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C/E 2728 Moly Steering Column Kit

PARTS LIST:

3'...1-1/4" x .065" Moly Tubing	1...C/E2727 Steering U-Joint
12'...3/4" x .058 Moly Tubing	1...C/E 2717 Female Rack Adapter
2...C/E 2710-3 Column Bushing	1...Steering Hub and Weld Bung
3...5/16" Flat Washer	3...5/16" x 3/4" Bolt

These instructions are just one way of properly installing Steering Column Kits. Depending on your fabrication experience, you may find it easier or more convenient using other methods that accomplish the same results. Every installation is slightly different and we have attempted to structure these instructions to make your installation as easy as possible.

INSTALLATION:

1...Mount the steering wheel to the quick release hub using the 5/16" washers and bolts.

2...Install the female rack adapter over the rack shaft and bolt into place. Insert the short piece of 3/4" tubing into the adapter. Cut this piece of tubing off so that the U-joint is lined up with the center of the driver's seat. In some cases a second U-joint may be needed to accomplish this. Slide the long piece of 3/4" tubing into the U-joint far enough to be fully engaged but so far as to bind the joint. **(See Figure 3)** Mark and cut off the tubing so that the driver can sit in the seat. See **Figure 1** for assembly diagram.

3...Next, with the driver in the seat, slide the 1-1/4" steering column over the 3/4" steering shaft. Now slide the steering wheel assembly of the end for the 3/4" steering shaft. Have the driver hold the steering wheel at the correct angle, desired height and distance from the driver. Mark the steering shaft (3/4" tubing) flush with the top of the steering hub (weld bung) and cut off. Use the left over 3/4" steering shaft as weld supports for the steering column making sure everything is still in line and at the correct angle and height. U-joint angle can be no more than 30°. See **Figure 2** for maximum operating angle.

4...Weld the steering hub on both ends, so that steering hub is even with the top of the steering shaft.

5...Center the rack from side to side. This is accomplished by turning the input shaft from one stop to the other while counting the number of turns. The center will be half of the number of turns. With the rack and pinion centered and the steering wheel centered, weld the U-joint and the rack adapter to the 3/4" steering shaft. You can also bolt the rack adapter and U-joint if so desired. **(See Figure 3)**

Bolting U-joints

Common practice is to slip the steering tube into the U-joint enough to be fully engaged but not to far as to bind the joint. **(See Figure 3)** If installing more than one U-joint, make sure they are aligned properly. **(See Figure 4)** Once everything is aligned and position properly drill a 1/4" hole through the joint and steering shaft at each end. Utilize a 1/4" bolt & nylock nut at each end of the joint to bolt the steering shaft and joint together.

Welding:

Welding the joints is another common practice for securing the steering shaft and joints together. Complete welding around the u-joint and steering shaft seam is not needed or recommended. Instead, partial welding on two sides of the u-joint is all that should be necessary if done properly. **(See Figure 5)**

U-joint Orientation:

When two (2) u-joints are used on a shaft, the forks of the closest joints to each other should be in line, not out of phase. Premature wear or binding can result if u-joints are not phased correctly. **(See Figure 4)**

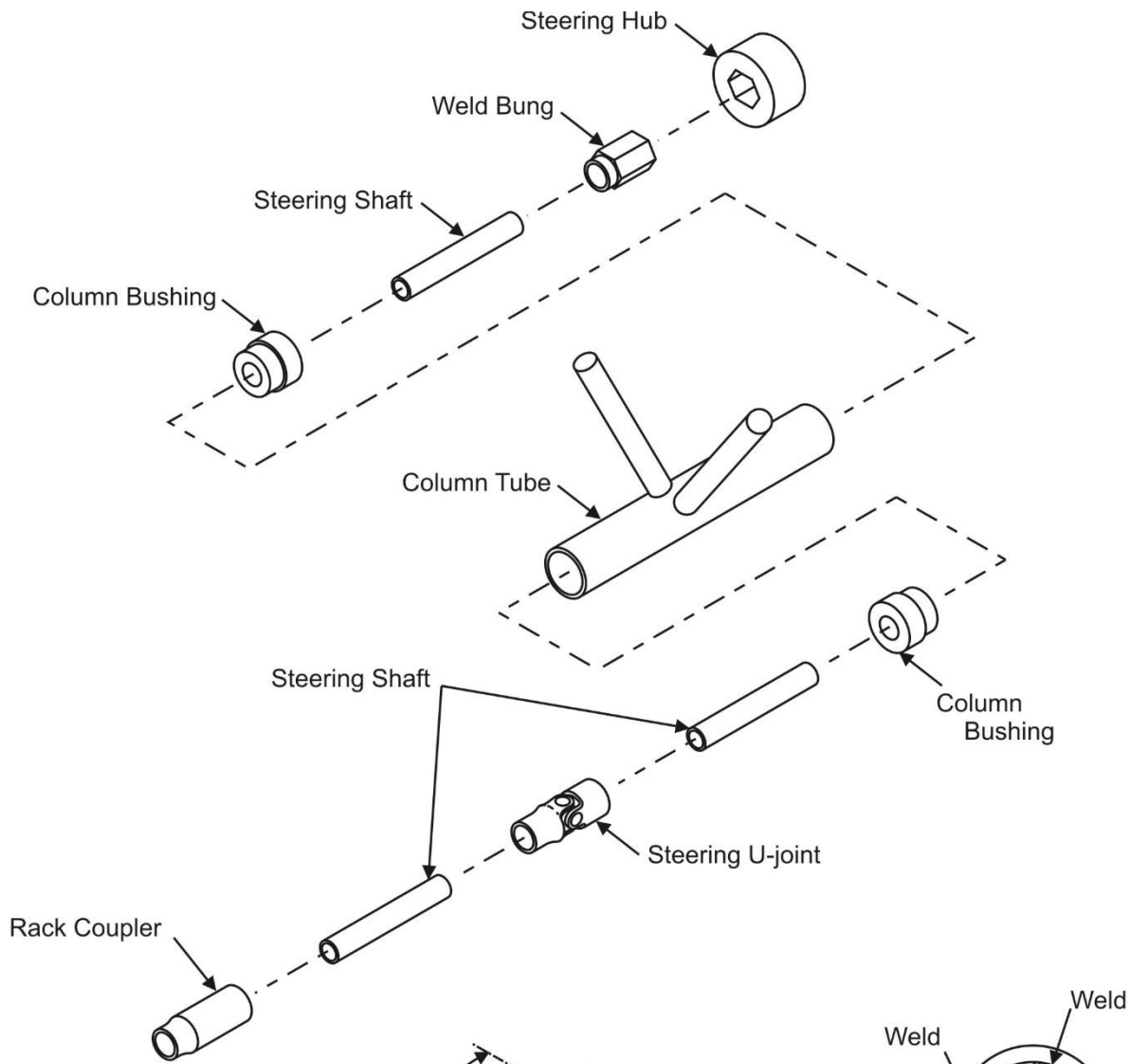


Figure 1

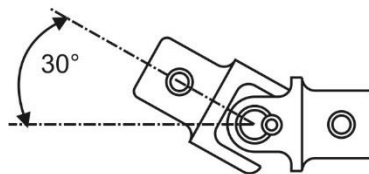


Figure 2

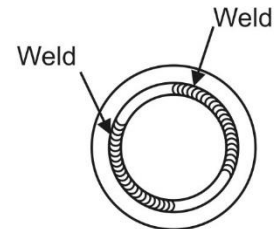
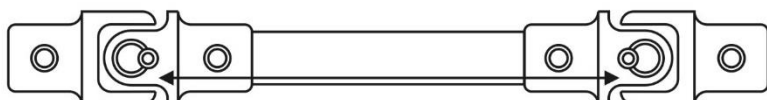


Figure 5



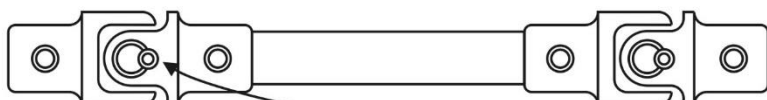
Correct Depth



Correct Alignment



Incorrect Depth



Incorrect Alignment

Figure 3

Figure 4