

REMOVE THE IGNITION SWITCH ATTACHING NUTS AND LIFT IGNITION SWITCH UP TO ALLOW THE ACTUATING ROD TO BE REMOVED FROM UNDER IGNITION SWITCH.

ACTUATING ROD

NOTE REMOVAL OF INSTRUMENT CLUSTER

G2416-2A

FIG. 7 Removing Ignition Switch

ROD-ACTUATING RETAIN FOR USE WITH NEW ASSEMBLY

LIFT HOUSING ASSEMBLY OUT AND OVER END OF SHAFT

G2417-2A

FIG. 8 Removing Flange Casting

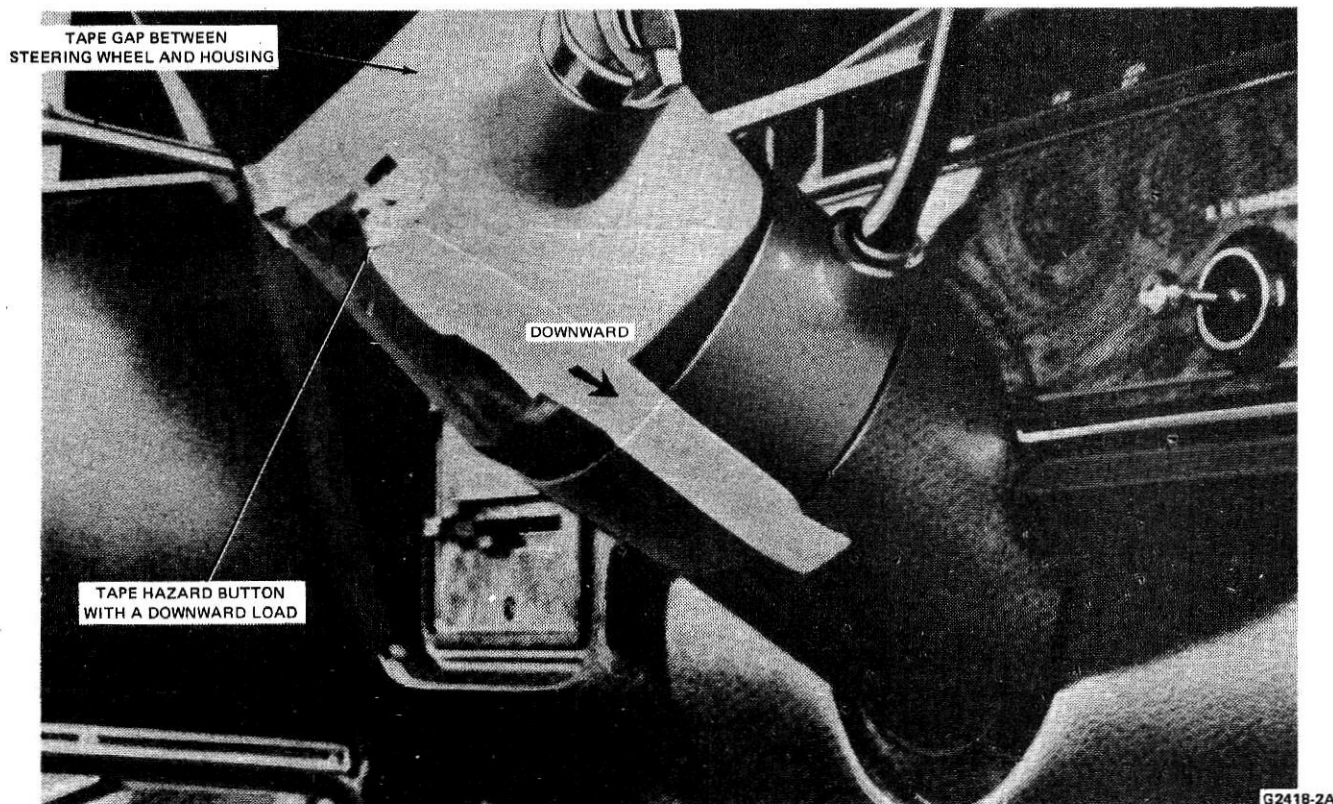


FIG. 9 Taping Hazard Switch

Installation

1. Reassemble the above parts, install a new upper shaft bearing (3517) and set the actuator to drive gear as described earlier in this Part.
2. Install the turn signal switch as described earlier in this Part.
3. Install the ignition switch, check and/or adjust for proper function as specified in Part 33-70.
4. On the LTD II, Cougar, Ranchero, Thunderbird and Continental Mark V, install the instrument cluster as described in Part 33-50.
5. Install the steering column trim shrouds, steering wheel and pad assembly as specified earlier in this Part.
6. Install the turn signal lever.
7. Using the ignition key rotate the lock cylinder to insure correct mechanical operation in all positions.
8. Connect the battery ground cable.
9. Check for proper start in Park and Neutral. Also check to make certain that the start circuit cannot be actuated in the Drive and Reverse positions.

Tilt Steering Column

Removal

1. Disconnect the battery ground cable.
2. Remove the steering column trim shrouds as described earlier in this section.
3. Tape the gap between the steering wheel hub and the cover casting. Cover the entire circumference of the casting, also cover the adjacent seat and floor area with a suitable covering to protect the surrounding upholstery interior. Pull out the hazard

flasher switch and tape it down toward the floor as shown in Fig. 9 to provide clearance for drilling out the lock cylinder retaining pin.

4. The tilt column lock cylinder retaining pin is located on the outside of the steering column cover casting adjacent to the hazard flasher button. Tilt the steering column to the full up position and prepunch the lock cylinder retaining pin with a prick punch. Using a 1/8 inch diameter drill with a right angle drive drill out the retaining pin, going no deeper than 1/2 inch (Fig. 10).

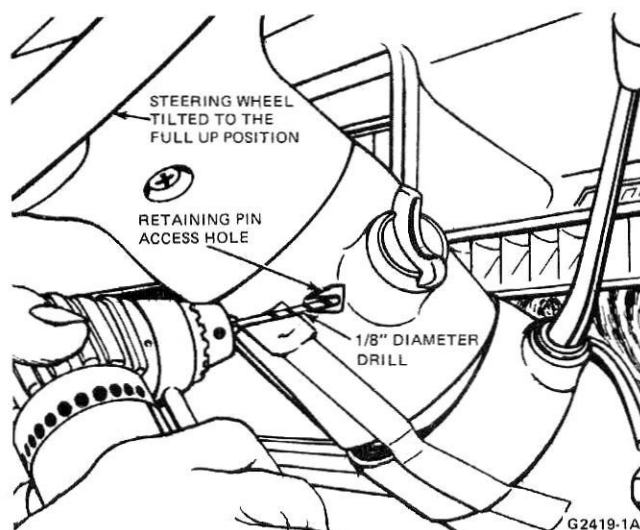


FIG. 10 Drilling Out The Lock Retaining Pin