

ROD & CUSTOM

Motorsports

INCORPORATED

Steering Column Modifications Instruction Package

1960 - 1967: pages 1 & 2

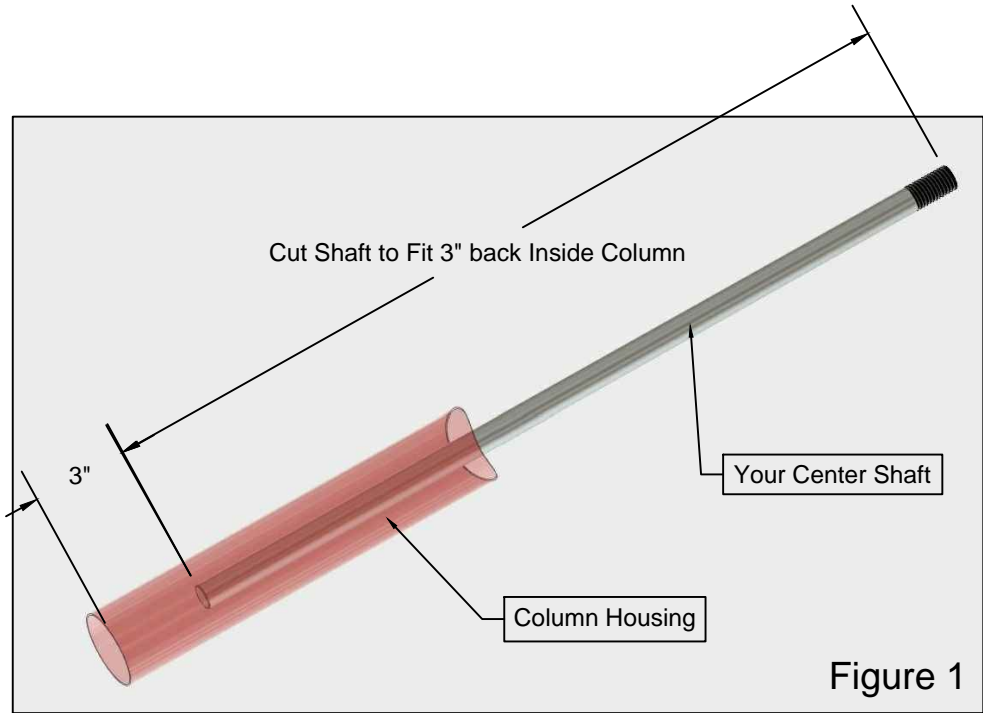
Some 1967/68 & Later: pages 3 & 4

NOTE...

- PLEASE READ ALL INSTRUCTIONS INCLUDED WITHIN THIS PACKAGE.
- IF AFTER READING YOU STILL NEED ASSISTANCE PLEASE CALL THE TECH LINE AT 843-629-1273.

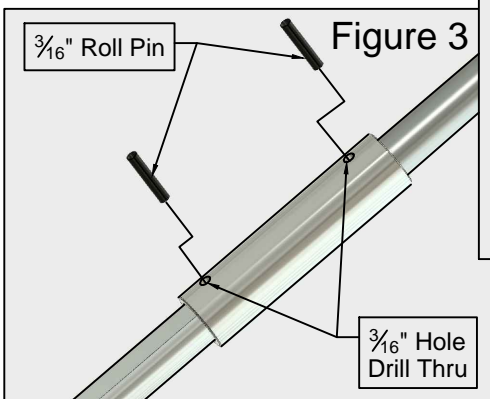
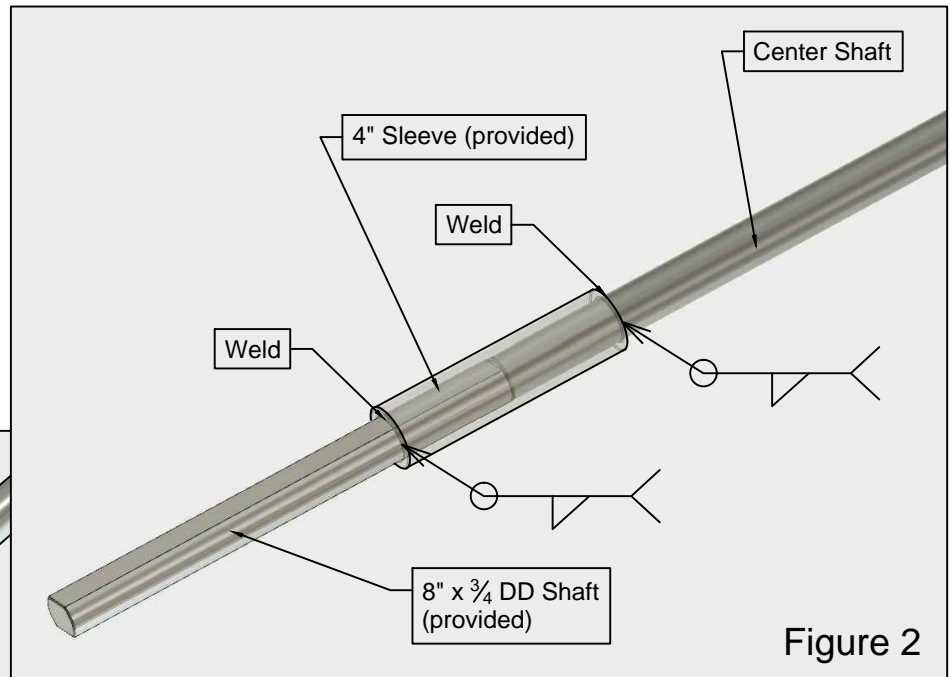
1960 to 1967 One Piece Column and Gearbox Instructions

1. Remove Outside Mast Assembly.
2. Remove Inner Shaft and Gearbox from car.
3. Saw off the Inner Shaft at the Gearbox.
4. Modify Center Shaft per "Figure 1".
5. Slide 2" of 4" Sleeve onto Your Center Shaft. "Figure 2"
6. Slide 8" x 3/4" DD Shaft into 4" Sleeve.
7. Weld as Noted.



* 8. (If you have a column shift, cut the shift tube back so that it is approximately 3" inside the Column Housing).

9. At approximately 3/4" from the Sleeve ends, drill 3/16" Ø holes thru Sleeve and Shafts.
10. Install the 3/16" Ø Roll Pins provided. "Figure 3" The Roll Pins act as a back-up should a weld fail.



11. Slide the newly extended Center Shaft into the Column Housing.
12. Slide the Lower Bearing onto the Center Shaft and up to the Column Housing. "Figure 4"
13. Tack Weld Lower Bearing to Column Housing. "Figure 5"

*Note that on the outer side of the Lower Bearing, the inside race has a machined concentric shape. See "Figure 6". This shape acts as a cam lock when the Lock Collar is rotated left or right.

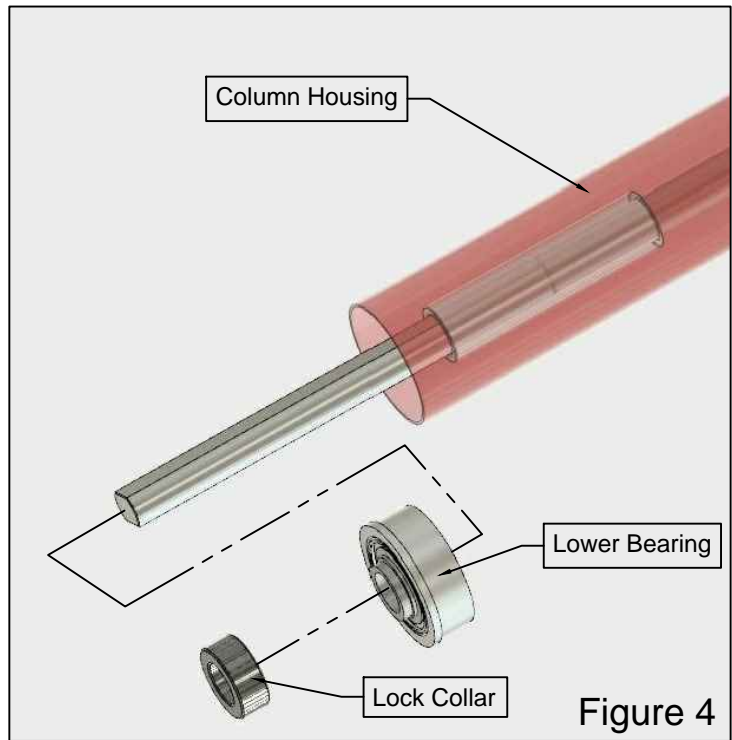


Figure 4

14. Install the Steering Wheel and set so that the clearance is $\frac{1}{8}$ " from the Mast Collar. Tighten the Lock Collar against the Lower Bearing/Inner Shaft. Tighten set screw. This will keep the Shaft and Wheel in proper position. Tighten set screw.

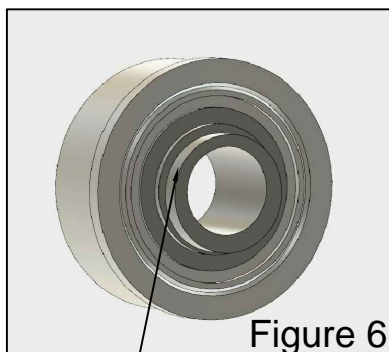


Figure 6

Machined Concentric Shape

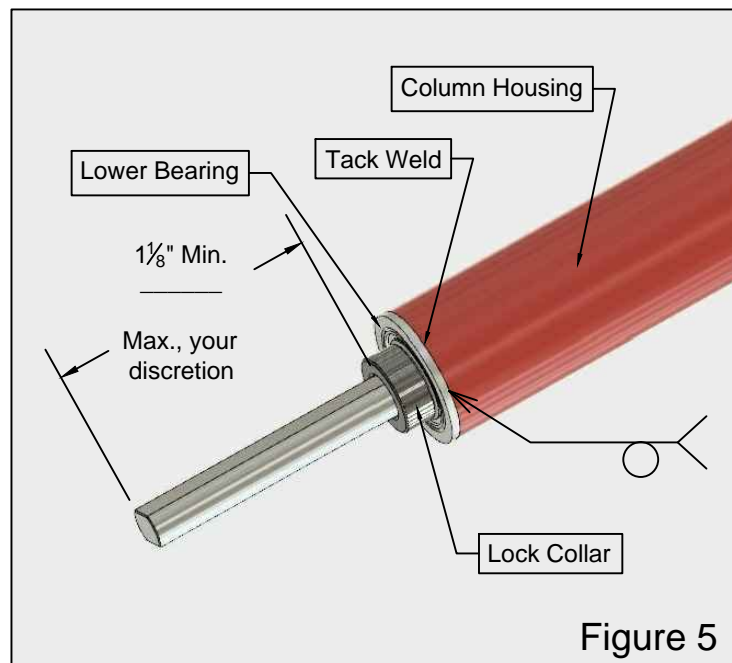
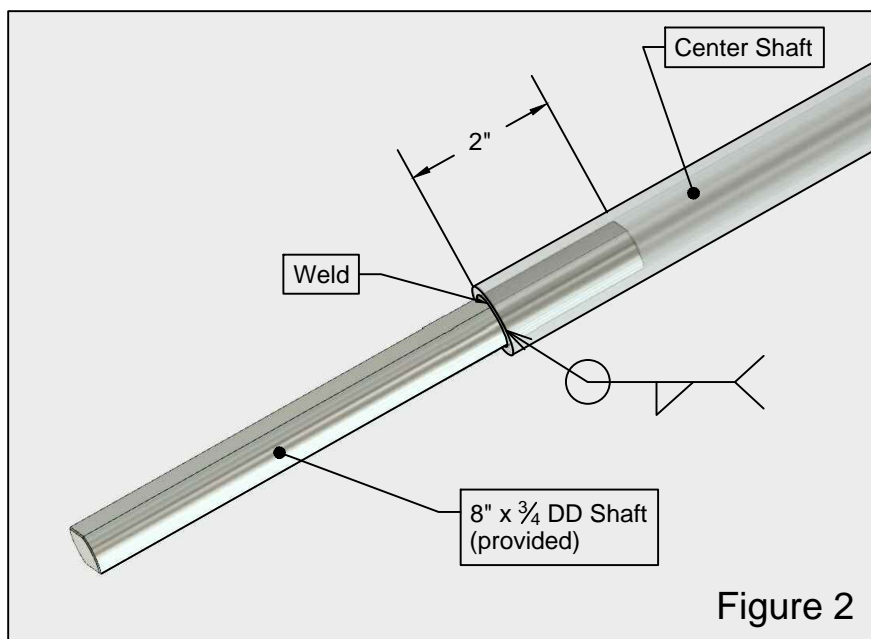
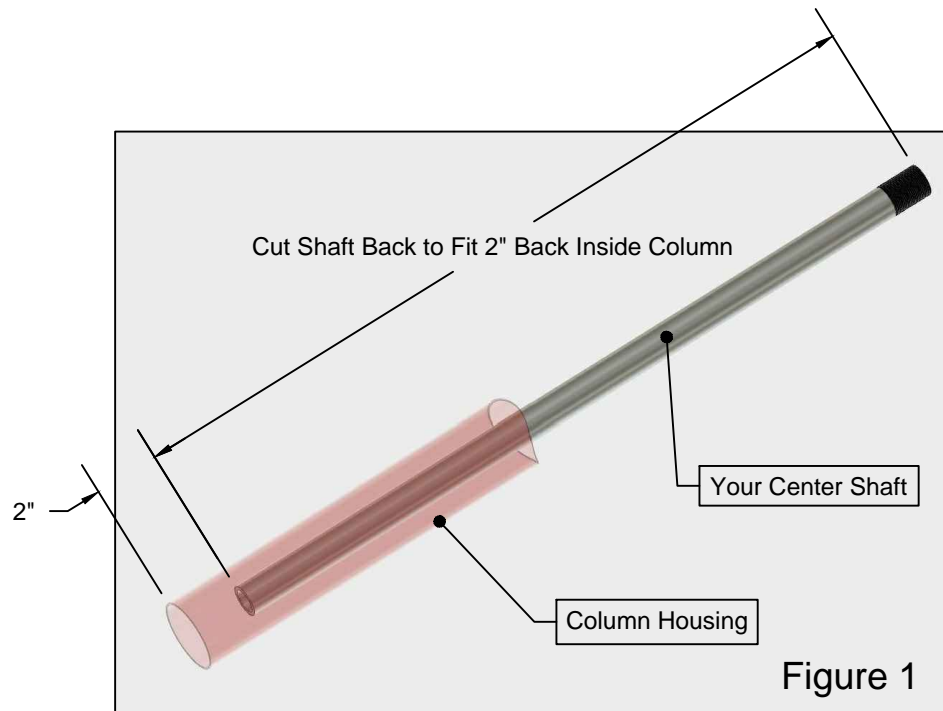


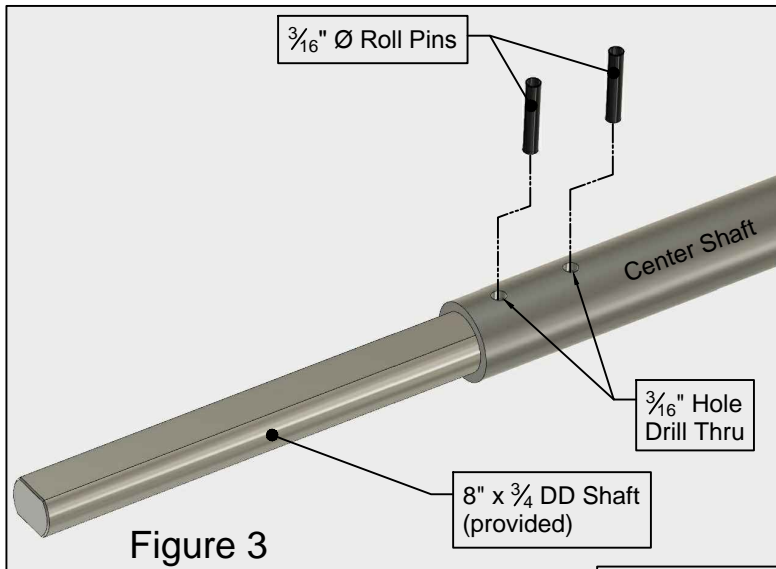
Figure 5

Some 1967/68 and Later With Hollow Shaft

1. Remove Steering Wheel, separate Shaft from steering box.
2. Remove Column from car and remove Column Shaft from housing.
3. Modify Center Shaft per "Figure 1"



4. Slide 8" long $\frac{3}{4}$ DD shaft (provided) two inches into your Column Shaft and weld all around. "Figure 2"



5. After welding, drill 2ea. $\frac{3}{16}$ " \varnothing holes thru the Center Shaft. Install 2ea. $\frac{3}{16}$ " Roll Pins (provided). Refer to "Figure 3". The Roll Pins act as a back-up in the event the weld should fail.

6. Slide the newly extended Center Shaft into the Column Housing.
7. Slide the Lower Bearing onto the Center Shaft and up to the Column Housing. "Figure 4"
8. Tack Weld Lower Bearing to Column Housing. "Figure 5"

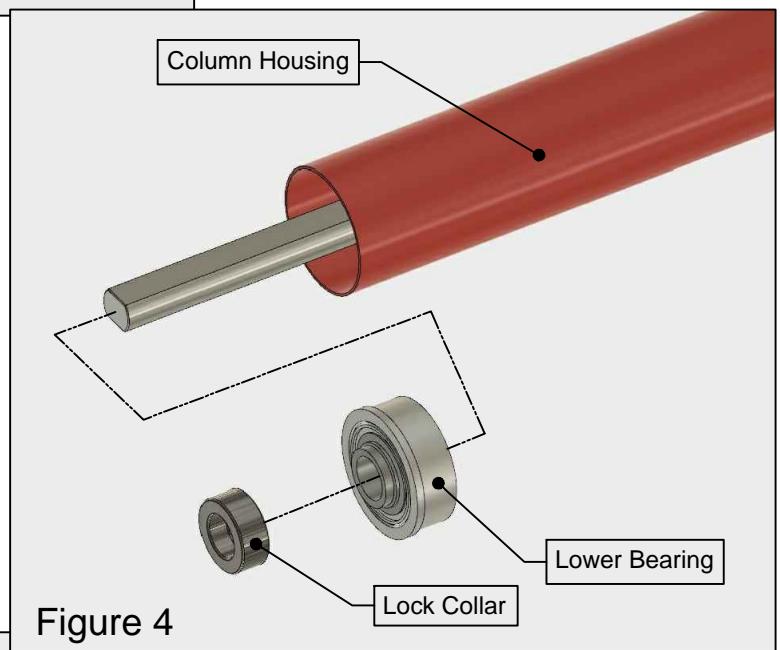


Figure 4

*Note that on the outer side of the Lower Bearing, the inside race has a machined concentric shape. See "Figure 6". This shape acts as a cam lock when the Lock Collar is rotated left or right.

9. Install the Steering Wheel and set so that the clearance is $\frac{1}{8}$ " from the Mast Collar. Tighten the Lock Collar against the Lower Bearing/Inner Shaft. This will keep the Shaft and Wheel in proper position. Tighten set screw.

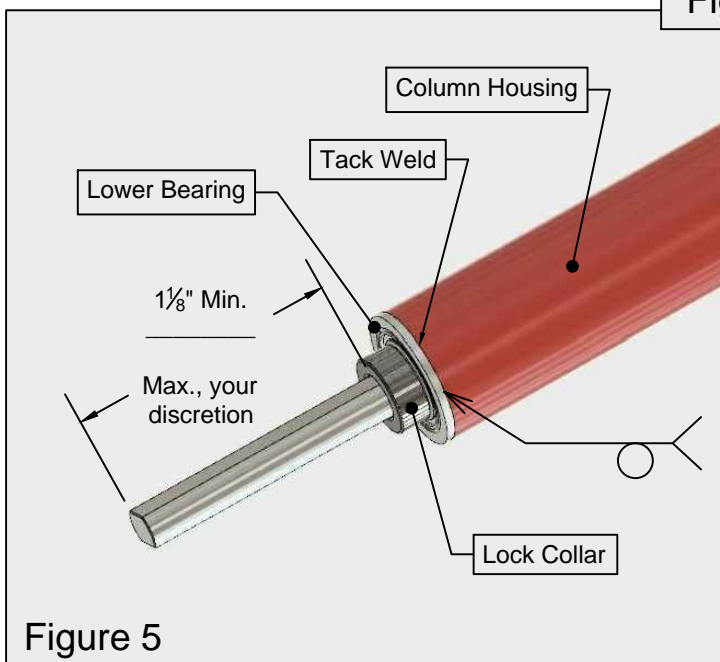


Figure 5

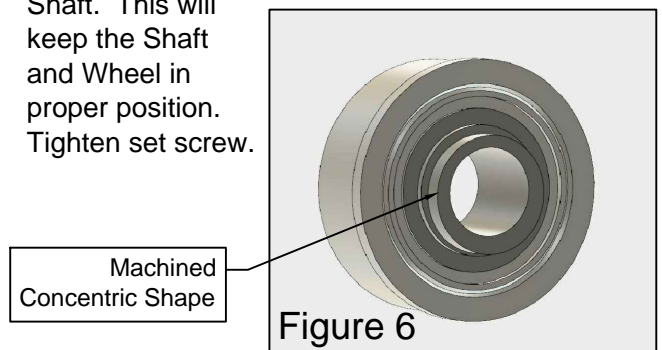


Figure 6