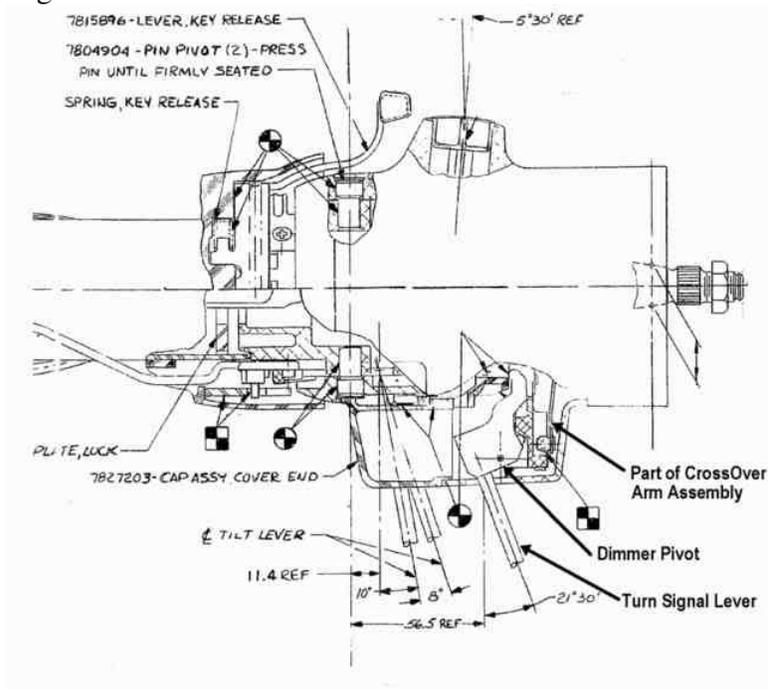


1978-82 T&T STRG COLUMN DIMMER PIVOTS AND TURN SIGNAL LEVERS EXPLAINED

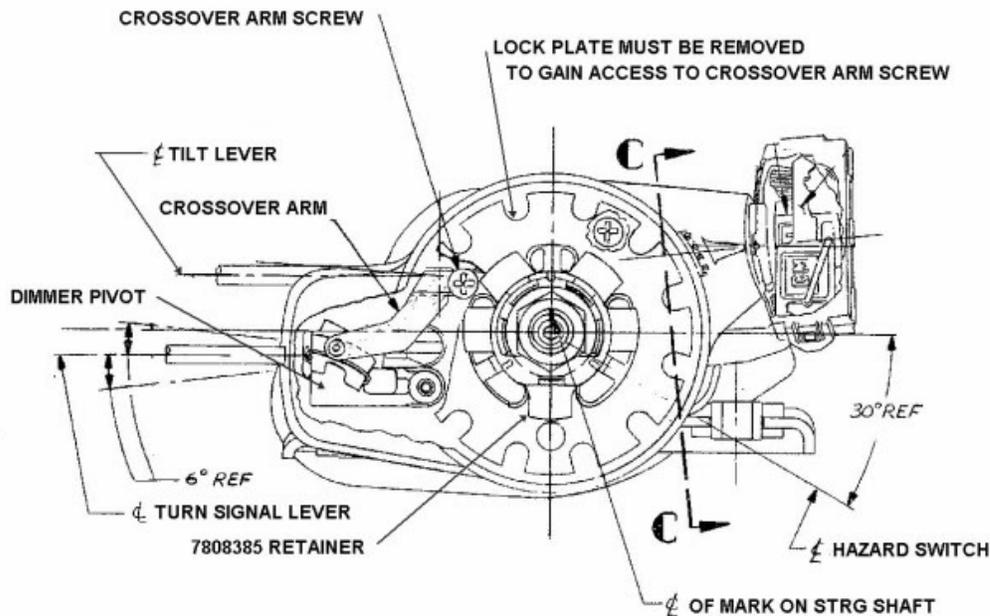
The 1978 through 1982 Corvette T&T columns had a pivot inside the steering column head where the turn signal lever just "plugged" in. A straight push or pull will facilitate installation or removal. This made installation of the lever quite easy at the assembly plant and it makes service in the field quite easy as well. The only thing that makes it somewhat difficult is if the lever has cruise control switches and wiring attached to it. I think that the wiring has to be "fished" down the column if you change the lever. All of the (1978-82) levers should interchange and just plug-in to the dimmer pivot.

Now it starts to get a bit more confusing. The angle of the pivot inside the column changed sometime during the 1979 model year. It started out at a shallow 21 degree angle. This required that the turn signal lever (with cruise) to have a 30 degree bend in it. This compensated for the shallow pivot angle and brought the end of the lever (with the cruise button) close to the steering wheel rim. BTW, the turn signal lever without cruise was straight.

By just looking straight down at the column, you should be able to tell if the turn signal lever is coming out of the column head at a shallow 21 degree angle or at the steeper 46 degrees.



Sometime during the 1979 model year the dimmer pivot was changed to a steeper 46 degree angle. This brought the end of the turn signal lever close to the steering wheel rim without having a 30 degree bend.



**SECTIONAL VIEW: CORVETTE 1977-82 TILT & TELESCOPING
STEERING COLUMN TURN SIGNAL SWITCH CROSSOVER ARM**

When you move the turn signal lever up or down (right and left turn signals) it causes the dimmer pivot to oscillate up and down as well. There is what is called a crossover arm that connects the dimmer pivot to the turn signal switch. This movement of the dimmer pivot and crossover arm causes the turn signal switch to activate right and left turns just as a typical switch would operate.

There is a common mistake in many Corvette supplier catalogues where they seem to specify that there was a turn signal switch change when the dimmer pivot changed from 21 to 46 degrees. Since the dimmer pivot dictates the angle of the turn signal switch lever and the pivot connects by means of the crossover arm, the switch itself is unaffected.

Dimmer Pivots & Turn Signal Levers

The 78 to 79 turn signal lever w/cruise had a 30 degree bend in it because the dimmer pivot had the lever mounting hole that was at a shallow angle (21 degrees) and the lever needs to bend toward the steering wheel rim such that the driver can easily reach the cruise button.

GM part number 25030522

ZIP SC-337 or Doc Rebuild #2897116

The 78-82 T&T turn signal lever w/o cruise was straight.

GM 14009242

ZIP SC-333 or Doc Rebuild #2897118.

A change occurred late in the 1979 model year. The angle of the turn signal lever mounting hole in the dimmer pivot was changed to 46 degrees. The turn signal lever now was pointed more directly at the steering wheel and the turn signal lever was straight. Zip Products lists a 79L-82 Turn Signal Arm Pivot Assembly SC-756. This should be the 46 degree pivot that works with straight turn signal levers.

Here are the straight T&T levers that I think work with the 46 degree pivot:

GM part number 25030492

Zip Products 79L-80 Turn Signal Lever w/tele & w/o cruise SC-332.

1981-82 Turn Signal Lever w/cruise (All Corvette Columns are T&T in this time frame)

Doc Rebuild 289119 (Cruise resume switch on side of lever)

The entire series of Tilt & Telescoping Steering Column Disassembly & Repair Papers can be found at www.corvettefaq.com

Click on Jim Shea's Steering Papers

Click on Corvette Steering Papers

Scroll down to the Tilt & Telescoping 69-82 Section

JIML82@aol.com

DimmerPivots&TurnSignalLevers