

Steering Column to Steering Box *Installation Instructions*

for Tri-Five Chevrolets



CLASSIC PERFORMANCE PRODUCTS inc.

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Thank you for your recent purchase of a new steering column from Classic Performance Products. The following information has been provided to assist you in your installation. When preparing for the installation, please take your time and read the instructions thoroughly. If you have any questions or concerns, please call us immediately.

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.

#BORC7DDX1DD
#BORC736XC7DD
#RJC-1DD730
#RJC-736730
#16200
#16200R

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 tap 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.

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. (If it's way off, call us and we may something that will fit or we can make you something that will fit.)

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

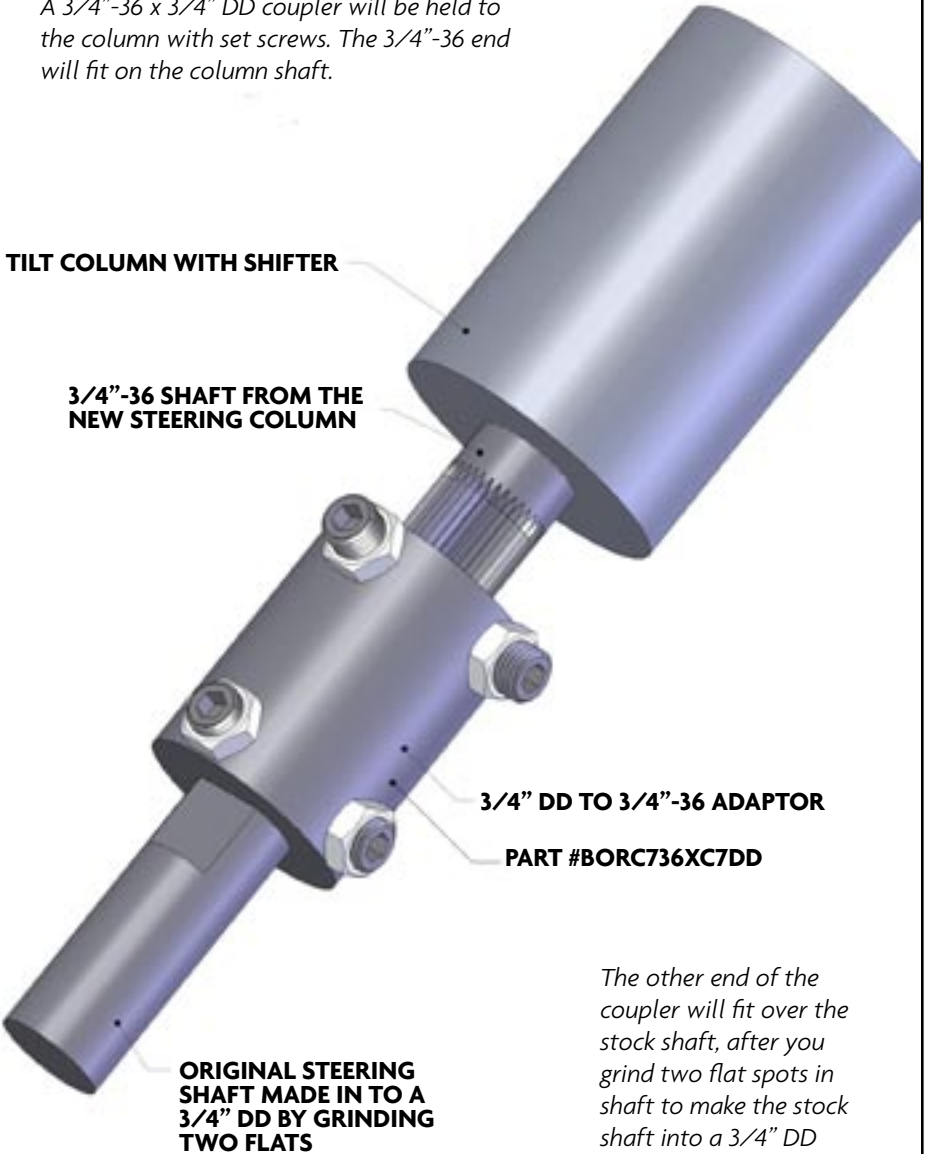
PART #BORC7DDX1DD

**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

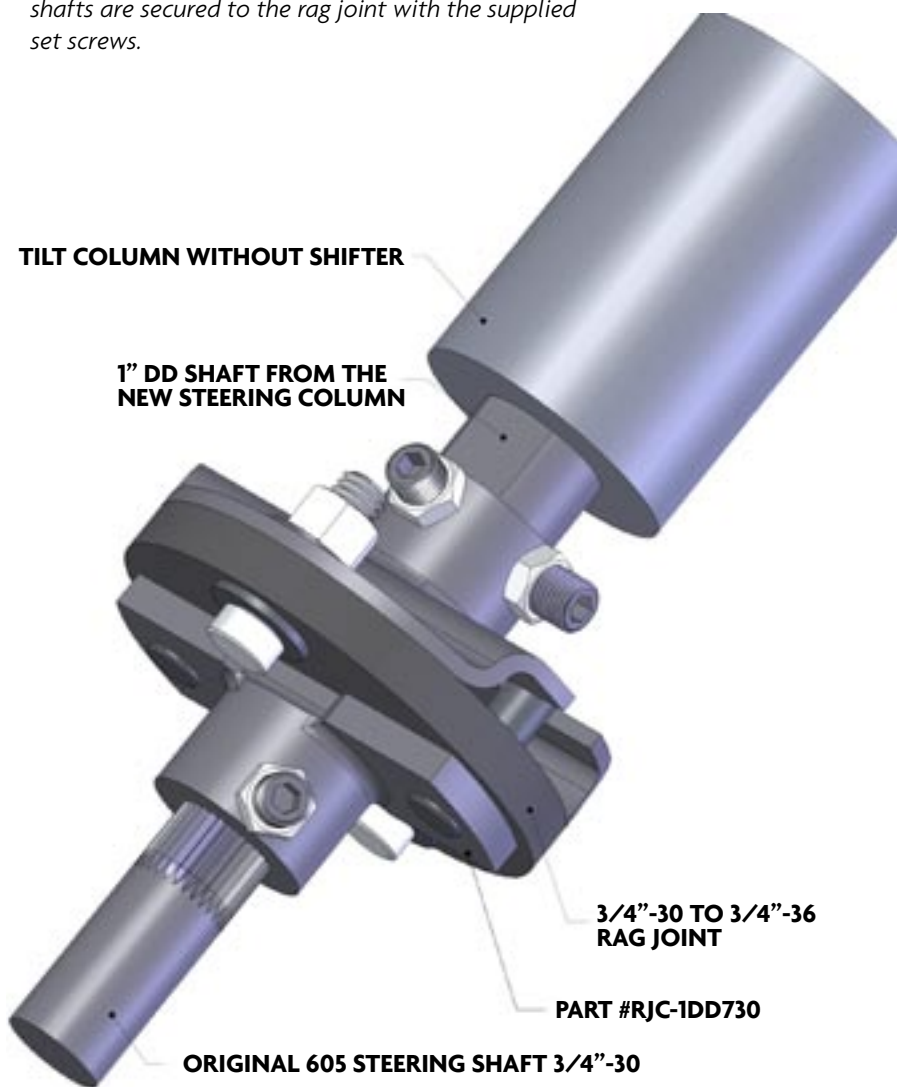
A 3/4"-36 x 3/4" DD coupler will be held to the column with set screws. The 3/4"-36 end will fit on the column shaft.



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.)

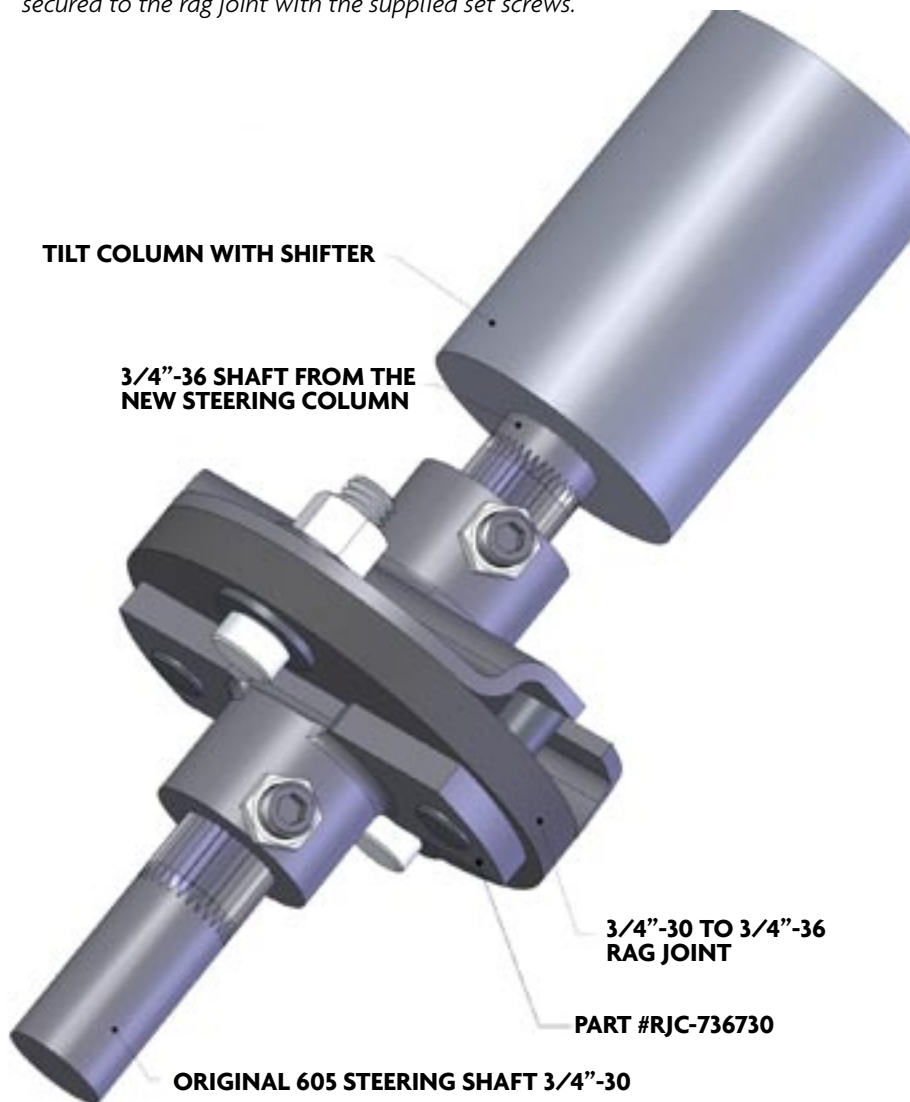
INSTALLATION INSTRUCTIONS FOR THE CLASSIC 1955-56-57 CHEVY – TILT COLUMN TO THE 605 STEERING BOX

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.

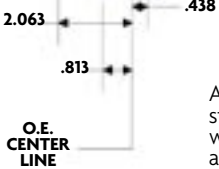
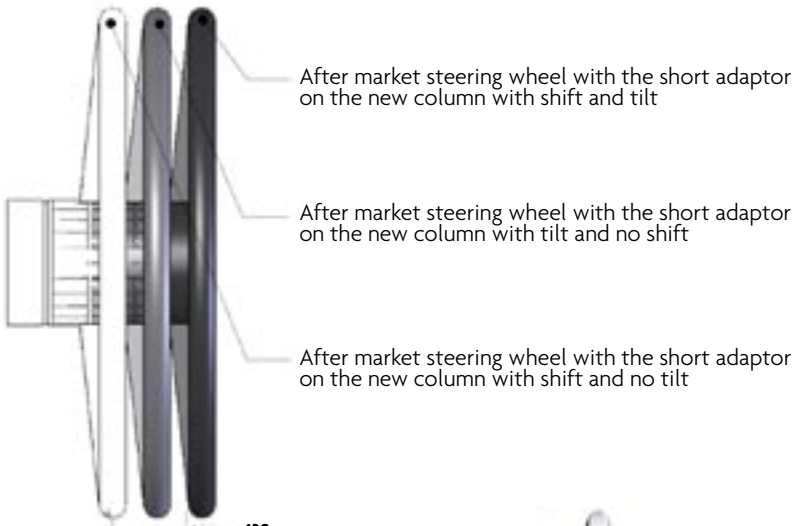


INSTALLATION INSTRUCTIONS FOR THE CLASSIC 1955-56-57 CHEVY – TILT STEERING WITH COLUMN SHIFTER TO THE 605 STEERING BOX

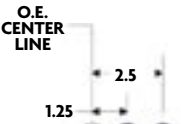
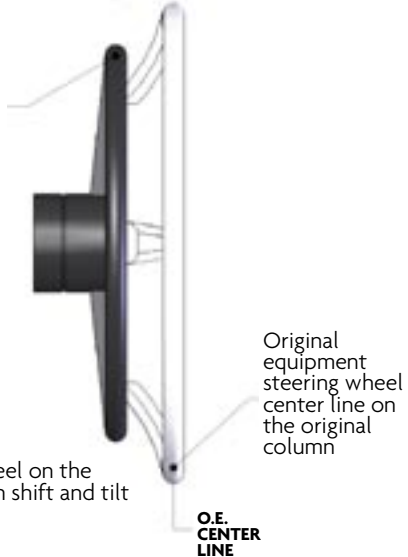
Once you have the box mounted in position, a rag joint is used to connect it to your new column. This is a direct hook-up. This column uses a 3/4"-36 splined shaft so a 3/4"-36 x 3/4"-30 splined rag joint is used. Both shafts are secured to the rag joint with the supplied set screws.



STEERING COLUMN AND WHEEL ADAPTOR COMPARISONS



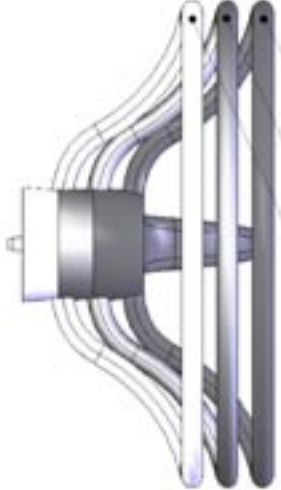
After market steering wheel with the short adaptor on the original column



O.E. steering wheel on the new column with shift and tilt

O.E. steering wheel on the new column with tilt and no shift

O.E. steering wheel on the new column with shift and no tilt



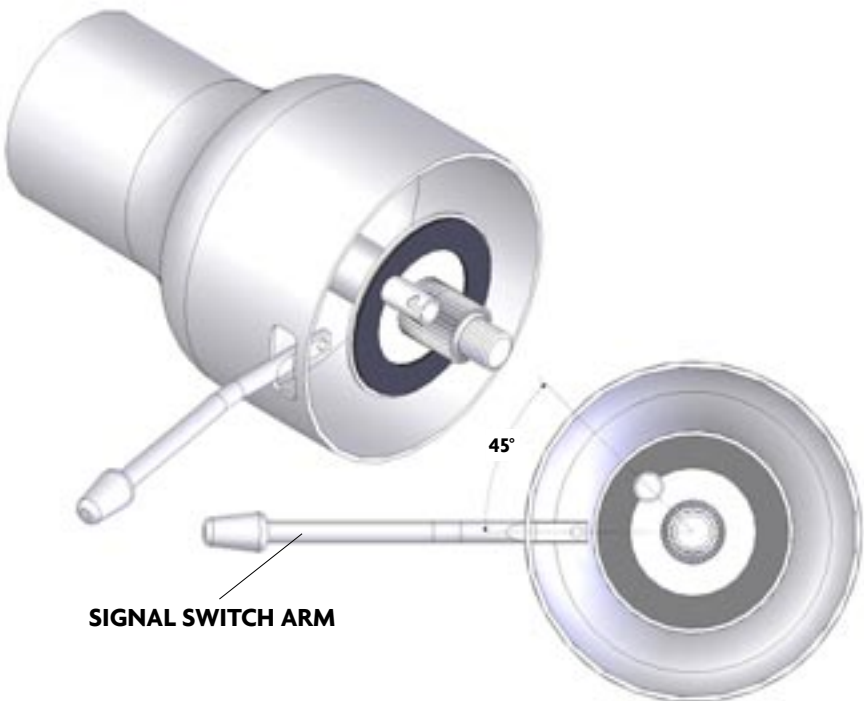
SYNCHRONIZING YOUR COLUMN

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!



WIRING FOR NEUTRAL SAFETY SWITCH

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.

The other two tabs are for reverse and back-up lights. The tab on the left goes to a fuse that is hot all the time. The tab on the right 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.

Use 14 gauge wire when hooking up this neutral safety switch.

Accessories Important to Installation:

#IDI4140 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.

#CP35785 1957 Chevy Wiring Adaptor for stock wiring

#CP35780 1956 Chevy Wiring Adaptor for stock wiring

#CP35775 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!

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