

8-22 SUSPENSION AND STEERING

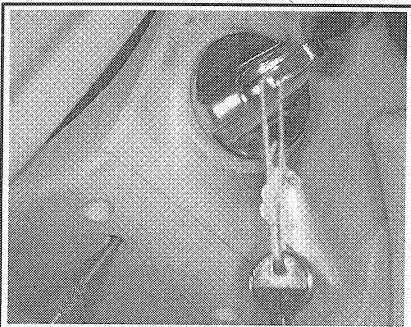


Fig. 107 Move the key to the RUN position, insert a probe or small diameter tool into the access hole to depress the button

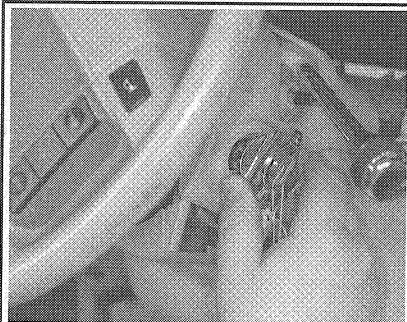


Fig. 108 Once the button is depressed, you can pull the lock switch out of the steering column housing

8. Inspect the lock cylinder housing for damage and replace, as necessary.

To install:

9. Install the ignition lock cylinder and check for smooth operation.

10. Connect the electrical connector to the key warning switch and install the trim shrouds, if necessary.

11. Install the steering wheel and connect the negative battery cable.

Steering Linkage

♦ See Figure 109

REMOVAL & INSTALLATION

Pitman Arm

♦ See Figures 110 thru 116

1. Position the front wheels in the straight-ahead position.

2. Raise and safely support the vehicle.

3. Remove and discard the cotter pin from the castellated nut that attaches the center link to the pitman arm. Remove the castellated nut.

4. Disconnect the center link from the pitman arm using removal tool 3290-D or equivalent.

5. Remove the pitman arm retaining nut and lockwasher

6. Make sure the front wheel are in the straight-ahead position. Remove the pitman arm from the steering gear sector shaft using pitman arm puller T64P-3590-F or equivalent.

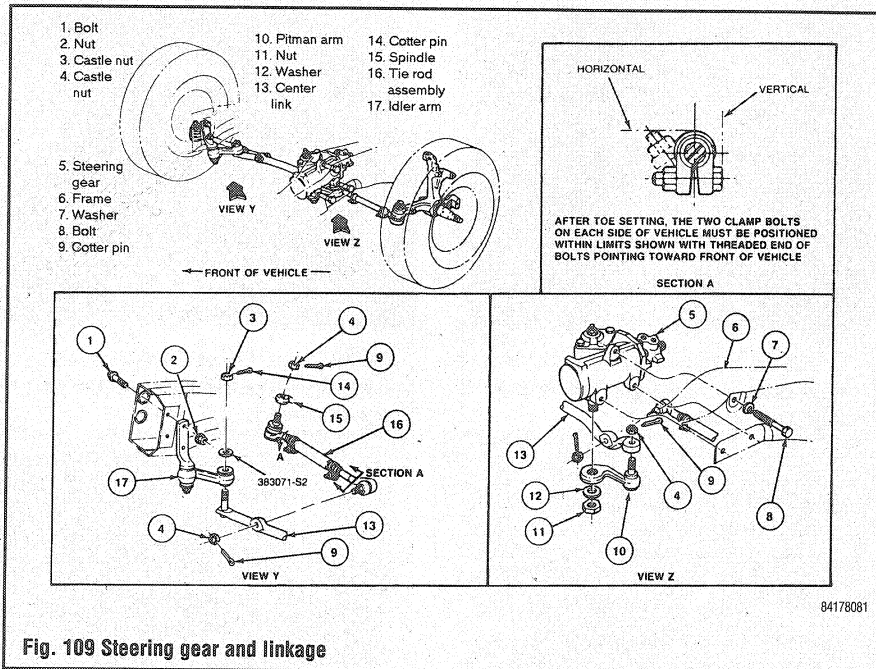


Fig. 109 Steering gear and linkage

the lock cylinder into its housing in the lock cylinder casting.

6. Make sure the cylinder is fully seated and aligned in the interlocking washer before turning the key to the **OFF** position. This action will permit the cylinder retaining pin to extend into the hole in the lock cylinder housing.

7. Using the ignition key, rotate the cylinder to ensure the correct mechanical operation in all positions.

8. Check for proper start in **P** or **N**. Also make sure the start circuit cannot be actuated in **D** or **R** positions and that the column is locked in the **LOCK** position.

9. Connect the key warning buzzer electrical connector and install the trim shrouds, if required.

Non-Functional Lock

The following procedure is for vehicles with non-functioning locks. On these vehicles, the lock cylinder cannot be rotated due to a lost or broken key, the key number is not known, or the lock cylinder cap is damaged and/or broken, preventing the lock cylinder from rotating.

1. Disconnect the negative battery cable. If

equipped, properly disarm the air bag system; refer to Section 6.

2. Remove the steering wheel; refer to the procedure in this Section.

3. On 1988-89 vehicles, remove the trim shroud halves by removing the attaching screws. Remove the electrical connector from the key warning switch.

4. On 1988-90 vehicles, drill out the retaining pin using a $\frac{1}{8}$ in. diameter drill, being careful not to drill deeper than $\frac{1}{2}$ in. Position a chisel at the base of the ignition lock cylinder. Strike the chisel with sharp blows, using a hammer, to break the cap away from the lock cylinder.

5. On 1991-99 vehicles, use channel lock or vise grip type pliers to twist the lock cylinder cap until it separates from the lock cylinder.

6. Drill approximately $1\frac{3}{4}$ in. into the middle of the ignition key slot, using a $\frac{3}{8}$ in. diameter drill bit. Drill until the lock cylinder breaks loose from the breakaway base of the lock cylinder. Remove the lock cylinder and drill shavings from the lock cylinder housing.

7. Remove the snapping or retainer, washer, and steering column lock gear. Thoroughly clean all drill shavings and other foreign materials from the casting.



Fig. 110 Remove and discard the cotter pin from the castellated nut that attaches the center link to the pitman arm

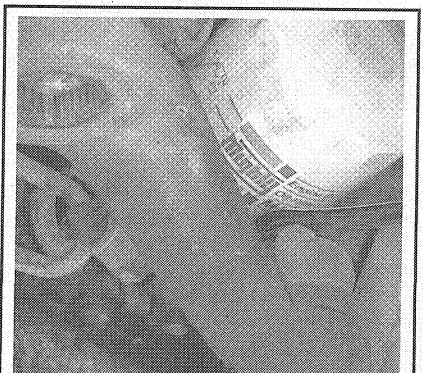


Fig. 111 Remove the castellated nut