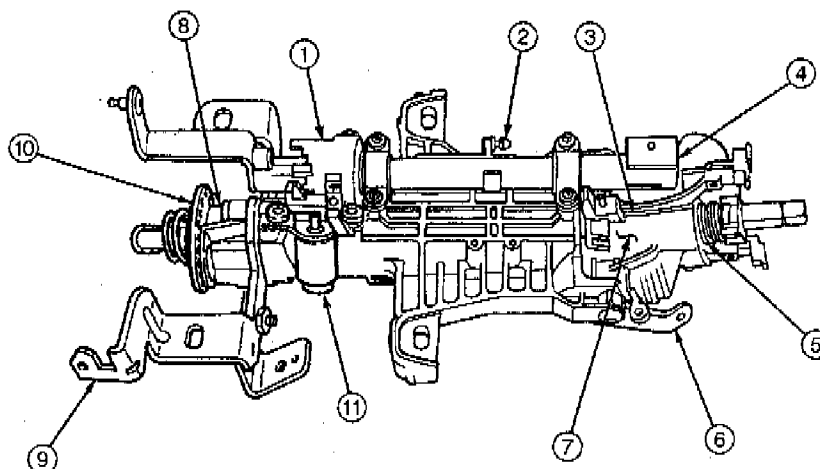


Steering Column: Service and Repair

Disassembly



G7745-B

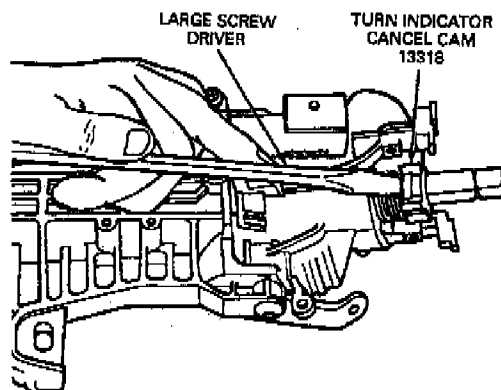
Part 1 Of 2

Item	Part Number	Description
1	7A216	Transmission Shift Selector Position Insert
2	—	Shift Indicator Attaching Point (Part of 7210)
3	3511	Steering Column Lock Cylinder Housing
4	7210	Gearshift Lever
5	3520	Steering Column Upper Bearing Spring
6	3D544	Steering Column Release Lever

Item	Part Number	Description
7	3517	Intermediate Bearing (in Lock Housing)
8	3D881	Steering Column Lower Bearing Retainer
9	3B632	Lower Column Bracket Assy
10	3C131	Suspension Height Sensor Control Ring
11	3F752	Brake / Shift Interlock Solenoid

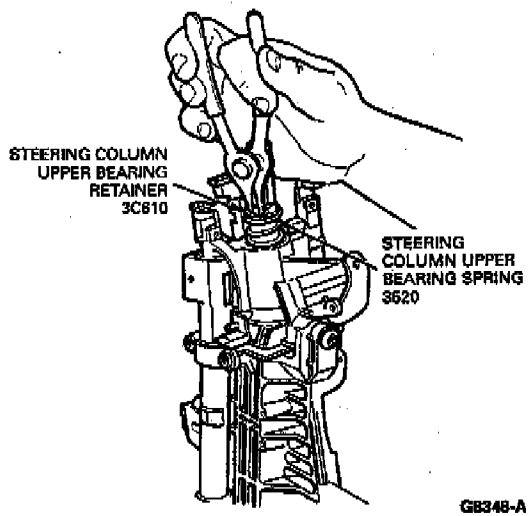
Part 2 Of 2

1. Disconnect battery ground cable.
2. Remove horn pad and steering wheel.
3. Remove steering column from vehicle.
4. Remove lower U-joint, spring sensor ring and tolerance ring.

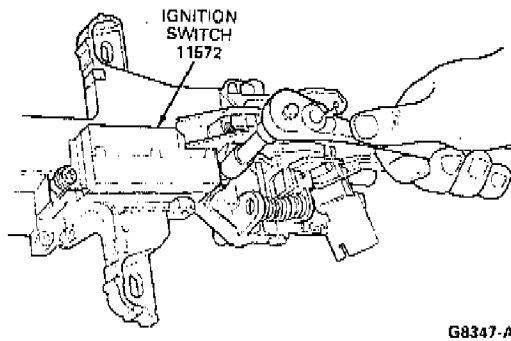


G8346-A

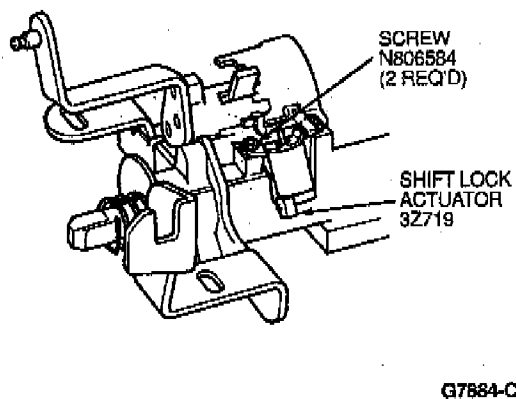
5. Remove turn indicator cancel cam by pushing up with flat-bladed screwdriver. Note direction of flush surface.



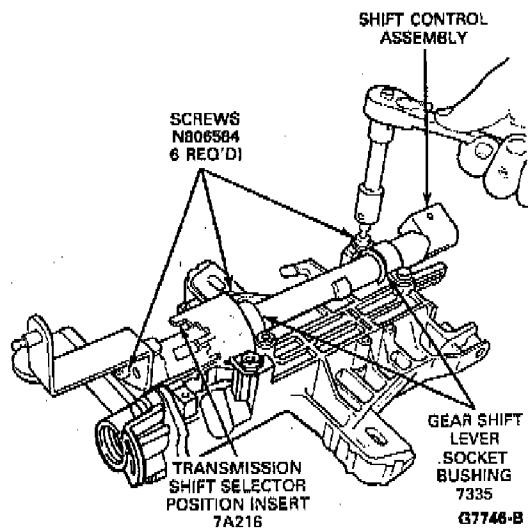
6. Remove bearing retainer and steering column upper bearing spring.
7. Remove steering column bearing sleeve and steering column bearing tolerance ring



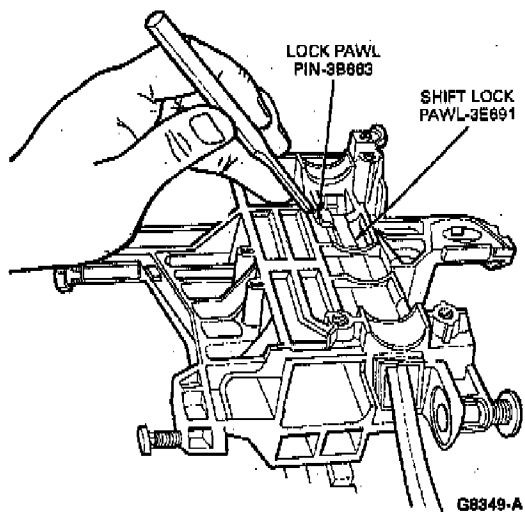
8. Remove ignition switch.



9. Remove shift lock actuator retaining screws and remove shift lock actuator.



10. Remove transmission column shift selector tube and transmission shift selector position insert (column shift only).



11. Using a drift, tap steering column lock lever pin loose. Remove steering column lock lever pin with diagonal pliers. Remove steering column lock pawl.

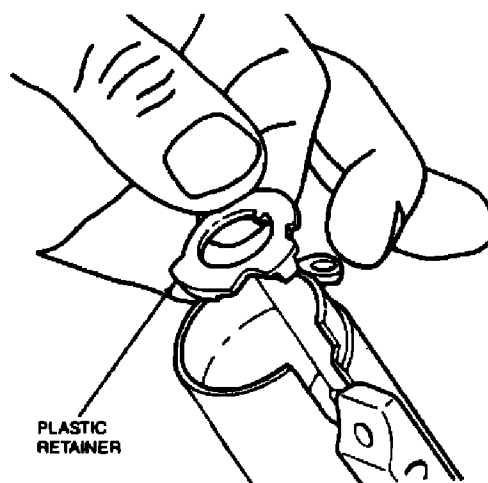
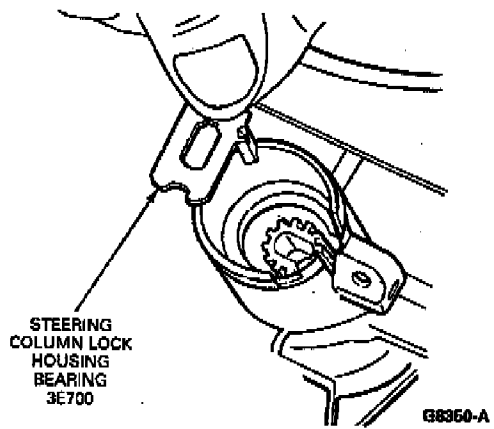
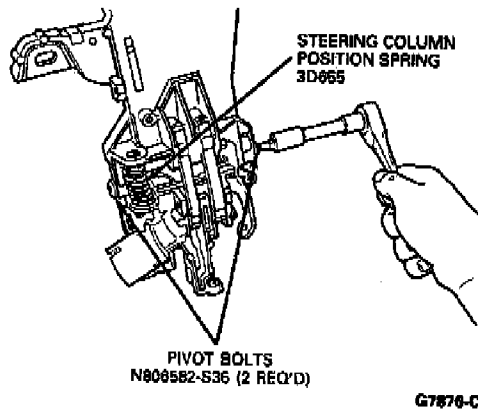


Fig. 17 Plastic Bearing Retainer

12. Remove plastic bearing retainer from lock cylinder housing bore.



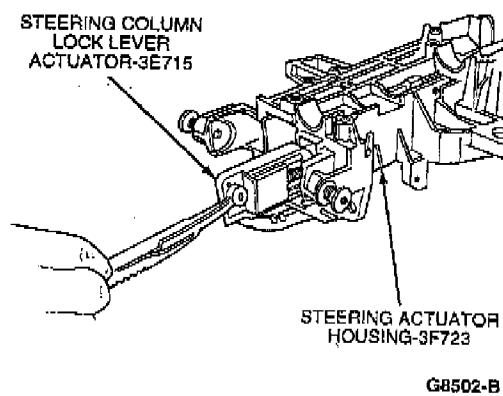
13. Remove steering column lock housing bearing from lock cylinder housing bore.
14. Remove steering column lock gear.



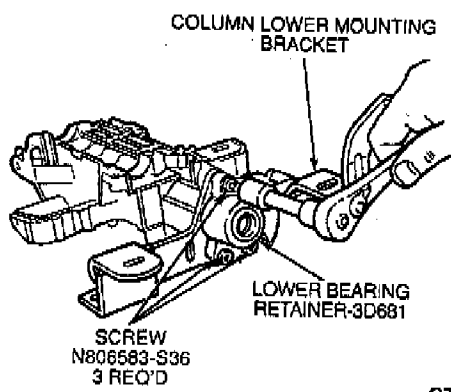
15. Remove two pivot bolts. Use caution as steering column position spring will release when bolts are removed. Remove steering column lock cylinder housing.

WARNING: THE STEERING COLUMN POSITION SPRING WILL RELEASE WHEN THE PIVOT BOLTS ARE REMOVED.

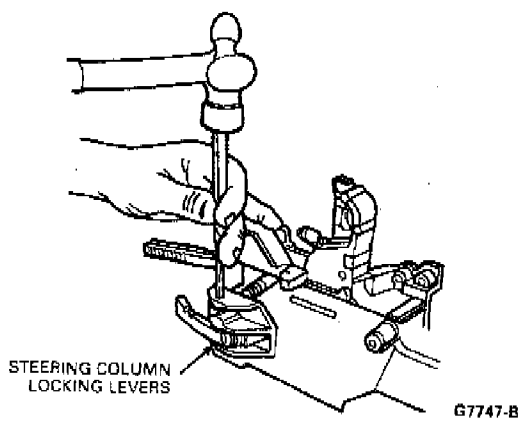
16. Remove steering shaft from steering column.



17. Remove steering column lock lever actuator.



18. Remove steering column lower bearing retainer and steering column lower mounting bracket.

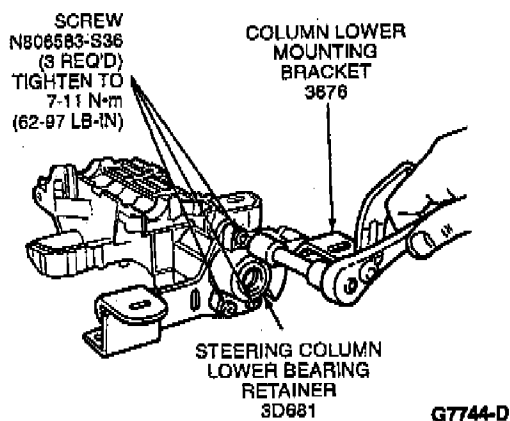


19. Remove tilt lock lever pivot pin using a drift. Remove steering column locking levers and springs.

Steering Column: Service and Repair

Assembly

1. Install steering shaft into steering actuator housing.



2. Install steering column lower bearing retainer and steering column lower mounting bracket. Tighten screws to 7-11 Nm (62-97 inch lbs.).

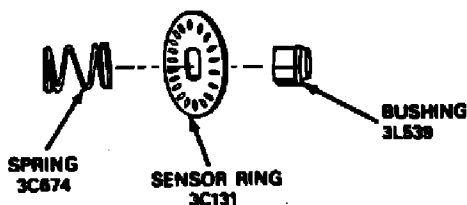
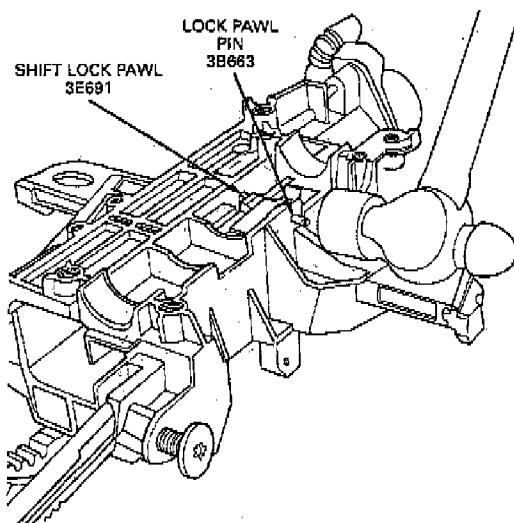
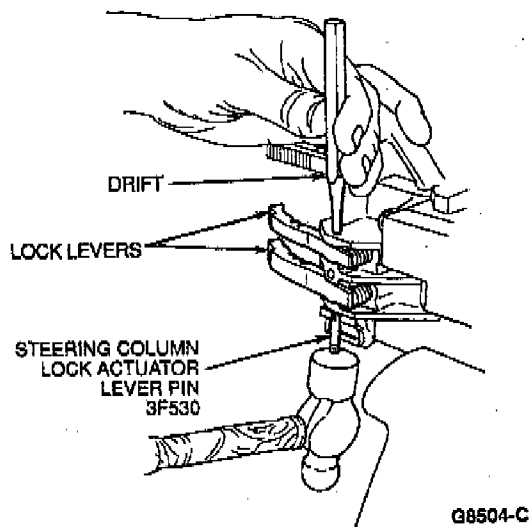


Fig. 24 Sensor Ring And Related Components

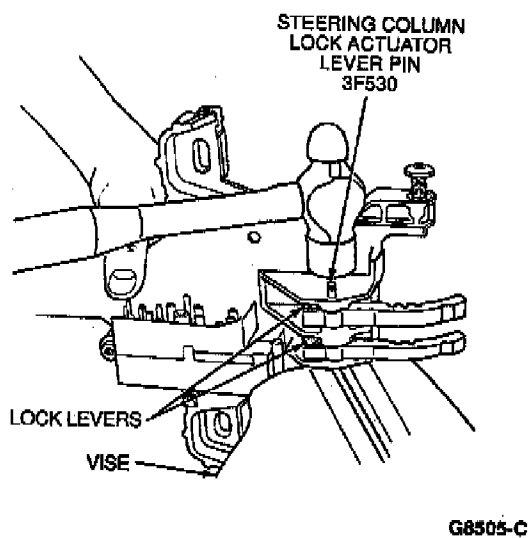
3. Install sensor ring, tolerance ring and spring to steering shaft.
4. Lubricate steering column lock actuators with Ignition Lock Grease FOAZ-19584-A or equivalent meeting Ford specification ESA-M1C232-A prior to installation. Position steering column lock actuators in, steering actuator housing.



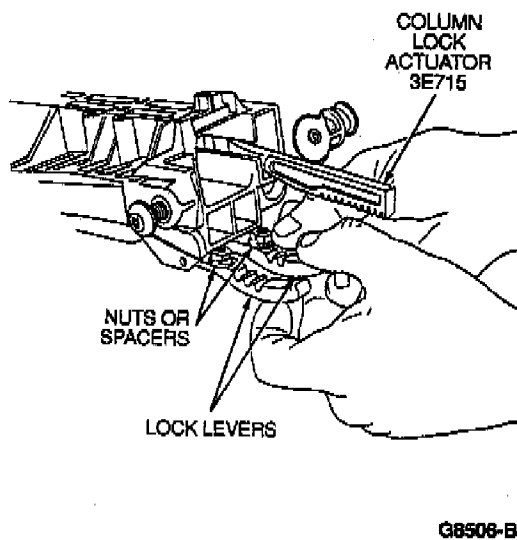
5. Position steering column lock pawl in steering actuator housing and install steering lock with small hammer. Tap steering lock pawl pin in until flush with housing.
6. Install lock lever spring And lock lever into housing using a drift to hold in place.



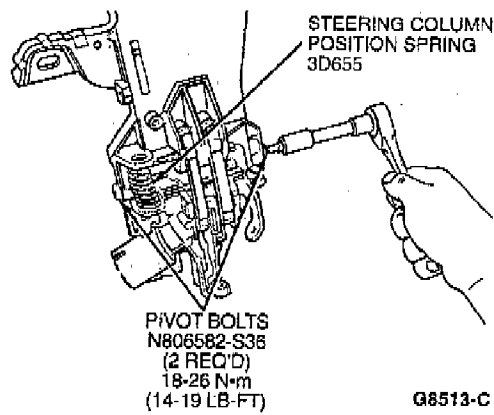
7. Install the other lever spring and lock lever with pin. Tap pin into place while driving out drift.



8. Support steering actuator housing in a vise and drive lock lever pin flush with steering actuator housing.

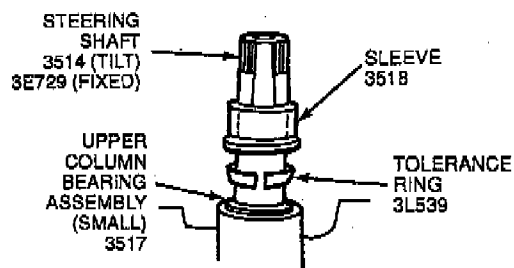


9. Place two nuts or spacers to hold steering column locking levers away from steering actuator housing.

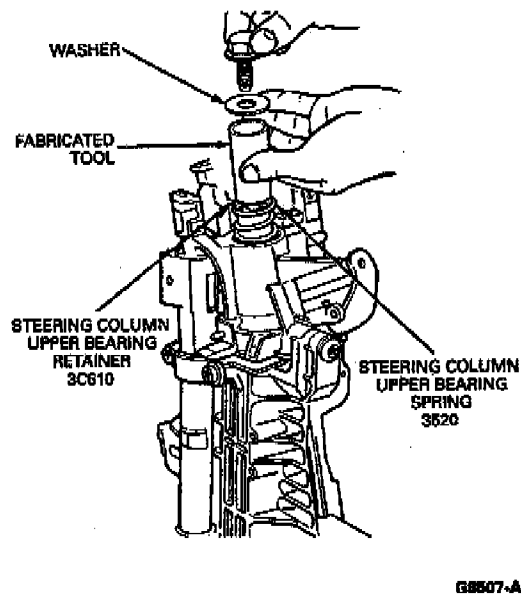


10. Position steering column position spring on steering column lock cylinder housing. With assistant, install steering actuator housing and pivot bolts. Tighten to 18-26 Nm (14-19 ft. lbs.).

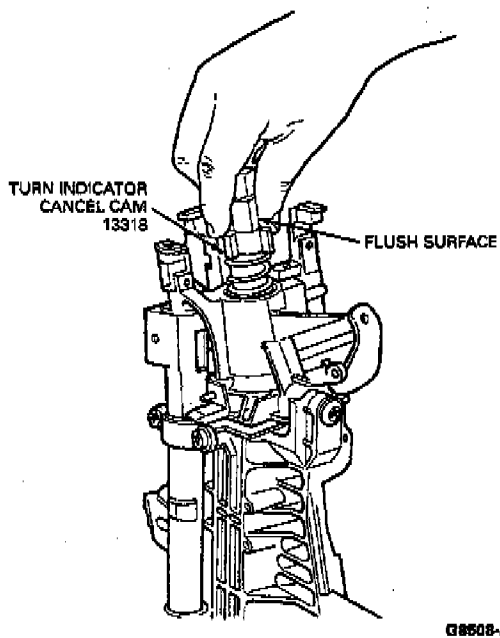
NOTE: Lube pivot bolts with Ignition Lock Grease FOAZ-19584-A or equivalent meeting Ford specification ESA-M1C232-A before installing.



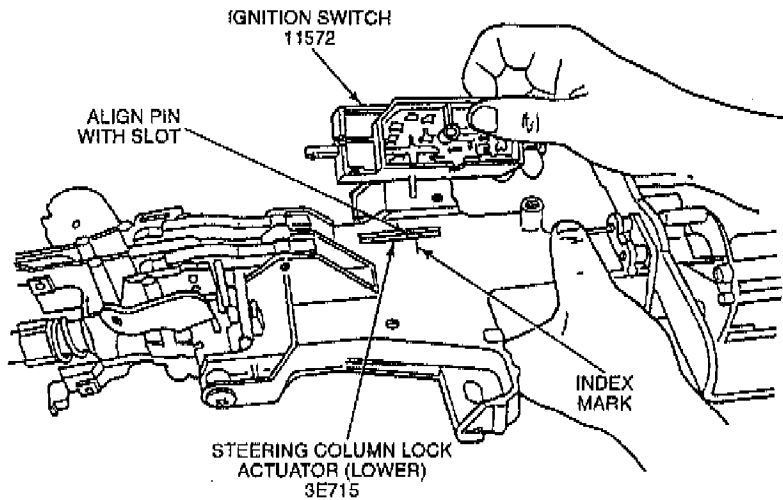
11. Install steering column bearing tolerance ring and steering column bearing sleeve over steering shaft to upper steering column bearing.



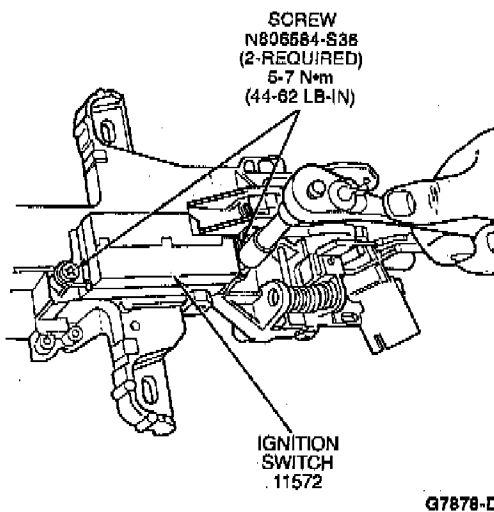
12. Install steering column upper bearing spring and new bearing retainer on top side of bearing spring using a 3/4-inch I.D. by 2-1/2-inch long PVC pipe.



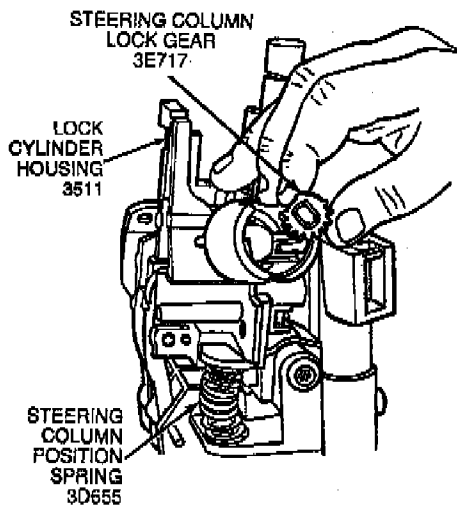
13. Install turn indicator cancel cam, flush surface up.



14. Install ignition switch. Align pin from ignition switch with slot in lock/column assembly. Position slot in lock/column assembly with index mark on casting. Ignition switch must be in RUN position.

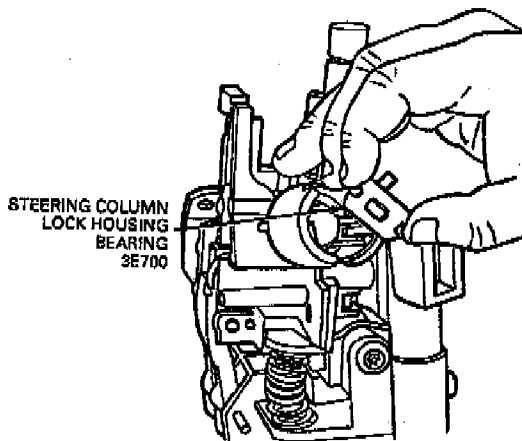


15. Tighten two retaining screws to 5-7 Nm (44-62 inch lbs.).



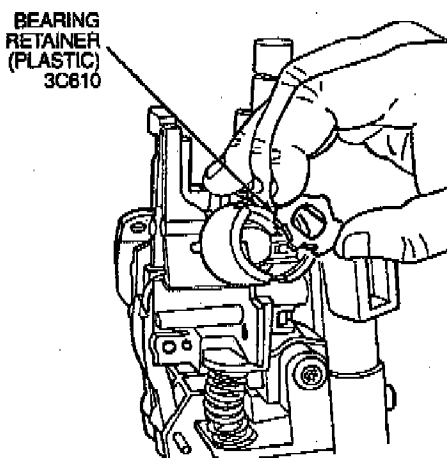
G7879-C

16. Install steering column lock gear. Coat steering column lock gear with Ignition Lock Grease FOAZ-19584-A or equivalent meeting Ford specification ESA-M1C232-A.



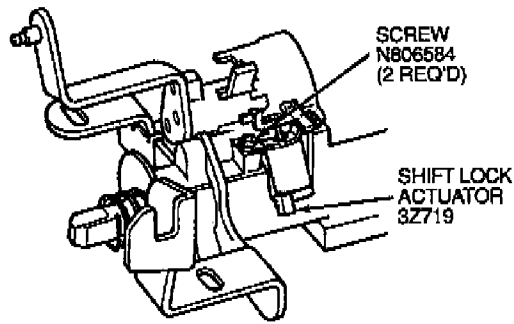
G7880-B

17. Lubricate steering column lock housing bearing. Lubricate with Ignition Lock Grease FOAZ-19584-A or equivalent meeting Ford specification ESA-M1C232-A. With actuator rack in 12 o'clock position, position steering column lock housing bearing with tang inboard and in 5 o'clock position in steering column lock cylinder housing. Insert tip of a screwdriver into double-D slot of steering column lock housing bearing, then turn counterclockwise 90 degrees.

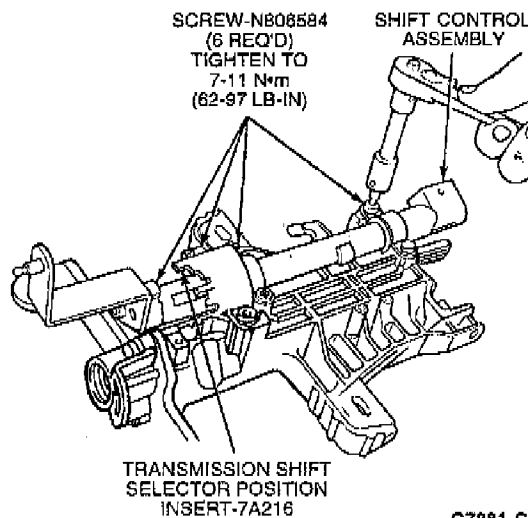


G8658-B

18. Install plastic bearing retainer.
19. Install transmission column shift selector tube (column shift only). Coat gearshift lever socket bushing with Ignition Lock Grease FOAZ-19584-A or equivalent meeting Ford specification ESA-M1C232-A. Tighten screws to 7-11 Nm (62-97 inch lbs.).



G7884-C



G7881-C

20. Install transmission shift selector position insert and shift lock actuator.
21. Install steering column in vehicle.
22. Install steering wheel.
23. Install horn pad.
24. Connect battery ground cable.

NOTE: When the battery has been disconnected and reconnected, some abnormal drive symptoms may occur while the powertrain control module (PCM) relearns its adaptive strategy. The vehicle may need to be driven 16 km (10 miles) or more to relearn the strategy.