Steering Column to Steering Box
Installation Instructions
for Tri-Five Chevrolets

For #’s 1120550010, 1120550020, 1120550051, 1070550030, 1070550040, 1120570010, 1120570020, 1120570010, 1070570030, 1070570040, 1140550010, 1140550020, 1140550051, 1150550030, 1150550040, 1160550010, 1160550020, 1160550051, 1140570010, 1140570020, 1140570051, 1150570030, 1150570040, 1150570040, 1150570040, 1160570010, 1160570020, 1160570051, 1160570020, 1160570051

www.ididitinc.com

610 S. Maumee St., Tecumseh, MI 49286
(517) 424-0577 • (517) 424-7293 fax

Instruction #: 8000000000

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

Here is a simple overview of the mounting of 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.

Both, the original gear box or an aftermarket box are mounted in the original position. These instructions are assuming that. 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 the column. Test fitting now will save you a headache later on. We are not responsible for paint.
The Classic Chevy Floor Mount is made up of two pieces:
A.) T-shaped L Bracket
B.) Clamp

The T shaped bracket mounts in the original bolt holes in the inside floor of your Chevy. The long extension comes forward toward the driver. The clamp should slide up the tube of the steering column. The steering column then slides above the extension and through the floor board. The clamp will slide over the extension of the floor bracket and around the column. Your column is now secured to the floor to prevent any movement. Tighten all fasteners when you are comfortable with the installation.
Turn Signal Lever:
The signal lever is the lever 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 where a single screw holds the signal lever in place. Insert the new lever using the provided screw into round hole (not D shaped hole). When installing this lever in a new column, use the screw supplied to fasten the lever in the recessed area on the signal switch arm. Tighten the screw until the arm is no longer loose, the screw will not rub on the brass piece of the white horn cam.

Tilt Lever:
Look directly below the turn signal lever, and you’ll see another opening in the column. Inside this opening is a threaded hole which the new lever screws into.

Emergency Flasher Knob:
Almost directly opposite the turn lever on the steering column is another opening. Inside this opening is a hole in the nylon switch. Simply screw the new knob in place (clockwise). When completing installation of flasher knob make sure that the knob is in the out (off) position so when finished wiring you don’t have any complications.

If Column Shift Application:
Place column shift knob onto the shift lever. Once your lever is on, use setscrew (provided) and adjust knob so set screw is not facing forward, 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:
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.
**Wiring your Column**

This ididit steering column uses a standard 3 7/8-inch male connector. However, some GM columns use a 4 ¼-inch male connector. Connectors do not inter-change 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.

![Schematic diagram of ididit steering column connections](image)

- **A**: Horn Relay
- **B**: Left Front Turn Signal
- **C**: Right Front Turn Signal
- **DEFGH**: Emergency Flasher Feed
- **JK LMNP**: Brake Light Feed

**If you have an Original Wiring Harness and you want 4-way flashers this information is for you!**

All Tri-Five wiring systems are different and each one has different set of plugs. We have kits available for each year. Follow the specific wiring schematics for each 4-way kit instructions.

If you have a 1955 Chevy *(PN # 3100035775)*

*The picture to the right depicts what the wire harness will look like.*

If you have a 1956 Chevy *(PN # 3100035780)*

*The picture to the right depicts what the wire harness will look like.*

If you have a 1957 Chevy *(PN # 3100035785)*

*The picture to the right depicts what the wire harness will look like.*

If you have an aftermarket wire harness the 4-way flashers should already be integrated in the new wiring system.
**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 column diagram below. If post on horn cam is not at 10:30, grasp post and turn it until it is at 10:30. Once completed, your column now is in sync.
WIRING FOR NEUTRAL SAFETY SWITCH

THERE ARE TWO DIFFERENT STYLES

Furnished on ALL Column Shifts

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:

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>#2401400010</td>
<td>Classic Chevy Floor Mount</td>
</tr>
<tr>
<td>#3100035785</td>
<td>1957 Chevy Wiring Adaptor for stock wiring</td>
</tr>
<tr>
<td>#3100035780</td>
<td>1956 Chevy Wiring Adaptor for stock wiring</td>
</tr>
<tr>
<td>#3100035775</td>
<td>1955 Chevy Wiring Adaptor for stock wiring</td>
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</tbody>
</table>

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 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

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.)
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.)
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.
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.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>#3000315249</td>
<td>3/4” DD x 1” DD Coupler</td>
</tr>
<tr>
<td>#3000313449</td>
<td>3/4” 36 Spline x 3/4” DD Coupler</td>
</tr>
<tr>
<td>#3000055231</td>
<td>1” DD x 3/4” 30 Spline Rag Joint</td>
</tr>
<tr>
<td>#3000053431</td>
<td>3/4” 36 Spline x 3/4” 30 Spline Rag Joint</td>
</tr>
<tr>
<td>#2612000010</td>
<td>’55-57 Horn Kit</td>
</tr>
<tr>
<td>#2612100040</td>
<td>’55-57 Horn Kit with Ring</td>
</tr>
</tbody>
</table>

**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.
After market steering wheel with the short adaptor on the new column with shift and tilt

After market steering wheel with the short adaptor on the new column with tilt and no shift

After market steering wheel with the short adaptor on the new column with shift and no tilt

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

Original equipment steering wheel center line 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
Think you may have forgotten something?  
Here’s what you may have missed:

**Add Ons:** *(Add Ons should be installed on the column prior to shipment)*

- **Cruise Control:** Carbureted Engine or Fuel Injected Engine?

- **Dimmer or Wiper:** Dimmer/Wiper Kits will replace the original knobs and levers that come standard on an ididit column. This is a replacement lever with a push button at the end of the knob. The Dimmer/Wiper kit when pushed is either On or Off. Includes relay kit.

**Accessories:**

- **Steering Wheel:** We cannot recommend any brand of wheel because there are so many to choose from. If you are having a hard time figuring out if a wheel you had purchased will work with an adaptor or an ididit column, simply give us a call.

- **Steering Wheel Adaptor:** Unless using original 1969 & Up Steering Wheel you will need an adaptor. The adaptor may depend on the wheel. ididit recommends purchasing the Steering Wheel prior to purchasing the adaptor. 3, 5, 6 or 9-Bolt Adaptors are Available with finishes of Chrome, Black Powder Coated, Brushed or Polished Aluminum. The adaptors are available with or without Horn Buttons.

- **Floor Mount:** Like the under dash mount this piece is very necessary when installing your steering column safely. ididit offers a Classic Floor Mount, Swivel Ball Floor Mount, Adjustable Floor Mount with or without a trim piece. Available for any ididit Steering Column.

- **Shift Indicator:** Shift indicators available are 3 or 4-speed transmissions. ididit also carries shift indicators for Ford AOD & AODE transmissions. The indicators are acrylic and can be ordered with or without the housing. The housing finishes include: Chrome, Black Powder Coated, Brushed or Polished Aluminum.

- **Accessory Knobs for Levers or Dash:** Deco or Retro knobs are available to replace the standard knobs that come standard on the column or if you plan on matching those knobs to your dash knobs. Deco knobs are only available in Polished Aluminum. Standard and Retro Knobs are available in Chrome, Black Powder Coated, Brushed or Polished Aluminum.

- **Cable Shift Linkage Kit:** Kits are not available for the 1955-57 Chevy *unless* a Rack & Pinion is used and the column is length at least 2”. 