

Trouble Shooting

STEERING COLUMN TROUBLE SHOOTING

CONDITION & POSSIBLE CAUSE	CONDITION & POSSIBLE CAUSE
<p>STANDARD COLUMNS</p> <p>Noise in Steering Column</p> <ul style="list-style-type: none"> ● Coupling pulled apart, or bolts not tightened. ● Column not correctly aligned. ● Broken lower joint. ● Horn contact ring not lubricated. ● Lack of grease on bearings or bearing surface. ● Lower or upper shaft bearing worn or broken. ● Shaft lock snap ring not properly seated. ● Plastic spherical joint not lubricated. ● Shroud or housing loose. ● Lock plate retaining ring not seated. ● Loose sight shield. <p>High Steering Shaft Effort</p> <ul style="list-style-type: none"> ● Column assembly misaligned. ● Improperly installed or defective dust shield. ● Damaged upper or lower bearing. ● Flashing on inside diameter of shift tube from plastic joint. ● Tight steering universal joint. <p>High Shift Effort (Man. & Auto. Trans.)</p> <ul style="list-style-type: none"> ● Column not aligned correctly. ● Improperly installed or defective dust shield. ● Lack of grease on seals or bearings. ● Improper size screws used for ignition switch, neutral start switch or mounting bracket. ● Burrs on upper or lower end of shift tube. ● Lower bowl bearing assembled wrong. ● Shift tube bent or broken. ● Improper adjustment of shift levers. <p>Improper Transmission Shifting</p> <ul style="list-style-type: none"> ● Sheared shift tube joint or lower shaft lever weld joint. ● Improper transmission shift lever adjustment. ● Improper gate plate adjustment. <p>Excess Play in Mounted Column Assembly</p> <ul style="list-style-type: none"> ● Instrument panel-to-column bracket mounting bolts loose. ● Broken weld nut on jacket. ● Instrument panel bracket capsule sheared. ● Column bracket-to-jacket bolts loose. <p>Steering Locks in 2nd Gear (Man. Trans.)</p> <ul style="list-style-type: none"> ● Release lever mechanism damaged. 	<p>TILT COLUMNS</p> <p>Steering Wheel Loose</p> <ul style="list-style-type: none"> ● Too much clearance between holes in support or housing and pivot pin diameters. ● Damaged or missing anti-lash spring in centering spheres. ● Upper bearing inner race seal missing, or upper bearing not seated in housing. ● Improperly adjusted tilt and telescopic locking knobs. ● Loose support screws. ● Bearing preload spring missing or broken. ● Housing loose on jacket. <p>Excess Play in Mounted Column Assembly</p> <ul style="list-style-type: none"> ● Loose shoes in housing, or loose support screws. ● Loose tilt head pivot pins, or loose shoe lock pin in support. <p>Housing Scraping on Bowl</p> <ul style="list-style-type: none"> ● Bowl bent or not concentric with hub. <p>Steering Wheel Loose in Every Other Tilt Position</p> <ul style="list-style-type: none"> ● Loose fit between shoe and shoe pivot pin, or shoe not free in slot. <p>Steering Wheel Will Not Lock in Any Tilt Position</p> <ul style="list-style-type: none"> ● Shoe seized on its pivot pin. ● Shoe grooves may have burrs or dirt in them. ● Shoe lock spring weak or broken. <p>Steering Wheel Fails to Return to Top Position</p> <ul style="list-style-type: none"> ● Pivot pins are bound up. ● Wheel tilt spring is damaged. ● Turn signal switch wires too tight. <p>Noise When Tilting Column</p> <ul style="list-style-type: none"> ● Upper tilt bumpers worn. ● Tilt spring rubbing in housing. <p>Hard Steering</p> <ul style="list-style-type: none"> ● Incorrect tire pressure. ● Lack of lubricant in ball joints, steering gear and steering linkage. ● Improper front end alignment. ● Improper steering gear adjustment.