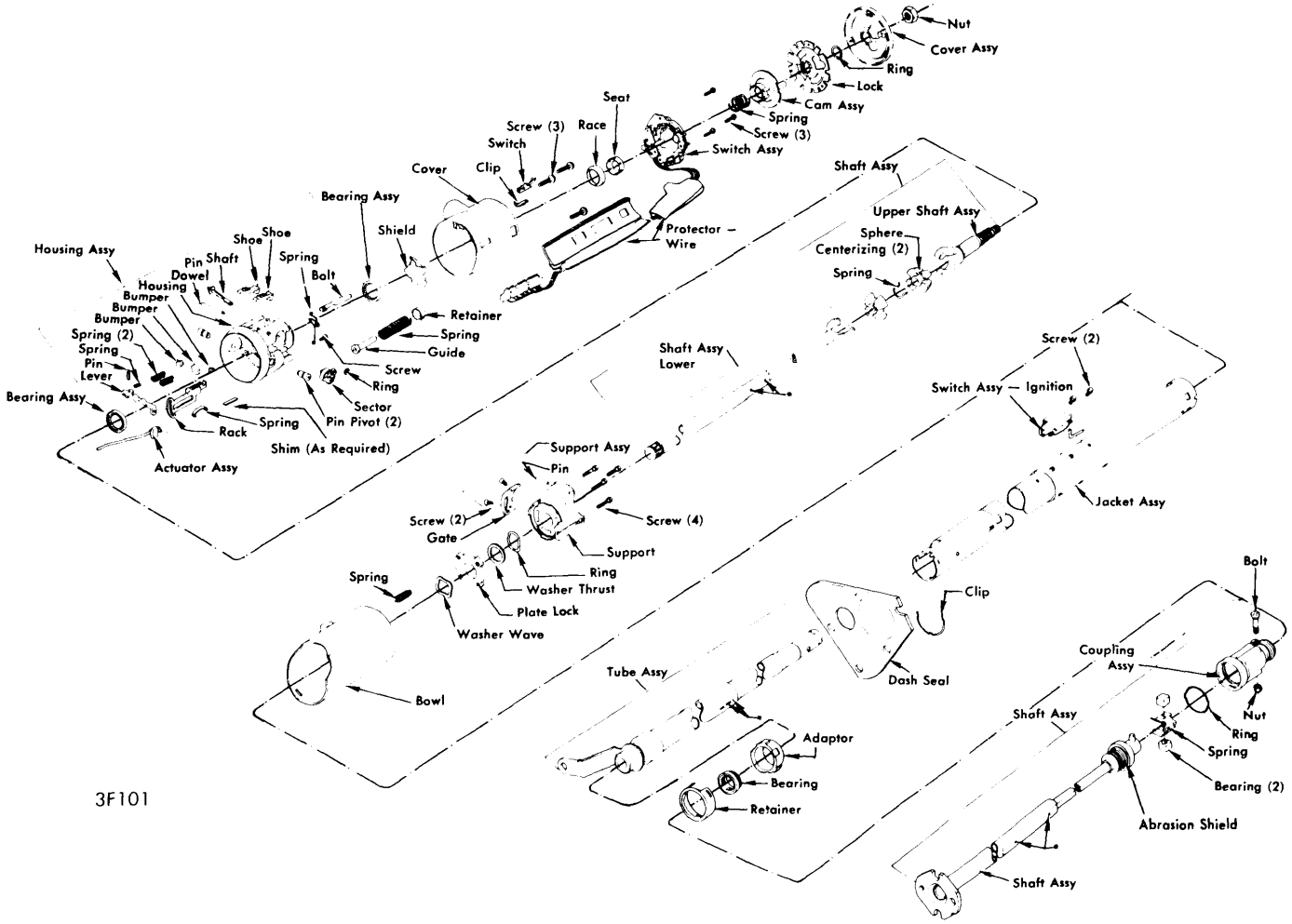
Steering Wheel Loose – Every Other Tilt Position – Loose fit between shoe and pivot pin.

Steering Wheel Not Locking In Any Tilt Position – Shoe may have seized on its pivot pin. Shoe grooves may have burr or dirt in them. Shoe lock spring may be weak or broken.

Steering Wheel Fails to Return to Top Tilt Position – Pivot pins bound up. Wheel tilt spring defective.

Noise When Steering Wheel Returns to Top Tilt Position – Upper tilt bumpers have failed.

Noise When Tilting Steering Wheel – Tilt spring rubbing in bearing housing. (Grease all points of contact for tilt spring).



AMERICAN MOTORS "ADJUST-O-TILT" – EXPLODED VIEW