

Drill a $\frac{1}{4}$ in. (6,5 mm.) diameter hole in each bolt head to a depth of $\frac{1}{8}$ in. (3,2 mm.). This will release the circular bolt heads from the shanks, and the clamp from the lock unit.

Remove the bolt shanks from the threads in the lock unit with Mole grips or pliers.

To refit the steering column lock

Special shear head bolts must be used to secure the lock unit to the steering column. The bolts have a hexagon head which shears when sufficient torque is applied, leaving a circular head flush with the fixing clamp. The shear-head bolts are available in the normal way from Parts Division, Chrysler United Kingdom.

Fit the key in the lock so that the plunger is in the disengaged position and fit the unit to the steering column, ensuring that the spigot on the body engages squarely in the locating hole. Secure the clamp lightly but firmly to the column with new shear-head bolts, applying light torque only at this stage without shearing the heads.

Check the operation of the lock by removing the key and rotating the steering wheel until the plunger engages the slot in the inner column. Check the unlocking action for smoothness, and when satisfied that both actions are correct finally tighten the bolts to shear the heads.

To refit the steering column assembly

Refitting is the reverse of removal, with attention to the following points:—

1. Ensure the inner column is correctly aligned to the steering pinion shaft.
2. Fit the through bolt on the inner column clamp so that the head of the bolt is on the thinner lug. (Fig. 6). Use a new washer and "Aero-tight" nut.
3. Fit the outer column securing bolts and clamp loosely before tightening the inner column clamp.
4. Check the action of switches and lights. Restart the electric clock if fitted.