

The two tooth steering column replacing the worm gear

By Domenic DeMenna

There are a number of resources for information on rebuilding the two tooth steering column including Les Andrews' Red book, indeed is an extremely helpful reference. However I had not found a reference book on how to replace the steering column worm gear. Here are the steps I went through to do this.

Most folks will advise to send it out to have the worm replaced: this would be an acceptable solution for me... The main issue is that the steering shaft is a hollow tube and easily bent or damaged. The worm gear is pressed onto this hollow shaft. Upon trying to remove the original worm gear, I simply could not press the old

one off of the shaft: even with a number of different

pullers. My solution was to use a side grinder to cut a slot through the worm gear, almost all the way through. I stopped short of fully cutting through mostly out of fear of nicking the shaft. Either the combination of heat and release of the worm metal fairly easily allowed me to press the old worm off of the shaft. Part one accomplished. It was very apparent that the new worm



5/8" 18 Tap

thrust bearing

will not go on easy, plus I had to be careful with this new worm gear. After a thoroughly cleaning the shaft, I used a 5/8" 18 pitch tap to thread



the inside of the steering shaft. This took patience with lube and a back and forth routine. Once threaded an inch or so into the shaft, I returned to another session of cleaning with compressed air and solvents. Having sources a length of 5/8" 18 threaded rod, I made up a set of washers in between a "thrust bearing" that I had in my tool box from an air conditioning compressor clutch install tool. I applied ATF fluid on the shaft and also to the worm gear. Viola, the gear pressed on smoothly. I had to back off a

few time to visually see if the gear bottomed out on the shaft. What an accomplishment to complete this steering box rebuild and to have a much smoother steering Model A.



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