Steering, Brake & Suspension Specialists

#5556OSC-K Installation Instructions

for 1955-56 Chevrolet Belair Columns

CPP's Original Automatic Column (#5556OSC-K)

Figure #1
This photo shows that with the old style column conversion, the seal to the firewall is poor as well as needing to cut a larger hole to slip the shift arm through.

Figure #2
The shift detent on the old style conversion does not allow the factory seal to fit correctly and will not let the carpet lay flat.

Figure #3
With the column removed, you can see the difference in mounting points for the detent and shift arm. CPP column on left. Once the column is removed from the car, remove the turn signal lever and the shift arm. Next remove the three turn signal housing screws that hold it to the column and carefully pull the housing off and pull the wires out of the column. Once separated from the column, remove the three prong turn signal housing lock plate and then slip the collar off the column tube. Lastly, remove the notched retaining ring. All these parts will be re-used on the new column.

Continued on next page

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#55560SC-K Installation Instructions *(Continued)*

Figure #4
Before assembling the CPP column, apply a small amount of anti-seize to the inner tube. This will allow for smoother shifting.

Figure #5 & #6
When installing the inner tube notched retaining ring it might be necessary to press down the three tabs to allow the retaining ring to sit on without falling down inside the column.

Figure #7, #8 & #9
Before installing the shift collar, apply a small amount of anti-seize to the end to ensure a smooth operation. Re-install the factory turn signal housing lock plate and turn it till it locks under the tabs on the column.

Figure #10 & #11a & #11b
Re-install the turn signal housing to the column. You will need to fish the turn signal wires down the inside of the column and out the factory hole. Once the wires are ran, line up the slots on the bottom of the housing to the tabs on the top of the column. Install the three screws to tighten the turn signal housing to the lock plate. Re-install the wire harness cover plate.

Figure #12
CPP column shown all assembled with the factory shift collar and turn signal housing.

Figure #13 & #14
To install the rag joint, a ¼ hole must be drilled to secure the rag joint to the shaft with the roll pin supplied. Next from the inside of the car, install the rag joint/shaft to the steering box and tighten. Slide the floor plate onto the bottom end of the CPP column. Then slide the new CPP column over the steering shaft and out through the bottom of the floor board. Secure the column to the dash using the factory column clamp.

Continued on next page

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#55560SC-K Installation Instructions *(Continued)*

Figure #15 and #16
Secure the base of the column to the floor using the CPP floor plate and column clamp. With this kit, you can see how much cleaner it fits to the floor board.

Figure #17
Next hook up the transmission shift linkage. The outside of the firewall is much cleaner as well with the CPP column.

Figure #18
Reinstall the shift and turn signal levers .The CPP column is completely installed and still retains the classic factory look.

NOTES:

The correct gap between the steering wheel and turn signal housing can be obtained by how far up or down the column is bolted to the bottom side of the dash using the factory under dash mount. The under dash mount is slotted to allow for adjustment.

Before you drill and pin the rag joint to the shaft, first install the rag joint to the steering box. Slide the shaft through the firewall from inside the car into the rag joint. Install the column over the shaft and bolt it in place with the factory under dash mount. Now install the steering wheel. By sliding the column up or down through the mount, you can adjust the gap between the turn signal housing and steering wheel. If no further adjustment is needed, remove the column from the car. Drill and pin the rag joint as shown is figure 13.

If further adjustment is needed due to different brands of steering wheels and adapters, there is some adjustment in the rag joint placement on the shaft. By moving the inner shaft up or down in the rag joint will help with the gap between the steering wheel and turn signal housing. Mark the rag joint on the shaft where the hole needs to be drilled. Make sure there is enough room to pin the rag joint to the shaft and that you will not be drilling to close to the end of the shaft. Remove the column, rag joint and shaft from the car. Drill and pin the rag joint as shown is figure 13.

In some rare cases, your factory body mount bushings are worn and/or your frame has been hit may cause some minor issues with installing this column. If the body mounts are worn from years of wear and tear, the body may have sagged causing the column to come closer to the rag joint and gear box. It might be necessary to trim the top of the rag joint for clearance if it rubs the column housing or replace your worn out body bushings.

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