

Steering Wheel Removal

STEERING WHEEL, HORN BUTTON, TURN SIGNAL SWITCH REMOVAL

AMERICAN MOTORS

NOTE — For steering column lock mechanisms, see Ignition Switches in ACCESSORIES & EQUIPMENT Section.

HORN BUTTON

Removal — Disconnect negative battery cable. On vehicles with center horn buttons, remove button by lifting up and pulling out. On all other types, loosen mounting screws on back of wheel, pull horn wire plastic retainer from turn signal cancelling cam, and remove button.

Installation — On center type buttons, install by indexing projection on rubber retaining ring with notch in cup, and pressing down to engage ring. On all others, place horn wire in hole, secure by pressing retainer in place and then install screws. Connect negative battery cable.

STEERING WHEEL

With horn button removed, remove attaching nut and washer. Note alignment marks on steering shaft and wheel. Use a suitable puller (J-21232) to remove steering wheel.

CAUTION — Do not hammer on puller to aid steering wheel removal or damage to column collapsible components may result. To install steering wheel, reverse removal procedure and tighten nut as specified.

CAUTION — Some steering shafts have metric wheel nut threads. These shafts have an identifying groove around the shaft in the splines. Metric nuts are color coded blue.

TURN SIGNAL SWITCH

Remove steering wheel. Remove lockplate cover by prying out of housing with two screwdrivers. Using suitable tool (J-23653), depress lock plate, pry snap ring from steering shaft groove and discard.

NOTE — If shaft has metric threads, compressor tool must use Metric Forcing Screw (J23653-4).

Remove tool, snap ring, lock plate, directional signal cancelling cam, upper bearing preload spring and thrust washer from steering shaft. Place directional signal in right turn position and remove lever. Depress hazard warning light switch and remove button by turning counterclockwise. Disconnect directional signal harness at connector block and tape to prevent snagging. On Gremlin and Hornet models with automatic column shift, use a stiff wire to depress lock tab retaining shift quadrant light wire in connector block. Remove switch screws and pull switch and harness from column. To install, reverse removal procedure.

CHRYSLER CORP.

NOTE — For steering column lock mechanism, see Ignition Switches in ACCESSORIES & EQUIPMENT Section.

HORN BUTTON

Three Spoke, Deluxe Three Spoke & "Tuffy" Three Spoke Wheel With Center Button — Remove horn button by pulling outward. Remove electrical lead from terminal on horn

switch, screws mounting switch assembly to steering wheel and remove switch assembly. Remove screws mounting retainer to switch. To install, reverse removal procedure.

Two Spoke Wheel With Pressure Sensitive Horn Pad — Remove two pad-mounting screws from underside of steering wheel. Pull pad up from wheel and disconnect electrical leads, remove pad. To install, reverse removal procedure.

Tilt-A-Scope or Telescope Steering Wheel — Push pad out of wheel using access holes in back of wheel. **NOTE** — Do not pry pad out. Remove lever knob by pushing on clip in slot and pulling lever out.

STEERING WHEEL

Remove horn button or pad. Remove steering wheel nut and washer. Using suitable puller (C-3428B), remove steering wheel. **CAUTION** — Do not hammer on puller to remove wheel. To install steering wheel, reverse removal procedure.

HORN CONTACT RING

Removal — Remove steering wheel. Disconnect electrical lead from horn switch. Bend up locking tabs of contact ring and remove from steering wheel while noting which hole wire goes through.

Installation — 1) Position new ring on steering wheel, and insert wire through hole. With fingers, press ring down as far as it will go. Obtain a round cylinder approximately 1 $\frac{3}{4}$ " inside diameter, $\frac{1}{8}$ " thick and 3" long. Position cylinder on top of contact ring and place assembly into arbor press.

2) Apply pressure carefully so cylinder presses down on round surface of contact ring. Continue pressing until round surface of contact ring is flush with bottom of steering wheel. If contact ring is not flush, damage may result to contact roller on switch. Connect electrical lead to horn switch and install horn switch pad.

TURN SIGNAL SWITCH

1) On all models disconnect fusible link. Remove steering wheel and steering column cover. On Fury, Monaco, Charger and Cordoba, remove lower instrument panel bezel.

2) On models equipped with Tilt and Telescopic Steering, and on Volare, Aspen, Diplomat, Le Baron, and Diplomat with Tilt steering column, remove two nuts mounting column to lower panel reinforcement. Remove gearshift indicator on Volare, Aspen, Diplomat, Le Baron, and Chrysler only. Remove four attaching bolts and mounting bracket from steering column.

3) Remove wiring trough from steering column. Position gearshift lever full clockwise. If equipped with Tilt Steering, position at midpoint.

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

4) Disconnect light blue wiring connector, remove signal lever attaching screw and pull lever from column. **NOTE** — If equipped with speed control, DO NOT remove lever, allow it to hang loose. Remove turn signal switch and upper retainer screws, carefully pull switch and wiring out of column. To install, guide wiring and switch down into column opening until switch is properly positioned. Install all other components in reverse of removal procedure.

FORD MOTOR CO.

NOTE — For steering column lock mechanisms, see Ignition Switches in ACCESSORIES & EQUIPMENT Section.

HORN BUTTON

Disconnect battery ground. From back side of steering wheel, remove screws attaching steering wheel horn cover, or on models with center hub horn pad, rotate center hub counterclockwise to remove pad. Lift horn pad up and disconnect horn blowing terminals, and speed controls (if equipped). To install horn button, reverse removal procedure. If equipped with horn pad screws, torque screws to 13-20 INCH lbs.

STEERING WHEEL

Remove horn button and steering wheel nut. Using suitable puller (T67L-3600-A), pull steering wheel from shaft. **CAUTION** — Do not hammer on puller to aid steering wheel removal. To install steering wheel, reverse removal procedure and note following. Make sure steering wheel straight-ahead position corresponds to straight-ahead position of front wheels. Install a new steering wheel nut and tighten as required.

TURN SIGNAL SWITCH

All Models — Remove horn button, or horn ring, and steering wheel as outlined above. Unscrew turn signal switch lever from column. Remove shroud from under column. Lift up on tabs and remove column wiring connector plug from bracket. Remove screws securing switch assembly to column and remove switch. On vehicles with tilt column, remove wires and terminals from column wiring connector plug with small screwdriver or paper clip. **NOTE** — Record color code and location of each wire before removing it from plug. A hole provided in flange casting on fixed columns makes it unnecessary to separate wires from plug. Remove plastic cover sleeve from wiring harness and remove switch and wire from top of column. If vehicle is equipped with speed control, transfer ground brush (located in turn signal cancelling cam) to new switch assembly. Reroute wiring back through column and secure switch to column. Install all other components in reverse order of removal procedure.

GENERAL MOTORS

NOTE — For steering column lock mechanisms, see Ignition Switches in ACCESSORIES & EQUIPMENT Section.

HORN BUTTON

CAUTION — On models with Air Cushion Restraint System, turn ignition switch to "LOCK" position, disconnect negative battery terminal and tape end to prevent accidental deployment of system.

Disconnect negative battery cable. On models with Air Cushion Restraint System, use suitable tool (J-24628-2) to remove four module to steering wheel screws, lift up module and disconnect horn lead, then use suitable tool (J-24628-3) to disconnect module wire connector from snap ring. On models with sport wheel, lift off cap, then remove three screws and take off contact, insulator eyelet and spring. On all other models, remove screws from underside of wheel, partially lift off pad, disconnect lead connector, and lift off pad. To install, reverse removal procedure.

STEERING WHEEL

NOTE — Some steering shafts have metric threads. These are identified by a groove around the shaft in the splines.

Remove horn button, trim pad, or ACRS module. On models with tilt and telescoping columns, remove screws securing locking lever and flange to steering wheel hub. For all models, remove nut retainer and nut. Remove steering wheel using suitable puller. **CAUTION** — Do not hammer on puller to aid steering wheel removal. To install, reverse removal procedure.

TURN SIGNAL SWITCH

Remove steering wheel, then remove lock plate cover screws and lift off cover. Using a suitable lock plate compressor tool (J-23653), depress lock plate and pry retaining ring off shaft.

NOTE — Use new retaining ring at reassembly.

Remove lock plate tool, lock plate, upper bearing preload spring, and turn signal cancelling cam from steering shaft. Remove upper thrust washer and turn signal lever. Push hazard switch in and unscrew knob. Remove switch mounting screws, wrap a piece of tape around upper part of wires, then remove switch by pulling straight up. On column mounted dimmer switches, the switch is mounted on the left side of the switch bowl. Switch is operated by turn signal lever. To install, reverse removal procedure.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Steering Wheel Nut	
American Motors	25
Chrysler Corp.	60
Ford Motor Co.	30-40
General Motors	30-35