

1997 Chevrolet Blazer

STEERING COLUMN SWITCHES 1997 ACCESSORIES/SAFETY EQUIP General Motors Corp. - Steering Column Switches

LOCK CYLINDER (FUNCTIONAL)

Removal & Installation

1. Remove steering column. See **STEERING COLUMN** . Using Modular Column Holding Fixture (J-41352), secure steering column. Remove tilt lever. Remove 2 lower shroud screws. Tilt lower shroud down and slide back to disengage locking tabs, then remove lower shroud. Remove upper shroud.
2. Hold key in START position. Using 1/16" Allen wrench, push on lock cylinder retaining pin. Release key to RUN position, and pull lock cylinder set from lock module assembly.
3. To install, insert key into lock cylinder and turn to RUN position. Ensure sector in lock module assembly is in RUN position. Insert lock cylinder into upper cover. Align locking and positioning tabs with slots in lock module assembly, and press lock cylinder into position. To complete installation, reverse removal procedure.

LOCK CYLINDER (NON-FUNCTIONAL)

Removal

1. Remove steering column. See **STEERING COLUMN** . Using Modular Column Holding Fixture (J-41352), secure steering column. Remove tilt lever. Remove 2 lower shroud screws. Tilt lower shroud down and slide back to disengage locking tabs, then remove lower shroud. Remove upper shroud.
2. Remove retaining ring. Remove SIR coil assembly. See **AIR BAG RESTRAINT SYSTEM** article. Remove wave washer. Using Lock Plate Compressor (J-23653-SIR), remove and discard retaining ring. Remove shaft lock shield assembly. Remove turn signal cancel cam.
3. On models with park lock cable, ensure lock cylinder is in OFF-LOCK position and gear shift is in Park. Insert small screwdriver into slot in lock module assembly, push against locking tab on end of cable, and remove park lock cable.
4. On all models, remove 3 screws, and remove lock module assembly with upper shroud. Remove backing plate from lock module assembly. Mark 2 sector gears at OFF-LOCK position for reassembly reference. See **Fig. 3** . Remove both sector gears.
5. Using an 1/8" burring tool, remove positioning tab on end of lock cylinder. See **Fig. 4** . Remove all burrs in and around lock module assembly and lock cylinder. From inside lock module assembly, push on locking tab and pull out lock cylinder. Clean debris from lock module assembly.

NOTE: Ensure 2 sector gears are properly aligned at OFF-LOCK position, or lock cylinder and ignition switch will be improperly timed.

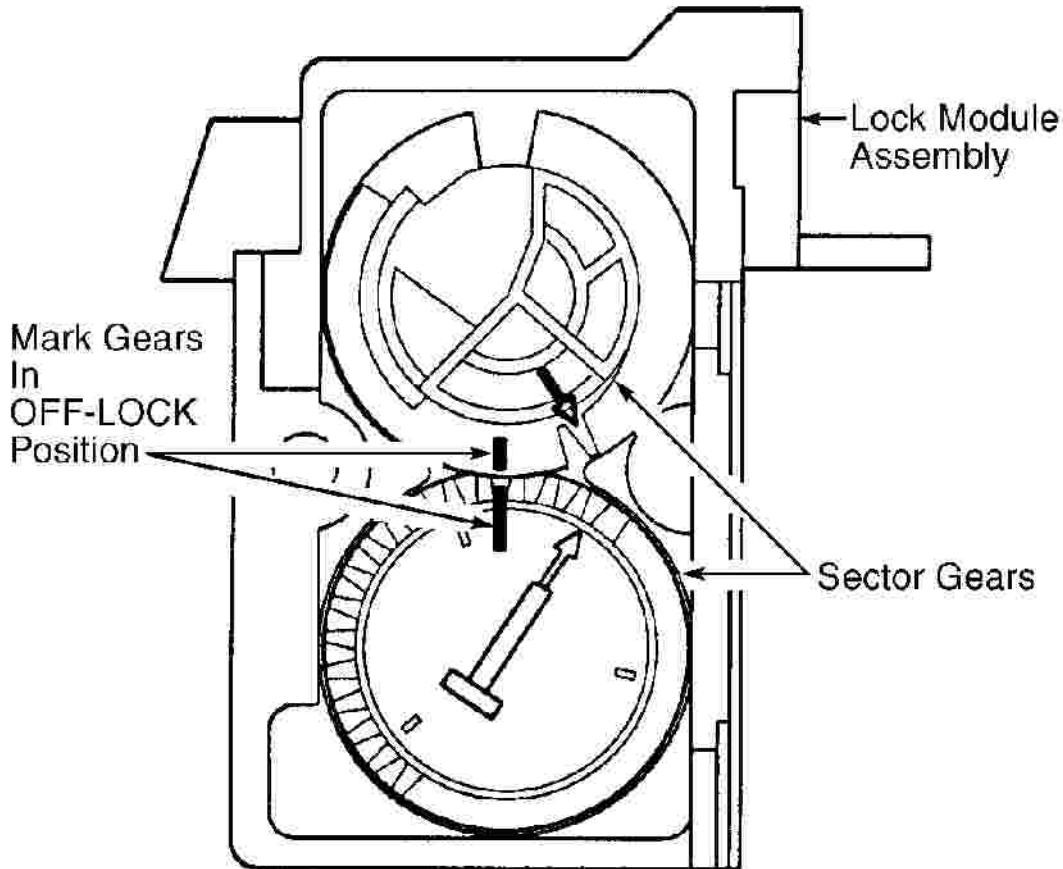
Installation

1. Install sector gears and backing plate to lock module assembly, ensuring reference marks are aligned. Ensure sector in lock module assembly is in OFF-LOCK position. Insert key in lock cylinder, and turn key to OFF-LOCK position. Align locking and position tabs with slots in lock module assembly and press lock cylinder into position. Turn lock cylinder to ACC position, and check alignment of arrows on sector gears (arrows should be pointing at each other). Turn lock cylinder back to LOCK position.
2. To complete installation, reverse removal procedure. When installing turn signal canceling cam, lubricate

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lower brass surface with synthetic grease. Use new shaft lock retaining ring. Tighten all screws to specification. See [TORQUE SPECIFICATIONS](#) . Adjust park lock cable, if necessary. See **PARK LOCK CABLE** under ADJUSTMENTS.



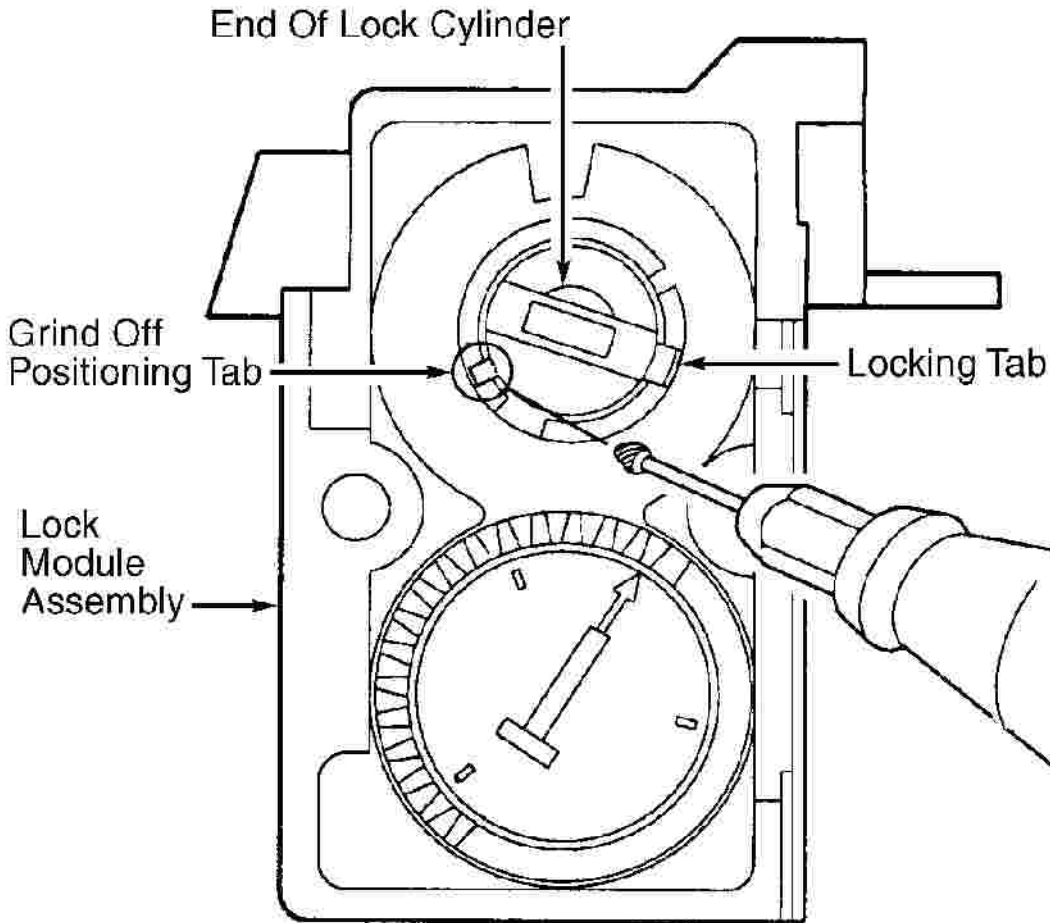
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Fig. 3: Aligning Sector Gears

Courtesy of GENERAL MOTORS CORP.

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Fig. 4: Removing Lock Cylinder Positioning Tab
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