

the bracket to gain sufficient width for permanently fastening the motor in that position.

If the motor cannot be adjusted by this procedure, the tilt column mechanism will have to be removed for adjustment.

1. Remove the steering wheel and install the spring, shipping spacer and nut on the steering shaft. Remove the steering column from the car.
2. Remove the combination turn signal and tilt mechanism control lever. Remove the emergency flasher control knob. Remove the upper cover.
3. Slide the lower cover downward on the steering column tube.
4. Remove the turn signal wire retaining clip from the steering column tube.
5. Remove the turn signal switch attaching screws. Work the switch wires upward enough to permit removing the switch over the end of the shaft.
6. Remove the lower flange from the steering column tube.
7. Remove the steering shaft and tilt mechanism as an assembly.
8. Lift the hub from the steering tube just enough to permit access to the locking pawl.
9. Rotate the pawl as required to obtain a distance of 1-3/32 inches from the top of the pawl to the upper end of the tube.
10. Position the hub on the tube.
11. Install the steering shaft and tilt mechanism in the column.
12. Secure the lower flange to the tube.
13. Install the turn signal switch on the flange and secure it in place with two attaching screws.
14. Position the turn signal wires properly and install the retaining clip.
15. Slide the lower cover into place making sure that the three retaining clips engage the slots in the hub.
16. Install the upper cover on the pivot cover.
17. Install the combination turn signal switch and tilt mechanism control lever.
18. Install the emergency flasher control knob.

19. Install the steering column in the car.

20. Remove the shipping spacer and install the steering wheel and hub.

STARTER SAFETY SWITCH ADJUSTMENT

Loosen the safety switch bracket attaching screws. Place the steering wheel in the drive position and slide the switch forward or back on the steering column tube to establish a clearance of a 0.080-inch gap between the tab on the locking pawl rod and the switch plunger, then tighten the two attaching screws.

Starter Relay Test

Connect a jumper from the battery terminal of the relay to the "S" terminal of the relay. If the engine does not crank and the relay does not click, the relay is defective.

Starter Drive and Starter Test

Operate the ignition switch and listen for starter noise. If the starter rotates or makes a distinct clunk but will not crank the engine, the starter drive is defective.

Temporarily connect a heavy jumper from the battery positive terminal to the starter terminal of the starter relay. If the starter will not crank the engine, the starter is defective. Repair or replace the starter.

Starter Control Circuit Test

On vehicles equipped with an automatic transmission, if the engine cranks, connect a jumper from the battery terminal of the relay to the relay side of the neutral-start switch. If the engine does not crank, the wiring between the neutral-start switch and the relay is at fault. If the engine battery terminal of the relay to the starter (ignition) switch side of the neutral-start switch is at fault and if the engine does not crank, the neutral-start switch is out of adjustment or is defective. If the engine cranks, check for voltage at the battery terminal of the starter (ignition) switch wiring harness connector with a test light or a voltmeter. If voltage is not available, the wiring between the battery terminal of the starter relay and battery terminal of the starter (ignition) switch is at fault. If voltage is available, substitute an ignition switch from stock. If the engine cranks, replace the ignition switch. If the engine will not crank, the trouble is in the wiring or connections between the ignition switch and the starter-neutral switch.