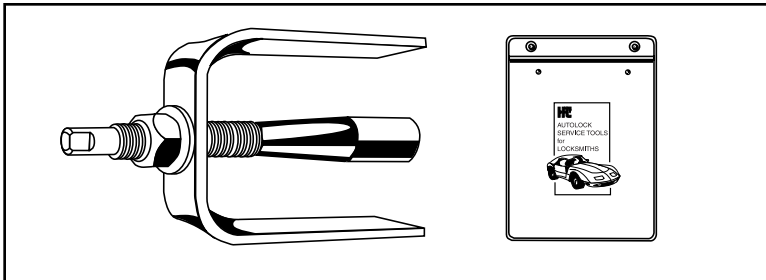


# Instructions



## Steering Column Lock Plate Compression Kit



**SWLPC-1**

### Removing the Snap Ring

Removal of the ignition cylinder for General Motors, is Presently achieved by one of two methods.

Method A - It is literally “yanked out” through the use of a puller device and a new cylinder is then installed.

Or: Removal is made by depressing the ignition cylinder retainer which can be reached after the steering wheel is taken off; lock plate compressed, and horn contact carrier removed.

Method B - while more time consuming, insures that no damage to the cylinder or housing is incurred, while Method A, is the most often used by auto repossessors.

One of the major drawbacks until now, to Method B, has always been the difficulty in compressing the steering column lock plate. This is retained under heavy spring pressure by the snap ring. This kit virtually eliminates the difficulties in removing and re-installing the lock plate and leaves both hands free to pry off the snap ring.

1. Remove the horn trim pad and then the steering wheel through the use of a steering wheel puller. (Not a product of HPC, Inc.)
2. Remove the three cover screws and lift the metal cover off the shaft.  
Locksmith Note: It is not necessary to completely remove the three cover screws, as they are held in place by retainers on the back of the cover.

Variation: Some late model cars use a plastic cover. Insert a screwdriver into the slots provided and pry outward lightly, until the cover is lifted off.

3. Screw the internally threaded center post all the way down onto the steering shaft, then put the yoke over the center post as shown. Compress the lock plate by turning the nut clockwise. Both hands are free to pry the wire snap ring out of the groove and lift the lock plate off the shaft. See Fig. 1.

Important: Included with your kit is a center post screw with metric internal threads. See Fig. 2. It is zinc plated, so as to differentiate from the standard center post screw (which has a black oxide finish).

The metric screw is required on General Motors 1978+ cars.

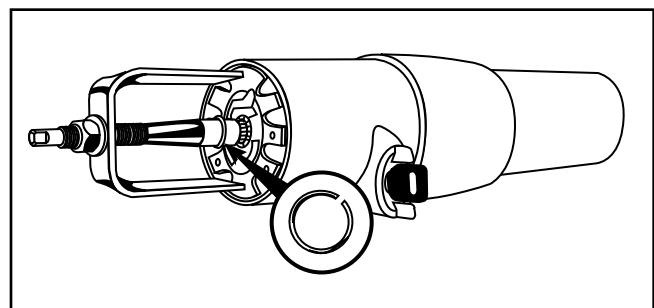


Fig. 1

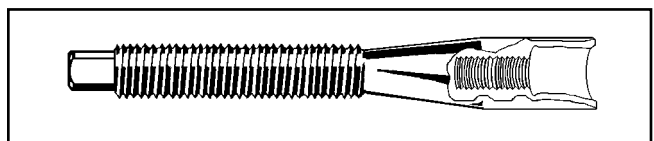


Fig. 2

(continued)

## SWLPC-1 instructions (continued)



### RE-ASSEMBLING OF THE SNAP RING

1. Place the lock plate over the shaft.
2. Screw the correct center post onto the shaft all the way. Put a new snap ring over the top of the center post screw, as shown.
3. Place the yoke over the center post screw and compress the lock plate by turning the nut clockwise. Slip the snap ring down over the beveled end of the center post screw and into the shaft's groove.
4. Replace the metal or plastic cover and re-install the steering wheel.

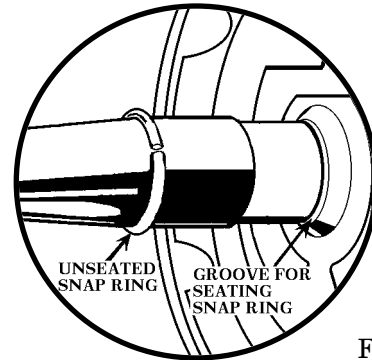


Fig. 3.