

# Repair of an Unseated ididit Steering Column

For Part Number's 2620100010

## Kit includes:

- 1- Race Retainer (A)
- 1- Snap Ring (B)
- 1- Push Tube (C)
- 1- Horn Cam (D)



## Disassembly:

This kit is used to repair and re-assemble a tilt steering column. The only other tools necessary to do this job is a #1 regular screwdriver and a pair of snap ring pliers. As you are disassembling the column if any of these 4 parts are in the column you can pitch them as they won't be needed anymore.

We will assume your column is still together and we will start at the beginning.



Figure 2



Figure 3

1. Remove steering wheel and adaptor. Make sure the lower shaft is supported so it won't drop down in the column. Before removing the snap ring, you should also be aware there is a strong spring that sets the preload on the bearings. This spring has a stroke of  $\frac{1}{4}$  inch. So be prepared for the horn cam to jump at you!!
2. Use the snap ring pliers to remove the snap ring from its groove. If it is the old style wire ring, find the split and lift one end then walk the screwdriver around the shaft and the ring will come off. (Figure 2)
3. With the tension released you can remove the horn cam and load spring. Use the screwdriver to remove the bearing race retainer. (Figure 3)
4. There are two types of race retainers: Version one was tin and loosely looks like a bottle cap (Figure 4 A). The second version is a billet aluminum item. We will be using the billet aluminum one. (Figure 4 B)

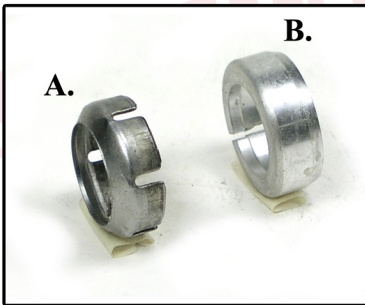


Figure 4

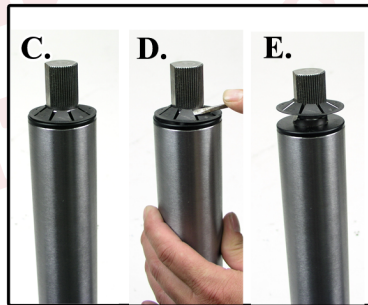


Figure 5

We are constantly looking for improvements to our products and there is one more that you should know about. Please look at the bottom of your column. There could be a push nut on the bottom of your column. If your column is equipped with this item it must be moved down the shaft away from the bushing at the bottom of the column. This push nut will prevent the shaft of the column from rising into contact with the bearings at the top of the column. The easiest way to do this is to spin the nut down. You could also work each of the fingers with the screwdriver or a strong knife blade. Normally, if you walk the nut down until it is sitting against the u-joint or rag joint, this will be enough. It is not necessary to remove the joint. When finished with this repair you can push this nut back up till it loosely touches the bushing. (Figure 5 C, D & E)

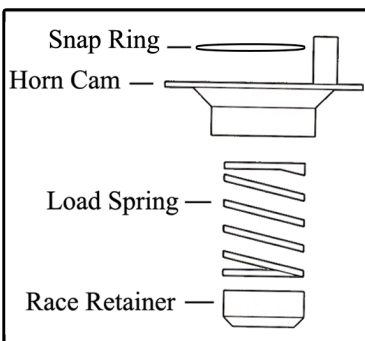


Figure 6

Order of Parts Diagram



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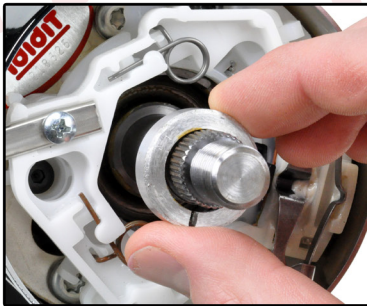


Figure 7

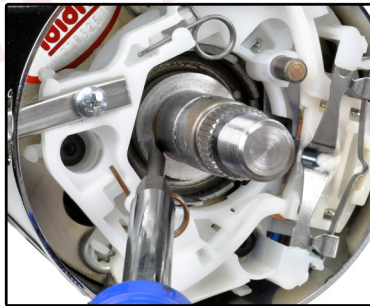


Figure 8



Figure 9



Figure 10



Figure 11

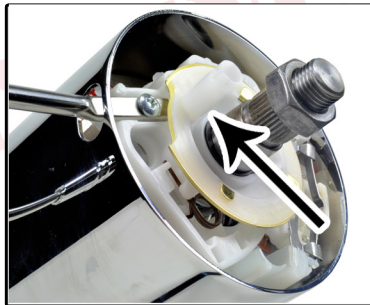


Figure 12

## Reassembly:

1. Grip the top of the shaft and make sure there is no up & down movement. If there is, you need better support of the shaft at the bottom of the column. With the bottom supported there should be minimal side movement on the shaft. If need be lightly tap the bearing down.
2. Now install the billet race retainer with the flat side facing up. Slide the retainer over the shaft, the bottom of the retainer seats in the race and acts as a wedge to remove any side movement. (Figure 7 & 8)
3. Now reinstall the load spring, the new horn cam and new snap ring. You might need to use the snap ring pliers to spread the snap ring over the shaft. (Figure 9 & 10)
4. Now use the tube provided in the kit to compress the load spring and the clip down onto the shaft. This will require about 65 lbs of force. When the clip is in place you will hear it snap. This will set the preload on the bearings. (Figure 11)
5. Now that the column is back together, we need to check and make sure your driving wheels are straight. Once they are, gently turn the white tube to the 10:30 position. This will center the timing for the turn signal cancellation. (Figure 12) Then install the steering wheel and horn wire.

Now that your wheel is back on you can check for play in the column. If this did not fix the problem and you're sure the column was assembled correctly, call our tech line. We will be happy to assist any way we can.



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