

1971-73 CHRYSLER CORP. TILT-WHEEL & TILT-TELESCOPE

DESCRIPTION

Chrysler Corp. offers two available options in movable steering wheels. "Tilt-Wheel" option allows the steering wheel to be tilted to a suitable angle and then locked in position. "Tilt-A-Scope" option not only allows the steering wheel to be tilted to a desired position, but further, permits the steering wheel to be depressed or extended in its distance from the vehicle operator. The latter feature not only makes for comfortable driving, but by depressing the steering wheel, entrance and exit from the vehicle is made easier.

WARNING - Components and fastenings mentioned in the following steps are important in that a failure or misadjustment could affect the safety of the vehicle, the performance of vital systems, or result in major repair expense. If a component or fastening 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.

REMOVAL

Steering Column Removal - Follow procedure outlined in "COLLAPSIBLE STEERING COLUMNS".

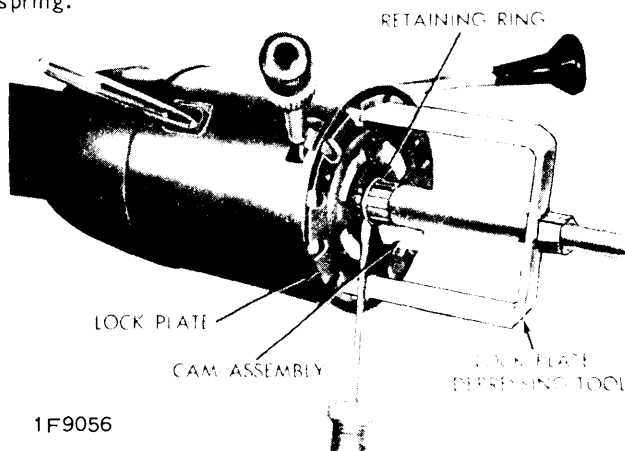
DISASSEMBLY

NOTE - Disassembly and assembly procedures for the "Tilt-Wheel" and "Tilt-A-Scope" systems are identical except for the upper shaft procedure on the "Tilt-A-Scope" steering wheel, which necessitates one additional step. This additional procedure is called out in step 10 of the following.

With steering wheel removed from steering column and column removed from vehicle, attach column holding fixture (C-4132) to jacket pads, clamp assembly in vise and proceed as follows:

1) Remove tilt lever and turn signal lever. Push hazard warning knob in and unscrew to remove. Remove ignition key lamp assembly.

2) Install lock plate compressing tool (C-4118). If working on "Tilt-A-Scope" system, lock telescoping shaft with a set screw before installing tool. Depress lock and carrier to remove "C" ring. Remove tool, lock plate, carrier and spring.

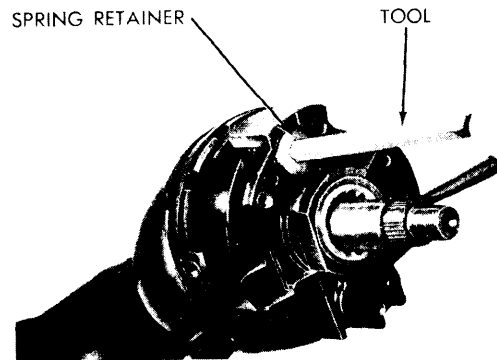


REMOVING LOCK PLATE RETAINING RING

3) Remove turn signal switch screws, place shift bowl in LOW and remove switch and wiring. The buzzer switch can be pulled straight out of the housing. A flat spring wedges

the switch toward the lock cylinder. (Switch may be removed without the removal of the lock cylinder). If cylinder is in the housing, it must be in the ON position.

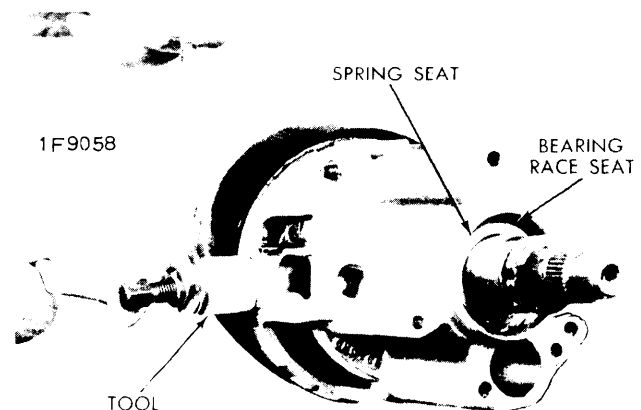
4) If the lock cylinder is to be removed, it is recommended that it be positioned at LOCK. Insert a thin tool into the slot next to the switch mounting screw boss (right hand slot) and depress spring latch at bottom of slot and remove lock.



REMOVING TILT SPRING RETAINER

5) Remove housing cover, install tilt release lever and place column in full UP position. Remove tilt spring retainer. Insert Allen wrench in slot, press in approximately 3/16", turn approximately 1/8" counterclockwise until ears align with grooves in housing and remove spring and guide.

6) Remove seat and upper bearing race. With ignition switch in LOCK, remove switch screws and switch.



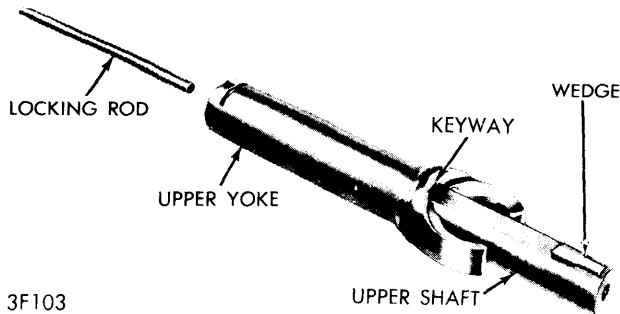
REMOVING PIVOT PIN

7) Use pivot pin Remover Tool (C-4016) to remove both pivot pins. Use tilt release lever to disengage lock shoes. Remove bearing housing assembly by pulling upward to extend rack full down and moving housing assembly to the left to disengage rack from actuator. Remove actuator rod assembly.

8) Remove roll pin and coupling assembly from lower end of steering shaft. Remove shaft assembly from upper end.

9) Disassemble steering shaft assembly by removing centering spheres and anti-lash spring.

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UPPER SHAFT & YOKE - "TILT-A-SCOPE"

10) Disassemble upper steering shaft, locking wedge, and locking rod from upper yoke, (this operation not necessary on "Tilt-Wheel" system).

11) Remove bolts securing support to lock plate and remove support from end of column jacket. If necessary, remove attaching screws and shift gate from the support.

12) Remove shift tube retaining ring. Remove thrust washer. Remove clip and bearing adapter from lower end of column jacket.

13) The column jacket with shift tube and bowl are serviced only as an assembly.

Bearing Housing Disassembly - After removing tilt lever opening shield and turning signal lever opening shield from housing, proceed as follows:

1) Remove lock bolt spring by removing spring retaining screw and moving spring clockwise to remove from bolt.

2) Remove snap ring from sector drive shaft. Use small punch to tap drive shaft from sector. Remove drive shaft, sector and bolt. Remove rack and rack spring.

3) Remove tilt release lever pin with punch and remove lever and release lever spring (to relieve load on release lever, hold shoes inward and wedge block between top of shoes)(over slots and bearing housing).

4) Remove lock shoe pin, remove lock shoes and springs (with tilt lever opening on left side, shoes facing the four slot shoe is on the left).

5) Remove bearings from housing **only if they are to be replaced**. Remove separator and balls from bearing. With a pointed punch against back surface of race, carefully hammer race from housing until bearing puller can be used.

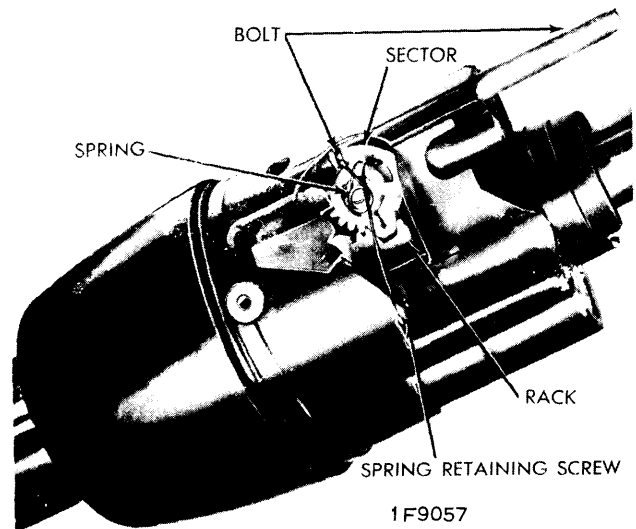
Reassembly Of Bearing Housing - With bearings installed in bearing housing, proceed as follows:

1) Install lock shoe springs, lock shoes and shoe pin (use approximately .180" rod to line up shoes).

2) Install spring, release lever and pin. Relieve load on release lever as in step 3 of Disassembly. Install drive shaft. Tap sector onto shaft far enough to install snap ring.

3) Install lock bolt and engage with sector cam surface. Install rack and spring. Block tooth on rack to engage block tooth on sector. Install external tilt release lever.

4) Install bolt spring and retaining screw. Tighten to 35 inch-pounds.



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SECTOR & BOLT SPRING

REASSEMBLY

Reverse disassembly procedure. For detailed sequence of operations, see "REASSEMBLY" in "General Motors Movable Steering Wheel" article, following.