

SHT999677B

REPLACING AN IGNITION LOCK

GM and Chrysler products require steering wheel removal. For Ford products, only the one piece non-tilt steering column requires wheel removal. The procedure is basically the same for all three. Once the wheel has been removed, move to the appropriate instruction for your car.

NOTE: Always disconnect the negative battery cable before servicing the ignition lock. Some vehicle systems, including "air bags" should be serviced **ONLY** by a trained locksmith or the dealer.

1. Remove the horn pad assembly from the steering wheel by removing the screws or hex head fasteners from the back side of the steering wheel. (See figure #1)
2. Disconnect the horn wire by pressing down and twisting the plastic connector slightly counterclockwise. (See figure #2)
3. Remove the steering wheel nut retainer. (See figure #3)
4. Remove the steering wheel nut. (See figure #4)
5. Locate or put reference marks on the steering wheel hub and splined steering shaft so you will be able to reassemble them properly.
6. Remove the steering wheel with a suitable puller. Don't hammer on the shaft. (See figure #5)

FORD

Ford ignition locks require little - if any - steering component disassembly for replacement. Note that as opposed to General Motors and Chrysler ignition locks, Ford locks are serviced with the key in the RUN position.

ONE PIECE NON-TILT STEERING COLUMNS

Disconnect negative battery cable before servicing ignition locks. On these vehicles, you only need to remove the steering wheel to access the lock cylinder retaining pin.

1. With the key in the run position, insert a suitable tool in the access hole and depress the retaining pin. Then pull the lock cylinder from the housing. (See figure #27)
2. Make sure the new lock cylinder is in the RUN position to install it. Then turn the key to the OFF position to seat the retaining pin. (See figure #28)



FIG. 1

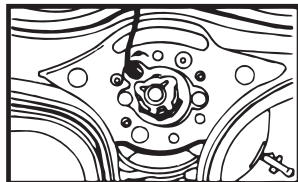


FIG. 2

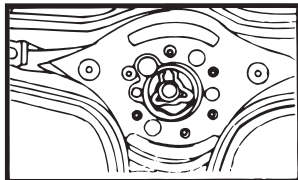


FIG. 3

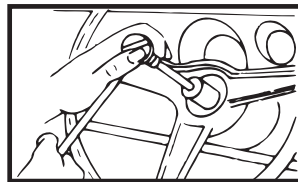


FIG. 4

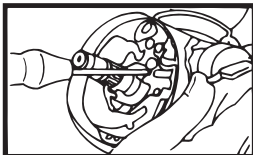


FIG. 27

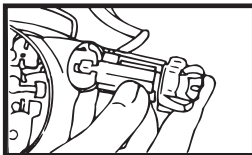


FIG. 28

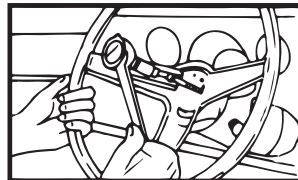


FIG. 5

ONE PIECE TILT STEERING COLUMNS

Disconnect negative battery cable before servicing ignition locks.

On vehicles with this type steering columns, no steering column disassembly is required. Replace the lock cylinder as follows:

1. With the key in the RUN position, depress the lock cylinder retaining pin with a suitable tool and pull the lock cylinder from the steering column housing. (See figure #29)
2. To install the new lock cylinder, depress the retaining pin and insert the cylinder into the column housing in the RUN position. (See figure #30)
3. Turn the key to the OFF position to seat the retaining pin. Then check for proper operation. (See figure #31)

TILT AND NON-TILT SHROUDED STEERING COLUMNS

1. To service ignition lock cylinders on shrouded (as opposed to one piece) steering columns, remove the attaching screws and lower shroud component. (See figure #32)
2. Disconnect the key reminder alarm wire. (See figure #33)
3. With the key in the RUN position, depress the lock cylinder retaining pin with a suitable tool and pull the lock cylinder out of the housing. (See figure #34)
4. To install the new lock cylinder, reconnect the key reminder alarm wire, make sure components are in the RUN position and the retainer pin is depressed. Then insert the lock cylinder into the housing and turn the key to OFF to seat the retaining pin. (See figure #35)

REASSEMBLY NOTES

Basically, reassembly is accomplished by reversing the disassembly steps. However, be aware of the following:

1. When you reposition and secure the bellcrank plate, make sure the lock lever is in the down position. (See figure #21)
2. The new lock must be installed without the key.
3. Once installed, use the key and check operation of the locking mechanism. Make sure that the lock lever moves up and down properly. (See figure #22)
4. To properly install the upper bearing snap ring, slide a 1-5/8 x 7/8 diameter piece of steel tubing over the shaft and against the snap ring. (See figure #23)
5. Then, using an appropriate washer and the steering wheel nut, tighten the assembly until the snap ring seats in the groove. DO NOT overtighten.

FIG. 29

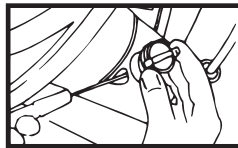


FIG. 30

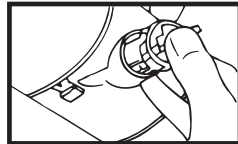


FIG. 31

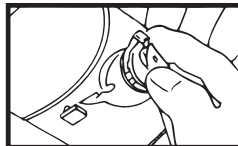


FIG. 32

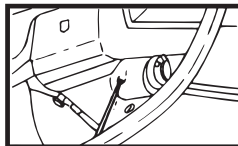


FIG. 33

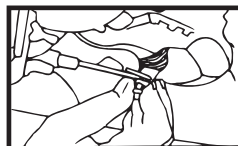


FIG. 34

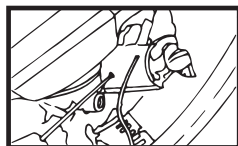


FIG. 35

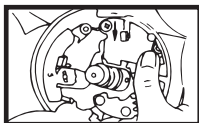
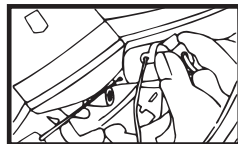


FIG. 21

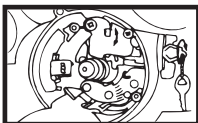


FIG. 22

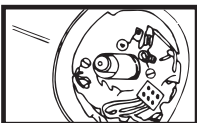


FIG. 23