

STEERING COLUMN ASSEMBLY INSTRUCTIONS



The following instructions detail the process of installing the shift arm, the turn signal lever, the tilt adjustment lever and the four way flasher knob. It is best to install these things before the column is installed in the vehicle.

Installing Turn Signal Lever



The turn signal lever installs into the left-side hole of the column and attaches to the white self-cancelling mechanism with the provided screw. Do not over tighten.

Installing Flasher Knob & Tilt Lever

The flasher knob installs easily by threading it into a small hole on the right side of the column, and the tilt lever installs by threading into a hole on the left.

Installing Steering Wheel

1. The splines on your steering column is a GM spline for 1969-1994 steering wheels without airbags.
2. Make sure the compression spring is installed under the cancelling cam. Position the horn connection post in between 10 and 11 o'clock as shown. There will be a metal spacer on top of the black horn cancelling cam, but under the steering wheel.
3. Install the steering wheel or the steering wheel adapter onto the splined column shaft and then thread on the column shaft screw nut and tighten to the desired gap, but do not over tighten.

Installing Shifter Arm (Column Shift Columns Only)



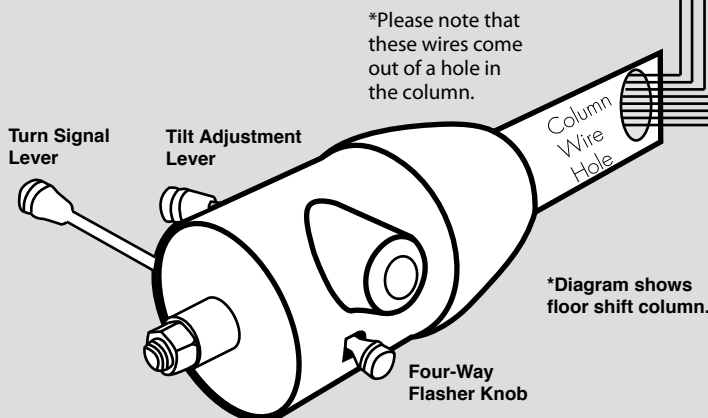
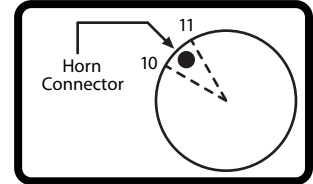
1. Apply grease to the shift arm spring and insert into spring hole- a screw driver or needle nose pliers may be helpful.



2. Twist the collar of the column until gear indicator indicates the Neutral position if necessary, and position the shift arm into the column, pushing the spring further into the spring hole.



3. Align the hole on the lever to the hole on the column and insert lever pin through both holes. Use a hammer and punch to gently push the pin through the lever hole until flush.



Column Harness Wires

White- brake light switch
Green- right rear turn signal and brake light
Yellow- left rear turn signal and brake light
Purple- turn signal flasher
Brown- emergency flasher
Dark Blue- right front turn signal
Light Blue or Gray- left front turn signal
Black- horn

The wiring arrangement is for a GM 4 1/4" connector. Shown above is the standard GM wiring diagram for this plug.

Steering Column and Ignition Switch Wiring

Conversion from GM Wire Color Codes For Ford and Chrysler Applications

Turn Signal & Horn Master Connector

	Port	GM Wire Color	Ford Wire Color	Chrysler Wire Color 1970s	Chrysler Wire Color 1980s
Horn	G	Black or Lt Grn	Yellow	Black	Black
Left Frt Turn	H	Lt Blue	Green	Green	Lt Green
Right Front Turn	J	Blue	White	Tan	Tan
Hazard Power	K	Brown	White	n/a	Pink
Turn Signal Power	L	Purple	Blue	Red	Red
Left Rear Turn	M	Yellow	Green	Dark Green	Dark Green
Right Real Turn	N	Green	Orange	Brown	Brown
Brake Light Input	P	White	Green	White	White

Ignition Switch Connector

(White connector)

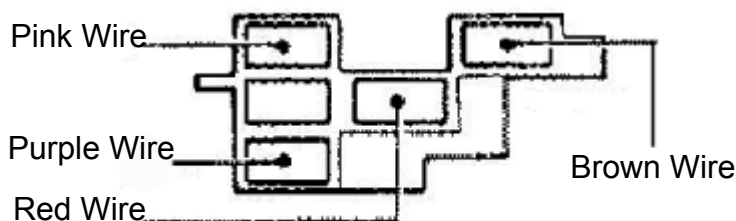
Accessory	Brown	not used	Black	Black
Battery Power (B+)	Red	Yellow	Red	Red
Ignition Coil +	Pink	Red	Brown	Brown
Start	Purple	White	Yellow	Yellow

Ignition Switch Connector

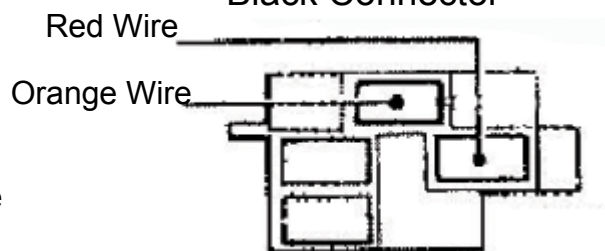
(Black connector)

Ignition Switch	Red	Yellow	Red	Red
Accessory (uses larger terminal)	Orange	Black	Blue	Blue

White Connector



Black Connector



Neutral Safety and Back Up Light Switch

The neutral safety switch and the back up light switch are combined into a single unit which is mounted on the lower portion of the steering column. The neutral safety switch interrupts power from the ignition switch to the starter solenoid (usually a purple wire) when the shifter is in any position other than park or neutral.

** Use original connectors or insulated spade terminals on connections

Neutral Safety Terminals are stacked



Back up Light Terminals