

## CHRYSLER CORP. TILT-A-SCOPE

### DESCRIPTION

Tilt-A-Scope option allows the steering wheel to be tilted to a suitable angle and then locked into position, and in addition, permits the steering wheel to be depressed or extended in its distance from the vehicle operator.

**WARNING** – Components and fastenings mentioned in the following steps are important in that a failure or misadjustment could affect the safety of the vehicle, the performance of vital systems, or result in major repair expense. If a component or fastening must be replaced, it must be replaced with one of the same part number or an equivalent part. **DO NOT** use a replacement part of lesser quality or substitute design.

### REMOVAL & INSTALLATION

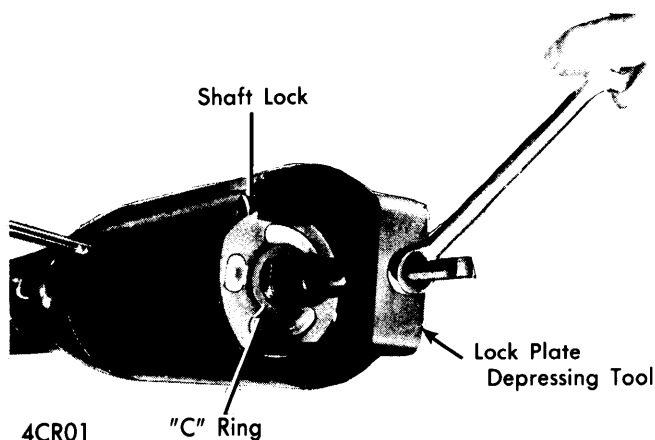
The removal and installation of the Tilt-A-Scope steering column is the same procedure used to remove and install the Collapsible Steering Column. See *Chrysler Corp. Collapsible Steering Column* in this section.

### DISASSEMBLY

With steering wheel removed from steering column and column removed from vehicle, attach column holding fixture (C-4132) to jacket pads, clamp assembly in vise and proceed as follows:

1) Remove tilt lever and turn signal lever. Push hazard warning knob in and unscrew to remove. Remove ignition key lamp assembly.

2) Lock telescoping shaft with a set screw and install lock plate compressing tool (C-4118). Depress lock and carrier to remove "C" ring. Remove tool, lock plate, carrier and spring.



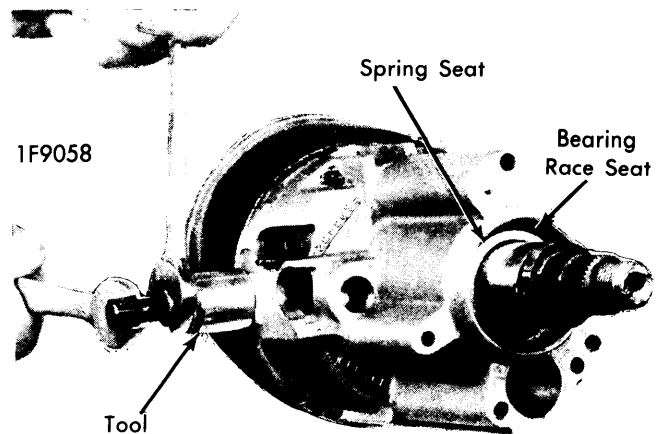
### REMOVING LOCK PLATE RETAINING RING

3) Remove turn signal switch screws, place shift bowl in LOW and remove switch and wiring. The buzzer switch can be pulled straight out of the housing. A flat spring wedges the switch toward the lock cylinder. (Switch may be removed without the removal of the lock cylinder). If cylinder is in the housing, it must be in the ON position.

4) If the lock cylinder is to be removed, it is recommended that it be positioned at LOCK. Insert a thin tool into the slot next to the switch mounting screw boss (right hand slot) and depress spring latch at bottom of slot and remove lock.

5) Remove housing cover, install tilt release lever and place column in full UP position. Remove tilt spring retainer. Insert Allen wrench in slot, press in approximately 3/16", turn approximately 1/8" counterclockwise until ears align with grooves in housing and remove spring and guide.

6) Remove seat and upper bearing race. With ignition switch in LOCK, remove switch screws and switch.

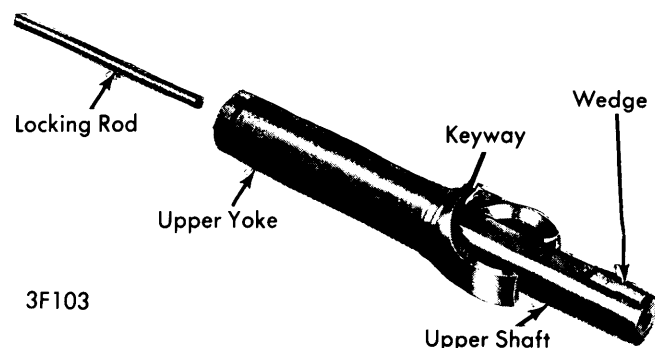


### REMOVING PIVOT PIN

7) Use pivot pin Remover Tool (C-4016) to remove both pivot pins. Use tilt release lever to disengage lock shoes. Remove bearing housing assembly by pulling upward to extend rack full down and moving housing assembly to the left to disengage rack from actuator. Remove actuator rod assembly.

8) Remove roll pin and coupling assembly from lower end of steering shaft. Remove shaft assembly from upper end.

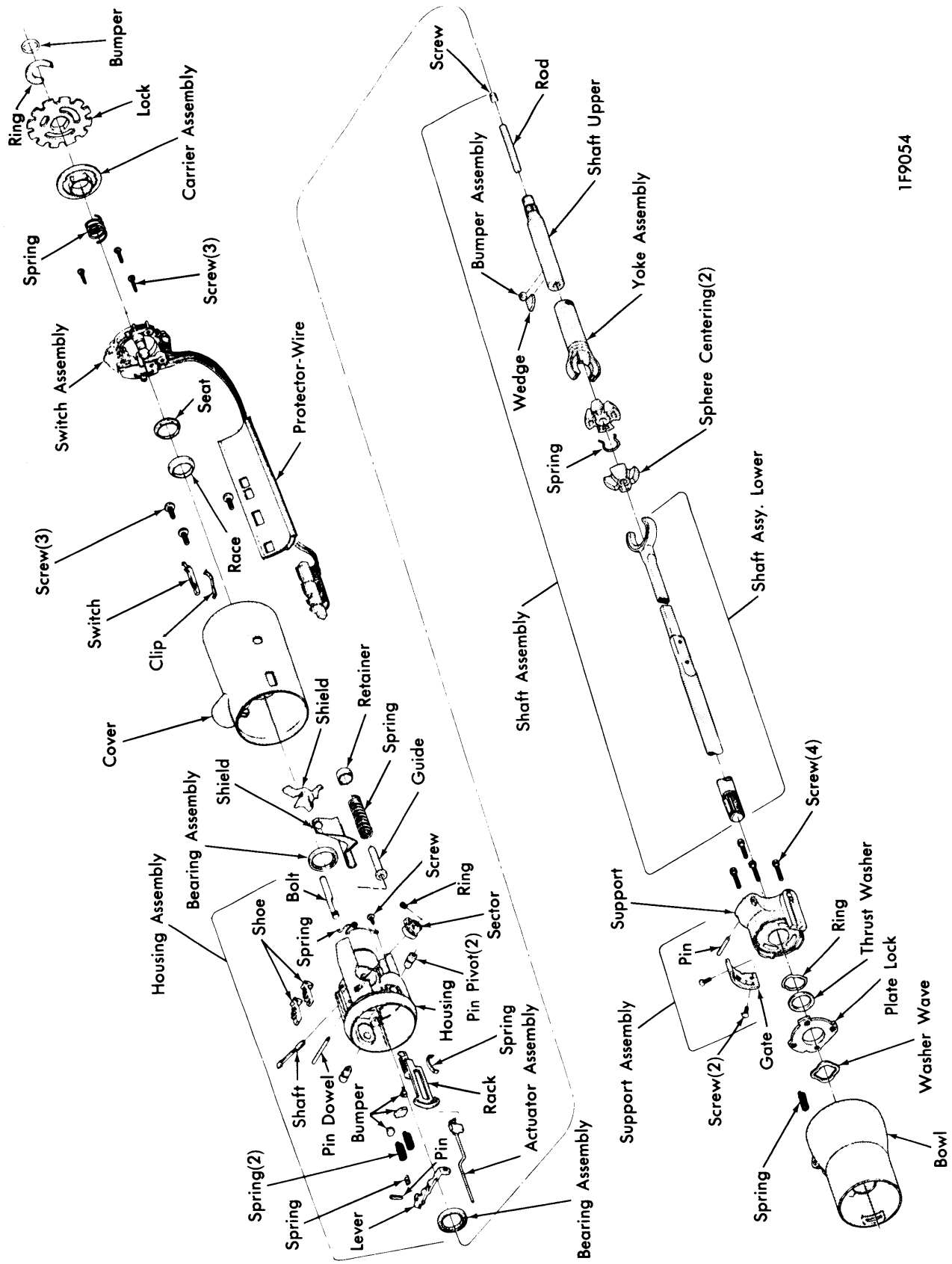
9) Disassemble steering shaft assembly by removing centering spheres and anti-lash spring.



### UPPER SHAFT & YOKE

# Movable Steering Columns

## CHRYSLER CORP. TILT-A-SCOPE (Cont.)



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CHRYSLER CORP. TILT-A-SCOPE STEERING COLUMN

## CHRYSLER CORP. TILT-A-SCOPE (Cont.)

**10) Disassemble upper steering shaft, locking wedge, and locking rod from upper yoke.**

**11) Remove bolts securing support to lock plate and remove support from end of column jacket. If necessary, remove attaching screws and shift gate from the support.**

**12) Remove shift tube retaining ring. Remove thrust washer. Bearing can be removed from end of shift tube by gently prying.**

**13) The column jacket with shift tube and bowl are serviced only as an assembly.**

**Bearing Housing Disassembly** – After removing tilt lever opening shield and turning signal lever opening shield from housing, proceed as follows:

**1) Remove lock bolt spring by removing spring retaining screw and moving spring clockwise to remove from bolt.**

**2) Remove snap ring from sector drive shaft. Use small punch to tap drive shaft from sector. Remove drive shaft, sector, and bolt. Remove rack and rack spring.**

**3) Remove tilt release lever pin with punch and remove lever and release lever spring (to relieve load on release lever, hold shoes inward and wedge block between top of shoes and bearing housing).**

**4) Remove lock shoe pin, remove lock shoes and springs (with tilt lever opening on left side, shoes facing up, the four-slot shoe is on the left).**

**5) Remove bearings from housing only if they are to be replaced. Remove separator and balls from bearing. With a pointed punch against back surface of race, carefully hammer race from housing until bearing puller can be used.**

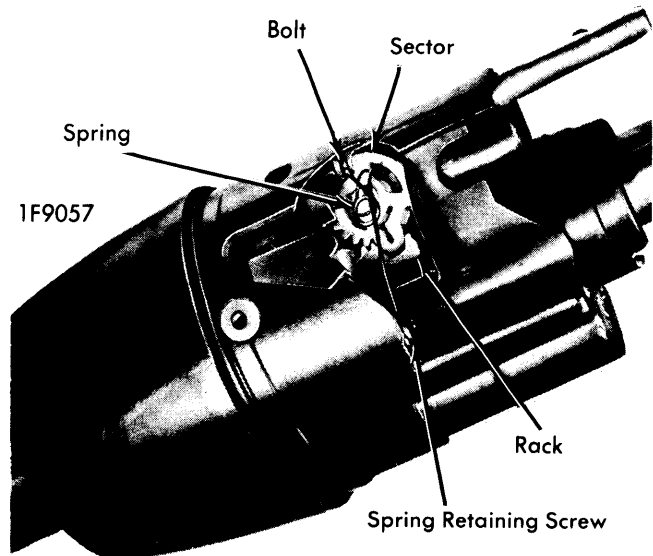
**Reassembly Of Bearing Housing** – With bearings installed in bearing housing, proceed as follows:

**1) Install lock shoe springs, lock shoes and shoe pin (use approximately .180" rod to line up shoes).**

**2) Install spring, release lever and pin. Relieve load on release lever as in step 3 of Disassembly. Install drive shaft. Tap sector onto shaft far enough to install snap ring.**

**3) Install lock bolt and engage with sector cam surface. Install rack and spring. Block tooth on rack to engage block tooth on sector. Install external tilt release lever.**

**4) Install bolt spring and retaining screw. Tighten to 35 inch-pounds.**



**SECTOR & BOLT SPRING REASSEMBLY**

Reverse disassembly procedure and note following: When installing ignition lock, turn key to "LOCK" position and remove key. This will cause buzzer operating lever to retract in cylinder. Insert cylinder into housing far enough to contact switch actuator. Press inward and move actuator rod up and down to align parts. The cylinder will then move inward and a spring loaded retainer will snap into place, locking cylinder into housing.