

1955-57 RACK & PINION STEERING THIRD U-JOINT SHAFT SUPPORT UPDATE



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Randy has been involved in the Chevy parts business for over 25 years. He is a wizard at creating, making and modifying custom parts for Chevys.

In the February 2007 Classic Chevy magazine we introduced a support bracket and U-joint to be added to the shaft that connects the steering column to a rack and pinion unit. This bracket bolts to the inside of the rack and pinion crossmember and supports the steering shaft so a third U-joint may be added to clear some types of headers. The measurement of the frames on the Tri-Five cars varies slightly where the rack and pinion crossmember bolts on. This changes the angle slightly on the third U-joint bracket preventing the shaft from aligning with the lower U-joint on the rack itself. The updated P/N 53-317 now includes six washers allowing the bracket to be shimmed so the steering shaft will align properly.



Parts Needed:

53-317 Rack & Pinion 3rd U-Joint Kit

To order parts call 1-800-456-1957 or visit ClassicChevy.com

Tools Needed:

9/16" Wrench
9/16" Socket & Ratchet

Time Frame:

3-Hours



Photo #1: The CCI rack and pinion kit uses a bolt-in one piece tubular crossmember to hold the rack and pinion in place. On the drivers side, the crossmember bolts to the frame using the holes in the frame where the steering box bolted on. On the passenger side, the crossmember bolts to the frame using the holes in the frame where the idler arm bolted.



Photo #2: Chevrolet was not too concerned about the measurement between the frame rails where the steering box and idler arm bolted on. You can measure ten different frames and get ten different measurements. In addition, one and two-piece frames have different widths in many areas. Since the frame measurements can vary up to 3/4", the rack crossmember is designed to work with any width frame. The mounting ears on each end of the crossmember are leaned inward slightly and pull into place when bolted to the frame.



Photo #3: The new third U-joint support bracket bolts to the two forward bolts on the driver's side and supports the steering shaft.

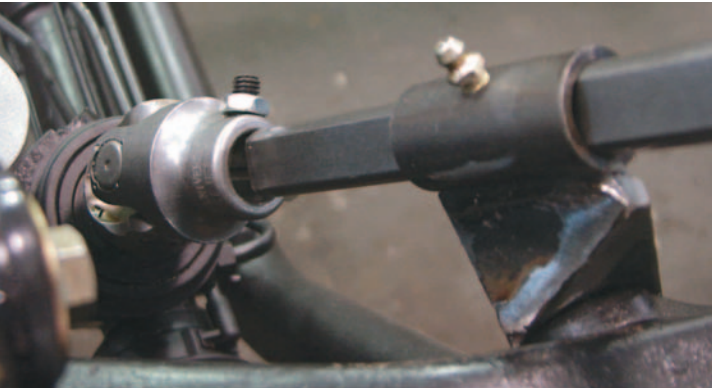


Photo #4: With the shaft installed in the column coupler and the new U-joint bracket, it must line up perfectly with the lower U-joint or the shaft will be in a bind.



Photo #5a & 5b: Use the six fender-type flat washers to shim the bracket into place. The washers can be placed between the bracket and crossmember to align the shaft with the lower U-joint. Experiment with different combinations of washers under one bolt or the other or both until you are happy with the alignment. Good Luck! 