

Steering Column to Steering Box Installation Instructions

for Tri-Five Chevrolets



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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
#3000313449
#3000055231
#3000053431
#2612000010
#2612100040

3/4" DD x 1" DD Coupler
3/4" 36 Spline x 3/4" DD Coupler
1" DD x 3/4" 30 Spline Rag Joint
3/4" 36 Spline x 3/4" 30 Spline Rag Joint
'55-57 Horn Kit
'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.

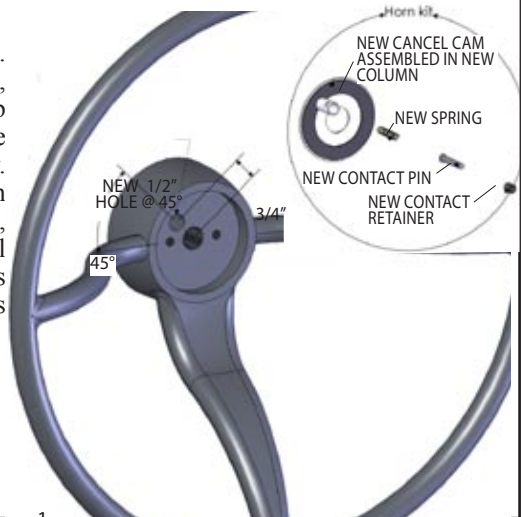


Turn the wheel over and find two screws that hold a metal tab to the wheel. This tab is what is used to cancel your turn signals. Remove the two screws and the tab as you will not be using them with your new column.

You will have to drill a 1/2" diameter hole in the wheel 3/4" from the center of the splined hole in 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.



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 grinded on 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

3/4" DD TO 1" ADAPTOR

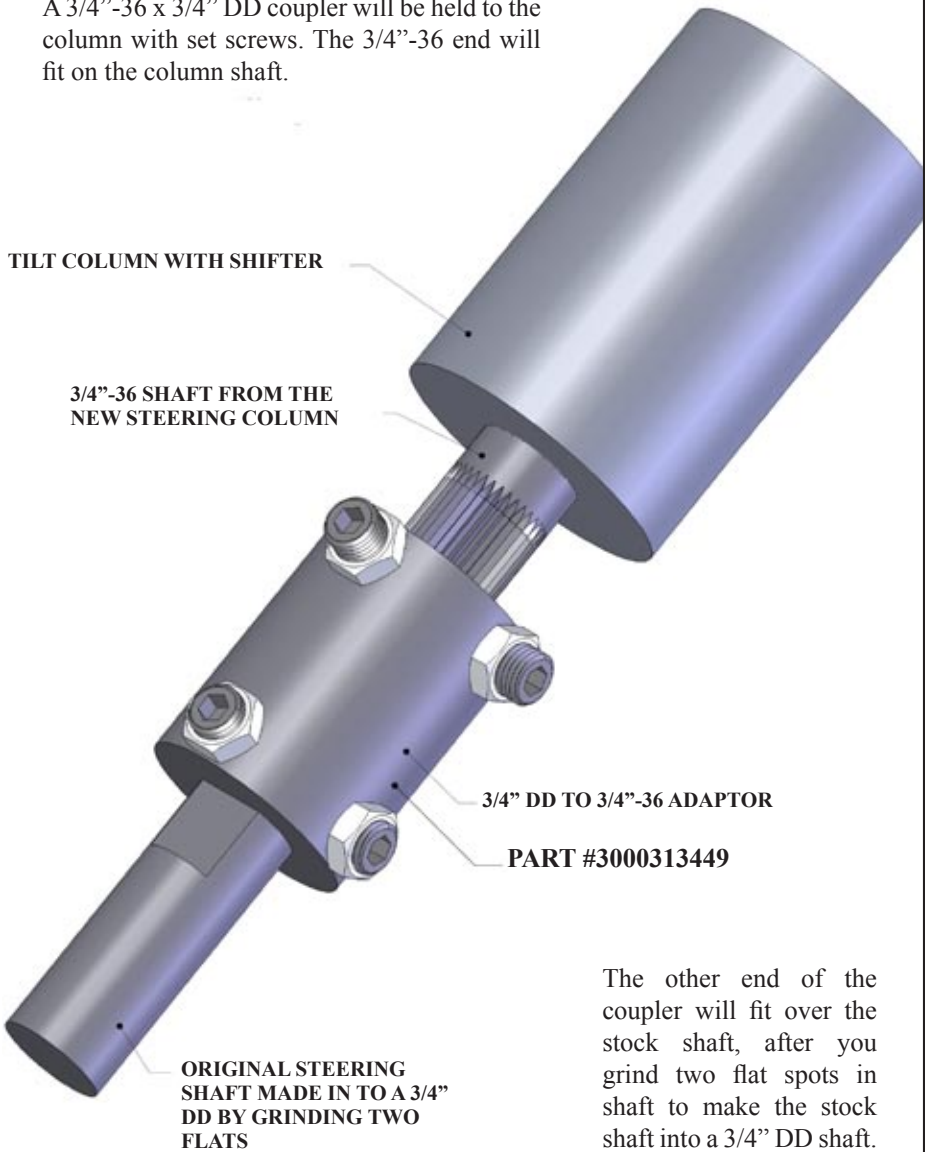
PART #3000315249

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

Cut approximately 6" up from the box and work your way down until the column is properly positioned in your dash. (See "Synchronizing Your Column" on page 7.)

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

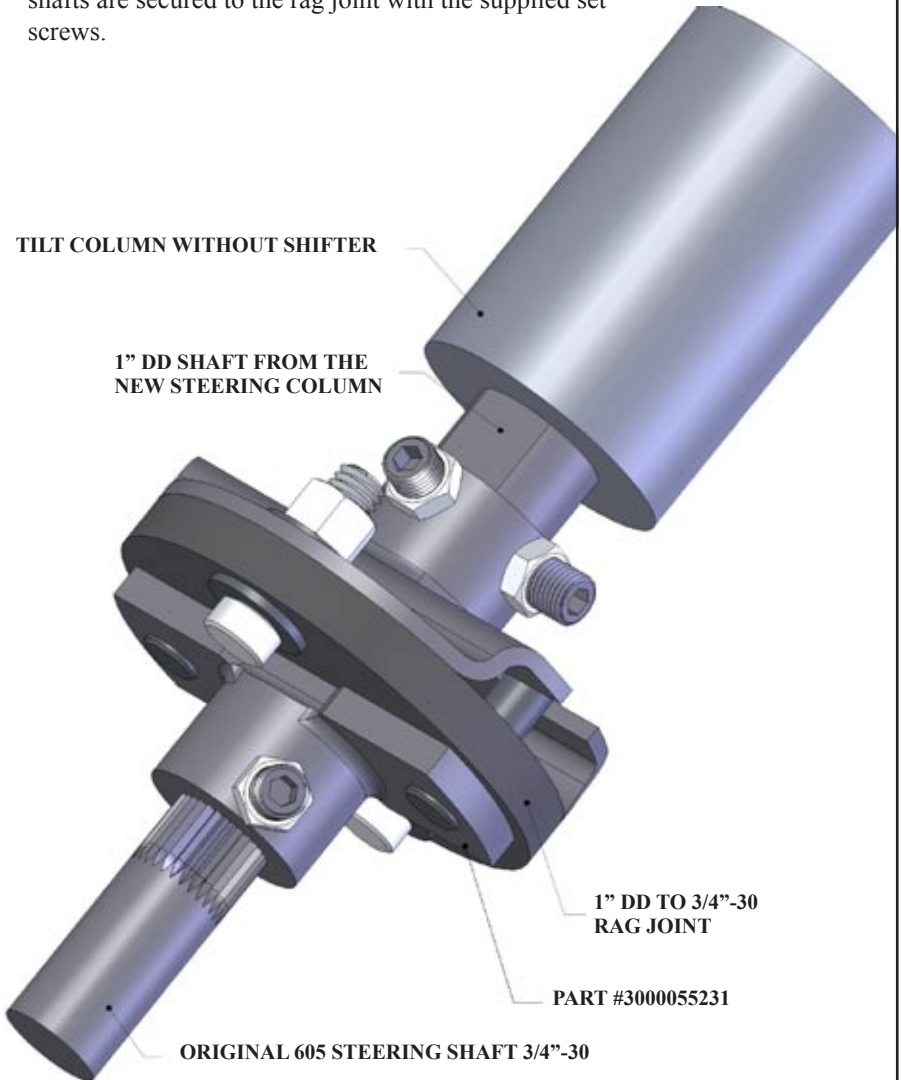
A 3/4"-36 x 3/4" DD coupler will be held to the column with set screws. The 3/4"-36 end will fit on the column shaft.



The other end of the coupler will fit over the stock shaft, after you grind two flat spots in shaft to make the stock shaft into a 3/4" DD shaft. (See "Synchronizing Your Column" on page 7.)

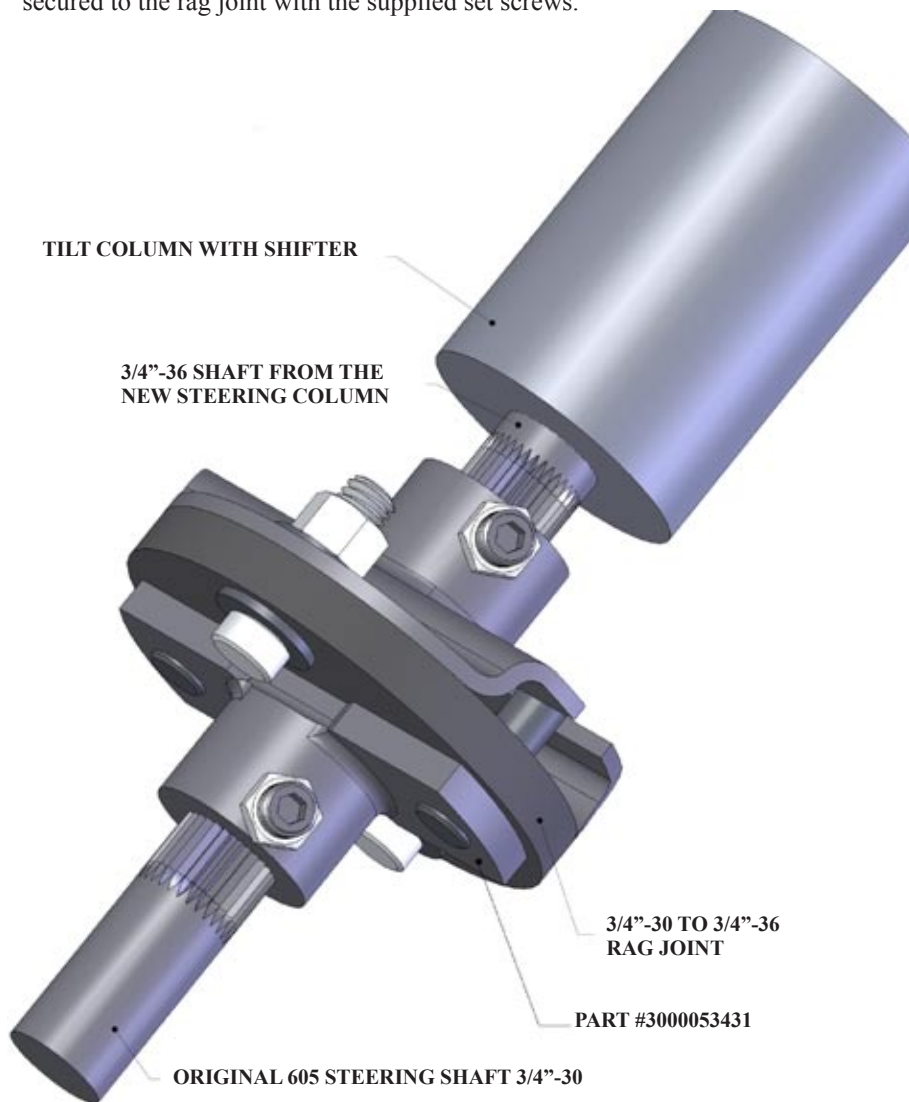
INSTALLATION INSTRUCTIONS FOR THE CLASSIC 1955-56-57 CHEVY – TILT COLUMN TO THE 605 STEERING BOX

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.

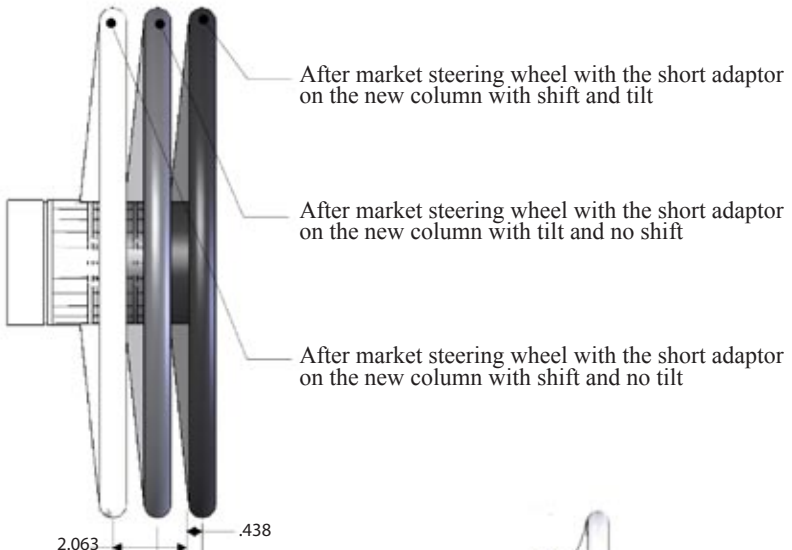


INSTALLATION INSTRUCTIONS FOR THE CLASSIC 1955-56-57 CHEVY – TILT STEERING WITH COLUMN SHIFTER TO THE 605 STEERING BOX

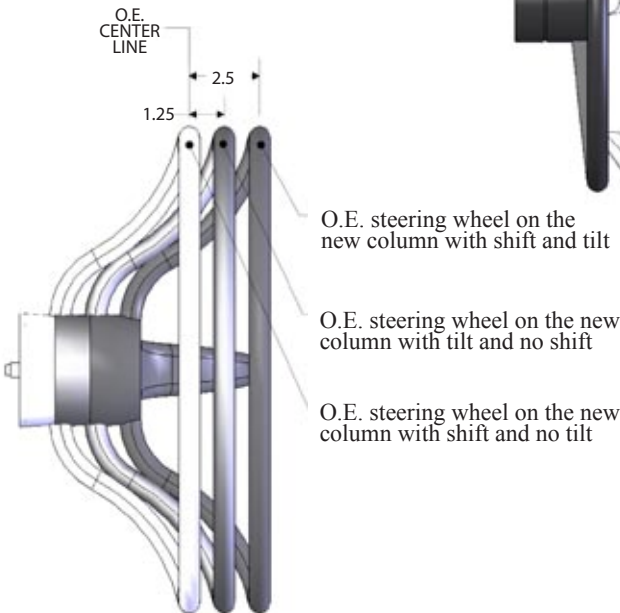
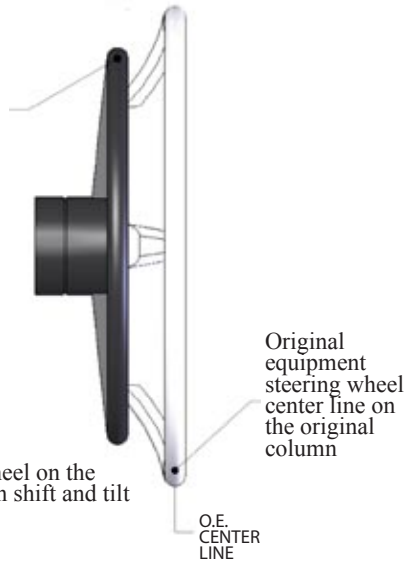
Once you have the box mounted in position, a rag joint is used to connect it to your new column. This is a direct hook-up. This column uses a 3/4"-36 splined shaft so a 3/4"-36 x 3/4"-30 splined rag joint is used. Both shafts are secured to the rag joint with the supplied set screws.



STEERING COLUMN AND WHEEL ADAPTOR COMPARISONS



After market steering wheel with the short adaptor on the original column



SYNCHRONIZING YOUR COLUMN

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

1. The front wheels must be pointing straight forward with steering toe set reasonably close.
2. Rotate the steering box input shaft from lock to lock and **set the box exactly half way between**. For example, if the shaft rotates 3 full turns from lock to lock, the center will be at 1-1/2 turns from either locked position.
3. Install steering arm and drag link and **adjust tie rod ends to get the drag link to fit without moving either the box 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 both u-joints installed, measure between the u-joints to determine the proper shaft length. Install the u-joints on the shaft so that the bearing cups of both joints will lay flat on a level surface and the angle of the u-joints are equal.
5. Install the shaft on the steering box. 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**.

Continued from page 7

- 7. Rotate the steering column shaft so that **the horn connection is at approximately 45° from the signal switch arm.**
- 8. Without rotating the connecting shaft, column housing, or steering shaft (except very slightly to catch the nearest spline location) lift the column and slide the upper u-joint onto the lower column shaft.
- 9. If proper synchronization has been achieved, the finished column installation should look like the diagram below. If this is the case, tighten all fasteners and verify that the signal switch is cancelling properly. You're done!

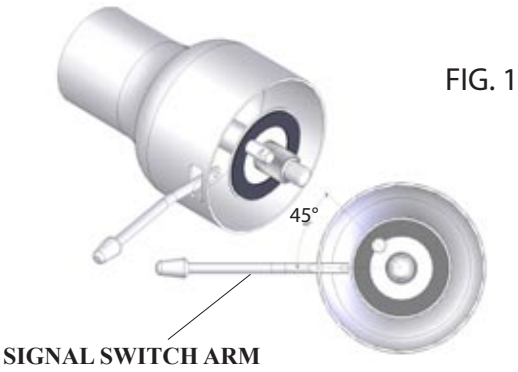
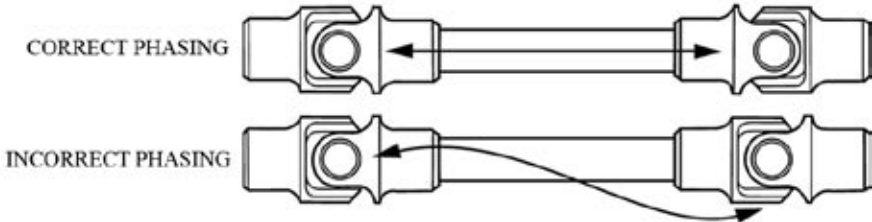


FIG. 2



Style A.



Style B.



WIRING FOR NEUTRAL SAFETY SWITCH

THERE ARE TWO DIFFERENT STYLES

Style A. The two tabs on the Left side of the neutral safety switch control the actual starting of the engine.

Hook the solenoid wire from the ignition switch to the top tab on the left side of the neutral safety switch. Connect a wire from the bottom tab to the starter solenoid marked with the letter "S". The neutral safety switch 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.

Style B. The two tabs on the Right side of the neutral safety switch 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 neutral safety switch. Connect a wire from the bottom tab to the starter solenoid marked with the letter "S". The neutral safety switch 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 hook no wires to either tab.

Accessories Important to Installation:

#2401400010

Classic Chevy Floor Mount

This floor mount bolts through the floor in the original holes. It stands up off the floor within the original floor mount opening. Quick and easy installation.

#3100035785

1957 Chevy Wiring Adaptor for stock wiring

#3100035780

1956 Chevy Wiring Adaptor for stock wiring

#3100035775

1955 Chevy Wiring Adaptor for stock wiring

These are wiring harness adaptors from the plug on the steering column to the original plug under the dash. They change the configuration and have a flasher installed to convert your parking lights to four way flashers. They are YEAR sensitive... be sure to order the correct year for your vehicle!

INSTALLATION OF IDIDIT COLUMN IN YOUR TRI-FIVE

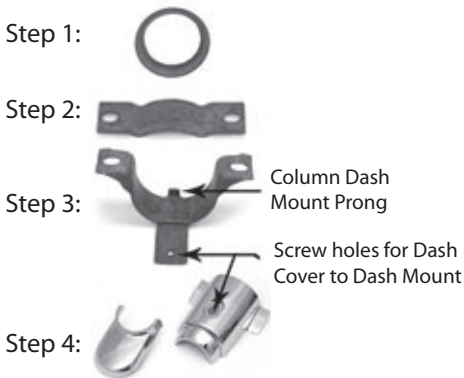
INSTALLATION STEPS FOR 55-56 CHEVY STOCK UNDERDASH MOUNT

Step 1: Slide cluster seal up steering column tube to the upper limit of column.

Step 2: Attach mount to upper dash

Step 3: Place column in designated place and affix mount in position making sure tab of mount is inside column. If no hole is in tube drill hole so tab will align. (Floor shift model has no hole pre-drilled)

Step 4: Install steering column dash cover. (Screw hole marked in Step 3 and 4)

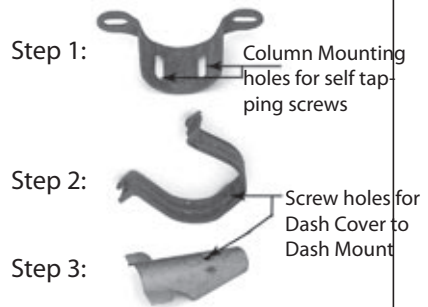


INSTALLATION STEPS FOR 57 CHEVY STOCK UNDERDASH MOUNT

Step 1: Hold column in mounting position and affix column mount to dash. Drill two self tapping screws through column to hold column in place (use a short self tapping screw #8 or #10).

Step 2: Attach U-Bracket to dash

Step 3: Place column dash cover over assembly and screw into U-Bracket.



CLASSIC CHEVY FLOOR MOUNT INSTALLATION

The Classic Chevy Floor Mount is made up of two pieces

- T-shaped L-Bracket
- Clamp

The T-shaped L bracket should be mounted on the inside of the floor through the original holes in the floorboard, with two 5/16" hex bolts.



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