

Movable Steering Columns

AMERICAN MOTORS ADJUST-O-TILT

GENERAL INFORMATION

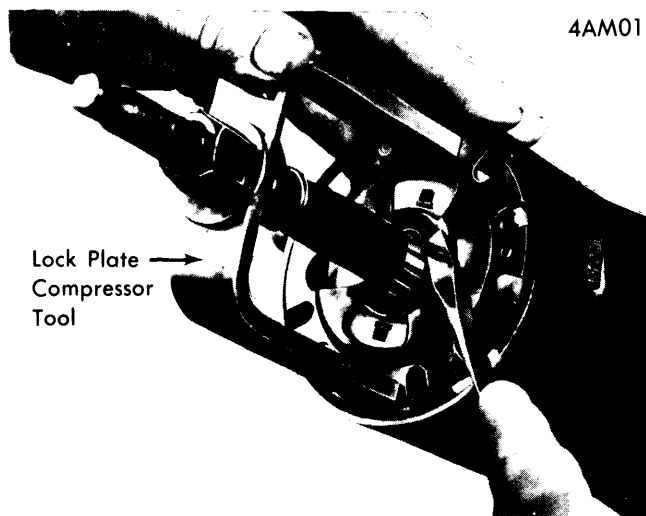
Tilt steering wheel mechanism and components may be repaired or replaced without removing steering column from vehicle. However, if disassembly is to be very extensive, or if work or repairs are necessary to the lower end of the column, it is suggested that the column be removed and mounted in a vise,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

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.



4AM01

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.

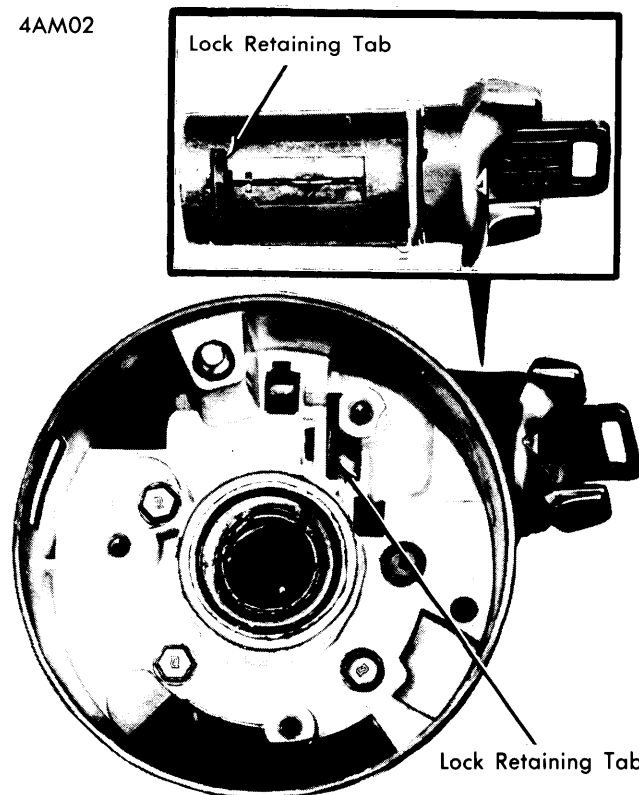
3) Place signal switch in right turn position and remove handle. Depress hazard warning light switch and remove button by turning it counterclockwise.

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.

4AM02



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.

4AM03



REMOVING PIVOT PINS

Movable Steering Columns

AMERICAN MOTORS ADJUST-O-TILT (Cont.)

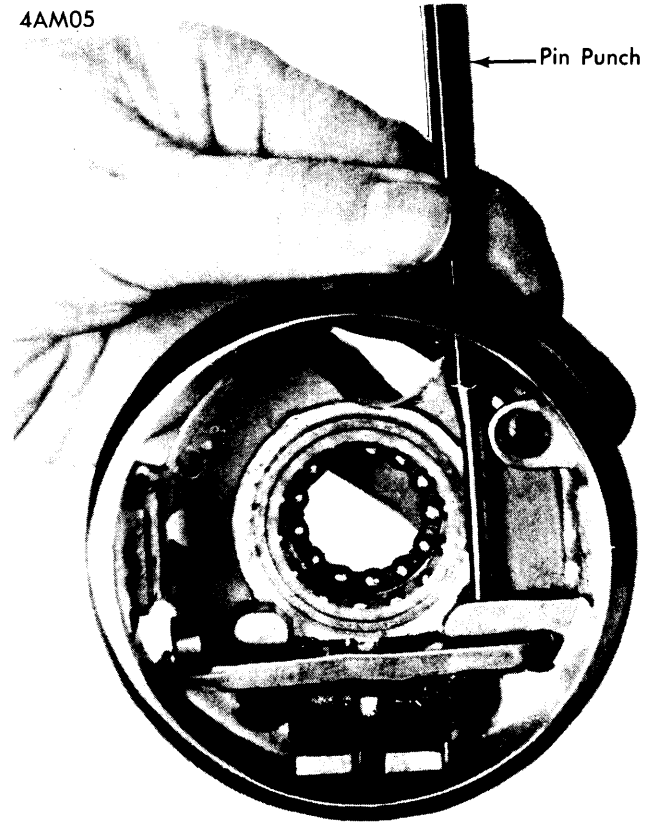
Steering Wheel Not Locking In Any Tilt Position – Shoe may have seized on its pivot pin. Shoe grooves may have burr or dirt in them. Shoe lock spring may be weak or broken.

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

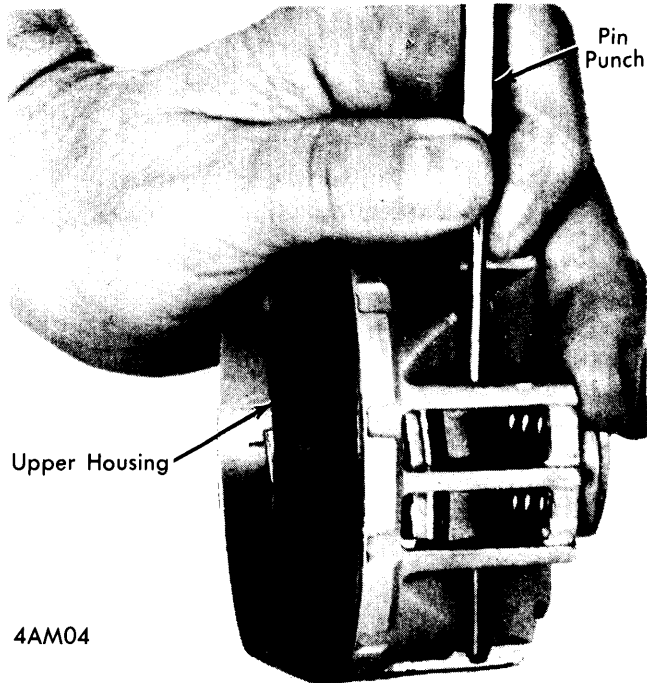
Noise When Steering Wheel Returns to Top Tilt Position – Upper tilt bumpers have failed.

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

4AM05



REMOVING RELEASE LEVER PIN



4AM04

REMOVING LOCK SHOE PIN