

Fig. 5—Removing Wires from Connector

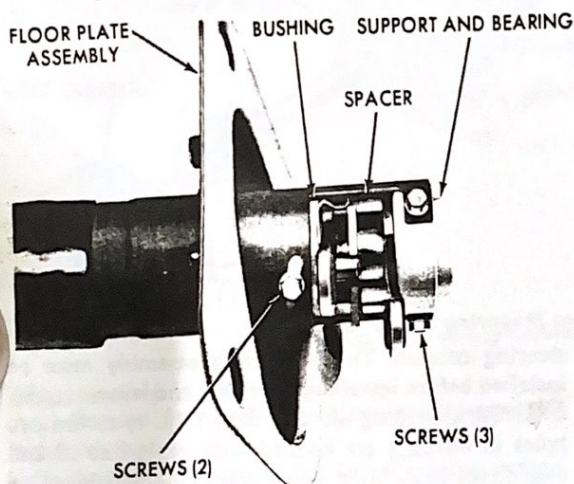


Fig. 6—Shift Tube and Levers—Assembled

bearing assembly, install and tighten the three retaining screws to 30 inch-pounds.

(8) Rotate bushing (Fig. 6) to where all play at

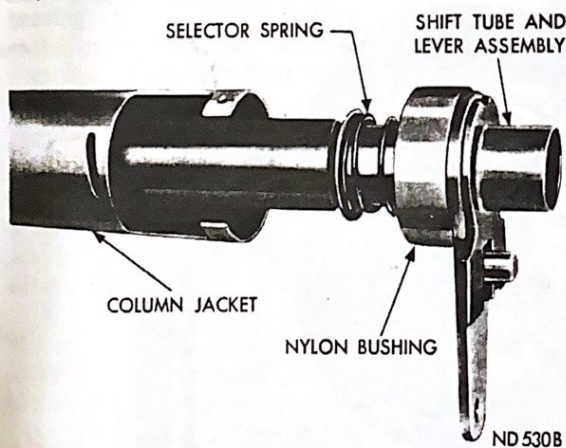


Fig. 7—Removing Shift Tube Assembly

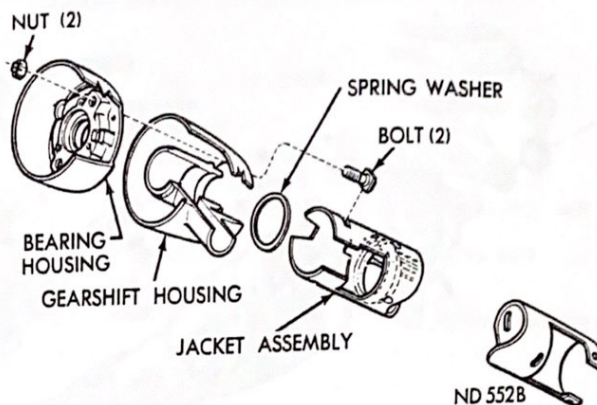


Fig. 8—Upper End of Column—Disassembled

shift levers and spacers is eliminated, but no binding occurs. With bushing in this position, tighten the two bushing to jacket screws to 30 inch-pounds.

(9) Place a screw driver blade between 2nd and direct shift lever and cross-over blade so it will be held in neutral position half way between the two shift levers (Fig. 9).

(10) Position gearshift lever and spring in housing so ball end with insulator ring engages hole in shift tube key. Align and install retaining roll pin.

(11) Place insulator over column upper bearing and install assembly into bearing housing bore (Fig. 8). Use a soap solution or rubber lubricant to ease installation.

(12) Install snap ring in lower groove on upper end of steering shaft. Slide shaft into column and through upper bearing by hand. Install Tool C-3879, washer and steering wheel nut (Fig. 10). Turn nut to pull shaft through bearing, then install upper snap ring.

(13) Position turn signal switch in bearing housing, install switch retainer plate and secure with the three screws.

(14) Bend turn signal wiring terminal tangs outward slightly (Fig. 11). Then install wires in their

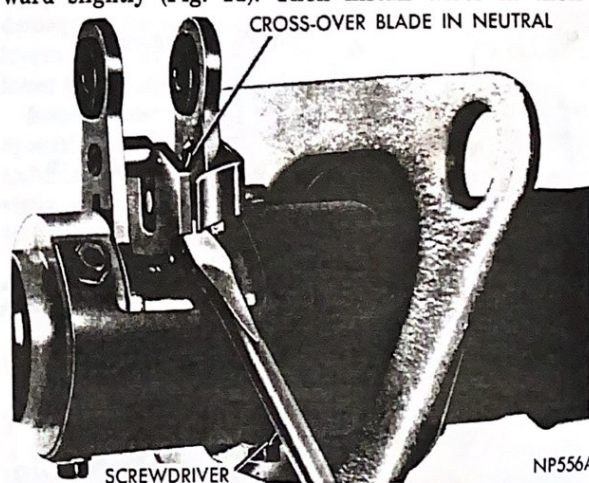


Fig. 9—Holding Cross-Over Blade in Neutral Position

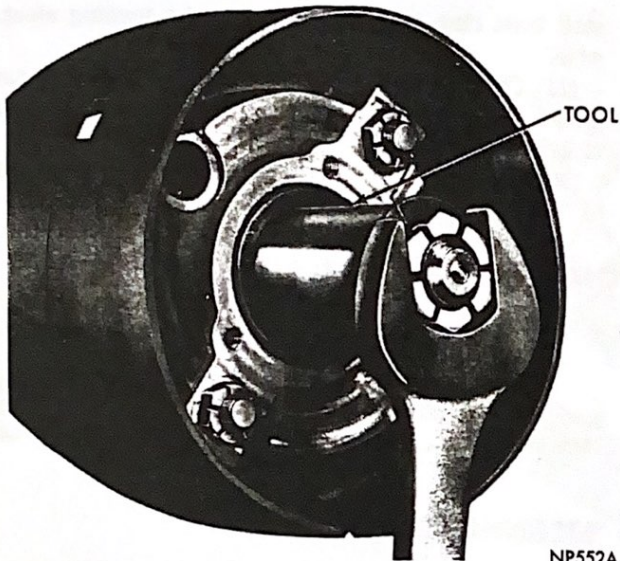


Fig. 10—Pulling Shaft Through Bearing

proper location in the connector (Fig. 12). Install wiring trough and secure with the two screws.

(15) Position bracket assembly on steering column (Fig. 1), install and tighten the four short retaining screws to 95 inch-pounds.

Installation (Fig. 1 or 2)

(1) Insert column assembly through floor pan opening, being careful not to damage paint or trim.

(2) With front wheels in straight ahead position and master splines on wormshaft and coupling aligned, engage coupling with wormshaft and install the roll pin.

(3) Hold column assembly with bracket against the instrument panel support. Install but do not tighten the two upper bracket nuts.

(4) Center steering shaft coupling at midpoint of its travel. This is accomplished by moving column and bracket assembly fore and aft in the instrument

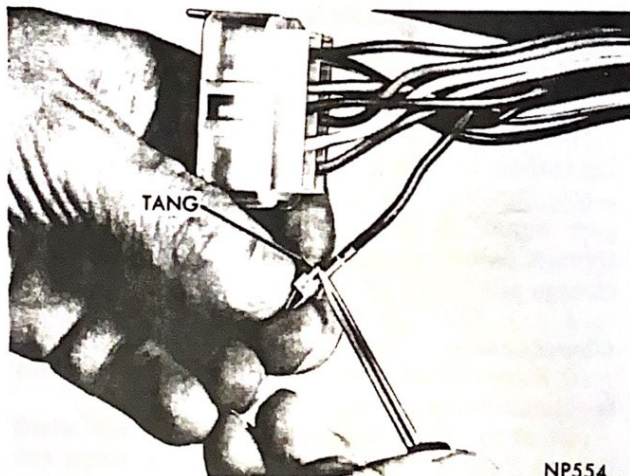


Fig. 11—Spreading Tang on Wire Terminal

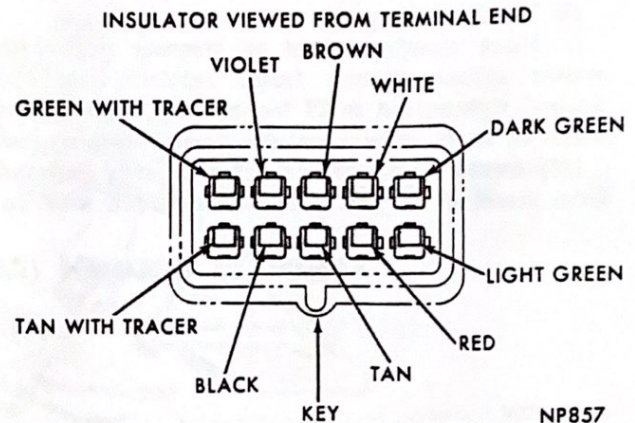


Fig. 12—Turn Signal Color Code

panel support so dimension between top of coupling and center of gauge hole is $13/16$ inch (Fig. 13). Tighten the two bracket nuts to 140 inch-pounds. **Valiant and Barracuda models with power steering** have no gauge hole in the steering shaft. Measure from top of coupling to weld on steering shaft. Adjust to $3/8$ inch.

(5) Position floor plate over floor pan opening, centering it around the column, then install and tighten retaining bolts. Slide "O" ring down the jacket and into recess in floor plate, position retaining plate over "O" ring and secure with the two bolts. Do not pry to align plates and attaching bolts or column misalignment will occur.

(6) Place shim pack between column bracket forward leg and instrument panel support. Maximum shim pack thickness error must not exceed .060 inch before tightening the bolt. Add shims, if necessary, then tighten bolt to 140 inch-pounds. **Fury Models:** loosen bolt attaching the forward adjustable hanger to the instrument panel support. Attach column bracket forward leg to the hanger and tighten to 140 inch-pounds. Then tighten the hanger to instrument panel support bolt to 200 inch-pounds.

(7) Attach finish plate to bottom of instrument panel.

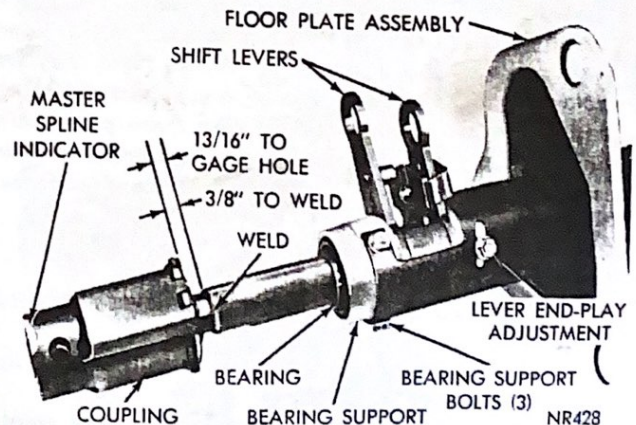


Fig. 13—Steering Column—Lower End