

# INSTRUCTION

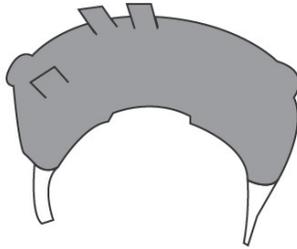
926-14666 / 926-14929

Neutral Safety Switch

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## WIRING FOR NEUTRAL SAFETY SWITCH

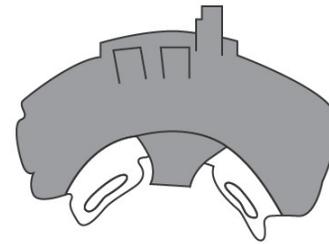
THERE ARE TWO DIFFERENT STYLES



### Style A 926-14666

The two tabs on the left side of the neutral safety control the actual starting of the engine.

Hook the solenoid wire from the ignition switch to the top tab on the left side of the neutral safety switch. Connect a wire from the bottom tab to the starter solenoid marked with the letter "S". The switch has been pre-adjusted, however if you removed the switch for painting, please adjust so the car will only start in park and neutral.



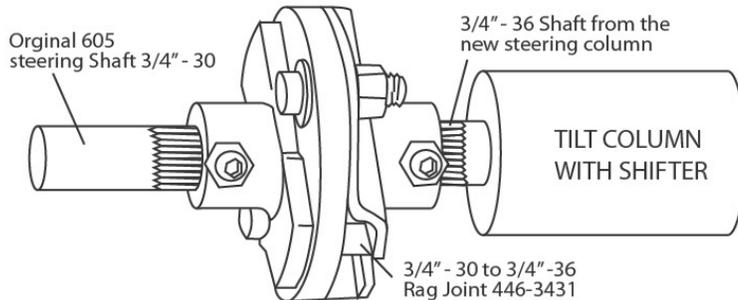
### Style B 926-14929

The two tabs on the right side of the neutral safety switch control the actual starting of the engine.

Hook the solenoid wire from the ignition switch to the top tab on the right side of the neutral safety switch. Connect a wire from the bottom tab to the starter solenoid marked with the letter "S". The switch has been pre-adjusted, however if you removed the switch for painting, please adjust so the car will only start in park and neutral.

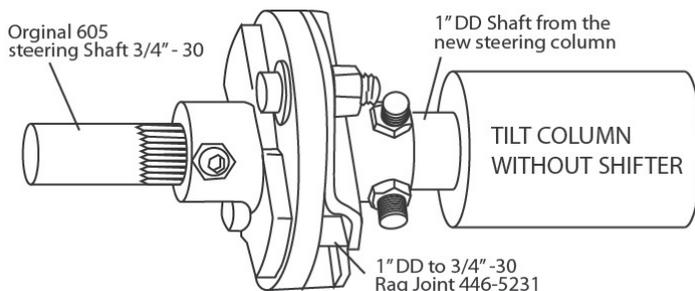
The other two tabs are for the reverse lights. One tab goes to a fuse that is hot all the time. And the other will go to the back-up lights. If no reverse lights are used, do not wire.

## 1955-56-57 CHEVY - TILT STEERING WITH COLUMN SHIFTER TO 605 STEERING BOX



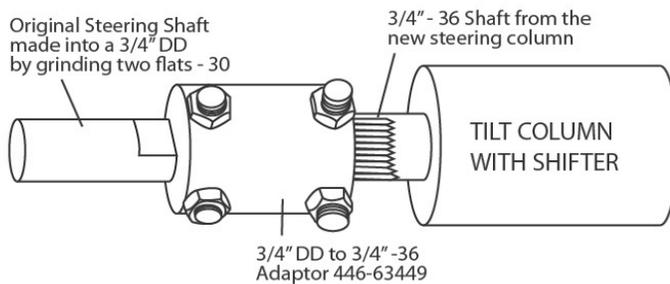
Once you have the box mounted in position, a rag joint is used to connect it to your new column. This is a direct hook-up. This column uses a 3/4"-36 splined shaft so a 3/4"-36 x 3/4"-30 splined rag joint is used. Both shafts are secured to the rag joint with the supplied set screws.

## 1955-56-57 CHEVY - TILT COLUMN TO 605 STEERING BOX



Once you have the box mounted in position, a rag joint is used to connect it to your new column. This is a direct hook-up. The tilt column uses a 1" DD shaft so a 1" DD x 3/4"-30 splined rag joint is used. Both shafts are secured to the rag joint with the supplied set screws.

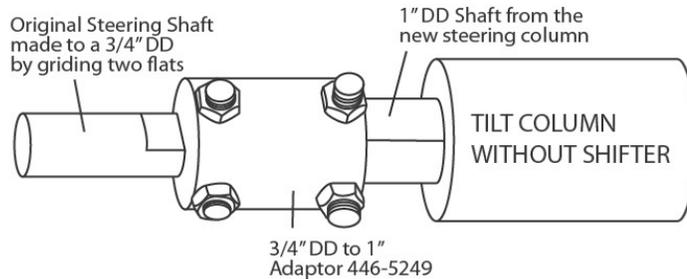
## 1955-56-57 CHEVY - TILT STEERING WITH COLUMN SHIFTER USING STOCK GEAR BOX



A 3/4"-36 x 3/4" DD coupler will be held to the column with set screws. The 3/4"-36 end will fit on the column shaft.

The other end of the coupler will fit over the stock shaft, after you grind two flat spots in shaft to make the stock shaft into a 3/4" DD shaft.

## 1955-56-57 CHEVY - TILT STEERING WITHOUT COLUMN SHIFTER USING STOCK GEAR BOX



3/4" DD x 1" DD coupler, this coupler will be held to the column with two set screws, installed at a 90° angle to each other.

The coupler is pre-welded the 1" DD side to go on the column, two flat sides grinded on stock 3/4" shaft (coming out of gear box) to make it 3/4" DD to fit into other side of coupler.

Cut Approximately 6" up from the box and work your way down until the column is properly positioned in your dash.

# IMPORTANT

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