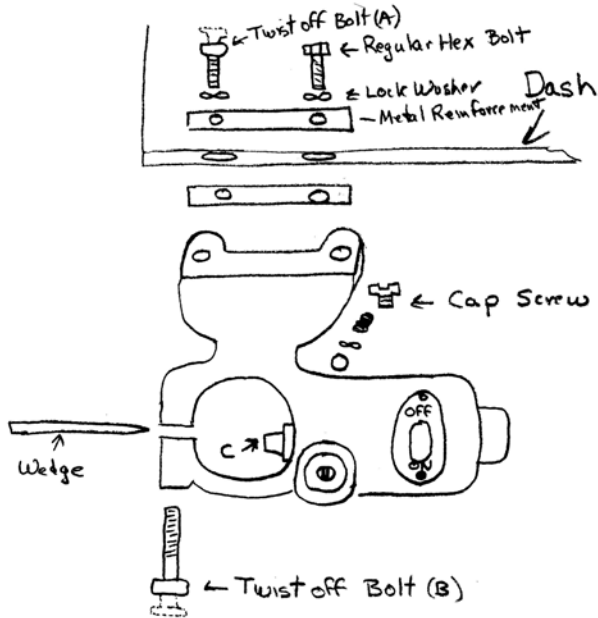


## "REBUILDING A 1935-36 STEERING COLUMN IGNITION/LOCK MECHANISM"

1. Remove ignition lock mechanism and steering column from car. Please note that left bolt is twist-off type and will have to be removed with vice grips.



2. If steering column is still in lock mechanism, it can only be removed after Twist Bolt (B) is removed. Drilling small holes to make a screw blade slot head is easiest way to do that.

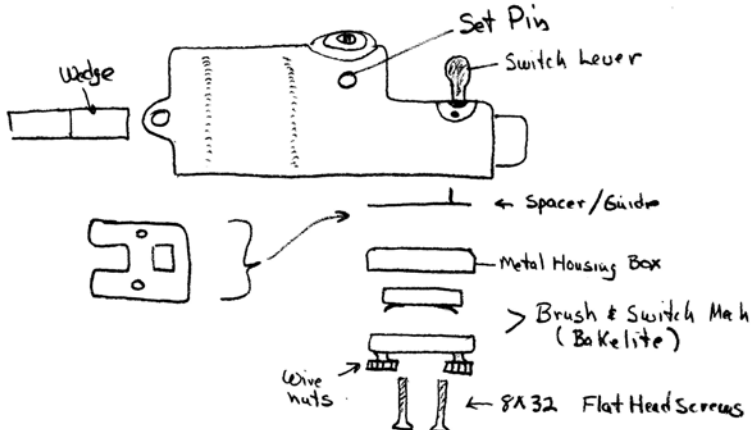


3. Remove cap screw, spring and ball bearing from top rear part of casting.
4. If ignition lock has working key and cylinder, move key counter-clockwise to fully retract column locking mechanism. (C)

- If key is lost or cylinder jammed, set pin must be removed (drilled out) on bottom of lock mechanism. Hole

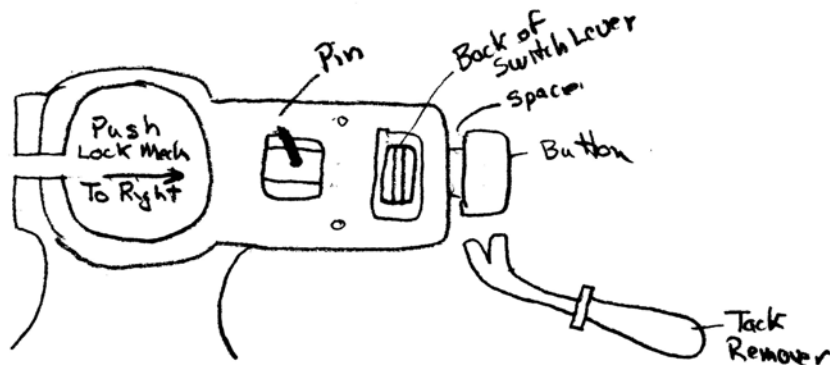
can be drilled 3/8" into casting without destroying the cylinder. Cylinder should now be able to be turned or jiggled until it can be pulled out. Locking mechanism can now be retracted.

Steering column can now be removed. A wedge driven into gap in ignition lock collar should help.



5. Now is as good a time as any to remove ignition electrical switch. Two screws hold the spacer guide, housing, and switch in place.

Note: Most restorations leave out the spacer/guide. This is a very important part that helps keep the

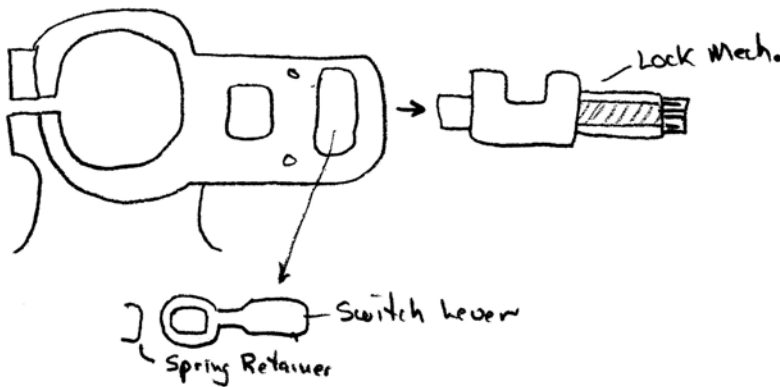


switch lever aligned.  
6. Next remove the pin from the locking mechanism.

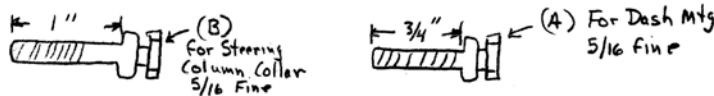
7. Push lock mechanism all the way to the right so a space appears under the button.  
- Gently pry up on the button in a circular motion until it pops off the locking mechanism.

8. Using tack remover or similar device on rivets, remove On-Off nameplate from front of mechanism. This must be removed before switch lever can be removed.

9. Now push locking mechanism all the way to the left. This allows switch lever to be removed. Push locking mechanism to right to remove. Note: Switch lever has spring retainer. This keeps tension on lever. Don't lose!



10. The following should be done prior to reassembly:
  - a. Soak locking mechanism in WD40 to loosen (Don't Plate)
  - b. Chrome plate - button - switch lever - cap screw
  - c. Cadmium plate spacer guide button - switch lever - cap screw electrical switch housing box and spacer guide.
  - d. Tap out set pin hole on bottom of housing to accommodate 5/16" coarse thread. Get 5/16" x 1/4" set screw.
  - e. Paint housing to match steering column. Dark Taupe Enamel (35 deluxe) Black Enamel (35 & 36 standard) Benton Grey (Early 36 deluxe) & Rustic Brown (late 36 deluxe)
  - f. Get (2) new twist-off bolts.



- g. Get new lock cylinder or rehabilitated old one.
- h. Get new switch nameplate.
- i. Get new bakelite switch and brush.

11. Reassemble as follows:
  - Lock mechanism into housing.
  - Switch lever and spring retainer (make sure hole for pin on lock mechanism facing out).
  - Gently tap button on to lock mechanism.

- Replace pin in lock mechanism.
- Put lock cylinder (1) in place and fasten with set screw.
- Put nameplate in place with rivets.
- Reassemble switch and brush housing and spacer with 8 x 32 screws.
- Replace cap screw, spring, lock washer, and ball bearing.
- Test mechanism.

12. Completed mechanism can be put onto steering column by spreading collar with wood wedge, putting wax paper on column, and sliding mechanism into place - Put twist-off bolt into collar. Do not tighten till column in car.

13. Remember to use rubber spacer, (1) twist-off bolt, and (1) regular bolt and metal reinforcer strip when attaching to dash!

Footnote (1): Lock cylinders differ 35-36.



**Round 1935-36 ignition key**



**1935**

**1936**

That's It!

Don Rogers