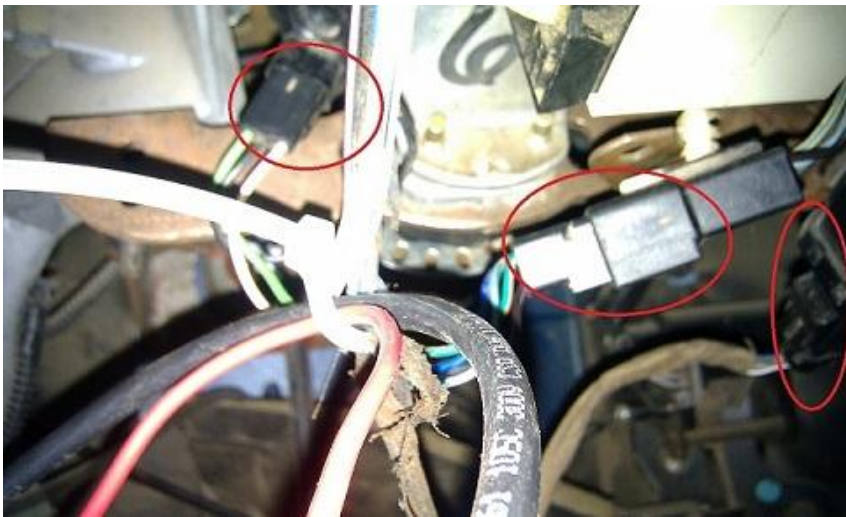


Directions for Column Removal on 95 F-250 7.3L Auto

1. Remove plastic cover from top and bottom of steering column. (4 screws on bottom side)
2. Make sure the steering wheel is centered and wheels of the truck are pointed straight for proper steering wheel alignment when replacing parts later. Remove the cover on the center of the steering wheel. It pops off from the bottom side and then unplugs inside the steering wheel. **Note: This is for a steering wheel without an airbag!**
3. Remove the trim piece under the steering column. There are 2 screws and then the top pops out.
4. At the base of the steering column is the ignition switch. (white box with 2 torx screws holding it in.) Remove screws and pull switch down and out of the way.
5. There are a couple plugs in the same area as the switch. Unplug them. (3 I think)

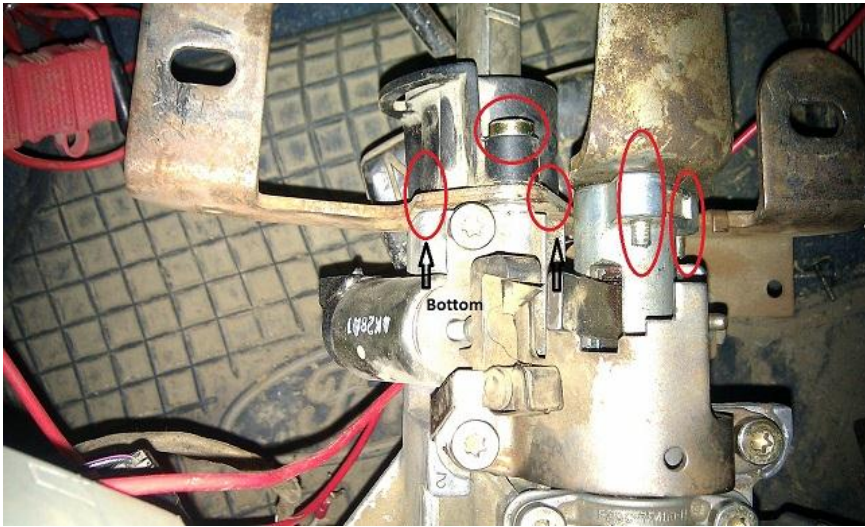


6. Take the bolts loose from the knuckle at the base of the column and remove the bolts completely.



7. If it is needed, pull the steering wheel. You will need a steering wheel puller or a small puller to get it off. Remove the center bolt then pull it off.
8. At this time I also removed my rotary ignition switch. Turn on and push in on the pin at the bottom with a pick or very small punch. Then pull it out.

9. There are 4 nuts that hold the column to the body of the truck underneath the column. Take them loose, but don't remove completely.
10. Remove 2 screws that hold turn signal on to the column. Also unplug one plug on top of the column while loose.
11. Now remove the 4 nuts holding the column and drop it down. Once down pull back a little and the knuckle should come off the shaft going through the firewall. Remove it from the column section and set it aside.
12. On the bottom by where the knuckle was there is a spring, steel disc with holes, and plastic bushing. Remove them by popping spring off and pulling rest off.
13. Remove the 3 torx screws that hold the hold black piece on. Remove bracket piece for shift linkage. Also remove 2 torx screws that hold shift swivel.



14. I then took the column clear out and took it to the bench where I had more light. I removed the screws on top that holds shifter and park lock.



I could then split the column in half to work on the broken rod. Reassemble in reverse order.

Notes:

It is not that bad of a job to do. Make sure you have good light and things will go much easier. I also took note of where things were and the orientation of them while taking apart. Hopefully someone can find this useful as it is just meant to give a general idea of how the column comes apart.