

## ALL CAR MODELS

### SERVICING

Steering column must be lowered or removed from car (except Chrysler Corp. cars) to gain access to ignition switch. **CAUTION** - Steering columns are collapsible, special care must be taken to avoid bumping, jolting or hammering on steering shaft and gearshift tube. Steering wheel, direction signal and other components must be removed to gain access to lock cylinder retaining tab for lock cylinder removal.

### Lock Cylinder Removal

**American Motors** - Key must be turned to "LOCK" position for cylinder removal. Insert a thin tool (small screwdriver or knife blade) into slot next to upper right switch mounting screw boss. Depress lock cylinder retaining tab, at same time pull lock cylinder out of housing bore.

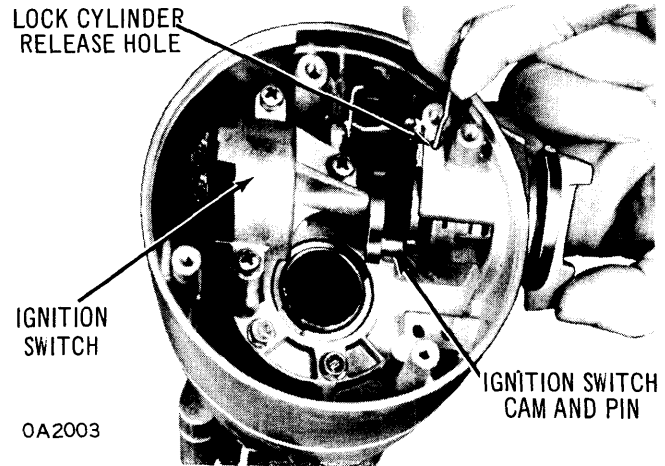
**Chrysler Corp.** - Place cylinder in "LOCK" position and remove key. Insert a small diameter screwdriver or similar tool into lock cylinder release hole and push in to release spring loaded lock retainer, at same time pull lock cylinder out of housing bore.

**Ford Motor Co.** - **NOTE** - Before attempting removal of lock cylinder place shift lever in "PARK" position on Auto. Trans. or "REVERSE" position on Synchro-mesh with Switch in "RUN" position. On fixed column units insert a wire pin in lock cylinder hole (see illustration) located inside column, half way down lock cylinder housing. On tilt column units insert a wire pin in hole located on the outside of flange casting (see illustration) next to emergency flasher button.

**General Motors** - Position lock assembly in "RUN" position, then insert a long thin screwdriver into slot next to switch mounting screw boss. Depress lock cylinder retaining tab and pull outward on lock assembly to remove.

### Lock Cylinder Installation

**American Motors** - Hold lock cylinder sleeve and rotate cylinder clockwise against stop. Insert cylinder into housing with key on cylinder sleeve aligned with housing keyway. Lightly push cylinder against sector and rotate cylinder counterclockwise until cylinder mates with sector. Push in until cylinder retainer tab snaps into place and cylinder is secured.

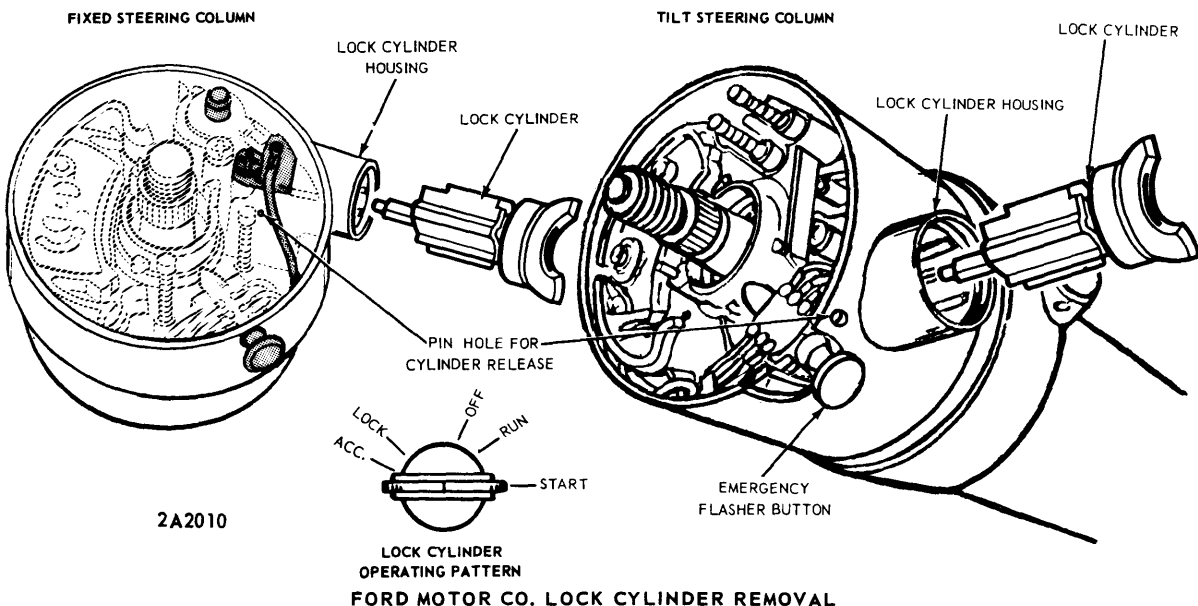


TYPICAL CHRYSLER IGNITION SWITCH AND LOCK (FIXED COLUMN)

**Chrysler Corp.** - Turn key to "LOCK" position and remove key. Insert cylinder into housing far enough to contact switch actuator. Insert key, press inward and rotate cylinder. When parts align, cylinder will move inward and a spring loaded retainer will snap into place, locking cylinder into housing.

**Ford Motor Co.** - Insert lock cylinder into cylinder housing in the flange casting and turn the key to "OFF" position. This action will extend lock cylinder retaining pin into the flange. Insert key in lock and cycle cylinder to insure correct operation in all positions.

**General Motors** - Hold lock cylinder sleeve and rotate key clockwise against stop (viewed from key end). Lay a 1/16" drill on housing surface next to housing bore. Drill prevents forcing lock cylinder inward beyond its normal latched position. Insert cylinder into housing bore with key on lock cylinder sleeve aligned to keyway in housing. Rotate knob counterclockwise. Maintain a light push inward on lock cylinder until drive section of lock cylinder mates with sector. Push in until spring latch pops into groove and lock cylinder is secured into housing. Remove 1/16" drill and check freedom of rotation.



FORD MOTOR CO. LOCK CYLINDER REMOVAL