



# Retrofit Steering Column

## INSTALLATION INSTRUCTIONS

### Second Series 1955-59 Chevy Trucks

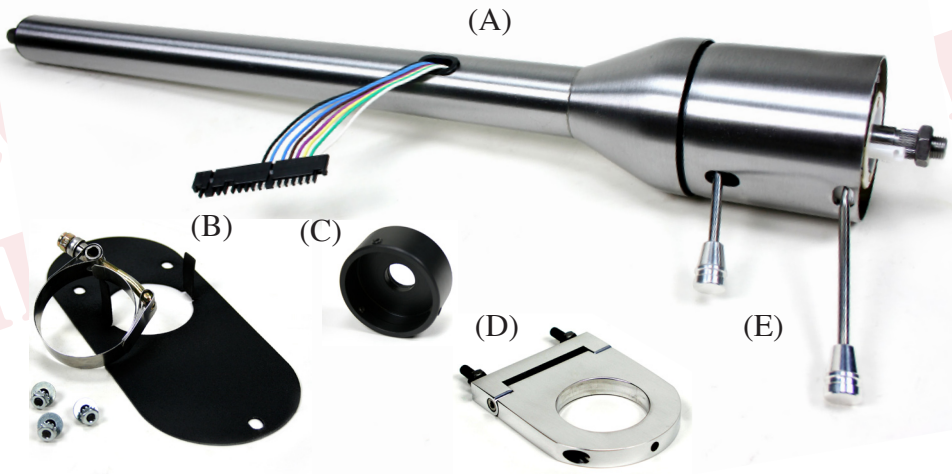
FOR PART NUMBER'S: 1120652010, 1120652020, 1120652051,  
1140652010, 1140652020, 1140652051, 1150652030, 1150652040



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The ididit **1967-72 Ford Truck** Steering Column comes complete with these components:

- (A) Column
- (B) Floor Mount
- (C) Delrin Cover (for gearbox)
- (D) 3.5" Underdash Mount
- (E) Instructions & Dress Up Kit

**BEFORE INSTALLATION PLEASE READ!!!**

These installation instructions are based on an original 1955-59 Chevy pickup. If you have modified the dash, replaced the steering box or have modified the seats these instruction will change. For instance, a longer or shorter drop may need to be used if you have modified your seats. The length of the drop will be determined by the seat height. The column will be put in the stock location by using the included 3.5" X 2" underdash mount. If you have changed over to a rack and pinion system, you may need a u-joint and additional shafting. If you are using a power box you will need a rag joint. If the dash has been modified you may need to use a different underdash mounting system.

**INDEX**

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OEM COLUMN REMOVAL.....	1-2
DELRIN, DASH & FLOOR MOUNT INSTALLATION .....	3
INSTALLATION OF COLUMN.....	4-6
INSTALLATION OF KNOBS & LEVERS .....	6-7
STEERING WHEEL INSTALLATION .....	7

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## Pieces NOT included in Kit: Coupler & Wire Harness

*(Purchased separately)*

**Coupler:** If you are using the stock box you will also need a 1" DD x 3/4" DD Coupler (Part #: 3000315249) to join the column to the stock gearbox.

**Wiring Harness:** If using a stock wire harness you will need a wiring kit for your truck.

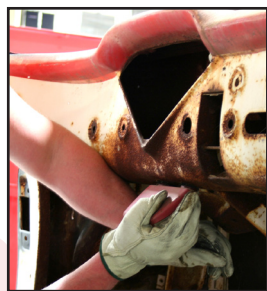
- **1955:** 3100035775
- **1956:** 3100035780
- **1957-59:** 3100035785



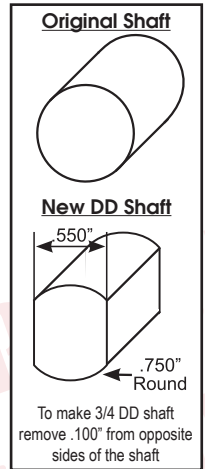
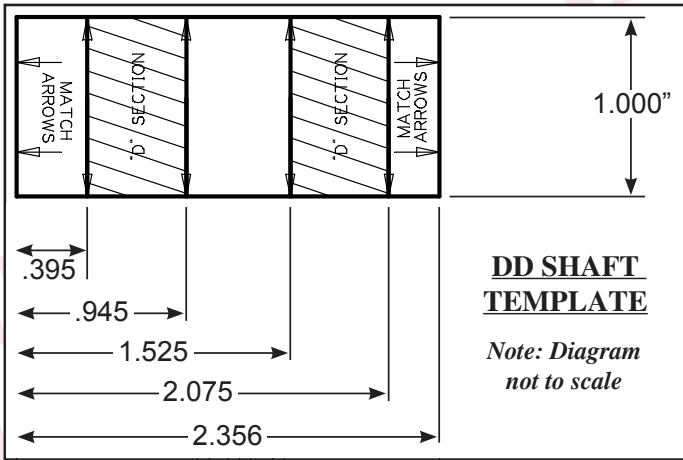
## OEM COLUMN REMOVAL

Disconnect positive battery cable.

To remove your old column, disconnect the wiring that may be connected to the column. Remove the floor mount and underdash mount that holds the column in place. Next cut the column from the engine bay 5 1/2" up from the gearbox. Pull what's left of the original column through the cab of the truck and eliminate it. The column tube then needs to be fully removed from the stock steering box. We recommend unbolting the three bolts that hold the box and then placing it on a work bench for easier access. Remove the old column tube by pulling it out of the steering box. You may need to use a torch and pipe wrench to twist the tube out of the original steering box.



Measure up the shaft from the face of the gearbox 2 1/4" and cut the input 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. Once the shaft has been modified the box can then be reinstalled with the same mounting hardware.



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.



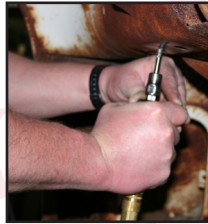
## **DELTRIN INSTALLATION**

Slide the provided Delrin seal for the gearbox over the shaft and push down. Secure the Delrin by screwing in the 3 set screws. Do not over tighten. Next slide the coupler onto the shaft of the gearbox and tighten the Coupler.

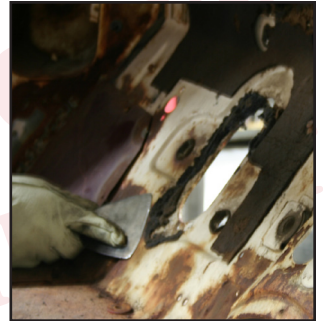


## **UNDERDASH & FLOOR MOUNT INSTALLATION**

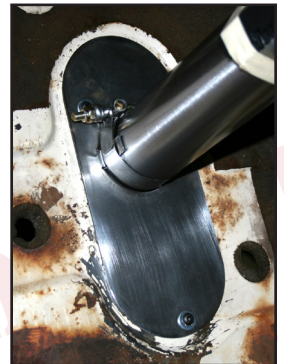
Now that the column tube, underdash mount & floor mount has been removed and the box has been modified, we will need to clean and prepare the new dash and floor mounts.



The underdash mounting area should be sanded or ground to remove any debris that have accumulated over the years. Elongate the underdash mounting holes 1/8" inward from one another, so the new underdash mount screws can be put through the widened holes. Affix the underdash mount to the dash with the provided washers and bolts. Remove the two bolts that hold the lower half of the underdash mount together and set those pieces to the side.



Now we will need to clean the area where the new floor mount will be mounted. Simply place the new floor mount in the inner beveled location and secure it with the 3 bolts & nuts provided. The new floor mount was made to adapt to the old mounting holes. Place the column clamp over the two male prongs of the Floor Mount.



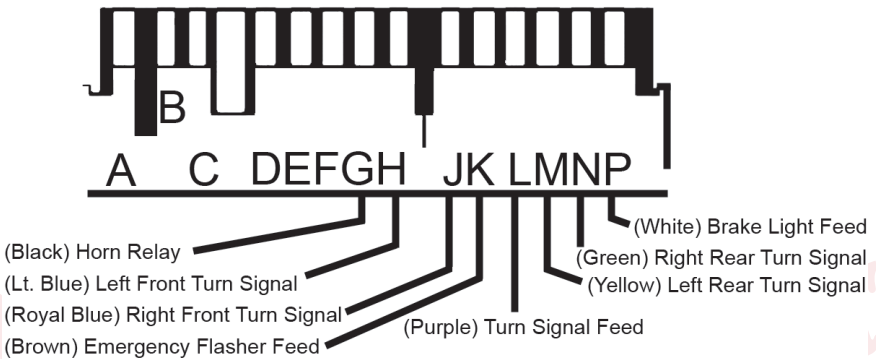
# INSTALLING YOUR IDIDIT COLUMN

Once the Delrin and the coupler have been installed on your steering box, you can now start installing your new column. This may be a good time for an extra set of hands. From inside the cab, slide the column through the hole of the firewall and push the column into the coupler. Once the column has been fully pushed through the firewall and into the coupler you can secure the column to the dash. Gently push the column into the upper half of the mounted Underdash Mount. Next slide the lower half of the Underdash Mount onto the column and screw the two pieces together. At the floor, screw the clamp onto the two male prongs to secure your column.



## Wiring your Column:

This ididit steering column uses a standard 3 7/8-inch male connector. 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.



## 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

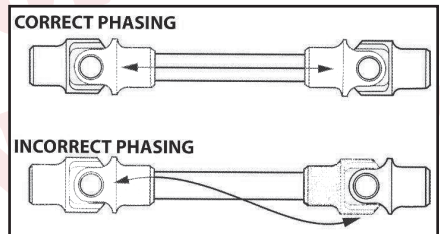
will slide into the horn cam (white plastic tube sticking up on the top of the column). If there is a second wire off to the side of your button it is probably a ground wire (check with the horn button manufacturer to be sure). This is normally used when an o-ring is used to hold the button in place. 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.



### **Synchronizing your Column**

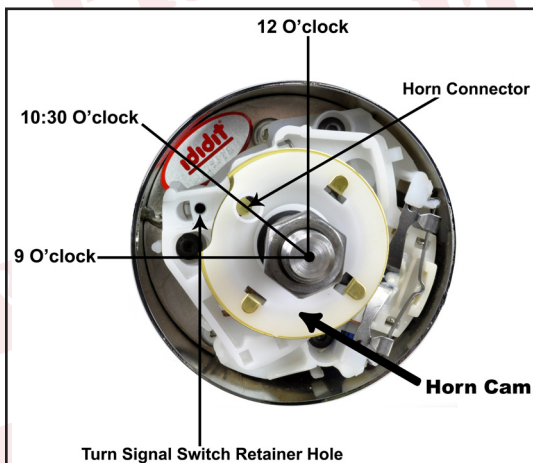
In order to insure proper functioning, this steering column must be installed in sync with the rest of the steering system. Turn signal cancellation and wheel position, as well as smooth steering operation depends on it. Although not all of them may need adjustment, the complete table of steps required 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  $1\frac{1}{2}$  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. 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 properly synchronize your column, the completed column installation should look like the diagram below. If the post on the horn cam is not at 10:30, turn it until it is at the 10:30 position. Once completed, your column will be in sync.



## **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.

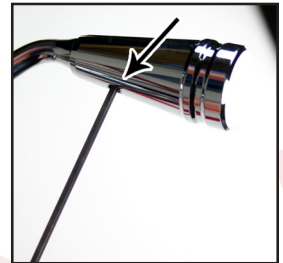
### **Emergency Flasher Knob:**

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.



**Hook the battery back up** and verify that your signals, brake lights, etc are operating properly. Double check all fasteners including coupler, dash mount and floor mount to make sure they are all tight.

## **IMPORTANT!!**

### **Steering Wheels:**

The top shaft of the column is the same as a GM passenger car from 1969-94 (Van columns & some truck columns are not the same as passenger cars). Original wheels from these years will bolt directly to the top of the column with no modifications. An aftermarket wheel will require an adaptor. Align the spline and horn cam on the top of the column with those in the adaptor and slide it onto the column. A nut has been provided with your steering column. The nut will



secure the wheel to the top of the column. The nut on the wheel should be torqued to 45 ft lbs.

### **Column Shift Linkage Installation:**

At the bottom of your column you will notice a lever. 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 their kit hits the metal portion of the lever, as it will create a rattle in the column.



### **Need Further Assistance?**

ididit has been serving the rodding community since 1986 and we take pride in our outstanding customer service. If you need further assistance, feel free to call us at (517) 424-0577 during our normal business hours. You can also email us at [tech@ididit.com](mailto:tech@ididit.com). Go to [www.ididitinc.com/contact-us](http://www.ididitinc.com/contact-us) for hours of operation.

### **Need A Visual?**

Go to [www.ididitinc.com/videos](http://www.ididitinc.com/videos) to watch installation videos, tech tips & more!



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