

" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.

ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED

IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "

Neutral Safety Switch

Turbo 350,400,700-4R Neutral Safety Switch Installation.

Many times in the past we have been asked "How can I get a neutral safety switch to work if I have installed a later model turbo transmission?" The purpose of this article is to show you how to install an operational neutral safety switch in your 1955, 1956 or 1957 Chevrolet with column shift. This switch will also operate your backup lights properly if your car is so equipped.

First of all, what is a neutral safety switch? This switch is a small, steering column mounted switch that prevents a vehicle equipped with an automatic transmission from being started in any shift position except "park" or "neutral". This is extremely important from a safety standpoint. All new cars are required to have this system in place. Owners of 1957 passenger cars are fortunate, because a stock turboglide switch, **Part #25-07**, will simply bolt to the stock 1957 column and has the same shift pattern as a Turbo 350, 400 or 700-4R. (See Photo #1) The rest of this article will show owners of 1955-1956 passenger cars with stock steering columns how to install the same switch on their columns. Please note that your Classic must use column shift for this switch to work. It will not work with floor shift automobiles. The steering column must be removed from the car on 1955-1956's to complete this installation. Refer to October 1984 *Classic Chevy World* or Volume II, Steering, page 37 of your *Tech Book* (**Part #17-150**) for column removal.

1) Photo #2 shows the difference between a stock 1957 automatic column and a stock 1955-56 column. Notice that the cut-out for the safety switch is small on the '55-56 columns; the screw hole location is closer together than the '57 as well. We will simply enlarge the opening on the 1955-56 column to '57 size and relocate the holes so that a Turboglide switch, **Part #25-07**, may be used on the '55-'56 column.

2) Begin by photocopying the template shown in Diagram #1. Cut out the template so that the opening is the proper size and punch through the bolt holes. Tape the template over the opening on the '55-56 column as shown. Using a pencil or welder's marker, transfer the opening and hole positions onto the '55-'56 column. (See Photo #3).

3) Using a cut off wheel in a die-grinder, enlarge the hole to the proper size. Clean up the edges with a small file. (See Photo #4.)

4). Now drill the two 5/32-inch holes necessary to attach the switch. (See Photo #5.) Attach the switch using the two original screws or two 10 - 16 X 1/4 inch sheetmetal screws, making sure the switch tabs engage the inner shift tube tab. (See Photo #6.) Move the gear shifter to check for proper operation. If you have cut the opening too small, there is a risk that the plastic tabs on the switch will break.



Photo #1



Photo #2



Photo #3



Photo #4

4) Install the column back in the car and attach the double purple wire connector from the starter harness to the switch. If your car is equipped with backup lights, also attach the green wires to the switch, as shown in Diagram #2. Make any final adjustments to the steering column and shift linkage necessary for proper operation. Good Luck! 🚗

Additionally—Be sure the gear shift indicator lens in your dash is the proper one for your transmission. Below is a listing of parts you may need to complete this installation.

Part #	Description
25-07	Turbo Neutral Safety Switch
06-50	1955-56 Turbo 350/400 gear shift indicator
06-39	1957 Turbo 350/400 gear shift indicator
06-93	1955-56 Turbo 700-4R gear shift indicator
06-94	1957 Turbo 700-4R gear shift indicator
06-63	1955-56 Column indicator wire*
06-34	1957 Column indicator wire*

*(This is the small wire that moves the gear selector needle in the dash.)

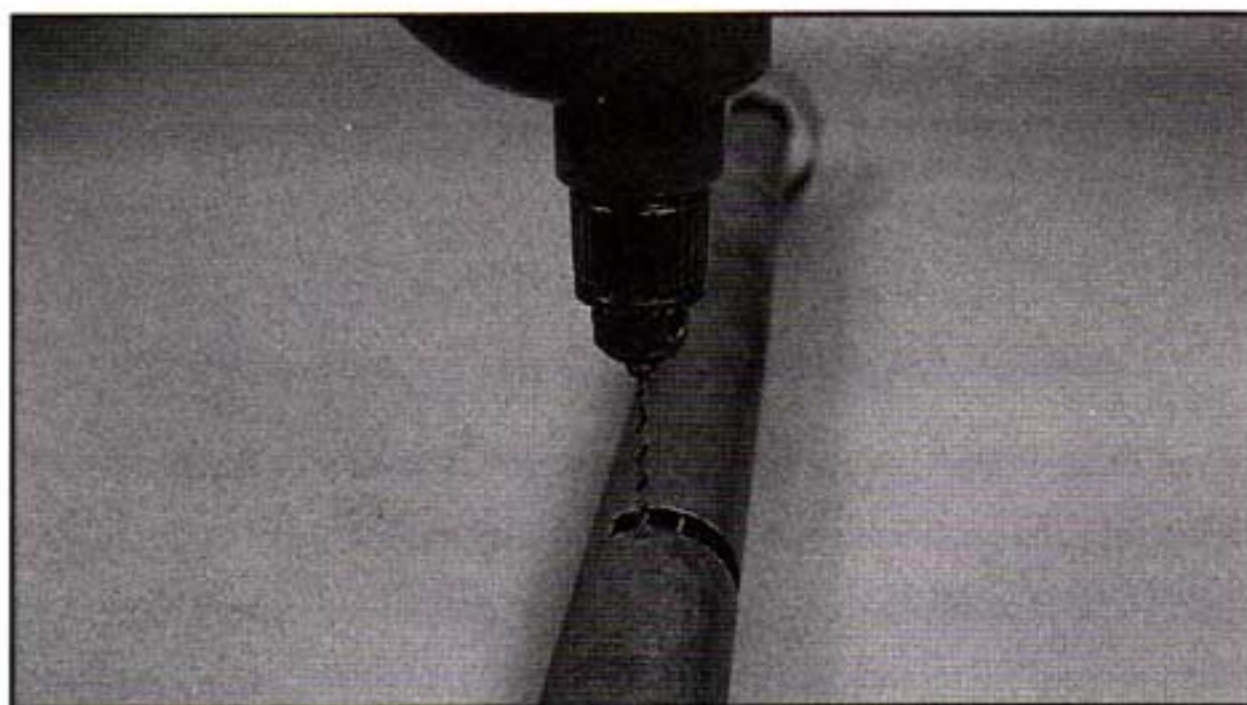


Photo #5



Photo #6

