

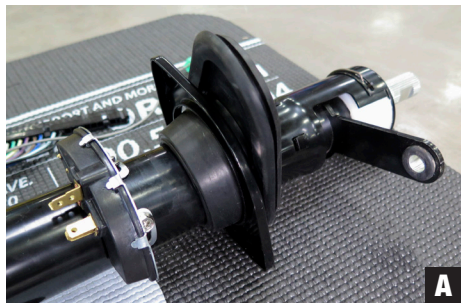


Steering, Brake & Suspension Specialists

#DC-6772-SB & DC-6772-SC Installation Instructions

Classic Fit™ Premium Tilt Column for 1967-72 GM Trucks

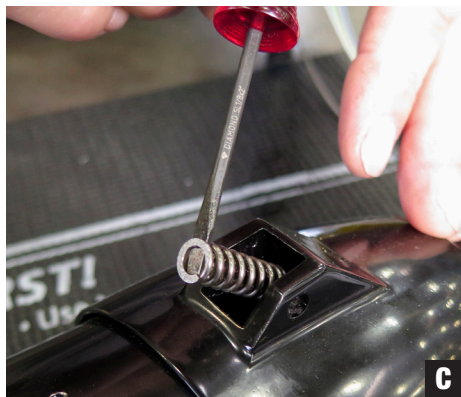
STEP-BY-STEP INSTALLATION:



1. The first step is to install the neutral safety/reverse light switch on the column but before doing so, make sure the retaining plate and grommet are positioned between the neutral safety switch and shift arm as shown in Photo A.



2. Then proceed to install the adjustable neutral safety/reverse light switch, making sure to index the switch on the tab in the column (Photo B).



3. Install the shift lever spring into the head of the column using a screwdriver as shown in Photo C.

INSTALLATION & ADJUSTMENT OF NEUTRAL SAFETY/REVERSE LIGHT SWITCH

Note:

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

Instructions:

1. Remove neutral safety/reverse light 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 neutral safety/reverse light 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 (purple), are on the two flat terminals and the reverse lighting wires (green), 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.

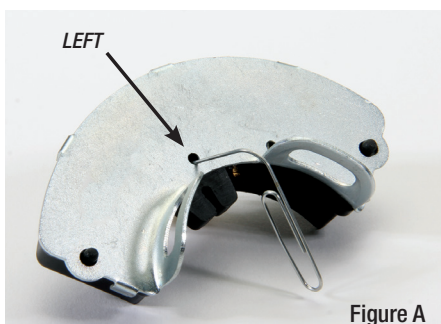


Figure A

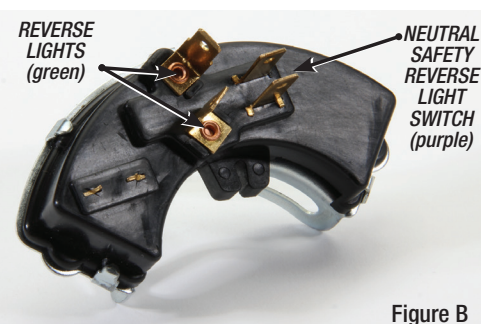
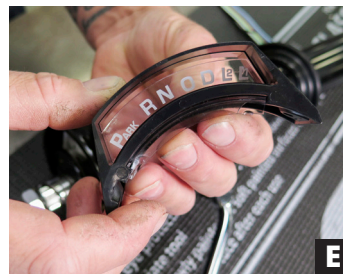


Figure B



4. Then insert the shift lever into the head of the column and secure it by tapping in the supplied knurled pin (Photo D).



5. Choose between the supplied three-speed and overdrive indicators and install into the bezel (Photo E).

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6. Before installing the bezel, slide the indicator pointer/needle into the head of the steering column (Photo F).



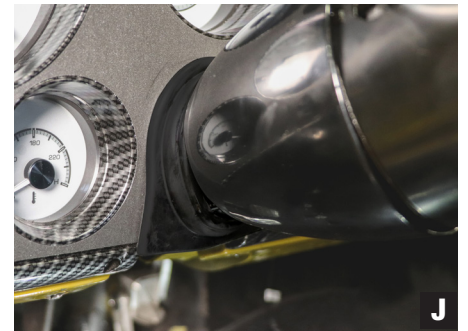
7. Clip the pointer into the bezel so that the pointer can move with the bezel as it tilts. Then fasten the shift position indicator bezel to the column using the supplied screws (Photo G).



8. The final step before fitting the column into the truck is to install the hazard switch (Photo H).
9. Now bring the column into the cab of the truck and feed the bottom of the column and the shifter through the firewall.



10. From the engine bay, slide the steering shaft into the u-joint. The end of the column is a 3/4"-36 spline. (Photo I).



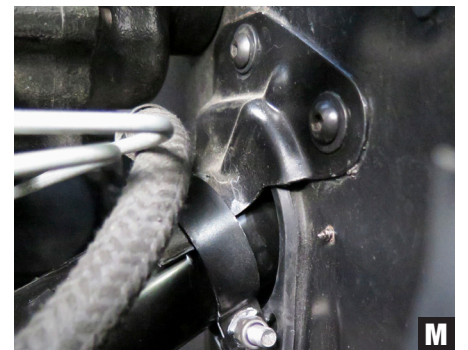
11. Position the upper steering column grommet so that it is on the outside face of the dash panel as shown in (Photo J).



12. Then, once everything is lined up properly, go ahead and secure the column to the underside of the dash (Photo K).



13. From inside the cab of the truck, fit the grommet to the hole in the firewall and then fasten the supplied retaining plate to the firewall (Photo L).



14. From the engine bay, secure the column to the firewall using your original brackets (Photo M).

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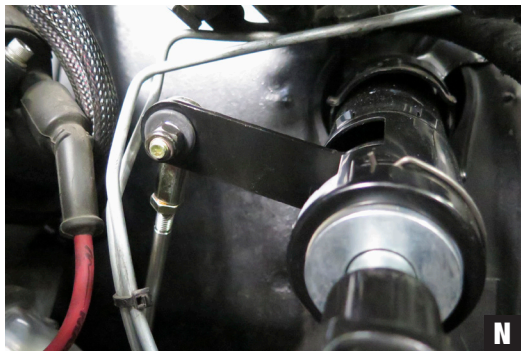


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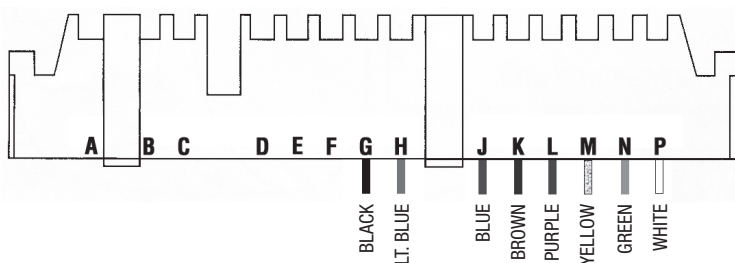
15. Attach your transmission linkage to the shifter on the column (Photo N).

SUGGESTED PRODUCT:
CPP's shift linkage kit #CPTSL is designed to connect your new steering column to GM automatic transmissions with built-in adjustability at both ends (Photo O).



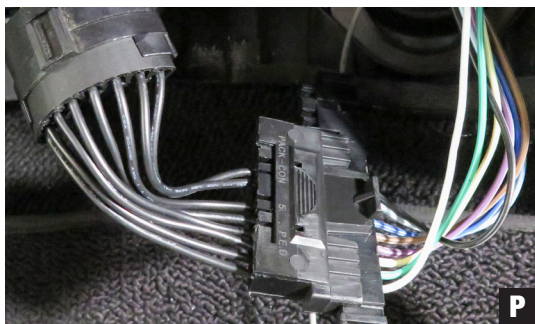
WIRING DIAGRAM

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	Lt. Blue	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
--	Grey	Column Shift only- Illuminated gearshift indicator is connected to dash lights

**Shift column indicator replacement bulbs are Wagner #35*



16. Next, use the supplied adapter (if needed) to connect the column wiring harness to the factory wiring harness under the dash (Photo P).



17. Connect the grey wire from the column's wiring harness to the terminal on your headlight dimmer switch so the light up gear position indicator operates with the dash cluster lights. Another option is to connect the grey wire to a keyed power source so the indicator light stays on when the key is on. (Photo Q).

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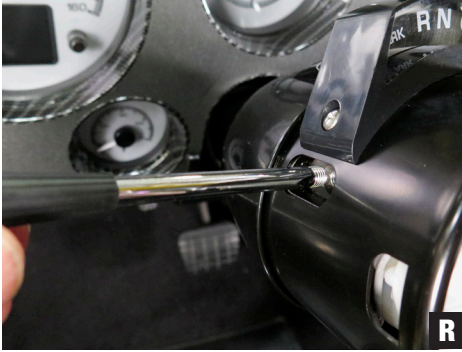


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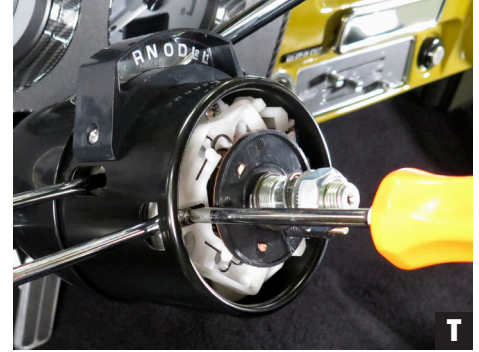
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18. Screw the tilt lever into the steering column head (Photo R).



19. If you are using a factory-style steering wheel, install the horn ring followed by the spring. With the front wheels pointed straight, position the horn ring connector between 10 o'clock and 11 o'clock (Photo S).



20. Then use the supplied sheet metal screw to attach the blinker lever to the face of the steering column (Photo T).



21. Finally, with the upper steering column grommet in place, re-install the under-dash plate (Photo U).

Aftermarket steering wheels, adapters and shift levers are also available through CPP.

Scan QR Code
for video
instructions:



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