

REMOVAL AND INSTALLATION (Continued)

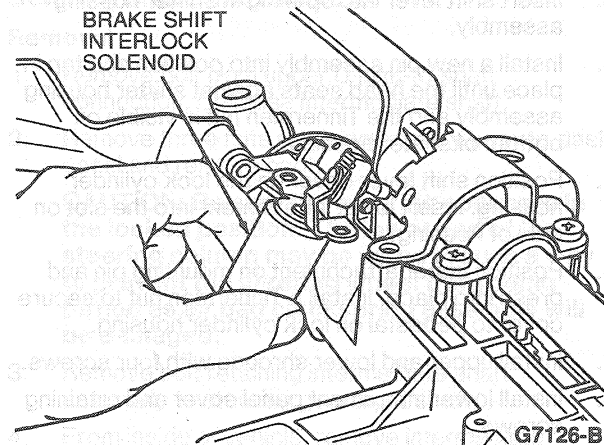
6. Check for proper start in PARK and NEUTRAL. Also, check to ensure start circuit cannot be actuated in DRIVE or REVERSE positions and the column is locked in LOCK position.

Brake Shift Interlock Solenoid**Removal**

1. Disconnect battery ground cable and air bag backup power supply.
2. Remove lower RH and LH mouldings from instrument panel by pulling up and snapping out of retainer.
3. Remove five retaining screws from instrument panel lower cover and remove cover.
4. Remove instrument panel reinforcement.
5. Disconnect transmission range selector cable from actuator housing by removing one screw.
6. Remove four column attaching nuts and lower column assembly.
7. Remove electrical harness from brake shift interlock (BSI) solenoid assembly.
8. Remove three screws attaching BSI solenoid and insert plate to column assembly and remove solenoid and insert plate. Separate solenoid from insert plate by removing tinnerman clip.

Installation

1. Position brake shift interlock solenoid and insert plate in place and attach to column assembly with three screws as shown.
2. Connect electrical harness to BSI solenoid.
3. Attach column assembly to half car beam with four nuts.
4. Connect transmission range selector cable to column assembly with one screw.
5. Attach instrument panel reinforcement brace with three bolts.
6. Attach instrument panel lower trim cover with five bolts.
7. Install RH and LH mouldings on instrument panel.
8. Connect air bag backup power supply and battery ground cable.

**Shaft Bearing, Upper
Column Removed****Removal**

1. Remove lock housing from steering column assembly as outlined.
2. Suitably support housing and tap out small bearing with an appropriate drift and a plastic hammer.

