

55-57 STOCK STEERING COLUMN MODIFICATIONS

-MASS JACKET INSTRUCTIONS:

AFTER TAKING COLUMN APART AND STRIPING OFF OLD PAINT MARK BOTTOM OF COLUMN AS SHOWN IN FIG.1 55/56 COLUMN HAS OVAL SLOT AT UNDER SIDE AND 57 COLUMN HAS 2 TAPPED HOLES AT UNDER SIDE OF COLUMN. THESE NEED TO BE POINTING UP WHEN MARKING BOTTOM. SCRIBE LINE AT CENTER APPROX. 8" UP FROM BOTTOM. MARK LINE AT 3" AND 6.25" THESE ARE CUT LINES. THE LONG LINE RUNNING WITH LENGTH IS TO LINE UP THE 2 PCS TO WELD BACK TOGETHER. (FIG 1A)

NOW 2 PCS ARE READY TO BE WELDED TOGETHER. CLAMP 2 PCS INTO A PIECE OF ANGLE IRON. THIS WILL MAINTAIN STRAIGHTNESS. MAKE SURE THE LINES ARE TOGETHER THEN WELD. FIG.2

NEXT WELD THE LOWER BRACKET .375" FROM BOTTOM OF COLUMN AS SHOWN IN FIG.3 MAKE SURE BRACKET IS MOUNTED AS SHOWN. (MAKING SURE BRACKET IS PERPENDICULAR W/ SCRIBED LINE)

-INNER TUBE INSTRUCTIONS:

USE THE FACTORY WELD SEAM AS YOUR LINE UP MARKINGS TO WELD BACK TOGETHER. NOW MARK A LINE 3" UP FROM BOTTOM AND 6.25" UP FROM BOTTOM. FIG.4

CLAMP 2 PCS INTO A PIECE OF ANGLE IRON AS BEFORE TO LINE UP PCS. NOW WELD TOGETHER. FIG 5.

CUT OFF AUTOMATIC GEAR SHIFT LEVER WHICH IS AT BOTTOM OF COLUMN AS SHOWN. CUT OFF FLUSH WITH TOP OF PARK LOCK TAB. WELD NEW SHIFTER ARM SO THAT BOTTOM OF LEVER IS FLUSH WITH SMALL HOLE IN ARM. DON'T COVER THIS HOLE BECAUSE NYLON BUTTON NEEDS TO GO BACK IN THIS HOLE. MAKE SURE LEVER IS STRAIGHT INLINE WITH CENTER OF TUBE. WELD TOP AND BOTTOM OF BRACKET WITHOUT FILLING THE HOLE. (FIG. 6 & FIG 6A)

-CENTER SHAFT INSTRUCTIONS:

CUT OFF CENTER SHAFT AS SHOWN (FIG.7). SHOULD BE 31.25" FROM TOP OF SPLINE TO CUT. MEASURE UP .75" FROM CUT ON BOTH SIDES AND MARK LINES. NOW CAREFULLY GRIND BOTH SIDES PARALLEL TO THE DIMENSION OF .55" INSTALL RAGJOINT ONTO THIS SURFACE AS SHOWN. DRILL .188" HOLE THRU RAGJOINT AND SHAFT AS SHOWN. INSTALL ROLL PIN INTO THIS HOLE MAKING SURE IT GOES THRU TO OTHER SIDE.

INSTALLATION TIPS FOR STOCK COLUMNS

1. WHEN INSTALLING STOCK COLUMN NEW BRKT WELDED ON BOTTOM OF COLUMN GOES ON INSIDE OF FLOOR BOARD AND MOUNTS THROUGH ORIGINAL HOLES. HOLES ON BRKT MAY NEED TO BE ELONGATED IF THEY DONT ALING UP CORRECTLY. BOLT THROUGH FLOOR WITH 5/16" x 1" BOLTS, MOVE COLUMN AROUND SO CENTER ROD DOES NOT RUB ON INNER TUBE OF COLUMN. AFTER YOU ACHIEVE THIS TIGHTEN BOLTS SECURLY AND USE FLAT WASHERS AND NUTS ON FIREWALL SIDE THEN TIGHTEN THEM.
2. YOU MAY NEED TO FILE OUT A SMALL PORTION OF FIREWALL SO THAT NEW SHIFTER WILL MOVE UP AND DOWN.
3. THE THICK RUBBER PAD AT BASE OF FLOOR WILL NEED TO BE TRIMMED TO CLEAR SHIFTER. AFTER YOU HAVE DONE THIS RIBBED PAD WILL COVER UP EVERYTHING.
4. WHEN ASSEMBLING YOUR COLUMN MAKE SURE YOU INSTALL THE 2 RUBBER PADS ON THE COLUMN FROM THE TOP, THICK ONE FIRST, THEN RIBBED ONE BECAUSE AFTER SHIFTER HUB AND TURN SIGNAL HUB ARE INSTALLED YOU WONT BE ABLE TO.
5. AFTER YOU INSTALL STEERING WHEEL GAP BETWEEN WHEEL AND TURN SIGNAL HUB NEED TO BE ADJUSTED YOU MAY BEND OR SHIM BRKT WELDED ON BOTTOM OF COLUMN

