

" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.

ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED

IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "

TECH HELP

Steering column & coupler applications

When changing over to a tilt column in a 1955, 1956 or 1957 there are a few differences when going to a 605 steering box or a rack and pinion, and also differences between column shift and non-column shift.

1. This photo shows the top of our after-market steering column. When using an after market column you can not use a 1955, 1956 or 1957 steering wheel. You can use a 1969 or later original GM wheel or adapt to an after-market wheel using a 1969 and up wheel adapter. A column shift and non-column shift are the same here.

(See Photo #1.)

2. Here we see the lower half of a column-shift column. These columns have a 3/4" male spline on the bottom. Note the lever for the shift linkage. **(See Photo #2.)**

3. The after-market columns use a late-model style turn signal switch. **(See Photos #3a & 3b.)** It has a late-model style wiring jack. The cleanest way to adapt this jack to your Classic is to use an adapter harness. This harness will plug into the new column and then into the original underdash harness. This adapter harness will also incorporate a four-way flasher system. **(1955, Part #22-94, member price \$44.95. 1996 part # 22-95, member price \$44.95. 1957 part #22-96, member price \$44.95.)**

4. In this photo we see the lower half of a non-column shift column. These columns have a double D male connector.

(See Photo #4.)

5. This coupler has 3/4-36" spline on one end and 3/4-30" spline on the other. **(See Photo #5.)** This would be used when adapting from a column-shift column to a 605 steering box. **(Part #53-102, member price \$104.95.)**

6. On this coupler we see a 3/4-30" spline on the bottom and a double D on the top. **(See Photo #6.)** This would be used for a non-column shift column to a 605 steering box. **(Part #53-105, member price \$104.95.)**



Photo #1



Photo #2



Photo #3a

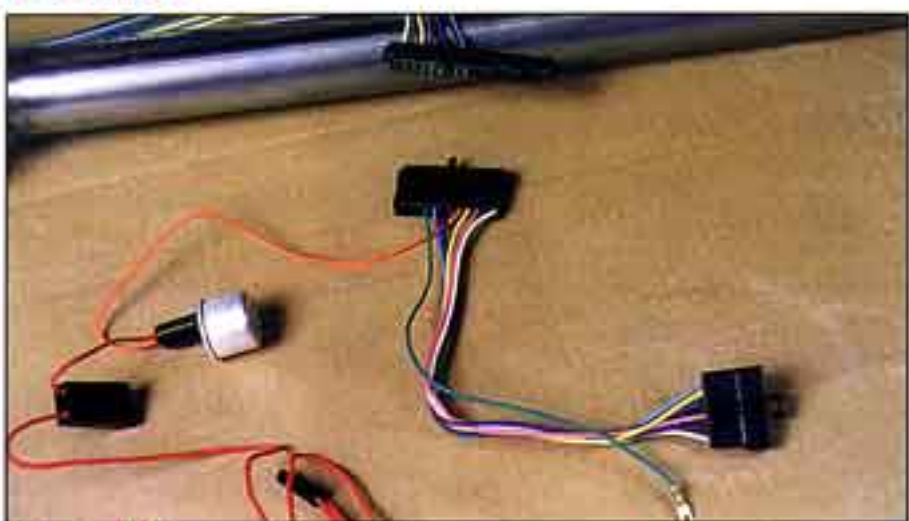


Photo #3b




Photo #4

7. (See **Photo #7.**) shows our after-market column set up for our rack and pinion conversion. Whether you get a **column** shift or **non-column** shift for our rack and pinion conversion, the column will come with a solid 3/4" shaft with 3/4-36" splines on the bottom.

8. The 3/4" solid shaft that is used in the tilt columns for our rack and pinion conversion, is longer then needed. This way after the column is installed, you can cut the shaft off to the correct length. You will want to have the center of the orange boot exactly 5" from the firewall. This will put the upper u-joint in the same position as if you had an original column in the car. Take a tape measure and measure from the firewall 5" and then mark the shaft were it needs to be cut. (See **Photos #8a & 8b.**)

9. You can now cut the shaft. (See **Photo #9.**)

10. Now when the u-joint is slipped on the shaft it should measure 5" from the firewall to the center of the orange boot. Then drill and pin the joint to the shaft with the 5/16" bottom supplied in the rack and pinion kit. (See **Photo #10.**) Good luck! 

→ **"Turn"** to page 12 for
EXTREME SAVINGS
on these and other steering parts!

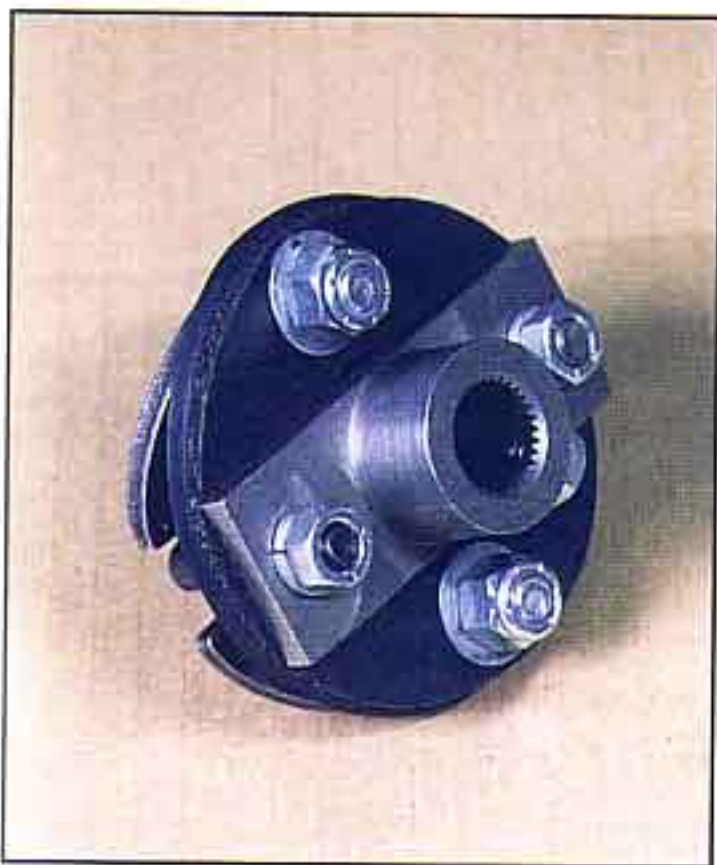


Photo #5



Photo #6



Photo #7



Photo #8a



Photo #8b



Photo #9



Photo #10