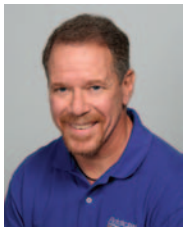
YOU CAN DO IT EASY UPGRADES *by Randy Irwin*

1955-57 AUTOMATIC STEERING COLUMN SHIFT DETENT FOR TH200, TH350, TH400 AND 700R4



Randy Irwin - Technical Writer

Randy has been involved in the Chevy parts business for over 25 years. He is a wizard at creating, making and modifying custom parts for Chevys.

If your 1955, '56 or '57 originally came with an automatic transmission, it had a shift detent bracket located at the bottom of the steering column under the hood. This detent positively locked the transmission in "Park" when engaged. The Tri-Fives originally came with a two-speed Powerglide or Turboglide transmission. For most custom cars and drivers, those transmissions are long gone. The original shift detent not only locked the transmission in "Park", but limits the amount of shift arm travel from "Park" to "Reverse". When installing a three or four-speed automatic transmission like a TH200, TH350, TH400, or TH700R4, the stock shift detent does not allow first gear on three-speed transmissions and first and second gear on four-speed transmissions to be engaged. The opening in the original detent can be filed open slightly to accommodate a three-speed transmission, but makes it very weak. Many car owners decide to remove the original detent bracket totally, which results in a real safety hazard as the transmission can accidentally be knocked out of "Park"! There is no way of opening the original detent to accommodate a four-speed automatic like the TH200 or 700R4. Eckler's Classic Chevy has now developed a replacement shifter detent that has the "Park" detent in the proper location and allows more than enough travel to accommodate three and four-speed automatic transmissions.

Part Needed:

		Catalog price	Member price
53-370	1955-57 Billet Aluminum TH Automatic Transmission Column Shift Detent Bracket Natural Finish		
53-370P	1955-57 Billet Aluminum TH Automatic Transmission Column Shift Detent Bracket Polished		

To order parts call 1-800-456-1957 or visit ClassicChevy.com

Tools Needed:

3/8 Wrench
5/32" Allen Wrench
Flat File

Time Frame:

30 Minutes

Photo #1: The original automatic steering column utilizes a bolt-on shifter detent at the bottom of the column available as **P/N 19-38** or **19-39**. This detent positively locks the column shift arm in the "Park" position, keeping the transmission safely locked into "Park".

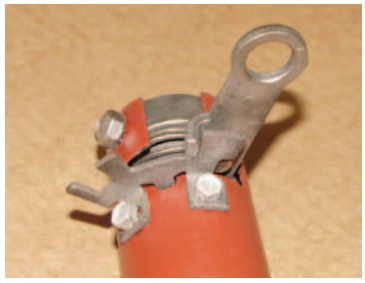
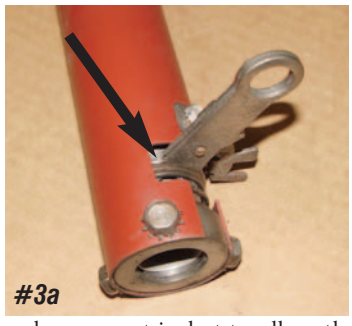


Photo #2: The original shifter detent will only allow the shift arm to travel far enough to operate a Powerglide or Turboglide transmission.



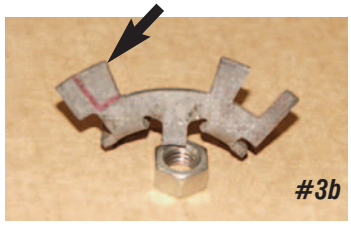


Photo #3a & 3b: There is more than enough room in the notch on the stock steering column mast jacket to allow the shift arm to travel far enough to operate a three or four-speed automatic transmission. If the original detent is modified to achieve the amount of travel needed to shift from overdrive to first gear, the original lower end of the detent will likely break off.

Photo #4: The new shift detent bracket **P/N 53-370** or **53-370P** is made of billet aluminum and includes stainless steel mounting hardware. This detent will work on any 1955, 56 or 57 cars with the stock automatic steering column. The new detent is ball-milled aluminum and can be left as is, painted to match the steering column.

Photo #5: The stock column shift arm has a nylon button that makes contact with the original shift detent when moving through the gears. This nylon button will not be used with the new billet shift detent bracket and should be removed.

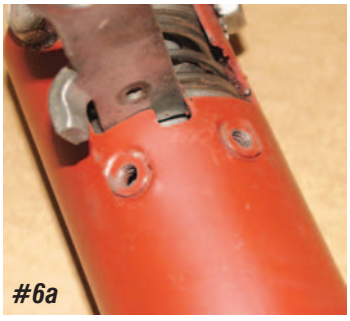

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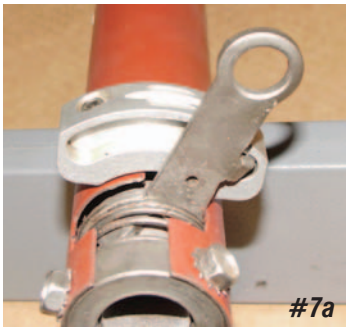
Photo #6a & 6b: The original shift detent bracket is held to the steering column with two 3/8" head bolts. The new shift detent bracket is held to the steering column with two stainless steel Allen head bolts.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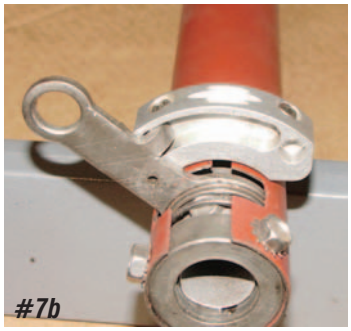
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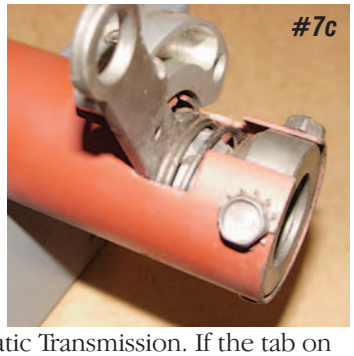
Photo #7a & 7b & 7c: The tab on the column shift arm keys into the hole on the front face of the new shift detent bracket and positively locks the transmission into "Park". When the tab is pulled out of the hole and moved into the gear selection slot, there is plenty of travel to shift from reverse to first gear on any Turbo Hydra-Matic Transmission. If the tab on the shift arm does not key into the hole in the detent or does not move freely in the gear location slot, the tab on the arm will need to be filed slightly to remove any burrs from years of use on the original detent bracket. With the new shift detent bracket, you will get the all the travel you need with any automatic transmission and it looks much better than the original stamped steel detent bracket!
Good Luck!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