

YOU CAN DO IT EASY UPGRADES

by Randy Irwin

1955-57 IDIDIT TILT STEERING COLUMN INSTALLATION WITH ALL STEERING TYPES



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.

We have done several tilt steering column tech articles over the years but never a comprehensive start-to-finish article that covers all couplers, wiring and steering types. Two of the best upgrades you can make to improve the comfort and drivability of your classic are a tilt steering column and modern power steering. This article will outline this installation in a 1955-56, but the procedures are essentially the same for a 1957.

Parts Needed:

- 53-110 1955-56 Steel Floor Shift Tilt Column
- 53-111 1957 Steel Floor Shift Tilt Column
- 22-94 1955 Tilt Column/Wiring Harness Adapter
- 22-95 1956 Tilt Column/Wiring Harness Adapter
- 22-96 1957 Tilt Column/Wiring Harness Adapter
- 53-156 1955-57 Rack & Pinion Coupler Shaft Column Shift
- 53-157 1955-57 Rack & Pinion Coupler Shaft Floor Shift
- 53-102 1955-57 Flex Coupler
- 53-147 1955-57 Lower Column Mounting Bracket

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

53-110



53-156



22-94



53-147



53-102



Tools Needed:

1/2" Wrench
7/16" Socket & Ratchet
5/32" Allen Wrench
Screw Driver

Time Frame:

4-Hours

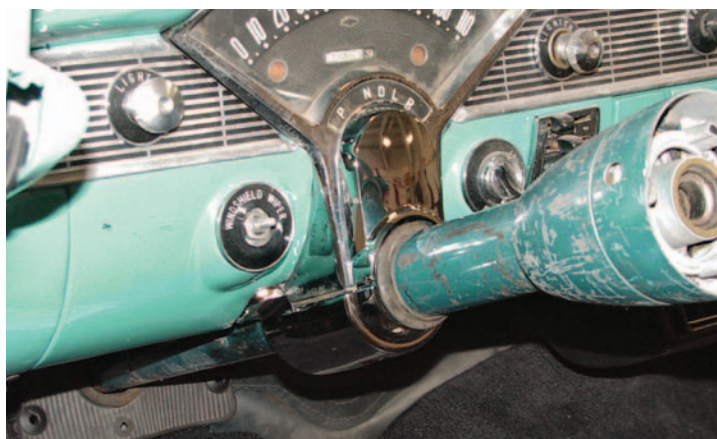
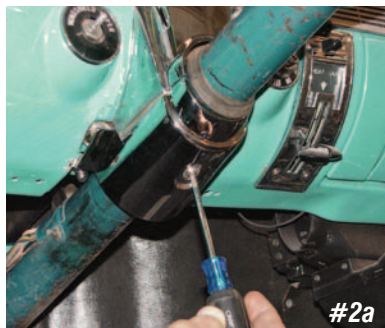


Photo #1: The original steering column consisted of a mast that surrounded the steering shaft all the way down to the steering box.



#2a



#2b

Photo #2a & 2b: The original steering column is anchored to the dashboard and firewall. The clamp at the dashboard is located under the lower steering column cover. The cover is held in place with a 1/4"-20 clutch head screw.



Photo #3a & 3b: Remove the upper steering column cover from the front of the instrument cluster. To remove the cover, pull the steering column to instrument cluster rubber seal up toward the shift collar and pull the cover up from the cluster.



Photo #4: If the car has an automatic transmission there is a wire that connects from the steering column to the transmission indicator on the dash. Unhook and remove this wire.



Photo #5a & 5b: The original steering column is held to the firewall with a squeeze clamp. Remove the upper 5/16" X 3" bolt and nut that squeezes the bracket around the steering column. Next remove the two 5/16" X 1" bolts that hold the bracket to the firewall and slide the bracket down, off the end of the steering column.



Photo #6: The 55-57 ididit tilt steering columns are 3-1/2" shorter than the stock steering column. When the tilt column is installed in the car, the bottom of the column will be flush with the firewall, leaving plenty of room in the engine compartment for any type of steering conversion.

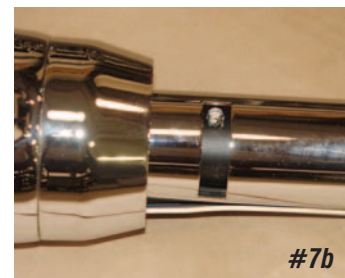


Photo #7a & 7b: If a column shift ididit steering column is installed, a neutral safety switch is included and mounted to the steering column down close to the firewall. The new column shift tilt column also has a tab on the upper shift tube to allow the shift indicator wire to be reconnected.

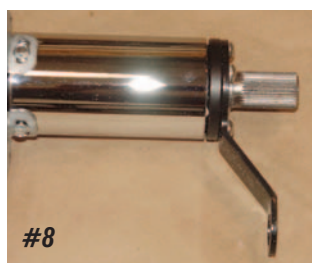


Photo #8: The shift lever for the transmission linkage is offset to clear the firewall and is bolted on with four 3/32" Allen head screws so that it can be removed during installation.

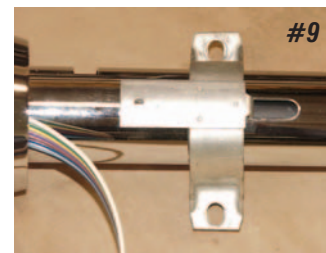


Photo #9: There is a slot cut in the bottom of the new column ('55-'56) for the tab on the lower column clamp at the firewall. The tab on the clamp will keep the column from rotating in the clamp.

Photo #10: The neutral safety switch is held to the steering column with two #6 sheet metal screws. The switch must be removed to install the column to instrument cluster seal **P/N 05-13**.

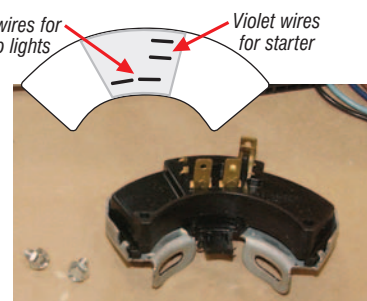




Photo #11: Install the firewall seal and floor seal onto the steering column. For an automatic car the 1955-56 uses **P/N 09-07** foam firewall seal and the **P/N 05-49** column to floor rubber seal.

Photo #12: Now mount the steering column to the dash. On '55-'56 cars, there is a rubber strap **P/N 05-33** that wraps around the steering column to hold the steering column tight in the upper dash clamp.

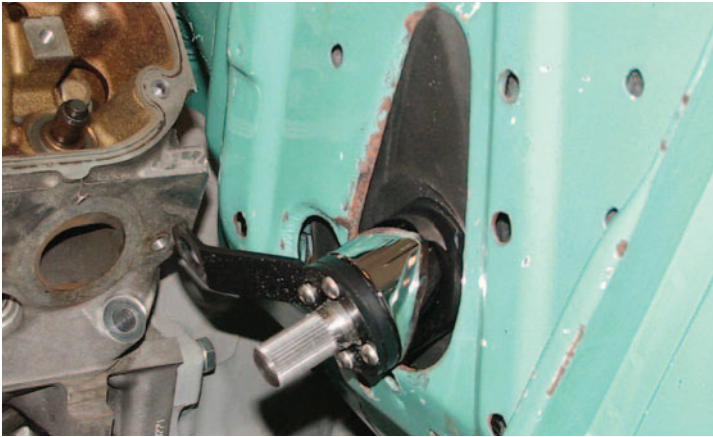


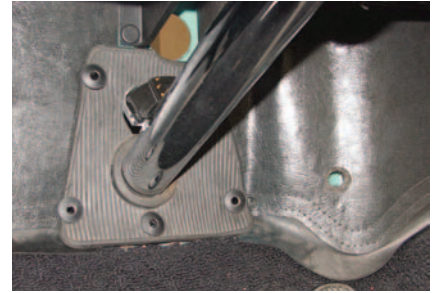
Photo #13: When the new column is installed, the bottom will be flush with the firewall and the stock lower column clamp will no longer work.

Photo #14: Our new polished stainless steel lower steering column mount works great to hold the steering column in place and add some chrome to the underhood area. The bracket mounts to the outside of the firewall using the hardware included and the stock two 5/16" nuts that are spot welded to the toeboard. Use **P/N 53-147** for the automatic cars and **P/N 53-146** for manual transmission cars. You can also mount the lower column using replacement band clamp **P/N 53-104**.

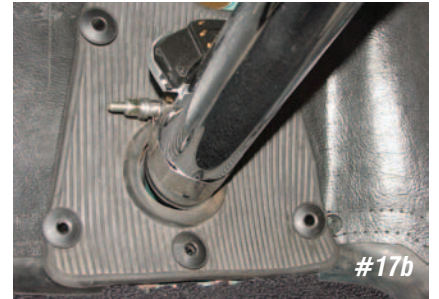


Photo #15: If an automatic column is installed the lower shift lever will need to be removed from the column allowing the lower mount to slide up onto the column.

Photo #16: With the column in place, anchor the floor seal to the firewall. Using tool **P/N 49-09** drive the **P/N 34-39** fasteners through the seal and into the holes in the firewall.



#17a



#17b

Photo #17a & 17b: The lower steering column mount has a stem that fits on the top side of the steering column. A band clamp is supplied with the bracket to secure the stem of the bracket to the steering column.

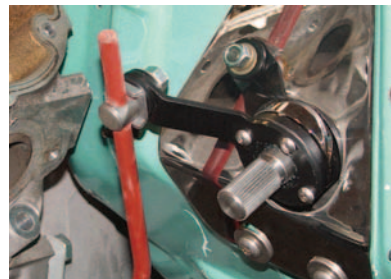
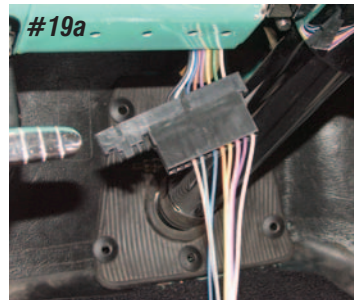
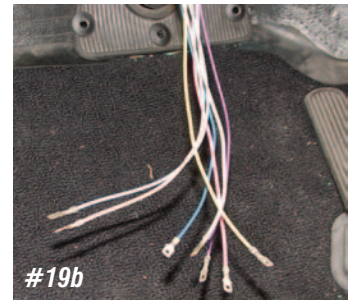


Photo #18: The column shift linkage for automatic transmissions **P/N 19-19** attaches to the shift lever on the steering column using **P/N 19-163** shift linkage clevis.



#19a



#19b

Photo #19a & 19b: The idit tilt column utilizes a late model turn signal switch connector, which does not plug into the stock dash harness. An adapter harness (**P/N 22-94, 22-95, 22-96**) is available and plugs directly into the jack from the steering column and into the stock dash harness. In addition, this harness gives you 4-way hazard flashers.

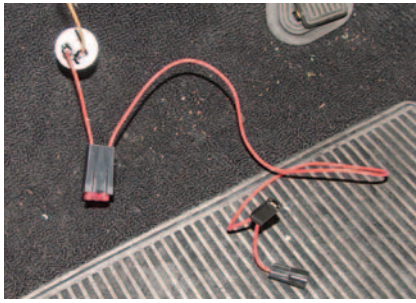


Photo #20: There is a red wire in the adapter harness for the 4-way flashers. Plug the female end of the red wire onto the ignition switch terminal marked BAT.

Photo #21: With the steering column flush with the firewall there will be plenty of room for a “rag joint” coupler to connect to a 605 or 670 steering box. For ididit column shift columns, use **P/N 53-102** coupler, which is 3/4”-36 spline to 3/4”-30 spline. For ididit floor shift columns, use coupler **P/N 53-105**, which is 1” DD to 3/4”-30 spline. If you are installing the column using an original steering box, use **P/N 53-117** solid coupler 3/4”-36 spline to 3/4” smooth bore or **P/N 53-108** solid coupler 1” DD to 3/4” smooth bore for floor shift columns.

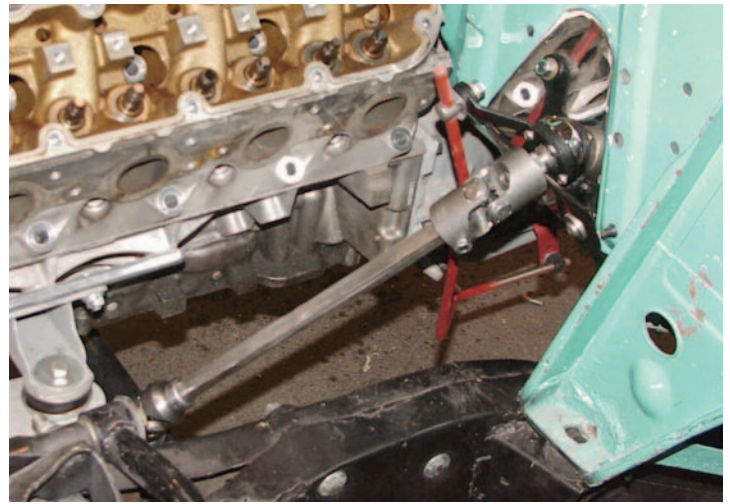
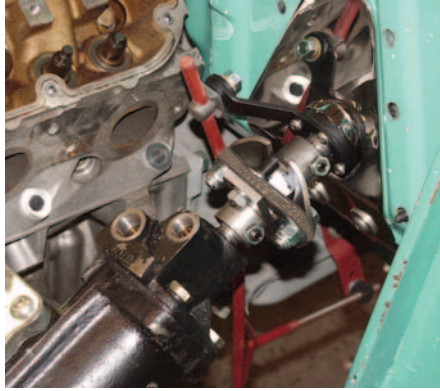


Photo #22: The tilt column can be connected to the CCI rack and pinion steering, using the new Borgeson U-joints and shaft kit **P/N 53-156** for column shift tilt columns and **P/N 53-157** for floor shift tilt columns. We also have complete rack and pinion kits available including the shaft and joints to adapt directly to all types of columns. Once your column installation is complete, any type of aftermarket steering wheel will bolt directly to the new tilt column without any adapters needed. If you wish to install an original pre-1969 GM steering wheel or one of the smaller diameter reproduction wheels, simply use adapter **P/N 53-202** an install! Good Luck! 