



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

FOR PART NUMBER'S: 1120550010, 1120550020, 1120550051,
1070550030, 1070550040, 1120570010, 1120570020, 1120570010,
1070570030, 1070570040, 1140550010, 1140550020, 1140550051,
1150550030, 1150550040, 1160550010, 1160550020, 1160550051,
1140570010, 1140570020, 1140570051, 1150570030, 1150570040,
1160570010, 1160570020, 1160570051



www.ididitinc.com

610 S. Maumee St., Tecumseh, MI 49286

PH: (517) 424-0577 FAX: (517) 424-7293

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

This is a simple overview of how to mount 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.

In these instructions we assume either the original gear box or an aftermarket box are mounted in the original position. Since 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 it. Test fitting now will save you a headache later on. *We are not responsible for paint.*



INSTALLATION OF IDIDIT COLUMN IN YOUR TRI-FIVE

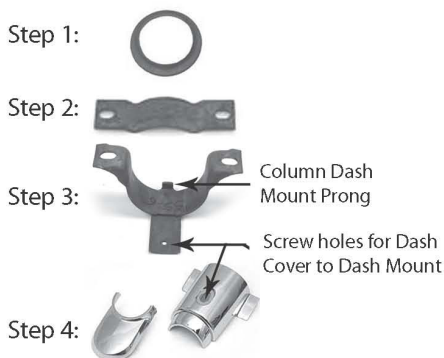
INSTALLATION STEPS FOR 55-56 CHEVY STOCK UNDERDASH MOUNT

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)

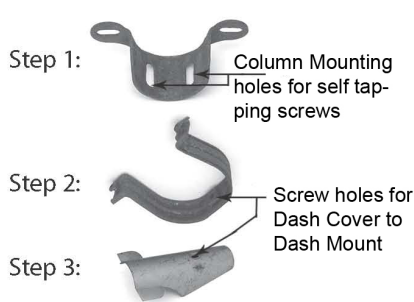


INSTALLATION STEPS FOR 57 CHEVY STOCK UNDERDASH MOUNT

Step 1: Hold column in mounting positioning 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.



The Classic Chevy Floor Mount is made up of two pieces:

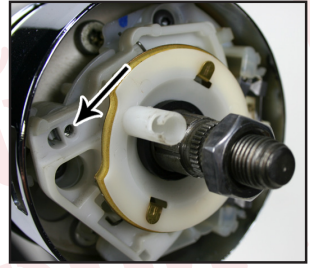
- A.) T-shaped L Bracket
- B.) Clamp

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.



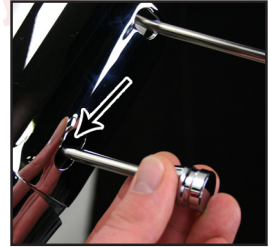
Turn Signal Lever:

The turn signal lever is located closest to the top of the column. With the steering wheel and adaptor removed, look down at the top of the column and on the left side you will see a round screw hole. This secures the lever to the column. Insert the lever onto the turn signal switch and insert the provided screw into the screw hole (not D shaped hole). Use a #2 Philips screw driver to tighten the screw until the lever is no longer loose, the screw will not rub on the brass piece of the white horn cam.



Tilt Lever:

Located directly below the turn signal lever will be the treaded hole for the tilt lever. Simply screw the tilt lever into this hole.



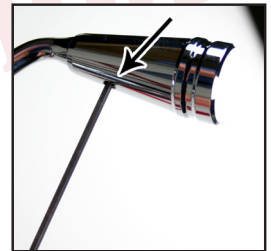
Emergency Flasher Knob:

The Emergency flasher is threaded into the hole located on the right side of the column. You will noticed the plastic portion that the flasher screws into is flush with the outer surface when the flashers are in the off position. It is easy to accidently turn the flashers ON while installing which could lead to problems later. Check to make sure the flashers are in the OFF position before continuing.



If Column Shift Application:

Place column shift knob onto the shift lever. Once on, use setscrew (provided) and adjust knob so setscrew is pointing towards the floor, 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.



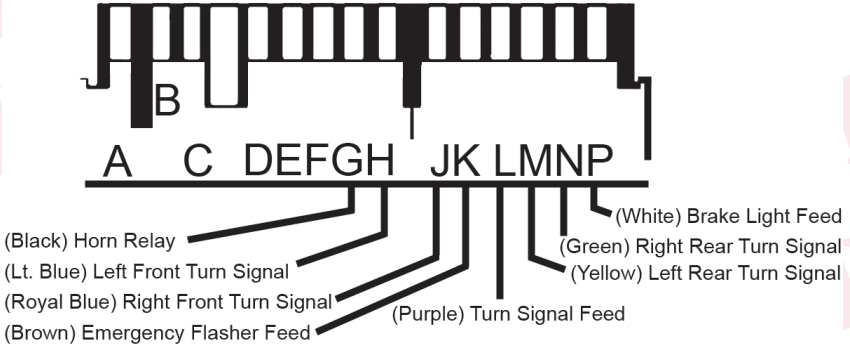
Column Shift Linkage Installation:

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 the kit hits the metal portion of the lever, as it will create a rattle in the column.



Wiring your Column

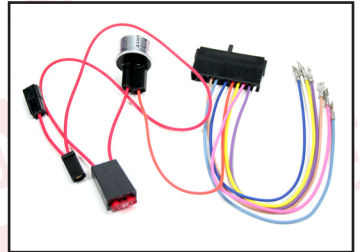
This ididit steering column uses a standard 3 7/8-inch male connect. However, some GM columns use a 4 1/4-inch male connector. Connectors do not interchange and must be used in pairs. A mate to the 3 7/8 inch plug is available through ididit. If you need to change this connector for any reason the following schematic will be helpful.



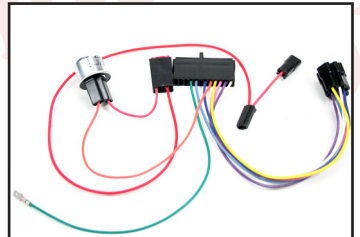
If you have an Original Wiring Harness and you want 4-way flashers this information is for you!

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.

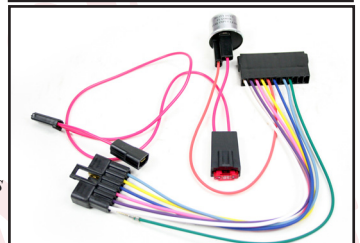
If you have a 1955 Chevy (PN # 3100035775)
The picture to the right depicts what the wire harness will look like.



If you have a 1956 Chevy (PN # 3100035780)
The picture to the right depicts what the wire harness will look like.



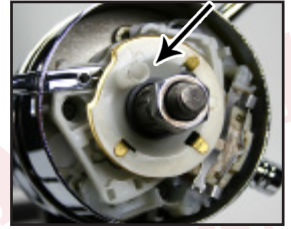
If you have a 1957 Chevy (PN # 3100035785)
The picture to the right depicts what the wire harness will look like.



If you have an aftermarket wire harness the 4-way flashers should already be integrated in the new wiring system.

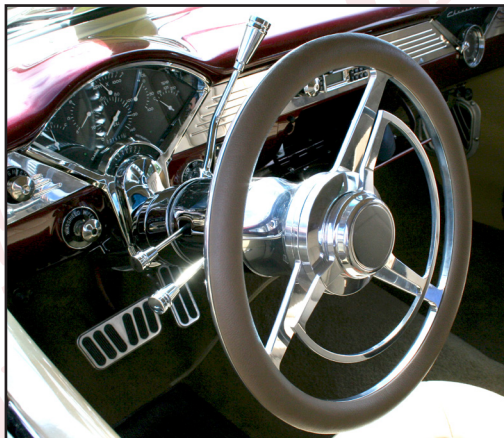
Horn Button Wiring:

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.

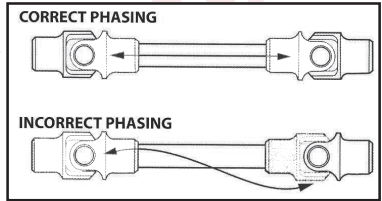


Synchronizing your Column

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:

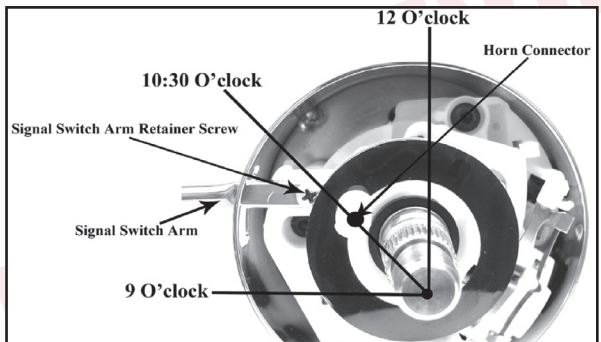
1. The front wheels must be pointing straight forward with the steering toe set reasonably close.
2. Rotate the input shaft of the gearbox or rack from lock to lock and set the box exactly half way between. For example, if the shaft rotates three full turns from lock to lock. The center will be at 1½ 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.

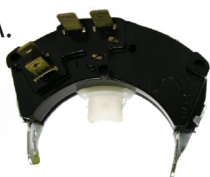


5. Install the shaft or joint on the gear box/rack. Leave the upper part of the shaft unconnected for the time being.
6. Position the column housing so that the signal switch arm is level to the left hand side.
7. Install the column through firewall, into your joint.

8. To achieve proper synchronizing of your column the finished installation of your column should look like the diagram on the right. If post on horn cam is not at 10:30, turn it until it is in the 10:30 position. Once completed, your column will be in sync.



Style A.



Style B.



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:

#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

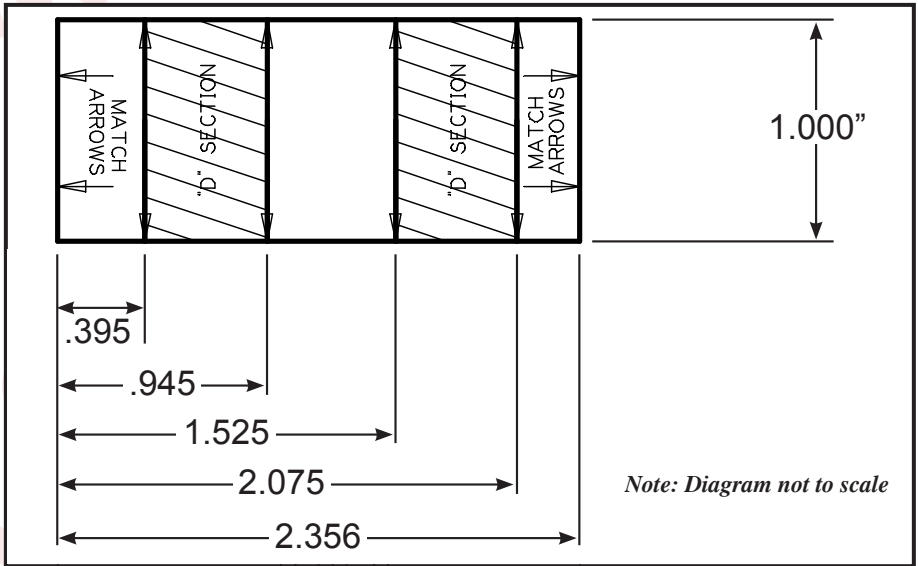
#3100035775

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!

How to make a DD 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.

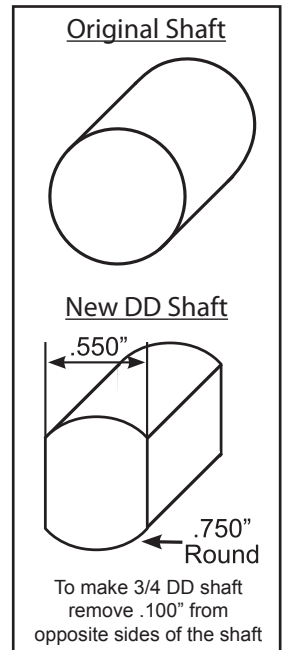


Starting from an 1/8 from the bottom, wrap the paper template around the shaft and match the horizontal arrows together.

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.



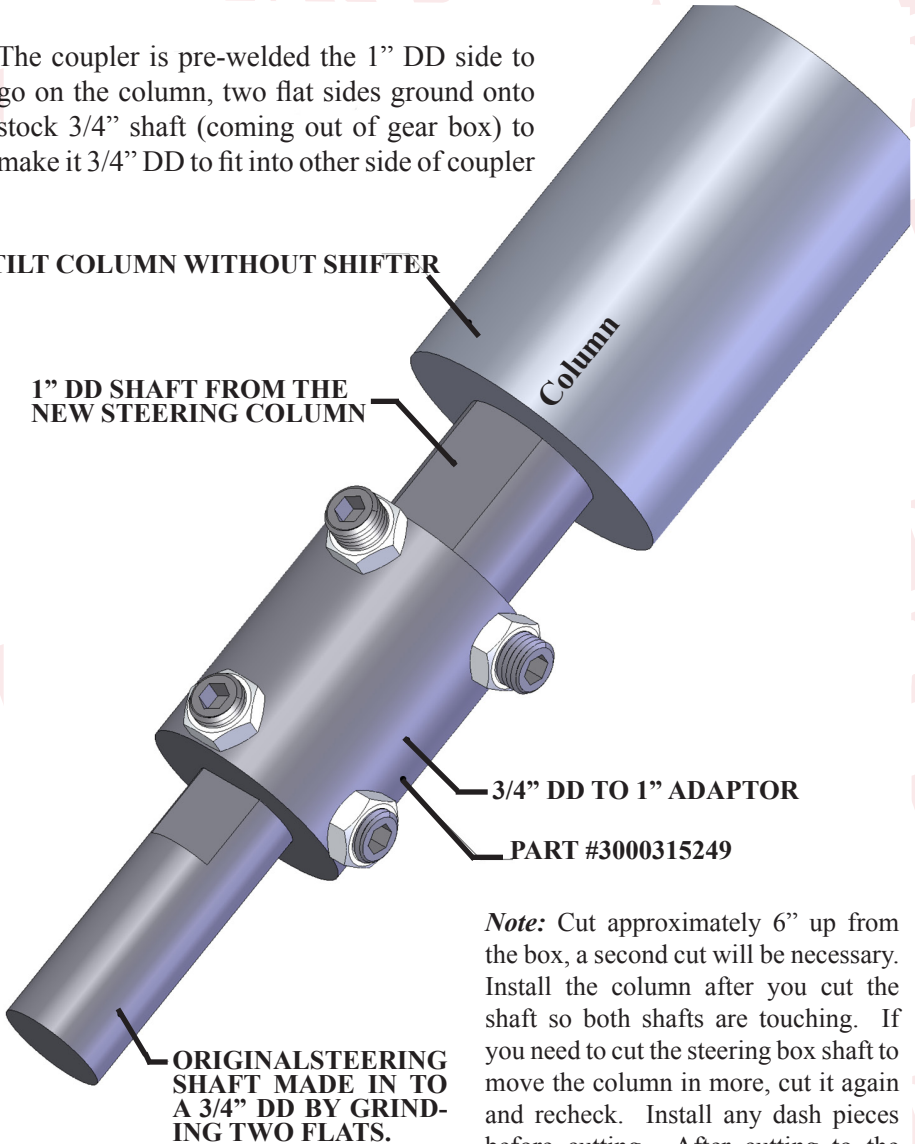
INSTALLATION INSTRUCTIONS FOR THE CLASSIC 1955-56-57 CHEVY – TILT STEERING WITHOUT COLUMN SHIFT, USING STOCK GEAR BOX

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 ground onto 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

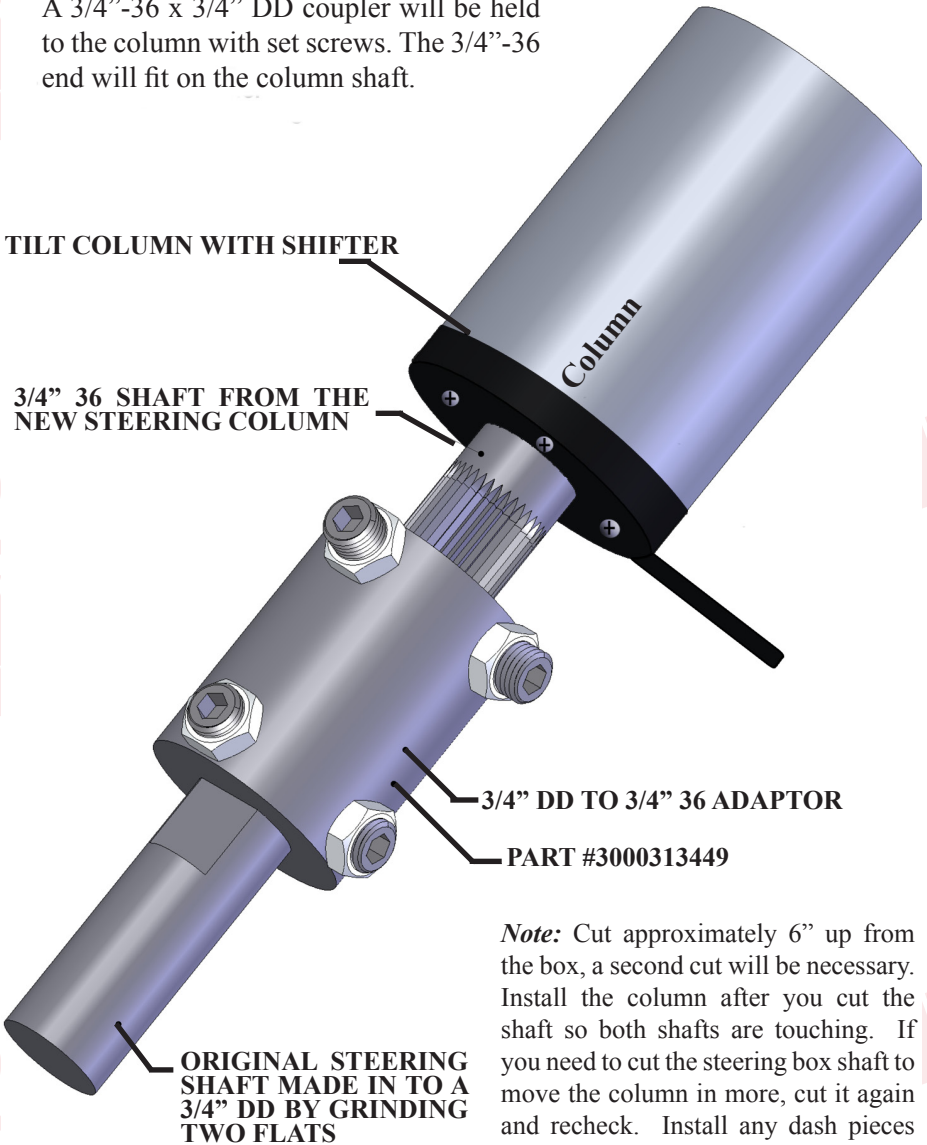
1" DD SHAFT FROM THE NEW STEERING COLUMN



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.)

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

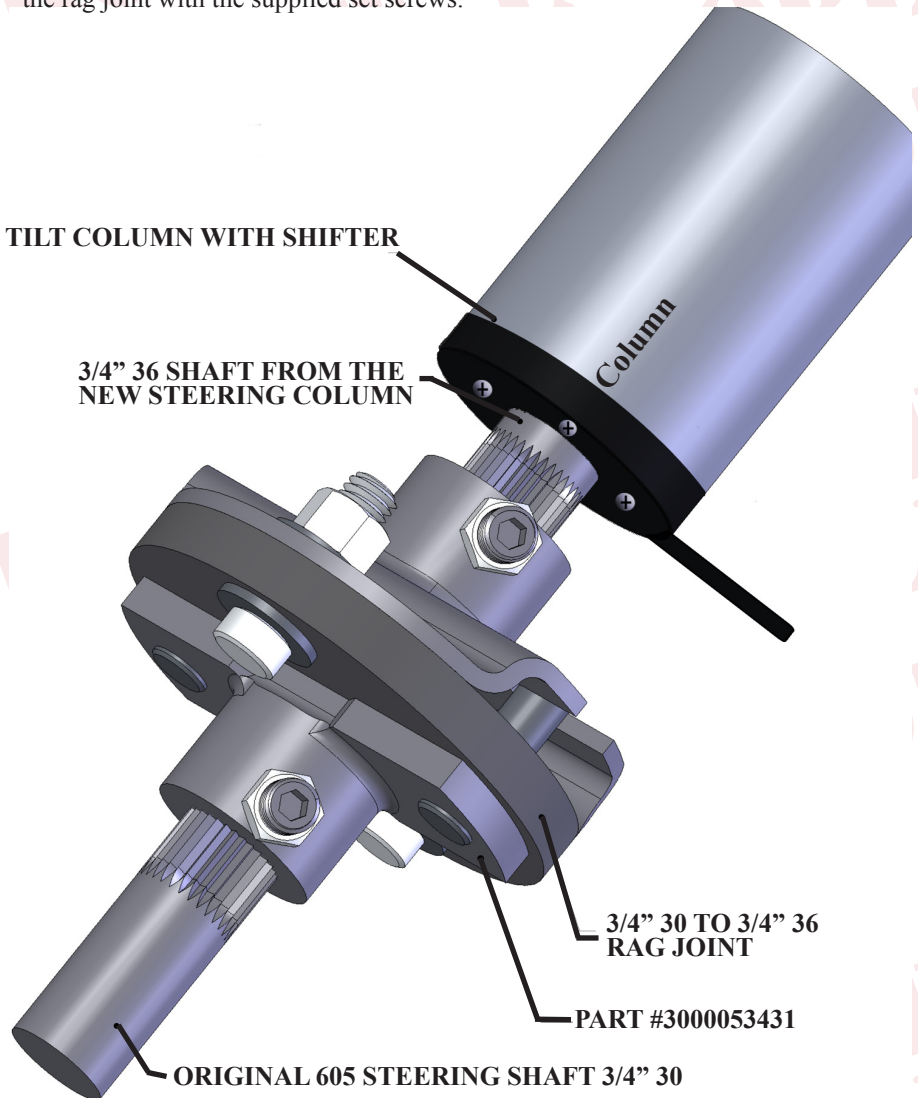
A 3/4"-36 x 3/4" DD coupler will be held to the column with set screws. The 3/4"-36 end will fit on the column shaft.



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.)

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 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.

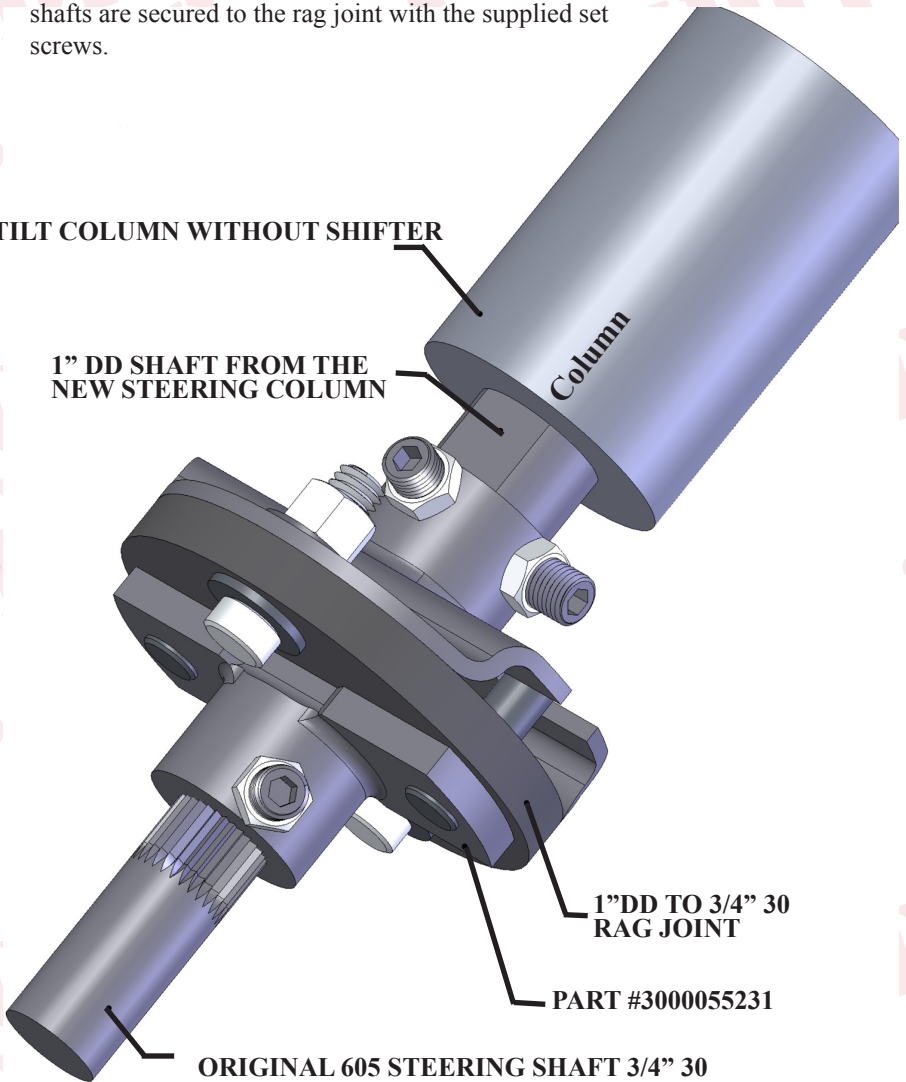


INSTALLATION INSTRUCTIONS FOR THE CLASSIC 1955-56-57 CHEVY – TILT COLUMN TO THE 605 STEERING BOX

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.

TILT COLUMN WITHOUT SHIFTER

1" DD SHAFT FROM THE NEW STEERING COLUMN



**1"DD TO 3/4" 30
RAG JOINT**

PART #3000055231

ORIGINAL 605 STEERING SHAFT 3/4" 30

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	3/4" DD x 1" DD Coupler
#3000313449	3/4" 36 Spline x 3/4" DD Coupler
#3000055231	1" DD x 3/4" 30 Spline Rag Joint
#3000053431	3/4" 36 Spline x 3/4" 30 Spline Rag Joint
#2612000010	'55-57 Horn Kit
#2612100040	'55-57 Horn Kit with Ring

STEERING WHEEL MODIFICATIONS FOR 1955-56-57 CHEVYS WITH STOCK STEERING WHEEL MOUNTED ON STEERING COLUMN



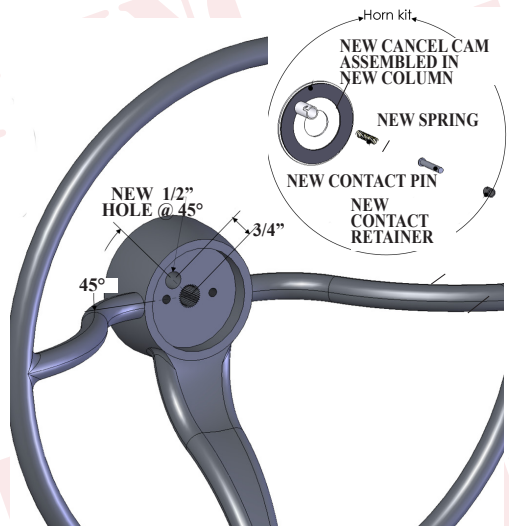
The spline in your stock steering wheel is the same as the one on the new column, so no modifications are needed here.

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.

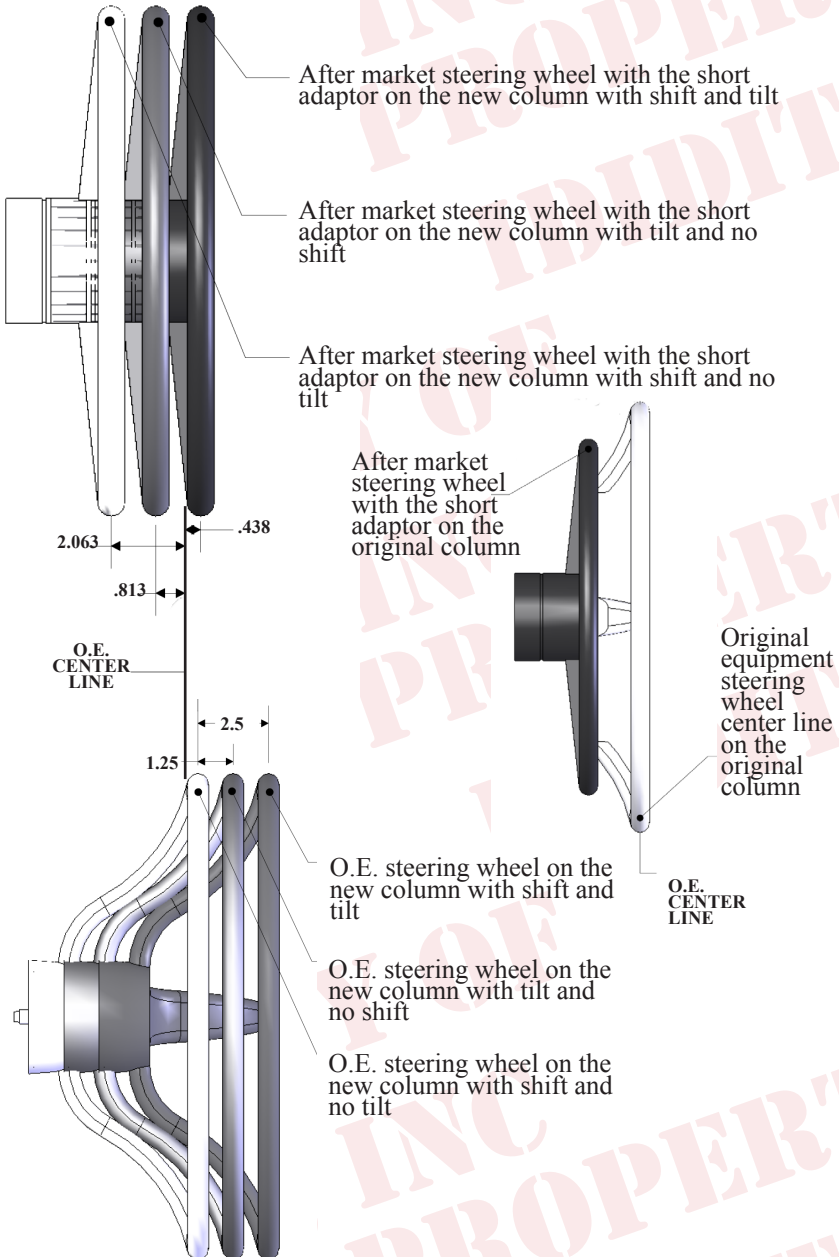
You will have to drill a 1/2" diameter hole in the wheel 3/4" from the center of the splined hole in the center of the steering wheel at 45° (looking

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.



STEERING COLUMN AND WHEEL ADAPTOR COMPARISONS



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".

Notes:

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ididit, inc.
610 S. Maumee St., Tecumseh, MI 49286
(517) 424-0577 • (517) 424-7293 fax
www.ididitinc.com