

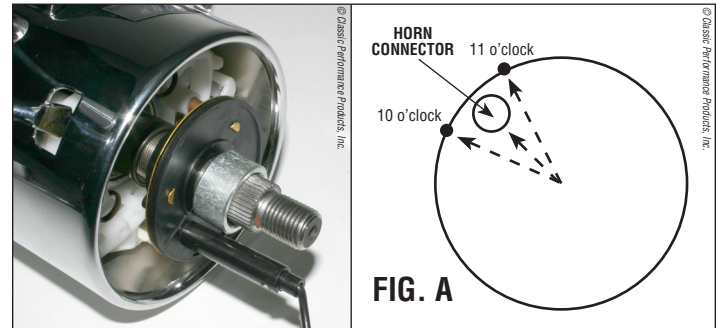
Tilt Steering Column Assembly Instructions

The end of the column is a 1" DD hollow shaft. Use a 1" DD U-joint for the column end and the correct end for your steering box or rack and pinion (please refer to our catalog or website for correct u-joint size).



2. Install the compression spring under the canceling cam. Position the canceling cam as shown in Figure A between 10 o'clock and 11 o'clock. The spacer is placed on top of the canceling cam and under steering wheel and/or adapter as shown.

3. Install steering wheel or steering wheel adapter on steering column spline shaft, screw nut on column shaft and begin tightening. Tighten wheel or adapter to the desired gap. (Do not over-torque)



Install the tilt lever into the lower hole on the left side of the column. Install the turn signal lever into the upper hole in the left side of the column with the screw provided.

Install the 4-way flasher knob into the hole on the right side of the column.

Gear Shift Arm Installation - Applies to Column Shift Only

Note: The shift arm should be completed before the column is installed in the vehicle.



1. Grease spring and insert into the casting hole. Using a screwdriver or needle nose pliers may help.

2. Position shift arm into casting so the pin hole in the arm is lined up with the pin hole in the shift collar. It may be necessary to grind some of the excess chrome off the tip of the arm to properly seat into the casting.

3. Using a hammer and punch, gently tap the pin in until it is flush.



4. Install the rubber grommet (supplied) into the shift lever arm at the bottom of the column. Then insert the steel bushing.

5. If you are using an overdrive transmission, the 3-speed shift indicator lens can be removed and the overdrive lens installed (supplied).

6. The shift lever at the bottom of the column can be unbolted and repositioned to your needs. (i.e. headers, engine block, etc.)

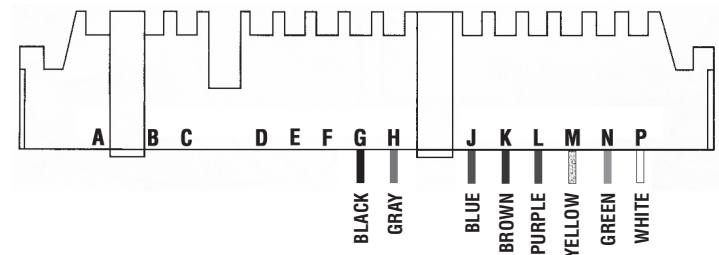
Important Safety Note: You MUST install a neutral safety switch on all automatic transmissions. Your vehicle will start in gear without it.

Installing the Steering Wheel

1. The spline on the CPP column is a GM spline designed for 69-94 steering wheels without airbags.

Wiring Diagram

The wiring included with your CPP column is GM 4-1/4" connector. The standard GM wiring diagram for this plug is:



LETTER	WIRE COLOR	FUNCTION
G	Black	Horn
H	Gray	Left Front Turn Signal
J	Blue	Right Front Turn Signal
K	Brown	Hazard
L	Purple	Turn Signal- Power (main)
M	Yellow	Left Rear Turn Signal
N	Green	Right Rear Turn Signal
P	White	Brake Light
--	Black	Column Shift only- Illuminated gearshift indicator is connected to dash lights

*Shift column indicator replacement bulbs are Wagner #35

CPP stocks a wide variety of column accessories to assist you in installing your new CPP column: U-joints, shift linkage, floor and dash mounts, steering wheels, adapters and wiring harness connectors are available on our website.

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Installation and Adjustment of Park Safety Switch

Note:

For this switch to work correctly, the shift linkage must be properly adjusted to the detents in the transmission.

Instructions:

1. Remove park safety switch from column by removing the two retaining screws.
2. While holding the back of the neutral position in the switch. Place a pin (straightened paper clip) in the hole to retain this position. (See Figure A)
3. Place the gearshift indicator in the neutral position.
4. Place the park safety switch onto the column and attach the switch with the screws that were removed in Step 1. Snug the screws against the housing.
5. Reattach the wiring ensuring that the neutral safety wires are on the two flat terminals and the reverse lights are the two offset terminals. (See Figure B)
6. Move the gear shifter through the range of gears. The engine should only start in park.



FIGURE A



FIGURE B