

# INSTALLING A GEMMER STEERING BOX

By Bill Button

1963 +4

This guide is for a collapsible system. A one-piece Gemmer was not available when I purchased mine. However I am very happy it was not. I like the safety of a collapsible system.

The Gemmer bolts in the old holes. You do need to take a heavy hammer (5 or 10# sledge) and make room for it by hammering the sheet metal valance. Hard to do but 'HIT IT HARD'.

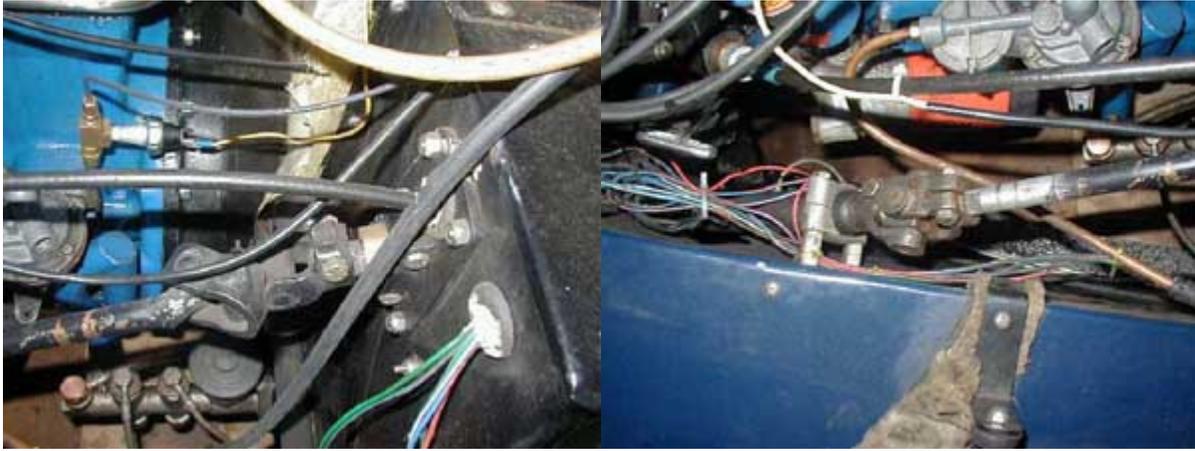
Now this is what I did: I obtained from the local "British Car Wrecker"

1. MGB steering universal joint
2. Jag XJ6 steering rod. (It is about 12" long with a funny universal) It is the one that connects the steering to the Rack & Pinion on a XJ6)
3. Triumph TR7 collapsible steering shaft. (Goes from the Steering Wheel just thru the firewall.
4. Bronze Bearing. Used in the fitting on the firewall. 1" ID 1 1/4" OD - Grainger has them - or you could use an old stub axle bush and wrap some rubber tape to shim it a bit.
5. Steering column clamp - Get from "Morgan Spares".

You will have to cut the "Triumph Steering Column" to a length that lets the end just stick thru the firewall.

The "Steering Column Clamp" is used to hold the "column end" of the Gemmer. Bolts on the valance (that is what I call the sheet metal inner fender).





Notice the tranny switch (ala Fred Sisson). If oil pressure gets below 17 lbs a light goes on right in front of my nose. More than once I haven't noticed a lack of oil pressure by watching the gauge. Also notice the Toyota Dual Master Cylinder (also Fred Sisson). Should I loose brakes on one end I at least have the other end working.

**It is understood that the information contained herein is offered without any undertaking whatsoever and no warranty is suggested or may be implied.**