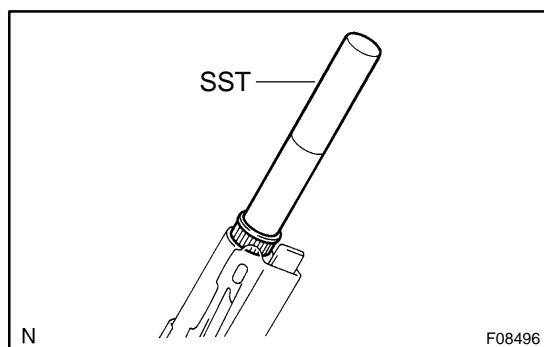


## REASSEMBLY

### NOTICE:

When using a vise, do not overtighten it.

1. **COAT PARTS INDICATED BY ARROWS WITH MOLYBDENUM DISULFIDE LITHIUM BASE GREASE**  
(See page [SR-1 1](#))
2. **INSTALL MAIN SHAFT ASSEMBLY**
  - (a) Using a snap ring expander, install a new snap ring on the lower side.
  - (b) Install the main shaft assembly.
  - (c) Using a snap ring expander, install a new snap ring on the upper side.



3. **INSTALL MAIN SHAFT BUSHING**

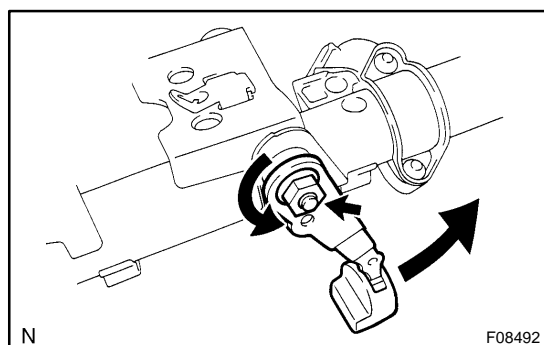
- (a) Coat a new bushing with molybdenum disulfide lithium base grease.
- (b) Using SST and a hammer, tap in the main shaft bushing.  
SST 09612-2201 1

4. **INSTALL BREAK AWAY BRACKET AND TILT LEVER**

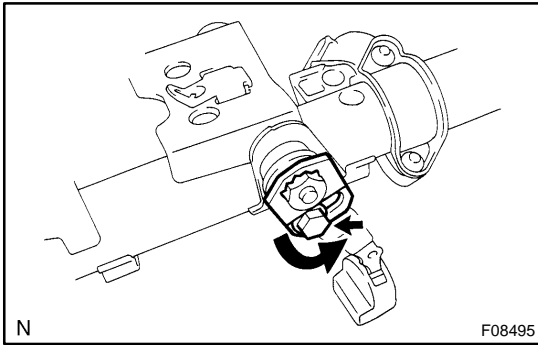
- (a) Install the clamp and No. 2 support collar to the break away bracket.
- (b) Install the break away bracket, tilt lever lock bolt, stopper and tilt lever.

### HINT:

Align the holes in the column tube with the projections of the tilt lever lock bolt and stopper.



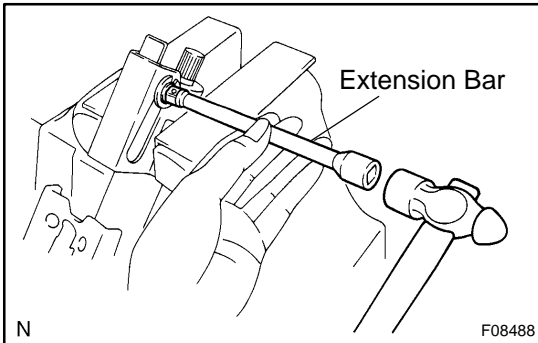
- (c) Install the adjusting nut by rotating it counterclockwise in the specified torque so that the locking load (load applied to when a knob is operated) of the tilt lever will be 43 - 91 N (4.4 - 9.3 kgf, 9.7 - 20.5 lbf).  
**Torque: 9 N·m - 14 N·m (90 kgf·cm - 145 kgf·cm, 80 in·lbf - 10 ft·lbf)**



- (d) Install the No. 1 support reinforce with the No. 2 tilt lever lock bolt by turning it counterclockwise.  
**Torque: 5.4 N·m (55 kgf·cm, 48 in.-lbf)**

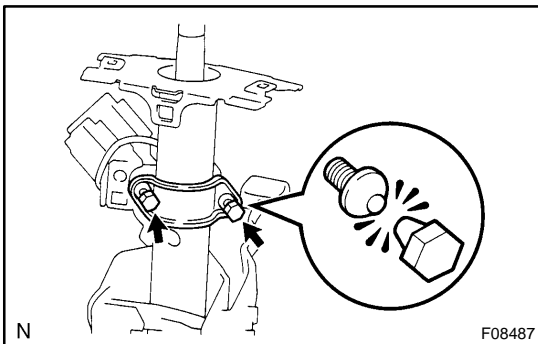
**HINT:**

Align the No. 1 support reinforce with the nut to eliminate looseness by turning the No. 1 support reinforce counterclockwise a little, then torque the No. 2 tilt lever lock bolt.



**5. INSTALL 2 NO. 1 SUPPORT COLLARS AND BRACKET SPACER**

- (a) Install 2 new No. 1 support collars.  
 (b) Using an extension bar and a hammer, drive in the bracket spacer.



**6. INSTALL COLUMN UPPER BRACKET AND COLUMN UPPER CLAMP**

- (a) Install the column upper bracket and column upper clamp with 2 new tapered-head bolts.  
 (b) Tighten the 2 tapered-head bolts until the bolt heads break off.