

1967 Corvette: Service News: Inspection and Realignment of the Energy Absorbing Steering Column

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INSPECTION and REALIGNMENT of the ENERGY ABSORBING STEERING COLUMN—ALL 1967 PASSENGER CARS

The following information on inspection and realignment of the energy absorbing steering column supplements and supersedes the information published in Section 9 of the 1967 (Passenger Car) Chassis Service Manual and the 1967 Corvair Chassis Shop Manual Supplement.

STEERING COLUMN INSPECTION

To determine if the energy absorbing steering column components are functioning as designed, or if repairs are required, a close inspection should be made. An inspection is called for in all cases where damage is evident or whenever the vehicle is being repaired due to a front end collision. Whenever a force has been exerted on the steering wheel or steering column, or its components, inspection should also be made. If damage is evident, the affected parts must be replaced.

The inspection procedure for the various steering column components on all 1967 Passenger Cars is as follows:

Column Support Bracket

Damage in this area will be indicated by separation of the mounting capsules from the bracket. The bracket will have moved forward toward engine compartment and will usually result in collapsing of the mesh section of the steering column.

Column

Inspect mesh section of column for bulged sections and/or bends.

Shifter Shaft

Separation of the shifter shaft sections will be internal and cannot be visually identified. Hold lower end of the "shifter shaft" and move "shift lever" on column through its ranges and up and down. If there is little or no movement of the "shifter shaft", the plastic joints are sheared.

Steering Shaft

Hold steering shaft at coupling and rotate steering wheel back and forth, no lash should be evident. Lash will indicate that the plastic pins have sheared. It should be noted that if the steering shaft pins are sheared due to minor collision with no appreciable damage to other components, that the vehicle can be safely steered, however, steering shaft replacement is recommended.

STEERING COLUMN REALIGNMENT

A slow steering recovery on turns, a noise, an irregular feel as the steering wheel is turned, or flexible coupling distortion, are conditions which indicated the need for the steering column to be readjusted and realigned.

It is also necessary to realign the column whenever the assembly has been completely freed or removed from the vehicle.

In service, the 1967 Chevrolet, Camaro, Chevelle, Chevy II, Corvair and Corvette should be realigned in accordance with the following procedures.

The following realignment procedures should be performed with the vehicle on the ground. All

four wheels of the vehicle should be supporting vehicle weight.

Before performing any of the following realignment procedures remember:

CAUTION: The outer mast jacket, shift tube, steering shaft, and instrument panel column mounting bracket are designed as energy absorbing units. Because of the design of these components, it is absolutely necessary to handle the column with care when performing any service operation required. Avoid hammering, jarring, dropping, or leaning on any portion of the column.

1967 CORVETTE STEERING COLUMN REALIGNMENT—FIGURE 6

1. Loosen, but do not remove, escutcheon attaching bolts (F).
2. Loosen, but do not remove, three bolts (C) which attach the column (B) to the intermediate bracket (A). Loosen four nuts (E) and bolts (D) which attach the intermediate bracket (A) to the dash bracket.
3. Loosen bolts (J) and (K) which secure the lower column to the toe pan.
4. Loosen flexible coupling flange pinch bolt (M).
5. Check steering column to insure column is

- loose and can be moved in all directions.
6. Tighten escutcheon attachment bolts (F) to 25 in.-lbs. torque.
7. Adjust column fore or aft to place the clamp band (part of H) between the column reaction tabs (part of B).
8. With the column position defined by flexible coupling and escutcheon, hold the steering column lower support (H) against the front of dash and tighten the wrap-around clamp bolt (K) to 150 in.-lbs. torque.
9. Check bracket (H) to insure that it is not

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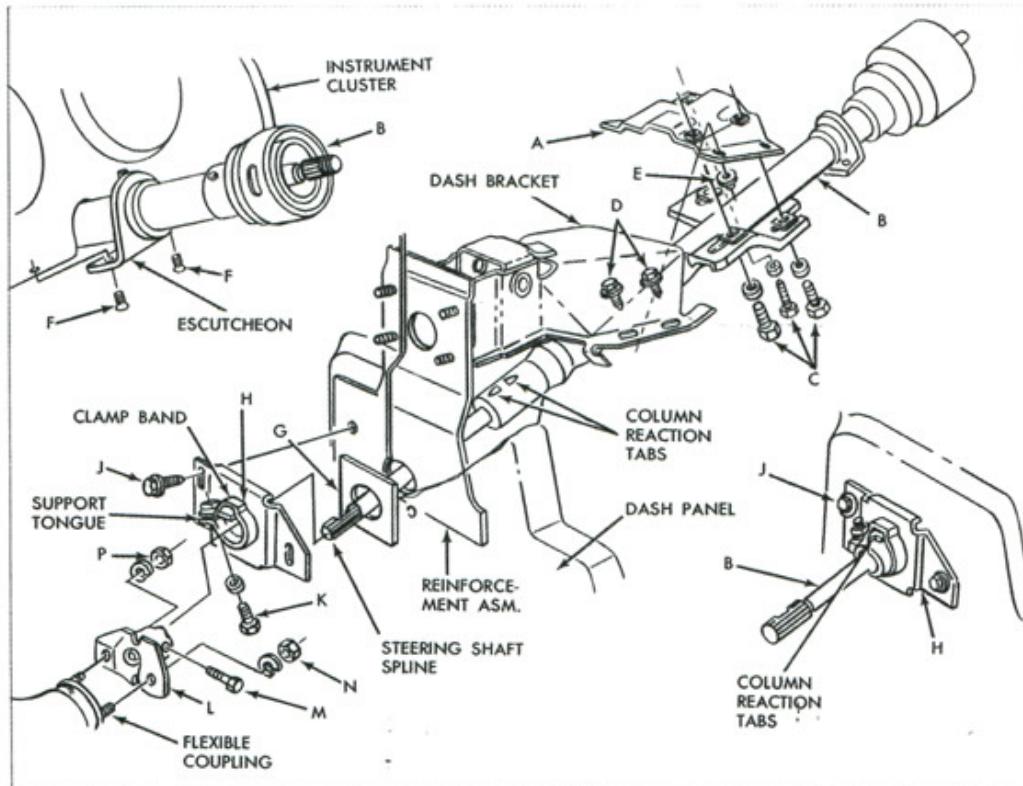
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binding against bolts (J). Tighten bolts (J) to 150 in.-lbs. torque.

10. Pull intermediate bracket (A) rearward to accommodate the height differential of the

cluster to instrument panel brace, and tighten three bolts (C) to 20 in.-lbs. torque.

11. With flexible coupling held flat, tighten upper flange pitch bolt (M) to 30 ft.-lbs. torque.



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