



Steering, Brake & Suspension Specialists

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about this installation



#DC-5556-SB Instructions

Classic Fit Premium Steering Column for 1955 and 1956 Chevy Cars

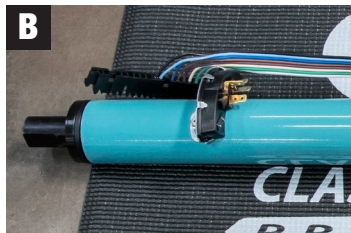
Note: The steering column shown has been painted to match the vehicle. The column is shipped in a satin black finish and can be installed as-is or painted for a more finished look.



Optional: We suggest picking up a new rag joint (#CP59084) and floor plate kit (#CP11200) when installing your new Classic Fit Premium Steering Column (Photo A).



Instructions:



1. Begin by installing the neutral safety/reverse light switch using the provided hardware (Photo B)



2. Next install the shift lever detent spring. Wedge the spring over the tip of a small flathead screwdriver and fit it in the head of the column (Photo C).



3. Then lower the shifter down into the recess in the column and push against the spring until the shift lever can drop down into place (Photo D).



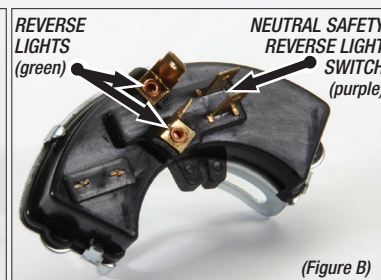
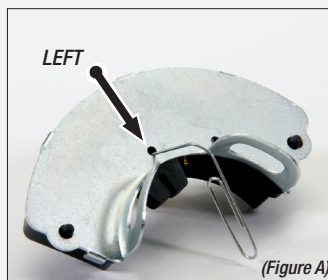
4. The shift lever is secured by tapping in the provided pin (Photo E).

INSTALLATION & ADJUSTMENT OF NEUTRAL SAFETY/REVERSE LIGHT SWITCH

Note: For this switch to work correctly, the shift linkage must be properly adjusted to the detents in the transmission.

Instructions:

1. Remove neutral safety/reverse light switch from column by removing the two retaining screws.
2. While holding the back of the neutral position in the switch. Place a pin (straightened paper clip) in the hole to retain this position. (See Figure A)
3. Place the gearshift indicator in the neutral position.
4. Place the neutral safety/reverse light switch onto the column and attach the switch with the screws that were removed in Step 1. Snug the screws against the housing.
5. Reattach the wiring ensuring that the neutral safety wires (purple), are on the two flat terminals and the reverse lighting wires (green), are the two offset terminals. (See Figure B)
6. Move the gear shifter through the range of gears. The engine should only start in park.



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WARNING: Cancer and Reproductive Harm www.P65Warnings.ca.gov

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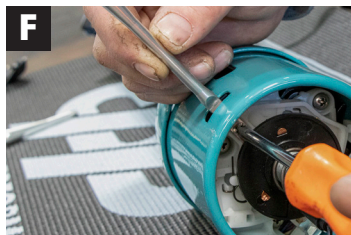
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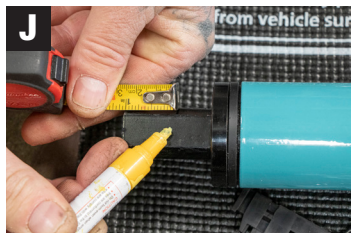
5. Next, install the turn signal lever using the sheet metal screw (Photo F).



6. The tilt column lever (Photo G) and hazard knob (Photo H) simply screw into place.



7. Steering column index hole can be added once you have determined the desired location of the column depending on steering gear used. We ground a 1" slot in ours to allow for adjustment once installed.



8. To achieve the added clearance from factory, measure and cut up to 1" off the bottom of the steering column shaft (Photos J & K).

If you desire the factory mounting location, **do not** shorten the steering column shaft.



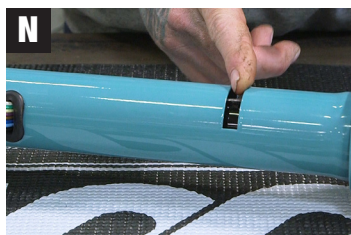
9. Next, install the shift lever to the base of the column using the provided hardware (Photo L).

Two different levers are provided with the column and can be clocked to best suit your application.



10. Then slide the floor plate over the base of the column (Photo M).

This can also be done before installing the shift lever.



Note: All columns come with provisions to hook up to the factory 1955 and 1956 Chevy gear position indicator (Photo N). In our case, we have digital gauges so we will not be using this feature.



11. The final step before installing the column in the car is to fit the rag joint to the steering box (Photo O).



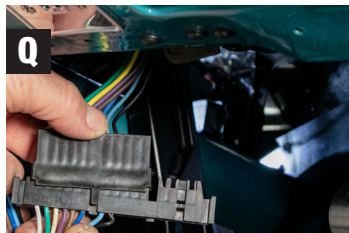
12. Then bring the column into the car. Carefully feed the lower shift lever through the firewall then secure the column to the underside of the dash (Photo P).

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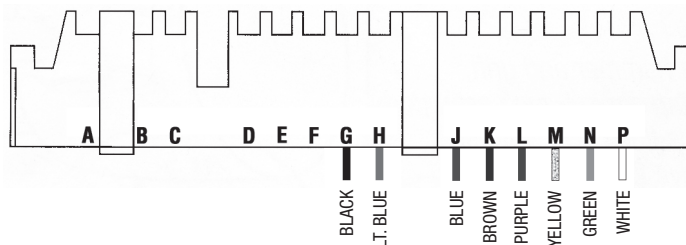
Classic Fit Premium Steering Column for 1955 and 1956 Chevy Cars



13. Next we hooked up the column's wiring harness. Our '55 Chevy already had an aftermarket wiring harness, so this was plug-and-play for us (Photo Q).

WIRING DIAGRAM

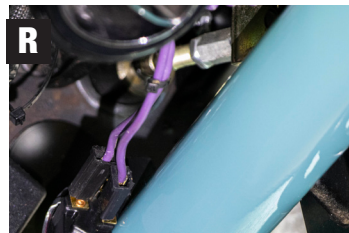
The wiring included with your CPP column is GM 4-1/4" connector.
The standard GM wiring diagram for this plug is:



LETTER	WIRE COLOR	FUNCTION
G	Black	Horn
H	Lt. Blue	Left Front Turn Signal
J	Blue	Right Front Turn Signal
K	Brown	Hazard
L	Purple	Turn Signal- Power (main)
M	Yellow	Left Rear Turn Signal
N	Green	Right Rear Turn Signal
P	White	Brake Light
--	Grey	Column Shift only- Illuminated gearshift indicator is connected to dash lights

*Shift column indicator replacement bulbs are Wagner #35

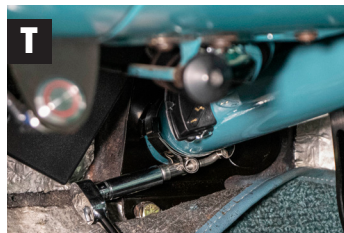
Note: Refer to the provided wiring diagram above if you need to adapt your car's harness to the CPP column.



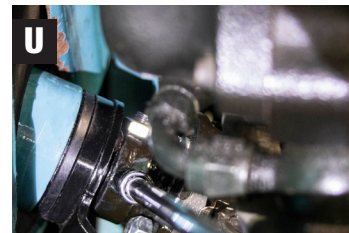
14. Then go ahead and plug in the wires for your neutral safety switch (Photo R).



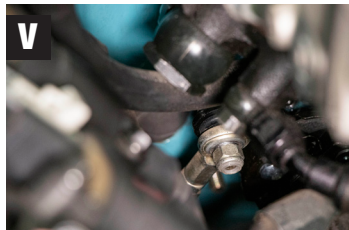
15. With the column in place, secure the floor plate to the firewall (Photo S).



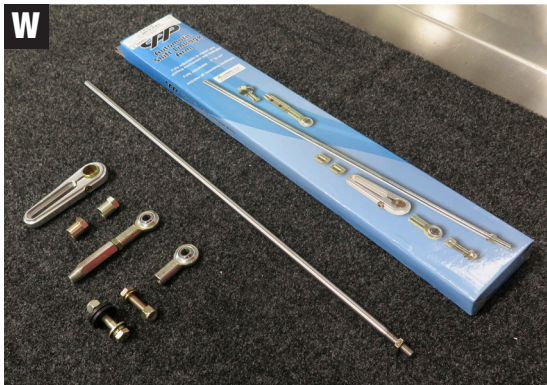
16. Then fasten the column to the floor plate using the retaining clamp (Photo T).



17. In the engine bay, use a thread locker on all the set screws and proceed to fully tighten (Photo U).



18. Hook up your shift linkage to the shift lever arm (Photo V).

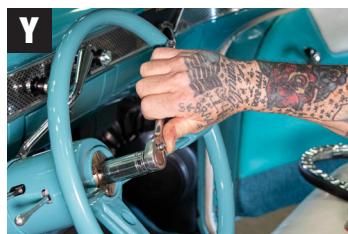


Suggested Product:

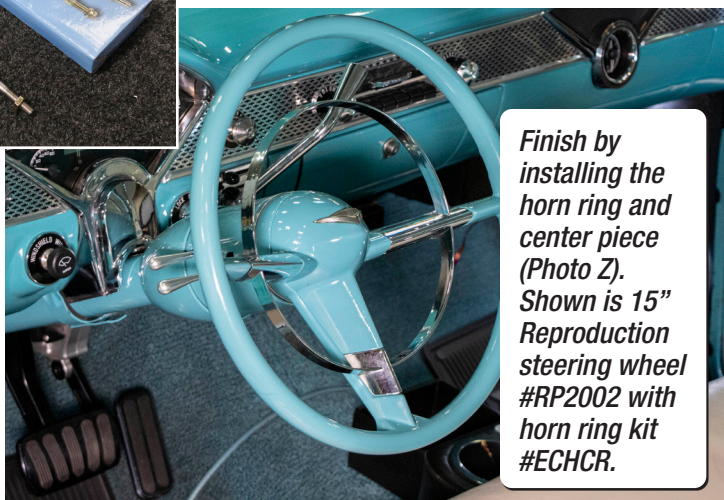
CPP's Shift Linkage Kit #CPTSL is designed to connect your new steering column to GM automatic transmissions with built-in adjustability at both ends (Photo W).



19. Back inside the car, slide on the horn button/blinker delete with the knob at 11 o'clock. Then install the spacer followed by the spring (Photo X).



20. With the wheels and steering wheel straight, fully tighten the steering wheel nut (Photo Y).



Finish by installing the horn ring and center piece (Photo Z). Shown is 15" Reproduction steering wheel #RP2002 with horn ring kit #ECHCR.