Geez!

Talk about re-inventing the wheel!!

OK, Gerry, since I have to do this same thing on my kit later this Winter (I hope) I just went out and measured my completed car to pass along the measurements for the center of the hole through the bulkhead.

This assumes that you have the body mounted on the pan. My steering shaft (inside the column tube) is just about centered in the column, so I assume things are reasonably straight, so here goes:

The steering column tube is 1-3/4" diameter.

At the bottom of the bulkhead, looking in from the master cylinder side, there is a welding flange where the pan frame head is welded to the splash guard under the master cylinder. At the bottom is the splash guard, then the frame head welding flange sits on top of that. Measuring from the top surface of that flange to the centerline of the bulkhead hole for the column shows 12-1/4" Here is a picture of a frame head (not to be confused with a headset, where the front beam attaches: http://www2.cip1.com/ProductDetails.asp?ProductCode=VNG-95-13-26-0&Click=92365

Next, I duct-taped a piece of cardboard onto the wheel well bulkhead such that I have a reference to measure across, horizontally, to the center of the column tube. THAT dimension is 5-1/2", measured at the bottom of the tube.

Remember that you'll eventually be drilling or opening up a hole that is elliptical, since the column goes through the bulkhead at a downward angle toward the steering box. Remember, too, that you have to rotate the steering box rearward around the torsion tube to the upper stop to duplicate the column angle for a Karmann Ghia, rather than that of a Sedan (which is more upright).

Lastly, I had to remove some bulkhead fiberglass up under the dash to allow the column tube to fit up where it belongs when it is secured at the dash mounting piece. This material was part of the shelf for the gas tank, and I just glassed over everything after the column was fitted correctly