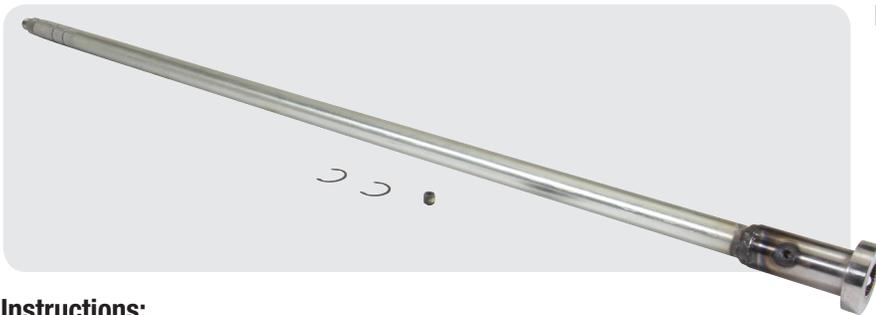




Steering, Brake & Suspension Specialists

#67ISS-400 - Installation Instructions

For 1967 Chevy Nova Inner Steering Shaft (with CPP 400 Series™ Power Steering Box)



Notes:

Inner steering shaft is designed to fit stock 1967 Nova steering columns for use with CPP's 400 Series power steering conversion; will not work with OE steering boxes. No major modification is necessary; lower column sealed bearing is swapped for a fiber collar that presses in place. In some cases, slight adjustment may be required to align column mounting bracket to dash—if so, simply slot holes on bracket to accommodate.

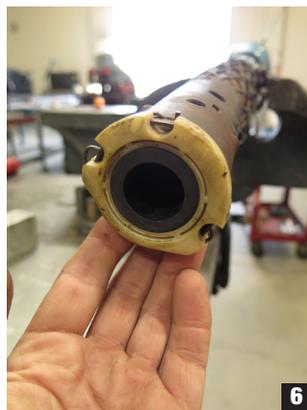
Instructions:



1-2. With stock column out of the vehicle, remove the steering wheel with a suitable puller. At the top of the shaft, just beneath the turn signal assembly (approximately 1-1/2" below the splines), there will be a C-clip retaining a flat washer atop a spring-steel washer. Remove all three.

3. The stock inner steering shaft is now free at the top end of the column and can be pushed down and out through the bottom of the tube.

4. Remove the stock inner shaft as well as the lower sealed bearing; thoroughly clean the plastic bearing retainer, as it will be reused.



5. Before installing the new inner shaft, thread the Allen set screw into the steering box input coupler (bottom), just enough so it will not interfere with bearing retainer, but not deep enough to prevent shaft splines from fully engaging with input splines.

6. Insert the fiber collar bearing replacement into the plastic retainer—the outside edge must be flush in order for the steering shaft to fit properly.

7. Before installing the lower of the two C-clips, test fit the CPP steering shaft to ensure it fully engages into the top, enough to allow the upper C-clip and washers to be installed.

8. Remove the shaft and install the provided C-clip onto the lower of the two grooves on the upper side; reinstall shaft in column.

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Continued



9-11.
With lower shaft flush against lower fiber collar, install the spring washer, flat washer, and upper C-clip, in the exact orientation as on the stock inner steering shaft. Check for excess play or any binding.

With 400 Series box “centered”, reinstall column in vehicle. Make sure the lower shaft engages the box’s input so that the Allen set screw will lock into the grooved portion.



12. If the upper column bracket will not adjust enough, oblong the holes attaching it to the column until it does.

Reinstall steering wheel (centered), securely lock down the Allen set screw and all mounting hardware, and with the front wheels off the ground, check and verify proper, smooth operation turning the steering wheel side to side.

PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs to make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10 lb/ft	1/4"	grade 8	14 lb/ft
5/16"	grade 5	19 lb/ft	5/16"	grade 8	29 lb/ft
3/8"	grade 5	33 lb/ft	3/8"	grade 8	47 lb/ft
7/16"	grade 5	54 lb/ft	7/16"	grade 8	78 lb/ft
1/2"	grade 5	78 lb/ft	1/2"	grade 8	119 lb/ft
9/16"	grade 5	114 lb/ft	9/16"	grade 8	169 lb/ft
5/8"	grade 5	154 lb/ft	5/8"	grade 8	230 lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.

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