



# Retrofit Steering Column

## INSTALLATION INSTRUCTIONS

### for Chevy Tri-Five

FOR PART NUMBER'S: 1120550010, 1120550020, 1120550051,  
1070550030, 1070550040, 1120570010, 1120570020, 1120570010,  
1070570030, 1070570040, 1140550010, 1140550020, 1140550051,  
1150550030, 1150550040, 1160550010, 1160550020, 1160550051,  
1140570010, 1140570020, 1140570051, 1150570030, 1150570040,  
1160570010, 1160570020, 1160570051



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## Thank you for purchasing the Tri-Five Chevy column from ididit.

This is a simple overview of how to mount your column. Any steering column must be secured at the dash and firewall. This column will use all the original mounting brackets at the dash. If you are missing parts, some are available from Ecklers, or Danchuck. Both have web sites to visit if necessary.

In these instructions we assume either the original gear box or an aftermarket box are mounted in the original position. Since the gear box is so close to the firewall, only a coupler (manual) or rag joint (power) are necessary. If you have done a frame off restoration, the distance may have changed between the body and the frame. Remember, the steering column is one of the few parts that relate to both body and chassis. If the body is placed slightly back from the original position, you may need to add an inch to the column. We will be happy to exchange this column (in original condition). *We cannot be responsible for body placement.*

If you have added a rack and pinion front end, the installation will require 2 joints and a shaft to reach the rack. This would be more of a “hot rod” installation than a restoration. Both are great additions to updating your steering.

It is highly recommended that you fit your column before painting it. Test fitting now will save you a headache later on. *We are not responsible for paint.*



# INSTALLING YOUR IDIDIT COLUMN

## 1955-56 Chevy installation with stock under dash mount

- 1) Slide cluster seal up the steering column tube to the upper limit of the column.
- 2) Attached the mount to the upper dash.
- 3) Place the column in designated place and affix the mount into position making sure the tab of the mount is inside the column. If no hole is in the tube, drill a hold so the tab will align. (Floor shift model has no pre-drilled hole)
- 4) Install the steering column dash cover (screw hole marked in step 3 & 4)



## 1957 Chevy installation with stock under dash mount

- 1) Hold the column in the mounting position and affix the column mount to the dash. Next, drill two (short) self tapping screws (#8 or #10) through the column to hold it in place.
- 2) Attach the U-Bracket to the dash
- 3) Place the column dash cover over the assembly and screw into the U-Bracket



**A new floor mount is required for installation. The original will not fit the ididit steering column. We recommend the Classic Chevy Floor Mount (part # 2401400010)**

### Classic Chevy Floor Mount Installation:

Bolt the T-shaped L-bracket (A) (with the extension on the bottom) to the inside floor using the original bolt holes. The long extension will point towards the driver. Next, slide the locking clamp (B) up the tube of the steering column. Slide the steering column through the floor board. The column will sit above the extension.

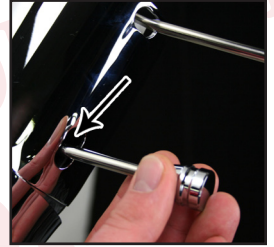


With the column in place, slide the clamp down over the extension of the floor bracket, securing it to the column. Tighten all fasteners when you are comfortable with the installation. Your column is now secured to the floor.

## **KNOB & LEVER INSTALLATION:**

### **Tilt Lever:**

After removing all items from the package, screw the knobs onto the levers. The tilt lever is installed on the left side of the column in the threaded hole closest to the dash. We recommend using Loctite.



### **Turn Signal Lever:**

The turn signal lever is inserted into the hole closest to the top of the column. With the steering wheel and adaptor removed, look down from the top of the column and you'll see two holes on the turn signal switch. One is D shaped and the other is round. With the lever in place, insert the provided screw into the **round** hole. Use a #2 Phillips screw driver to tighten the screw tightly.



### **Emergency Flasher Knob:**

The emergency flasher is threaded into the hole located on the right side of the column. You will notice the nylon switch that the flasher screws into is flush with the outer surface when in the OFF position. It is easy to accidentally turn the flashers ON while installing, which could lead to problems later. Check to make sure that the knob is in the OFF (out), position before continuing.



### **If Column Shift Application:**

Place column shift knob onto the shift lever. Once the lever is in place, use setscrew (provided) and adjust knob so set screw is pointing away from you, tighten setscrew. Do not remove the upper shift lever for any reason! The tension spring will pop out and it is very difficult to re-install.



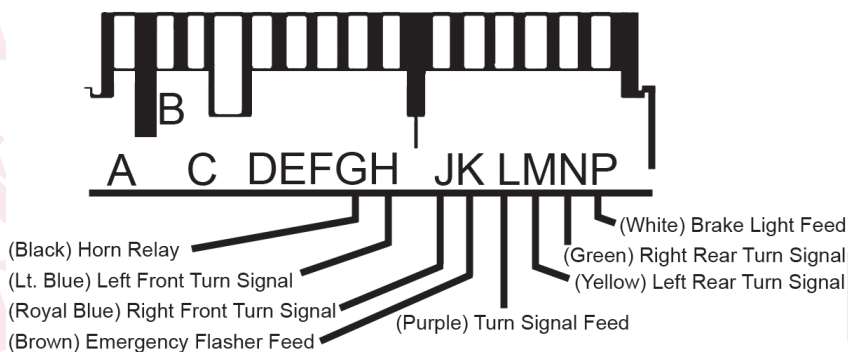
## Column Shift Linkage Installation:

You will notice a lever located at the bottom of the column. This is the shift lever where your linkage will attach from the column to the transmission. Note the 5/16 hole through the bushings, most kits use a 5/16 bolt to secure the rod to the column. Please follow the kit instructions for the linkage, but make sure that no part of the kit hits the metal portion of the lever, as it will create a rattle in the column.



## WIRING YOUR COLUMN

This ididit steering column uses a standard 3 7/8-inch male connect. However, some GM columns use a 4 1/4-inch male connector. Connectors do not interchange and must be used in pairs. A mate to the 3 7/8 inch plug is available through ididit. If you need to change this connector for any reason the following schematic will be helpful.

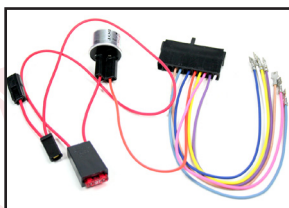


***If you have an Original Wiring Harness and you want 4-way flashers Please read below!***

Tri-Five wiring systems are different for each year therefore each one has a different set of plugs. We have wiring kits available for each year that include there own wiring schematic.

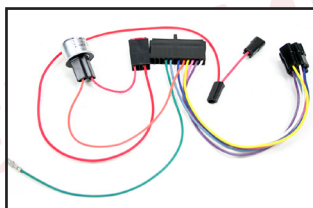
1955 Chevy

**Part # 3100035775**



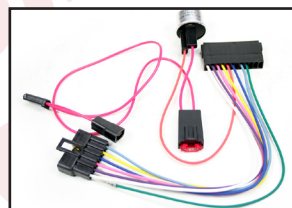
1956 Chevy

**Part # 3100035780**



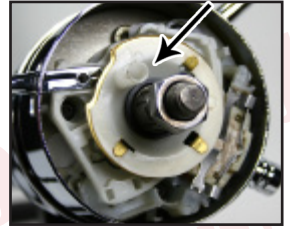
1957 Chevy

**Part # 3100035785**



### **Horn Button Wiring:**

A horn may require two wires to properly function with an ididit column. The center lug on the button should connect to a horn wire, which is provided by ididit with your steering column. This horn wire will slide into the horn cam (white plastic tube sticking up on the top of the column).



If there is a second wire off to the side it is probably a ground wire (check with the horn button manufacturer to be sure). This is normally used when an o-ring is used to hold the button in place. The o-ring does not provide sufficient ground, therefore, an additional wire is provided to ground the horn button. If there is not a hole in adaptor to ground to, use one of the puller holes with a short bolt to attach the wire to the adaptor.

### **Column Shift stock gauge cluster applications: The “Z” wire**

The wire between your column and gauge cluster is called the “Z” wire. The “Z” wire links the column and original dash indicator together to ensure you are in the correct gear, ididit column shift columns are designed to use this original piece. At the top of tube on the ididit column you will see a rectangular space and what looks to be a hook inside the space, that is where the “Z” wire hooks to. To hook the “Z” wire to your new ididit column, put the column in neutral and route the “Z” wire through the hook on the ididit column. The “Z” wire may need to be shortened or elongated to accurately get the column and indicator aligned, the best way to do this is to test its function before reinstalling the chrome piece on your cluster. Once you have tested the function of the “Z” wire installed on the column you can continue your installation.

### **SYNCHRONIZING YOUR COLUMN**

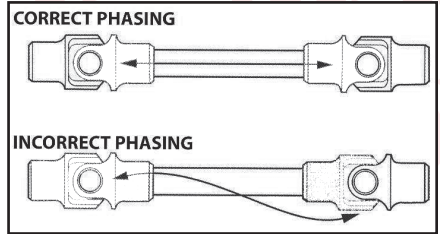
In order to insure proper functioning, this steering column must be installed in sync with the rest of the steering system. Turn signal cancellation and wheel position, as well as smooth steering operation depends on it. Although not all of them may need adjustment, the complete table of steps required for full synchronization is as follows:

1. The front wheels must be pointing straight forward with the steering toe set reasonably close.

2. Rotate the input shaft of the gearbox or rack from lock to lock and set the box exactly half way between. For example, if the shaft rotates three full turns from lock to lock. The center will be at 1½ turns from either locked position.
3. Install the steering arm and drag link, and adjust tie rod ends to get the drag link to fit without moving either the box/rack or the front wheels. Rotating each tie rod end the same number of turns will preserve adjustment.

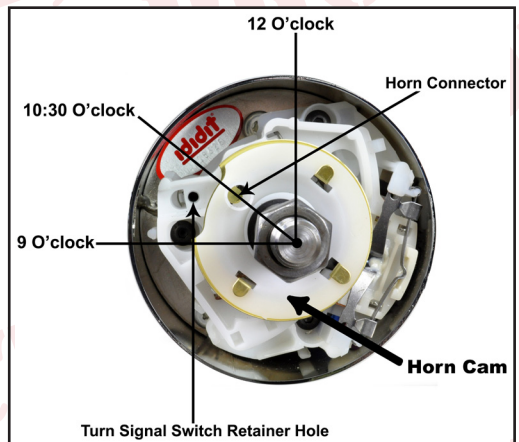
4. **(When using a Rack & Pinion #4 may apply)**

With the column mounted in position and two joints are used on a shaft, the forks of the yokes closest to each other should be in line, or “in phase”. Premature wear or binding can result if the u-joints are not phased properly. Sometimes if the u-joints are at a severe angle, even if they are phased correctly, a hard spot in the steering may occur for no apparent reason. If this happens, index the u-joints two or three splines in one direction. The hard spot should disappear or be minimized.



5. Install the shaft or joint on the gear box/rack. Leave the upper part of the shaft unconnected for the time being.
6. Position the column housing so that the signal switch arm is level to the left hand side.
7. Install the column through firewall, into your joint.

8. To achieve proper synchronizing of your column the finished installation of your column should look like the diagram on the right. If post on horn cam is not at 10:30, turn it until it is in the 10:30 position. Once completed, your column will be in sync.



## NEUTRAL SAFETY SWITCH WIRING



The two tabs on the right side of the Neutral Safety Switch (NSS) 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 NSS. Connect a wire from the bottom tab to the starter solenoid marked with the letter “S”.

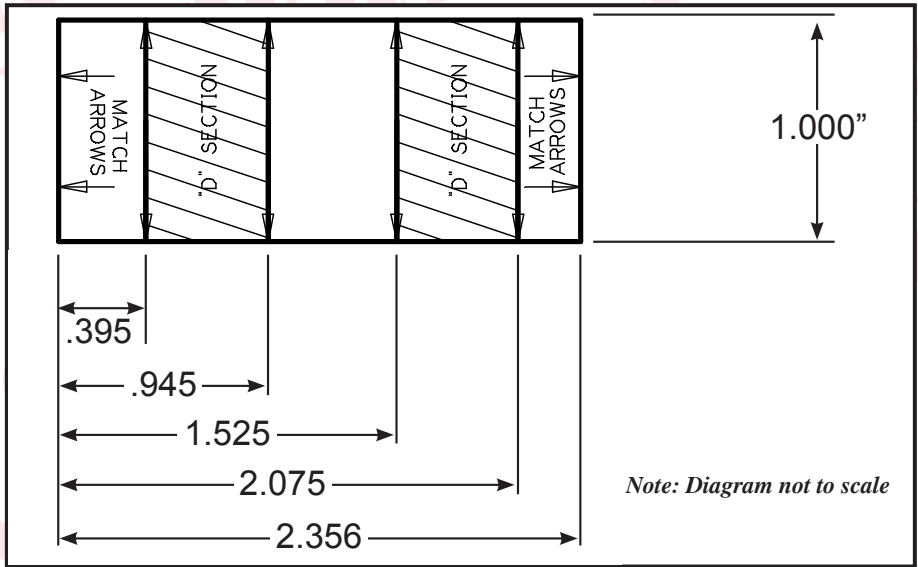
The NSS has been pre-adjusted. If you remove the switch to paint the column, you may have to adjust it so it will only start in park and neutral again.

The other two tabs are for back-up lights. One tab goes to a fuse that is hot all the time. The other tab goes to the back-up lights. If no back-up lights are to be used, disregard these directions and do not hook any wires to either tab.



## HOW TO MAKE A DD SHAFT

The shaft of the gearbox will now need to be cut into a DD shaft. This is a round shaft with flats centered on two sides. An easy way to do this is to make a paper template. Create your own template by using the measurements from the diagram below.

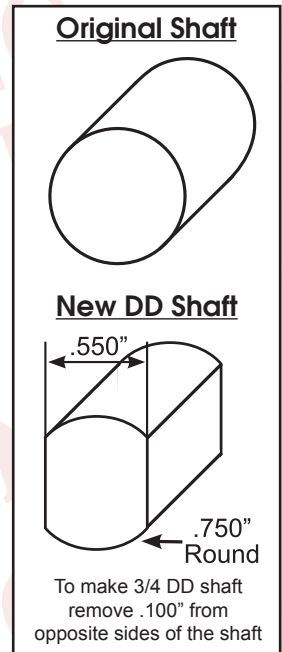


Starting from an 1/8 from the bottom, wrap the paper template around the shaft and match the horizontal arrows together.

Mark the shaft at the 8 vertical arrow points and draw a line down the length of the shaft, connecting the marks. This will create the shaded "D" sections found on the template.

With a grinder or similar tool, grind flat the shaded "D" sections to match the DD shaft. As you work, use the coupler as a guide and test fit to ensure proper fitting.

Another option would be to remove the gearbox and take it to your local machine shop to be modified.



## INSTALLATION INSTRUCTIONS FOR THE CLASSIC 1955-56-57 CHEVY – TILT STEERING WITHOUT COLUMN SHIFT, 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 ground onto stock 3/4" shaft (coming out of gear box) to make it 3/4" DD to fit into other side of coupler

### TILT COLUMN WITHOUT SHIFTER

1" DD SHAFT FROM THE NEW STEERING COLUMN

Column

3/4" DD TO 1" ADAPTOR

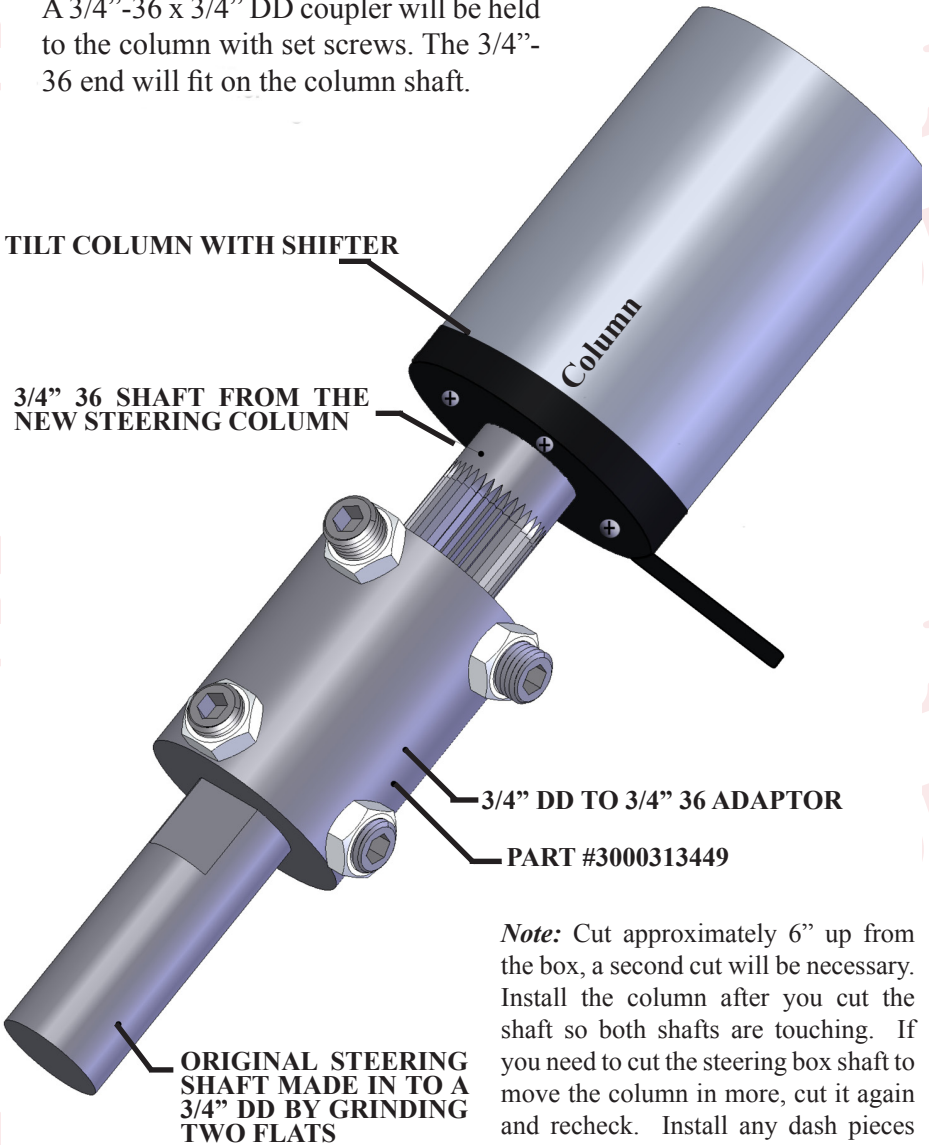
PART #3000315249

ORIGINAL STEERING SHAFT MADE IN TO A 3/4" DD BY GRINDING TWO FLATS.

*Note:* Cut approximately 6" up from the box, a second cut will be necessary. Install the column after you cut the shaft so both shafts are touching. If you need to cut the steering box shaft to move the column in more, cut it again and recheck. Install any dash pieces before cutting. After cutting to the perfect length grind the shaft to a DD to fit the coupler. (See "Synchronizing Your Column" on page 5.)

# INSTALLATION INSTRUCTIONS FOR THE CLASSIC 1955-56-57 CHEVY – TILT STEERING WITH COLUMN SHIFTER, USING STOCK GEAR BOX

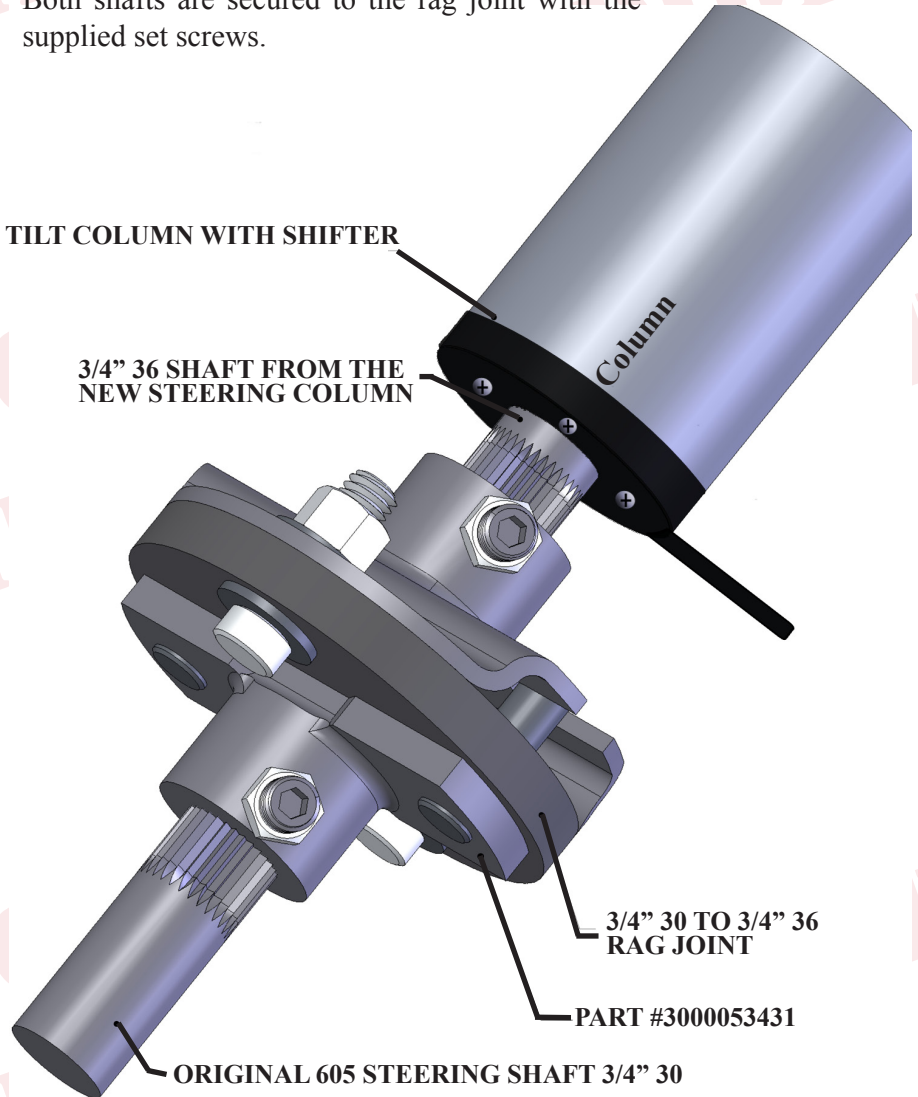
A 3/4"-36 x 3/4" DD coupler will be held to the column with set screws. The 3/4"-36 end will fit on the column shaft.



*Note:* Cut approximately 6" up from the box, a second cut will be necessary. Install the column after you cut the shaft so both shafts are touching. If you need to cut the steering box shaft to move the column in more, cut it again and recheck. Install any dash pieces before cutting. After cutting to the perfect length grind the shaft to a DD to fit the coupler. (See "Synchronizing Your Column" on page 5.)

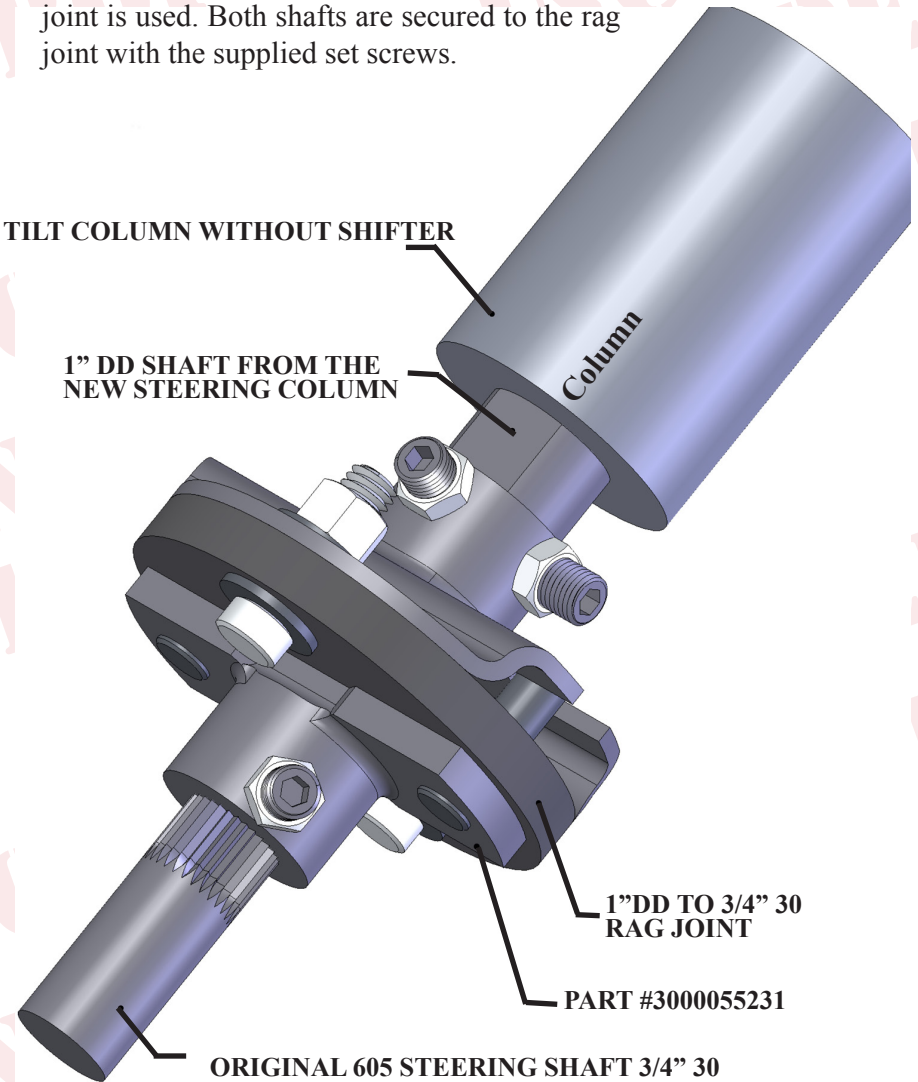
# INSTALLATION INSTRUCTIONS FOR THE CLASSIC 1955-56-57 CHEVY – TILT STEERING WITH COLUMN SHIFTER TO THE 605 STEERING BOX

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 shaft so a 3/4" 36 3/4" 30 splined rag joint is used. Both shafts are secured to the rag joint with the supplied set screws.



# INSTALLATION INSTRUCTIONS FOR THE CLASSIC 1955-56-57 CHEVY – TILT COLUMN TO THE 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.



These are the parts that will correspond to the particular installation that you are doing. This will speed up the ordering process when the time comes.

#3000315249	3/4" DD x 1" DD Coupler
#3000313449	3/4" 36 Spline x 3/4" DD Coupler
#3000055231	1" DD x 3/4" 30 Spline Rag Joint
#3000053431	3/4" 36 Spline x 3/4" 30 Spline Rag Joint
#2612000010	'55-57 Horn Kit
#2612100040	'55-57 Horn Kit with Ring

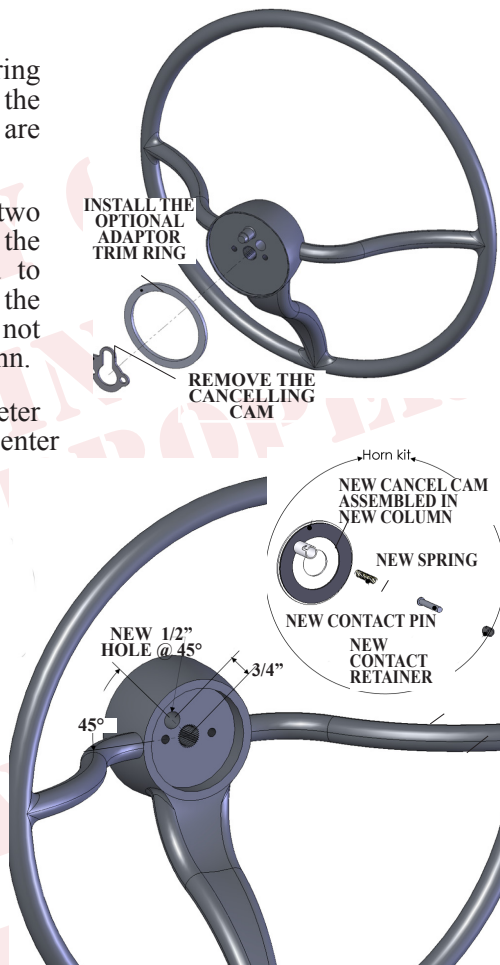
## STEERING WHEEL MODIFICATIONS FOR 1955-56-57 CHEVYS WITH STOCK STEERING WHEEL MOUNTED ON STEERING COLUMN

The spline in your stock steering wheel is the same as the one on the new column, so no modifications are needed here.

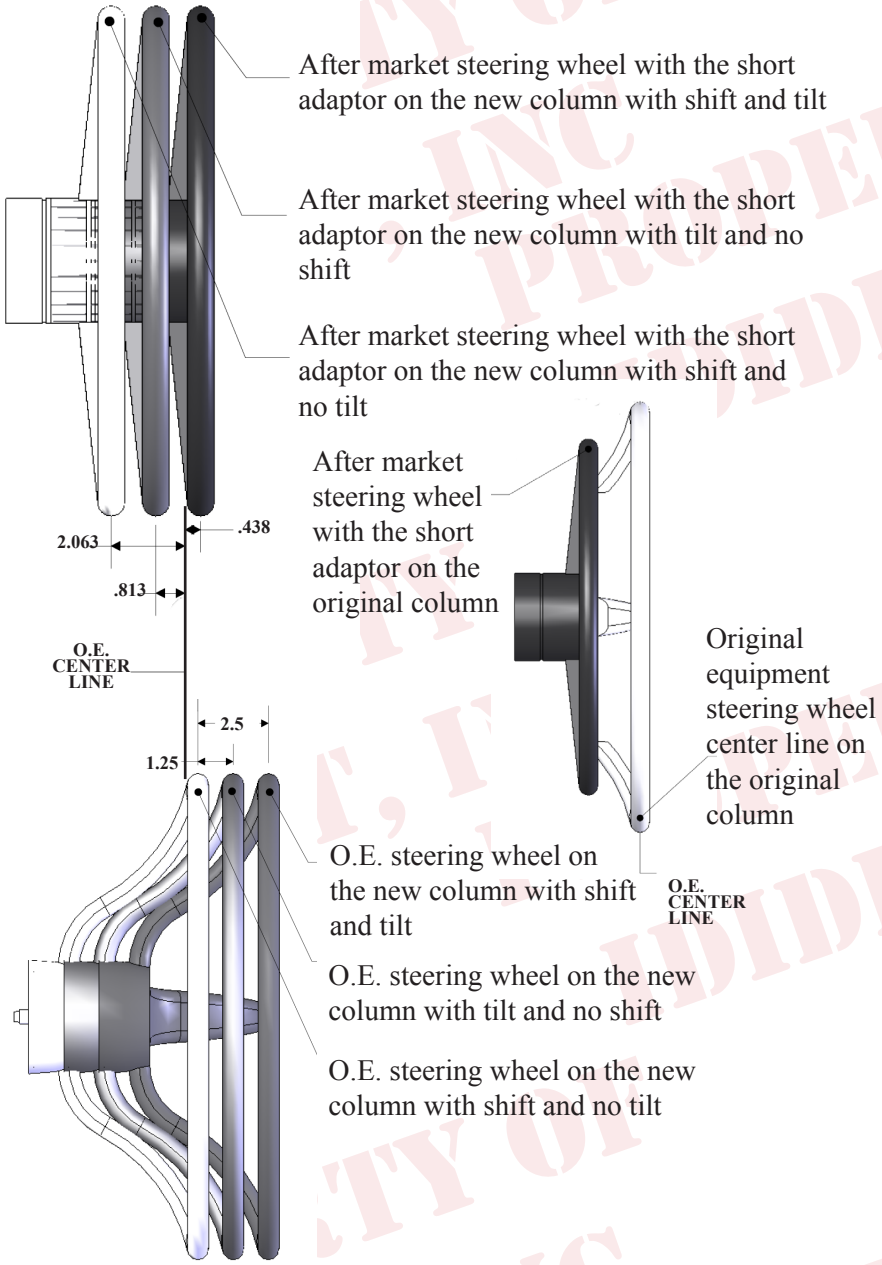
Turn the wheel over and find two screws that hold a metal tab to the wheel. This tab is what is used to cancel your turn signals. Remove the two screws and the tab as you will not be using them with your new column.

You will have to drill a 1/2" diameter hole in the wheel 3/4" from the center of the steering wheel at 45° (looking at the front of the wheel). If this can't be done because of screw holes for a puller, try to get the hole as close as possible on either side. Do not drill out puller holes, you may need them later to pull the wheel. Install horn kit, if purchased. If the horn kit with ring is purchased, the ring is to be siliconed onto the steering wheel. If it doesn't fit on exactly right, use a file or die grinder to trim inside.

Next, install the wheel on the column. If it doesn't want to go on at first, move the horn cam with your thumb and index finger a little one way or the other until the wheel drops down fully. This horn cam is what cancels the turn signals, so with this horn cam at 10:30, the steering box half way between full left and right, and the road wheels pointed straight ahead, the turn signals will cancel at the right time.



# STEERING COLUMN AND WHEEL ADAPTOR COMPARISONS



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