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INSTALLATION INSTRUCTIONS

1955-1957 CHEVROLET 500/605 BOX COLUMN SHORTENING KIT

THE KIT INCLUDES

- 1) SHORTENED AUTOMATIC COLUMN TUBE
 - You will need to reuse all of your original hardware and wiring.

IMPORTANT NOTICE - READ ALL INSTRUCTIONS PRIOR TO STARTING THE SHORTENED COLUMN INSTALLATION

The 55-56 Shortened Column will not work with the column mounted neutral safety switch. You can use a neutral safety switch from a company like Lokar that does not mount to the column which run about \$50.

Can use on a manual car but just won't use the linkage but cannot be used with a 3-on-the-tree. If you have a 3-on-the-tree manual transmission you will need to change over to a floor shift.

ORIGINAL STEERING COLUMN DISASSEMBLY

It is important that you keep all the items that you remove from the old column to be reused when you reassemble the shortened column tube unless you have replacement parts available.

Some of the instructions below are obviously only intended when disassembling an automatic column.

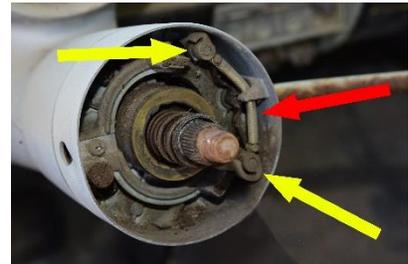
1. Remove the horn ring assembly from the steering wheel.
2. Remove the center nut from the steering wheel.
3. Using a steering wheel puller remove the steering wheel.



4. Remove the bezel under the dash.
5. Unplug the 2 wires inside the bezel (turn signal and horn).
 - Take note of the wire routing for when you reinstall the new shortened column. On a 55-56 the wires run inside the column and on the 57 it runs outside the column.



6. Remove the screw holding the turn signal arm in place and remove.
7. Remove coiled spring, identified with a RED arrow in this picture, holding detent spring in place.
8. Remove the 2 plastic bushings, identified with the YELLOW arrows, that hold the detent spring in place.
 - These plastic bushings will disintegrate over time so you may want to replace these when you are finishing the install.



9. Pop the detent spring off the pegs, identified here by the screwdriver, and remove.



10. Remove the screw holding the canceling cam ring and activator.
 - Don't lose the washer on the back side of the canceling cam screw pictured here.
11. Remove the 3 screws holding the upper turn signal housing to the column and remove the turn signal housing.



12. Rotate the plate behind the signal housing counter clockwise and remove it.



13. Remove flat washer behind this plate.

Skip steps 14-16 if you are not replacing your turn signal switch when you reassemble the shortened column.

14. Remove the 2 screws holding the turn signal switch in place.

15. Pry out the clip holding the turn signal wiring in place and remove.



16. Dislodge the turn signal and horn button wires.

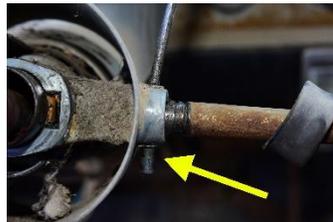
- Take note of the routing of these wires for when you reinstall them later.



17. Carefully pull the rubber shifter boot away from the column to access the roll pin holding the shifter arm in place.

18. Carefully knock out the roll pin, identified with a YELLOW arrow in the picture below, and remove it carefully and do not to lose the spring at the end of the arm.

- Inspect the shifter arm to ensure the tip of the shifter has not been broken or cracked where it may fail at a later date.



19. Remove the shift bowl.

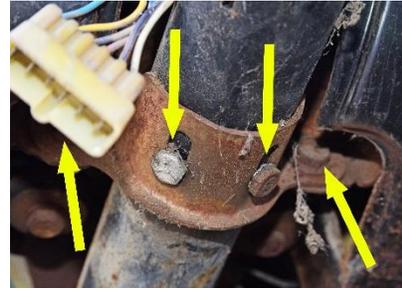
Steps 20-21 are for 57 only. If you have a 55-56 skip these steps.

20. Remove the screw holding the gap adjusting plate and remove the plate.

- This is the plate that adjusts the gap between the turn signal housing and the shifter bowl.



21. On a 57 there are 2 bolts clamping the dash clamp to the column. Remove these bolts.
- On a 55-56 this is just a pressure fit holding the column in place.



22. Remove the screw holding the bezel bracket in place on the column.



23. Unplug the neutral safety switch and remove.
- Take note of the wire routing for when you reassemble the shortened column.
 - *You cannot use the column mounted neutral safety switch on the 55-56 Chevy kit.*
24. Remove the 2 nuts and bolts holding the dash clamp to the dash.
- The column should stay pretty much in place, but you may want to just prepare for it to drop a bit.

25. Remove the 4 bolts and nuts that hold the rubber column seal to the firewall.
- It might be helpful to have a friend hold the nuts with a wrench inside the engine compartment to complete this step.

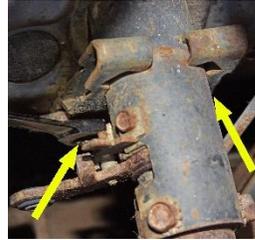
26. Unbolt the shifter linkage from the column and move linkage to the side.



27. Remove the 2 bolts holding the parking gate bracket to the column and remove the bracket.



28. Remove the bolt on the firewall bracket that clamps the bracket to the column and the 2 bolts holding the bracket to the firewall.



29. Turn the bracket as needed to get the clamp opening over the shifter arm.

- You may need to use 2 screwdrivers to slightly pry the clamp apart to get over the shifter arm.



Continue to turn the bracket as needed to clear the 2 bolt heads near the end of the column.

- Notice there is a pair of notches in the bracket that allow the bracket to clear these bolt heads.



At this point the column should be free to come out.

30. Turn the column so the shifter arm is lined up at the 12 o'clock position to clear the notch in the firewall and pull in towards the inside of the car and off the steering shaft.

31. Remove the old manual steering box and steering shaft as one assembly.



SHORTENED COLUMN TUBE REASSEMBLY

At this point you should already have your 500 box installed on the frame and all the plumbing and pump/brackets installed.

Reverse the disassembly instructions to complete your reinstall of the shortened tube. Keeping in mind this is a good time to change out your turn signal switch with a new one, grease all bearings and bushings that will move and making sure you turn signal arm finishes up at the 9 o'clock position.

