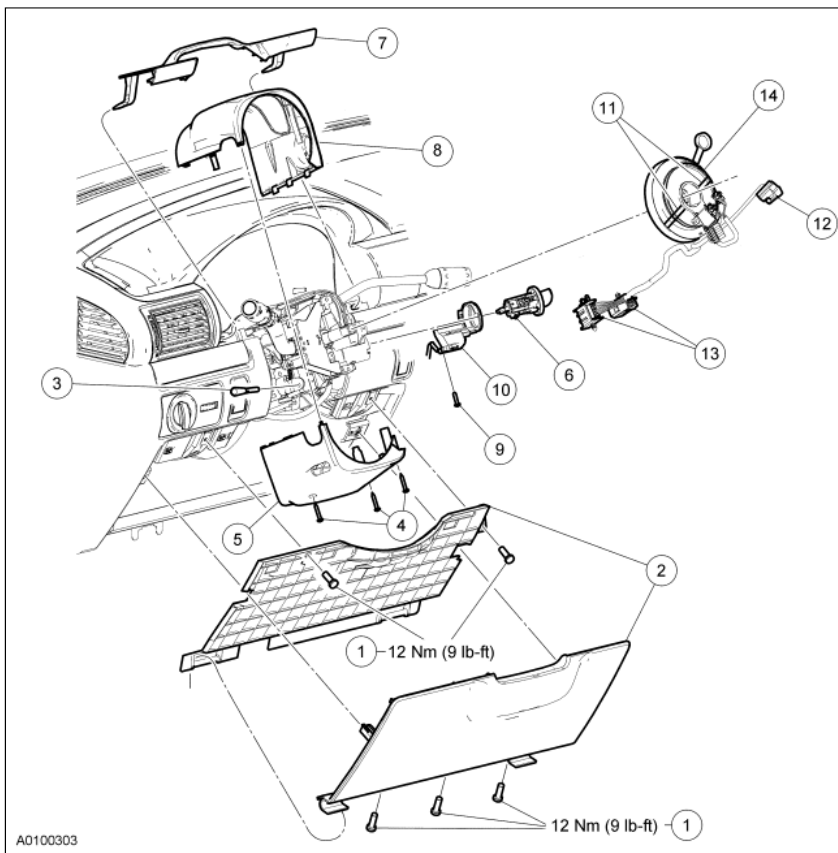


Clockspring  [Printable View \(433 KB\)](#)

A0100303

Item	Part Number	Description
1	704734-S	Steering column opening cover and reinforcement screws (5 required)
2	044F08	Steering column opening cover and reinforcement
3	—	Tilt column handle
4	—	Lower steering column shroud screws (4 required)
5	3533	Lower steering column shroud
6	—	Ignition lock cylinder
7	044D70	Lower instrument cluster finish panel
8	3530	Upper steering column shroud
9	—	Passive anti-theft system (PATS) transceiver screw
10	15607	PATS transceiver
11	—	Tape
12	—	Key-in-ignition warning switch (part of 14A664)
13	—	Clockspring electrical connectors (part of 14401)
14	14A664	Clockspring

Removal

 **WARNING:** Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

 **WARNING:** Carry a live air bag module with the air bag and trim cover pointed away from your body. This will reduce the risk of injury in the event of an accidental deployment.

 **WARNING:** Do not set a live air bag module down with the trim cover face down. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: After deployment, the air bag surface can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: Air bag modules with discolored or damaged trim covers must be replaced, not repainted.

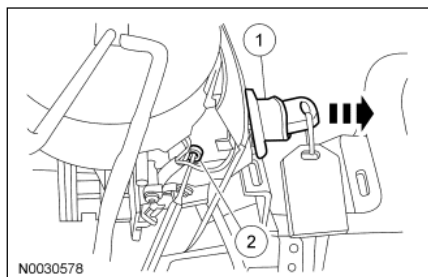
⚠ WARNING: To reduce the risk of personal injury, do not use any memory saver devices.

NOTE: The air bag warning indicator illuminates when the correct RCM fuse is removed and the ignition switch in ON.

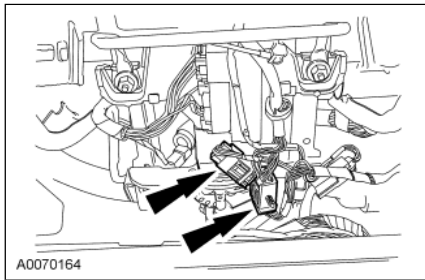
NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Repair is made by installing a new part only. If the new part does not correct the condition, install the original part and perform the diagnostic procedure again.

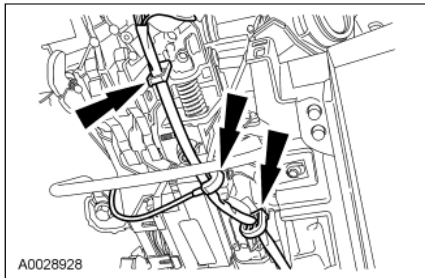
1. Depower the SRS. For additional information, refer to [Supplemental Restraint System \(SRS\) Depowering and Repowering](#) in the General Procedures portion of this section.
2. **NOTICE: Make sure the road wheels are in the straight-ahead position.**
Remove the steering wheel. For additional information, refer to [Section 211-04](#).
3. Remove the 3 steering column opening cover lower screws.
4. Pull out at the top of the trim panel, releasing the clips and pivot the trim panel down and remove.
5. Remove the 2 steering column reinforcement screws.
6. Remove the lower steering column reinforcement cover.
7. Remove the tilt column handle.
8. Remove the 3 lower steering column shroud screws.
9. Remove the lower steering column shroud.
10. Remove the ignition lock cylinder.
 1. Turn the ignition lock cylinder to the RUN position.
 2. While pushing in on the tab, pull out on the ignition lock cylinder and remove.



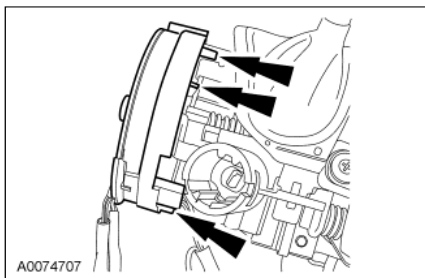
11. Remove the lower instrument cluster finish panel.
12. Remove the upper steering column shroud.
13. Remove the passive anti-theft system (PATS) transceiver screw.
14. Remove the PATS transceiver.
15. If installing the same clockspring, apply 2 strips of masking tape across the clockspring to prevent accidental rotation when the clockspring is removed.
16. Remove the key-in-ignition warning switch.
17. Disconnect the clockspring electrical connectors and detach them from the bracket.



18. Remove the clockspring wire harness from its holders.



19. Release the 3 clips and slide the clockspring off the steering column.



Installation

1. **⚠ WARNING:** Incorrect centralization may result in premature component failure. If in doubt when centralizing the clockspring, repeat the centralizing procedure. Failure to follow this instruction may result in personal injury.

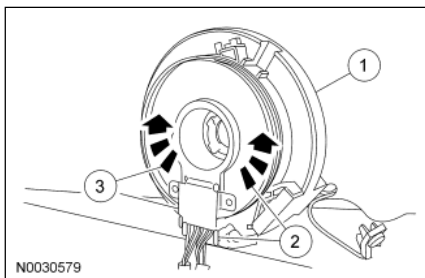
NOTICE: Make sure the road wheels are in the straight-ahead position.

NOTICE: Overturning will destroy the clockspring. The internal ribbon wire acts as the stop and can be broken from its internal connection.

NOTE: If the clockspring is to be reinstalled, do not allow the clockspring to turn from its removal position.

If the vehicle's clockspring has rotated out of center, follow these steps to center the clockspring.

1. Hold the clockspring outer housing stationary.
2. While turning the rotor counterclockwise, carefully feel for the ribbon wire to run out of length and for a slight resistance. Stop turning at this point.
3. Turn the clockspring clockwise approximately 3 turns. This is the center point of the clockspring.
 - Do not allow the rotor to turn from this position.

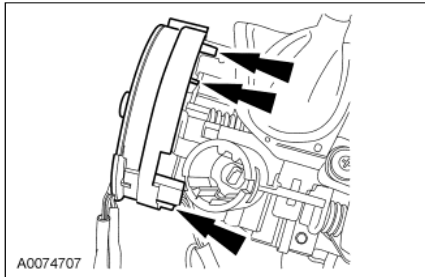


2. **NOTICE:** Make sure the road wheels are in the straight-ahead position and the clockspring is centered before installing the clockspring.

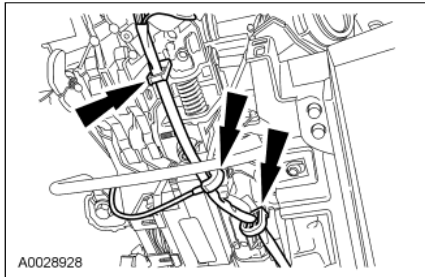
NOTE: Slight turning of the clockspring rotor is allowable for alignment purposes to the steering column.

Align the clockspring to the steering column and slide it down into place. Make sure the 3 clockspring retainers are securely snapped in place on the steering

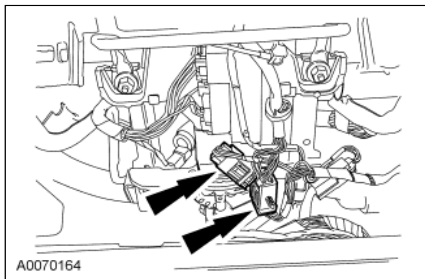
column.



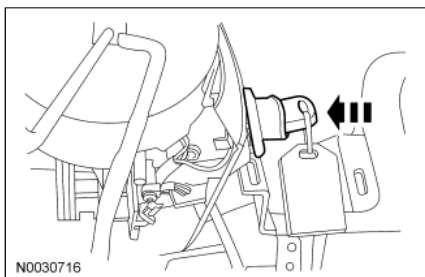
3. Route the clockspring wire harness down the side of the steering column and into the holders.



4. Connect the clockspring electrical connectors and attach the connectors onto the bracket.



5. Install the key-in-ignition warning switch.
6. For vehicles receiving a new clockspring, remove the retaining pin.
7. For vehicles reusing the clockspring that was removed, remove the tape.
8. Install the PATS transceiver.
9. Install the PATS transceiver screw.
10. Install the upper steering column shroud.
11. Install the lower instrument cluster finish panel.
12. Install the ignition switch lock cylinder.
 - Position the ignition switch lock cylinder to the RUN position.
 - Insert the ignition switch lock cylinder into the steering column.
 - Make sure the ignition switch lock cylinder is fully seated and aligned in the interlocking washer before turning the key to the OFF position.
 - Make sure the ignition switch lock cylinder retaining pin is seated in the hole in the steering column.
 - Rotate the ignition switch lock cylinder through all positions to verify operation.



13. Install the lower steering column shroud.
 14. Install the 3 lower steering column shroud screws.
 15. Install the tilt column handle.
 16. Install the steering column reinforcement.
 17. Install the 2 steering column reinforcement screws.
 - Tighten to 12 Nm (9 lb-ft).
 18. Install the lower steering column opening cover.
 19. Install the 3 steering column opening cover lower screws.
 - Tighten to 12 Nm (9 lb-ft).
 20. Install the steering wheel. For additional information, refer to [Section 211-04](#).
 21. Repower the SRS. For additional information, refer to [Supplemental Restraint System \(SRS\) Depowering and Repowering](#) in the General Procedures portion of this section.
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