Retrofit Steering Column

INSTALLATION INSTRUCTIONS

for 1967-72 Ford Trucks

FOR PART NUMBER'S: 1170735010, 1170735020, 1170735051

ididit®
SINCE 1986

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A.

B.

C.

The idid it **1967-72 Ford Truck** Steering Column
comes complete with these components:

(A) Column *(Paintable Steel column pictured)*
(B) Ford Wire Plug
(C) Instructions & Dress Up Kit

We will work through this installation using all these parts. For instruction
purposes we will assume the vehicle is all original and has a factory manual
steering gear box and an OEM harness.

Please Note:
A 3/4"DD x 3/4"-36 Rag Joint (part # 3000053449) is required for
installation. The original joint cannot be used.

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This column is unique. We hated the idea of having one column for 2 wheel drive and a different one for 4X4, let alone power vs. manual steering. So "Voila" **this column is a variable length column**. If you grab the lower shaft and pull, it extends to all the lengths you may need. It is a pretty well known fact that the Bendix power box and the Saginaw power box were interchanged fairly regularly. This requires a different length column.

The shaft of the column telescopes; it creates a relief point for the flex in the frame and body mounts. This protects and increases the life expectancy of the Rag-Joint.

The column is shipped with the shaft collapsed so don't panic if the steering column looks short when you lay it next to the OEM column. Just pull the shaft out and match it up.

Shaft Collapsed   **Shaft Extended**

OEM COLUMN REMOVAL

Disconnect positive battery cable.

1.) Loosen and remove the pinch bolt on the rag joint.

2.) Loosen and remove the clamp that is on the firewall mount on the engine side of the firewall.

3.) From the inside of the cab remove the bolts that hold the seal to the firewall. Slide this mount up the column to make sure it is loose from the floor.

4.) Carefully disconnect the wiring connector/connectors from the dash harness. (Please take care when doing this as the connectors are fragile and we will be re-using them)

5.) Loosen the two remaining bolts that hold the column to the dash. (Note that when these last two bolts are removed the column will fall free.)
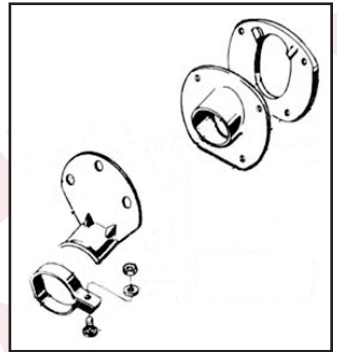
6.) Now you should be able to pull the column toward you and this should release from the rag-joint. If this is being difficult to remove, you may need to pry or split the rag-joint open a little in the engine bay. Normally by using a regular screwdriver in the split and twisting is sufficient.

Steps before mounting the column:
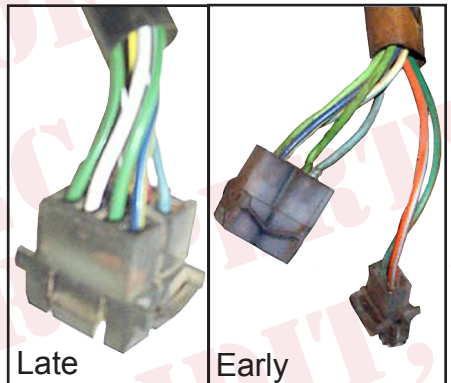
FLOOR MOUNT

The OEM column mount will be re-used as is. This might be a good time to replace the seal at the firewall as this is what keeps the water and fumes out of the cab. Many aftermarket reproduction businesses should sell these types of floor mount seals.

Please note there are two different versions of this mount. One is for power steering with a Saginaw box and one is for manual or power with a Bendix type power box. If you don't know which one you have the Bendix box has a large "B" cast into the side of it. The Bendix box is the same length as the manual box. The Saginaw box is two inches longer.

WIRING

The ididit column has an OEM type turn signal switch. That being said there was a difference between the plug configurations on the 67-69 vs the 70-72.

Late | Early

The early group had two connectors, one with 6 wires and one with 2 wires. The later had the same 8 wires, but all in one connector.

1967-68 Ford Truck Cross Over Chart

Vehicle Harness	Function	ididit Column Harness
Blue	Turn Flasher Feed	Blue
White/Blue	Right Front Turn/Indicator	White/Blue
Green/White	Left Front Turn/Indicator	Green/White
Green	Right Rear Turn/Brake	Orange/Blue
Yellow	Left Rear Turn/Brake	Green/Orange
Red/Black	Brake Feed	Green
Blue/Yellow	Horn Ground	Blue/Yellow

1969-72 Ford Truck Cross Over Chart

Vehicle Harness	Function	ididit Column Harness
Blue	Turn Flasher Feed	Blue
White/Blue	Right Front Turn/Indicator	White/Blue
Green/White	Left Front Turn/Indicator	Green/White
Green	Right Rear Turn/Brake	Orange/Blue
Yellow/Black	Left Rear Turn/Brake	Green/Orange
Red/Black	Brake Feed	Green
Blue/Yellow	Horn Ground	Blue/Yellow

The terminals are the same eight wires in both configurations. If your wiring is still intact, you could use your original plug. You would plug one wire at a time (matching the original colors on both sides) into the original terminal. Unfortunately, most of the original plugs we were working with were cracked or damaged. ididit has provided an extra set of connectors and terminals with this column. You will have to plug each wire terminal into these plugs before installation. Remember that these wires have to match the color on the adjoining side.

RAG JOINT INSTALLATION

It is easier to install the rag-joint onto the column to drill the reliefs before installing the column. Before installing the joint, identify the 3/4DD end and remove the setscrews and jam nuts. Slip the joint over the shaft 7/8 of an inch and install the setscrews into the threaded holes. This should create a witness mark where the set screws will hit. Now remove the

setscrews and the joint. With a center punch, create a prick mark so you can use a ¼ inch drill bit and create a relief for the setscrew. This relief only needs to be approximately 3/16 inch deep.

Now install the rag-joint onto the column using Locktite on the setscrews and jam nuts.

INSTALLING YOUR IDIDIT COLUMN

(A helper would be a big benefit for steps 2-5.)

1.) Mask off about 8 inches of the lower part of the tube with masking tape to prevent the paint or chrome finish from scratching. Next, install lower plate and firewall seal. Slide these up the column about 7 inches and tape them to hold them in place.

2.) From inside the truck, slip the column down thru the hole in the firewall and into the rag-joint. The shaft of the column should engage into the rag joint 7/8 of an inch. Loosely install the two dash bolts.

3.) From the engine bay side install and tighten the gearbox side of the rag joint. Remember the rag-joint should be flat and and should not be put under stress. Slide the shaft of the column in or out to neutralize the rag joint.

4.) Return to the firewall mount and assemble and align the firewall seal and mount. Install the bolts loosely.

5.) Finally, tighten the bolts for the dash mount and then the firewall mount. Don't forget the clamp on the engine side that goes around the mount and the steering column.

6.) Join the wiring plugs together. If there was damage to the catches on the plug, we would recommend using a zip tie through the middle of the plug. This should keep the plug from coming apart.

KNOB & LEVER INSTALLATION

After removing all items from the package, screw the knobs onto the levers. The tilt lever (the shorter of the two levers) is installed on the

left side of the column in the threaded hole located closest to the dash. We recommend using Locktite

The turn signal lever (longer of the two levers) is installed into the threaded hole closest to the top of the column.

STEERING WHEEL INSTALLATION

Make sure your road wheels are pointing straight forward and your column and all mounts are completely secure. Next install your OEM wheel with all of the original components or add an aftermarket wheel with an adaptor. Slide the wheel on top of the splined top shaft of the column. You may need to adjust your wheel a little to fit into the splines. Place wheel nut on top of wheel and torque wheel nut to 35lbs.

FINAL CHECK:

Test the electrical system (KEY ON)

1.) Turn Key on and test turn signals for function and to verify they cancel when turning the wheel.

2.) Test the brake lights by depressing the brake pedal.

3.) Test the horn

Need Further Assistance?

ididit has been serving the rodding community since 1986 and we take pride in our outstanding customer service. If you need further assistance, feel free to call us at (517) 424-0577 during our normal business hours. You can also email us at tech@ididit.com. Go to **www.ididitinc.com/contact-us** for hours of operation.

Need A Visual?

Go to **www.ididitinc.com/videos** to watch installation videos, tech tips & more!

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