

INSTALLATION GUIDE



Column Set 02

For 1960–1965 Falcon/Comet
with OEM steering column

(1960-1963 columns must be upgraded to 1964-1965 or aftermarket column)

P/N: TCP COLM-02

DESCRIPTION:

COLUMN SET 34" LONG SHAFT WITH LOWER COLUMN BEARING RETAINER ASSEMBLY

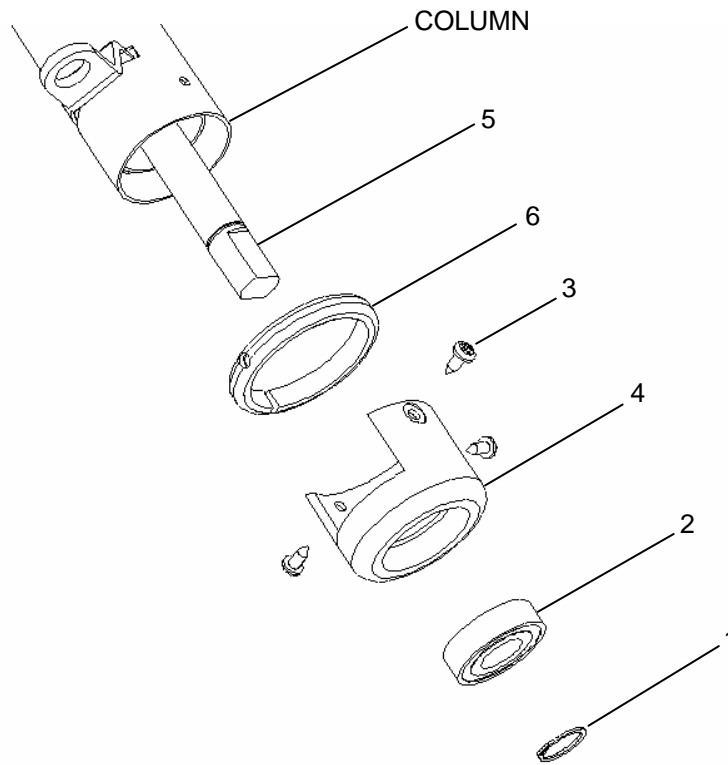
APPLICATIONS:

FITS '60 – '65 FALCON/COMET/CYCLONE/RANCHERO WITH OEM STEERING COLUMN

PARTS LIST

Item	Part Number	Description	Qty
1	3114-0.750-P	External Snap Ring .750 Shaft Phosphated Steel	1
2	3115-075-163-44	Ball Bearing .750 Bore x 1.625 OD x .4375 Wide	1
3	3118-10PP-0.50C	Screw 10 x 1/2" Long Pan Head Phillips Drive	3
4	7900-001	2-1/4" Dia. Column Bearing Retainer	1
5	7900-096	Column Shaft, 11/16-40 Spline x 3/4 DD x 34"	1
6	7900-055	2-1/4" Single Split Shaft Collar, Aluminum <i>Shown for instructional purposes only. Supplied in COLM-05</i>	0

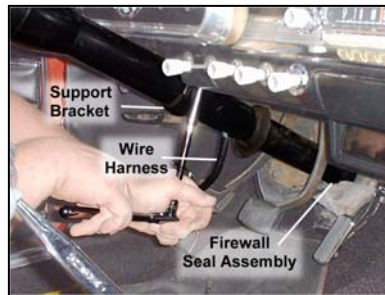
DIAGRAM



INSTRUCTIONS

1) STEERING COLUMN REMOVAL

- Remove steering wheel nut and steering wheel.
- Disconnect turn signal harness from under dash.
- Unbolt firewall seal assembly.
- Remove steering column bracket from under dash.
- Remove column from the car.
- Save upper steering shaft bearing and spring.
- Keep factory seal and discard the factory seal retainer.



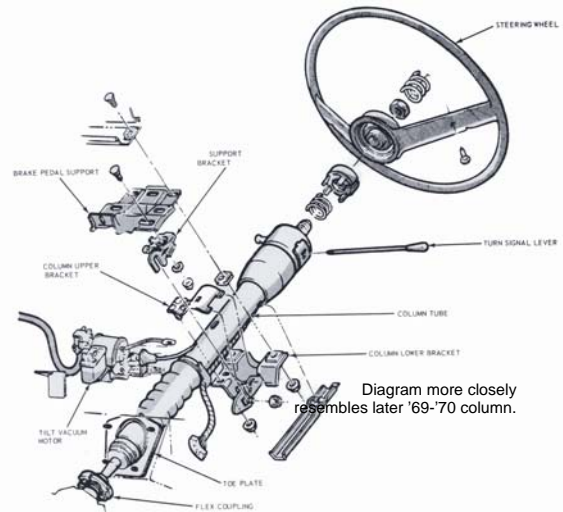
2) STEERING BOX REMOVAL

- Raise vehicle using lift/jack and secure with jack stands.
- Remove center link from pitman arm. A ball-joint fork or similar tool may be required.
- Remove the three bolts attaching steering box to driver's side frame rail.
- Remove steering box from underneath the car. It may be necessary to remove the exhaust header or raise the engine to make room for the steering box to drop out.



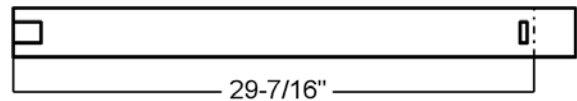
3) STEERING COLUMN DISASSEMBLY

- Remove rubber sheath surrounding wire harness at mid-column.
- Unscrew turn signal lever.
- Remove three screws to remove turn signal assembly.
- Loosen both 7/16" nuts so that 2-3 threads can be seen as the bolt is unscrewed.
- While holding the turn signal assembly base with one hand, push the two nuts toward the center of the column so as to rock them onto their inner edge. (This moves the bolt heads clear of the column tube notch and releases the base without dropping the bolts.)
 - While pressing the nuts inward, the base can be pulled from the column tube. You may have to use a rocking motion to work the base loose.
- The shift lever, housing, and linkage tube can now be removed from the column tube as an assembly.
- Remove the wave spring under the shifter housing.
- The linkage lever/s and spacer can now be removed from the bottom of the column. Make note of which way the levers are facing for reassembly.



4) COLUMN TUBE MODIFICATION

- From the top/notched end of the tube, measure and mark at 29-7/16".
 - Extend mark completely around tube to make sure cut will be square.
 - The mark will be just below the linkage levers.
- Place column tube into a vise. Do not over tighten.
- Cut tube at mark. A hacksaw or cut-off wheel can be used.
- Deburr end of tube to get rid of any sharp edges.
- Place supplied column bearing retainer (Item 4) onto lower end of tube so that it is square and properly seated.
 - The notch in bearing retainer must not cover OEM slot for linkage levers.
 - Paint or debris may have to be sanded off to allow proper fit.
- Using bearing retainer as a jig, drill three holes into column tube with a 9/64" or .140" diameter drill bit.
- Remove bearing retainer to remove any debris left from drilling.



5) STEERING COLUMN ASSEMBLY

- Slide shaft collar (Item 6, provided in COLM-05) onto column tube from bottom end.
- Holding the column tube vertically, place spring washer onto upper column bearing.
- Slip linkage lever/s and spacer back into slot in original orientation.
- Insert shifter assembly into column tube. Shifter lever must point in direction of largest notch.
 - Shifter assembly must be turned back and forth repeatedly to line up with each lever and spacer.
- Insert steering shaft (Item 5) into column tube. Splined end must be at top of column.
- Place bearing retainer assembly onto lower end steering shaft and over column tube lining up the holes previously drilled.
- Secure bearing retainer to column using 3 stainless-steel Phillips sheet metal screws (Item 3).
- Install turn signal assembly base by pressing the two nuts inward as done so during removal.
 - Once seated correctly the two nuts can be tightened.
- The turn signal wire harness can now be fed or pulled through the column.
 - A large cable tie or wire coat hanger can be fed through from the bottom, then taped to the wire harness and removed, pulling the harness through.

(Continued on back)

- Install turn signal assembly and screw turn signal lever into switch.
- Place upper column bearing and spring over steering shaft.
- Install steering wheel and steering wheel nut. Temporarily tighten steering wheel nut.
- Pull steering wheel towards interior of vehicle to pull retaining ring against bearing.
 - Steering wheel to column clearance should be 1/16" to 3/32".
 - If the steering wheel touches the column while pulling, you must cut appropriate length from end of column tube to allow clearance.
 - If the steering wheel is greater than 3/32" from the column, 3/4" inside diameter shims or washers can be placed between the retaining clip and roller bearing.
- Once proper clearance has been achieved, temporarily install steering wheel and nut.
 - The steering wheel will be removed again to index to the front wheels, when rack & pinion installation is complete.

6) STEERING COLUMN INSTALLATION

- Place firewall seal over end of assembled steering column.
- From the vehicle interior, insert column through hole in firewall.
- Position steering column at original height.
- Install upper dash bracket.
- Secure column floor mount assembly over factory firewall seal using supplies hardware.
 - Instructions for floor mount assembly provided in COLM-05.
- Re-connect turn signal harness.
- After rack and pinion installation is complete, the steering wheel can be indexed to match the front wheels when straight.
 - Torque steering wheel nut to 50 lb. ft.

COLUMN LENGTH EXCEPTIONS

In rare cases installers may find difficulty in properly aligning the intermediate steering shaft and universal joints due to the intermediate shaft between the u-joints being too short. This causes an excessive misalignment of the u-joints. Shortening the steering column may be required to complete the installation. The steering shaft and column can be shortened as much as is required to position the new lower bearing retainer against the firewall. Two flats must be machined onto the steering shaft for the universal joint. It is not necessary to machine the snap ring groove. In some cases shortening the column tube will render the column shift mechanism inoperable. A floor shift mechanism will be required for the transmission or a shorter aftermarket column can be installed.

WARRANTY NOTICE:

There are **NO WARRANTIES**, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any product. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes **NO GUARANTEE** in reference to any specific class legality of any component. **ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY.** The products offered for sale are true race-car components and, in all cases, require some fabrication skill. **NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.**

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