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FAQs	Frequently Asked Questions Steering Columns

While we do not offer technical assistance on steering columns, we have learned about a few issues that come up from time to time. Please see the items below to see if they help with your issues.

WIRING QUESTIONS?

Please download the wiring diagram and instruction sheet by going to www.autocityclassic.com and locating the Instructions link, then go to the Steering Column section of the instructions and locate the file GM Steering Column Signal Wiring or scan his QR Code to be directed to the steering column instruction webpage. Also wire adapters for some vehicles are available on the Auto City Classic website in the Steering Column section.

HOW DO I ASSEMBLE THE SPRING, CANCELING CAM, SPACER, WHEEL ADAPTER AND NUT?

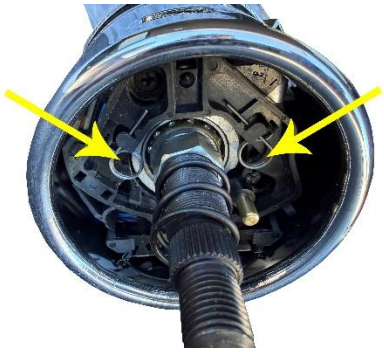
You install it in that exact order. First the spring goes on, then the canceling cam, spacer, wheel adapter and then the nut.

I HEAR OR FEEL A CLICKING OR CATCH WHEN I TURN THE COLUMN.

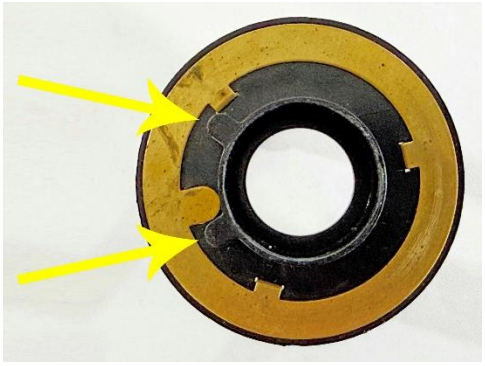
We have discovered on SOME of the columns provided to us by the manufacturer that there is a clicking or a catch when the column is turned. We have disassembled a column to determine the cause of this and discovered that there is a spring clip on the tilt ball assembly on the shaft that the manufacturer did not grind down. Now, we do not suggest that a customer disassemble a column to fix this. But what we have discovered is that after a short time these pins will wear and eventually clear themselves. You can speed this process up by turning the column over and over, it will take time but in most cases that will solve the problem.



MY TURN SIGNALS ARE CANCELLING WHEN I START MY TURN RATHER THAN WHEN I FINISH MY TURN AND I AM RETURNING THE STEERING WHEEL TO THE CENTER POSITION.



We have discovered on some columns provided by the manufacturer that the canceling springs inside the column are too close to the canceling cam which causes them to cancel the turn signal when starting the turn rather than when finishing a turn.



This is an easy fix with just minor modification to the canceling cam. Notice the 2 catch “bumps” on of the canceling cam shown here. Those bumps are what come into contact with the springs to cancel the turn signal. To correct the problem just sand or file a slight amount of plastic material to reduce the thickness of the bump and put the canceling cam assembly in place and test to see that it makes the first pass on your initial turn and then returns to center while canceling the turn signals. If it does not, repeat this step until you have removed enough material from the bump to make it function properly. Do this slowly and remove a very minimal amount of material each time.

If your cam cancels on the initial turn only in one direction then you only need to do this on one of the canceling bumps but if your column is doing this in both directions then you will need to do this to both bumps. We suggest fixing only one at a time.

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