

Movable Steering Columns

FORD MOTOR CO. TILT COLUMN

DESCRIPTION

Tilt column features five driving positions, two up and two down from center position. Incorporated into column is an anti-theft locking device combined with ignition switch, which provides a positive lock on transmission linkage as well as steering system.

OPERATION

Tilt is controlled by pressing downward (away from steering wheel) on turn signal lever, and moving wheel upward or downward to one of five driving positions. When lever is released, lug on column locking lever is indexed with closest tooth on locking index, holding wheel in desired position.

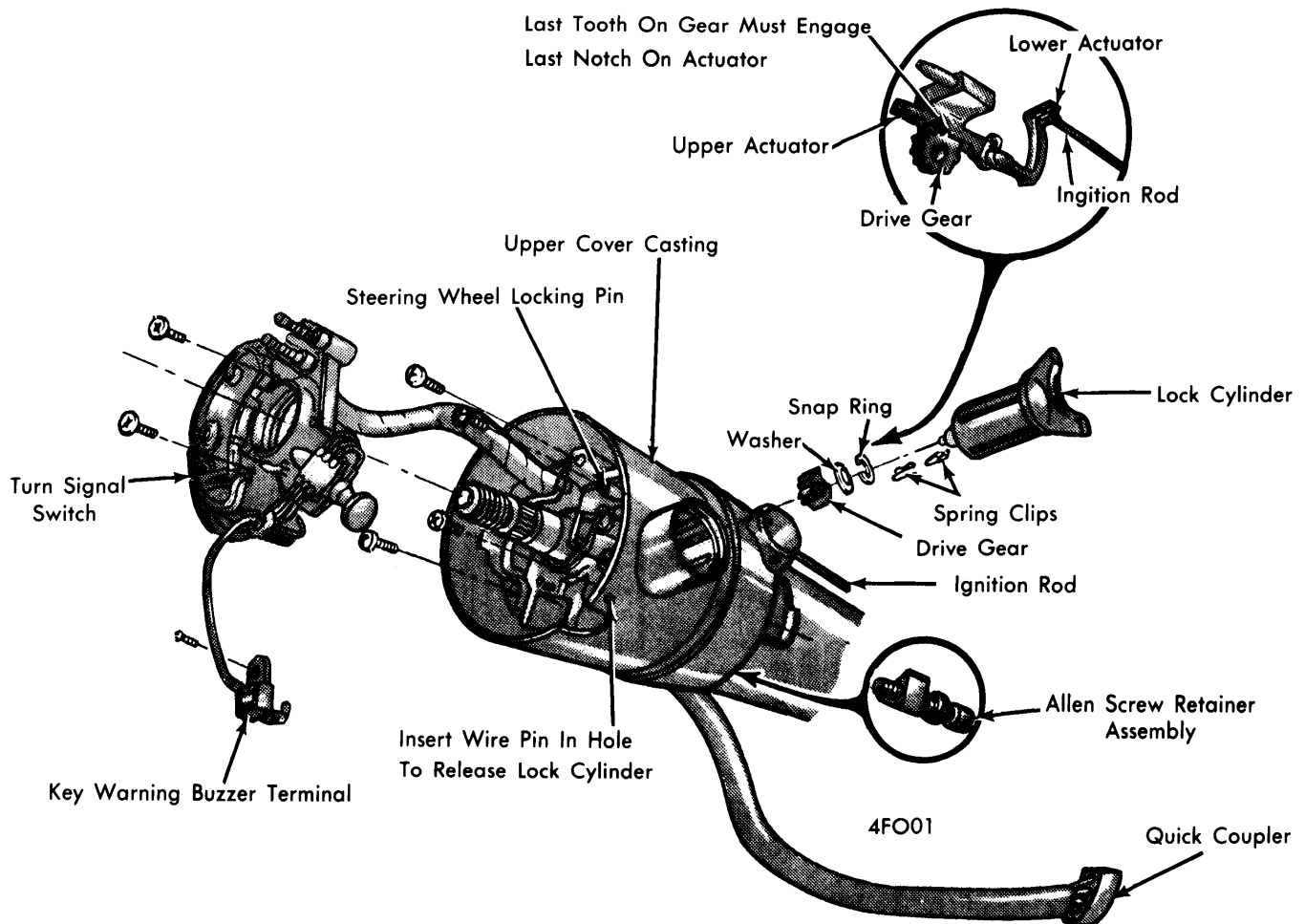
REMOVAL & INSTALLATION

1) Disconnect negative battery terminal, then place steering wheel in full "UP" position and remove. Remove trim shroud. On Ford, Lincoln and Mercury models, remove section of instrument panel beneath steering column. On all others, remove in-

strument trim cover and instrument cluster. Separate cluster from panel, then disconnect speedometer cable, wire harness connections, transmission selector cable (if required), and cables to heat/air panel.

2) Disconnect electrical connections to steering column, then remove wires from hardshell plastic coupler, noting position and color code of each wire in coupler. Place gear selector lever in "P" position, then turn lock cylinder to "ON" position. Insert a wire pin in lock cylinder hole located inside steering column halfway down housing. Push down on wire pin and pull out lock cylinder.

3) Remove lock cylinder spring clips. Insert a flat bladed screwdriver into recess in drive gear at bottom of lock cylinder housing, then turn lock drive gear three notches counterclockwise. Remove snap ring, washer and lock drive gear from lock cylinder housing. Note position of lock gear teeth to rack gear teeth. Remove turn signal actuating lever. Remove screws securing turn signal switch assembly to flange casting, and warning buzzer terminal. Remove wiring harness to steering column tube clips if required, then remove turn signal switch and wiring harness from column.



TILT COLUMN MECHANISM

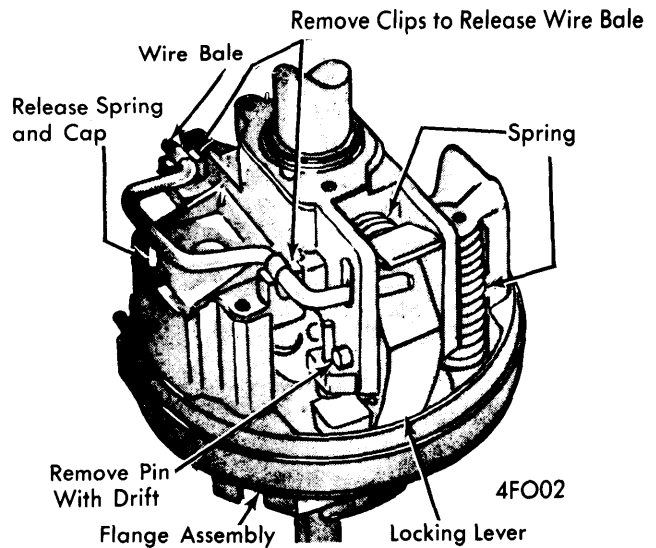
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FORD MOTOR CO. TILT COLUMN (Cont.)

4) Remove cover casting screws, then lift casting up and over steering column upper shaft, and remove from column. Loosen toe plate from dash panel, remove nuts securing column brackets to brake support bracket, then lower column to expose ignition switch. Remove and discard screws that attach lower flange to outer tube. Loosen ignition switch nut, then remove ignition rod from switch end. Remove spring clips holding wire bale which acts as a release lever for locking lever, then remove wire bale.

5) Using a small drift, drive out pin holding locking lever, then remove lever and spring. If necessary, use a "C" clamp to relieve tension on pin. Remove steering column upper shaft snap ring. Upper and lower flange castings may now be separated by removing two pivot pins located in side of casting assembly, using suitable tools (T65P-3D739-A or tools T70P-3D739-A and T67P-3D729-A) **NOTE** — Do not reuse pivot pins if press fit is loose in lower flange.

6) To install reverse removal procedure and note following: New screws and clips must be used whenever assembly has been disassembled. Replace all faulty and broken parts.



REMOVING WIRE BALE & LOCKING LEVER