



Retrofit Steering Column

Installation Instructions

for 1970-74 Cuda/Challenger

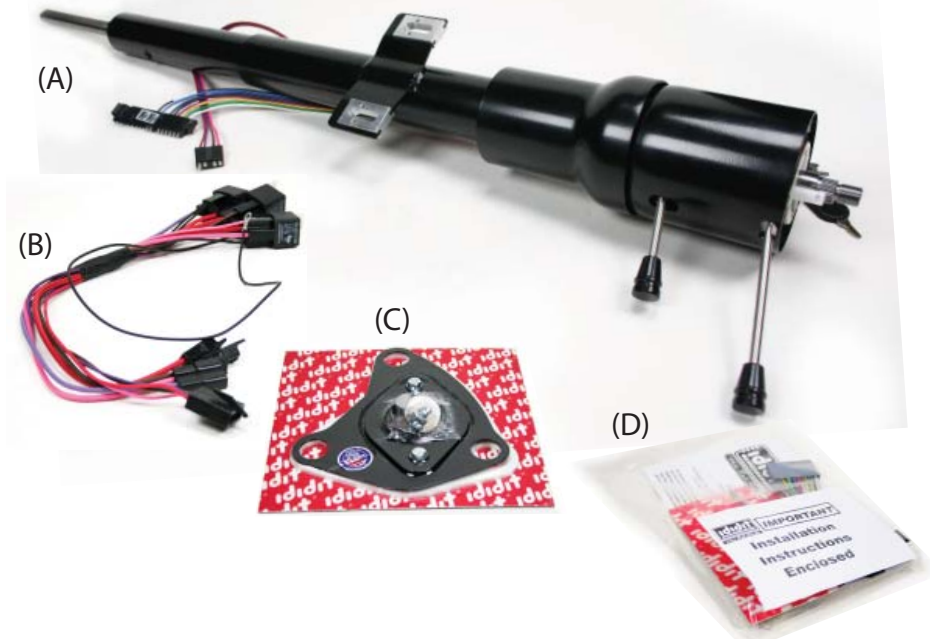


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Instruction #: 8000-000-005



These are the components that should have come with the column.
 (Black Powder Coated and Dress-Up kit pictured)

- (A) Column
- (B) Relay Harness for the Ignition System, Instructions
- (C) Floor Mount, Gasket & Hardware
- (D) Instructions, Dress Up Kit, Horn Wire & Turn Signal Switch Adaptor

We will work through this installation using all these parts. For instruction purposes we will assume the car is all original and has a factory manual steering gear box and an OEM harness. On the last page there will be a summary for optional Equipment, such as a rack and pinion or an aftermarket wiring harness. There will also be instructions for OEM and aftermarket steering wheels.

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REMOVAL of OEM Column:

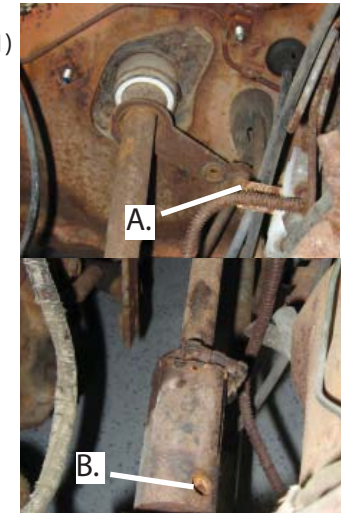
Disconnect positive battery cable.



(Figure 1)

Under the dash disconnect two large plugs from column, to under dash harness. NOTE, if your car is equipped with a key light, there may also a single small yellow wire that must be disconnected. (See Figure 1)

Now you will have to drive out the roll pin in the coupler on the gear box. We soaked the pin with penetrating oil and that didn't help much. I ended up drilling out the pin with a carbide drill. (drill size- 5/16) (See Figure 2B)



(Figure 2)

If this car is a 1970 or has column shift, there is a linkage at the bottom of the column. This linkage must be disconnected from column. There should be a cotter pin and a washer. If your vehicle is a 1970 model, and is a floor shift, remove this linkage completely it will not be reused. (See Figure 2A)



(Figure 3)

Remove the three bolts that hold the mount to the fire wall, and the two that hold the load plate to the mount. (See Figure 3)

Now you can remove the two nuts and washers that hold the column to the dash. Note this will release the column from all mounts and it will want to fall. After the column is loose you will have to rotate and watch the fire wall mount plate to get it past the pedals. (See Figure 4)



(Figure 4)

INSTALLATION:

The firewall mount is first, loosen and remove the load plate and oring. Install firewall gasket and plate loosely with the bolts and washers provided. Install the plate with the lip facing the engine side of the firewall. (See Figure 6)

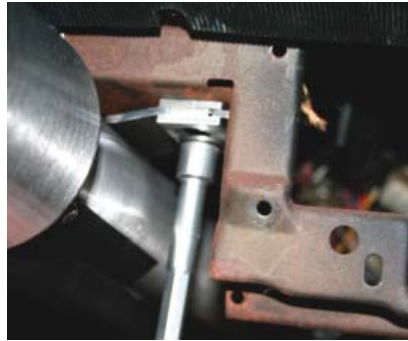
Tip... To do a professional job you may want to put a layer of masking tape on the steering column from the tabs down. The next part of the installation could scuff the finish on the column.



Column Preparation

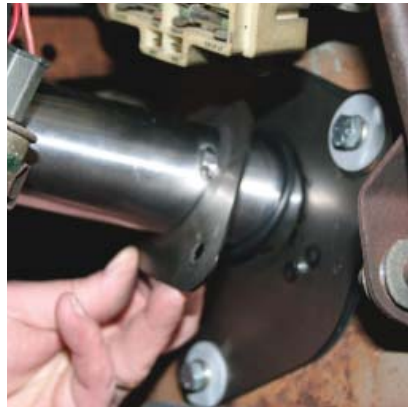
Slide the load plate onto the column with the raised lip facing the wheel side of the column. Then slip the O-ring against the load plate. This will hold the load plate out of the way while sliding the column in. Locate the 2 nuts and washers provided with the kit for the dash mount. If you haven't checked this out yet... pull the lower shaft of the column out about 2 inches, and then push it back rapidly with your hand. This will make the column at its shortest point, and will give you the most possible clearance while sliding through the firewall.

Now with one hand in the middle of the column and one at the top, slide the column between the pedals and through the hole in the floor mount. Set the column against the dash mount studs and center the studs in the slot provided. Loosely install the washers and nuts onto the studs. You should note that the studs and the slots allow for adjustment of the column from left to right and front to back. Center the column from front to back and adjust left to right until the column is centered in the plastic dash housings as close as possible. Then lightly tighten bolts. (See Figure 7)



(Figure 7)

Next slide the load plate of the firewall mount down the column till it is against the plate. Install the two bolts and washers and tighten to 11 FT. LBS. (See Figure 8)



(Figure 8)

Now move to the engine bay and verify the column is pointing directly at the gearbox. This is easily accomplished by pulling the shaft out of the column and up to the tip of the gearbox. If this is misaligned move the column gently into place. Once you're close, get the U-joint and install it onto the gearbox. Now slide the column down into the U-joint watching to index it on the DD shaft properly. (See Figure 9)

If using Rack and pinion, see Tech Section 1 PG 9

With the U-joint installed go back inside the vehicle and center the gasket with the mount and tighten the three bolts to the firewall (22 FT. LBS.)

Tip.. Please follow the manufacturer's instructions on the U-joint installation. These instructions vary by manufacturer. But when all is said and done, ididit recommends that you use Loctite.

The last item in the column install is to tighten the dash mount nuts. Verify the column is still centered from left to right and tighten the two nuts to 18 FT. LBS. This should be checked with a torque wrench. (See Figure 10)



(Figure 9)



(Figure 10)

Knobs & Levers:

Tilt Lever

After removing all items from the package, assemble the knobs onto the levers. The tilt lever goes on the left side of the column in the hole closest to the dash. The column has a threaded hole that this lever threads into. We recommend Loctite.

Emergency Flasher

The Emergency flasher goes on the right side of the column. Thread this into the hole and turn till tight. Note that the plastic portion that the flasher screws into is flush with the outer surface when the flashers are off, while installing the knob it is easy to accidentally turn the flashers ON. This could lead to some head scratching latter so cycle the switch a few times and end up with the switch in the out position before continuing.

Turn Signal Lever

Now for the turn signal lever. There should be one screw left in the kit. Use this screw to secure the lever in the column. PLEASE NOTE... There are two holes on the turn signal switch. One hole is horse shoe shaped and the other is round. Make sure you use the round hole! Use a #2 Philips screw driver on this screw. This screw is going into a metal insert that you can't see. Tighten this screw very tight. It holds the lever and the switch half's together. (See Figure 11, 12, 13)



(Figure 11)



(Figure 12)



(Figure 13)

Electrical:

Please see pack "B" for wiring instructions.

Note: There are up to 3 wires on the ignition plug that may not have a mate. These wires were for key buzzer and shift indicator. The wiring of the ididit column does not support these features. The wires are however insulated and should be protected in the connector.

Testing

Install the key and now we can check the circuits.

One click back counter clock wise and the accessories should come on (radio, heater blower, ect.).

Now turn two clicks forward, this should have the accessories on and the ignition system on (coil or electronic ignition has power).

OK this is it!! Check that the vehicle isn't in gear!!! Now go to crank position. (Starter should engage) and vehicle should start.

Turn Signal Wiring:

OK This is easy... the bag with the Dress Up Kit also contained a black wiring plug adaptor. This should simply plug into the column on the wide plug, and then the OEM plug from under the dash (See Figure 14) (See Tech Section 2 if you have an Aftermarket Harness PG 10)

Now you can verify function of the turn signal switch.

With the key in an on position check both left and right turn signals. Then with key in an off position, check Hazard Flashers, in is on, out is off. Now the brake circuit can be checked by pressing the brake pedal.

Steering Wheel:

This column will accept any of the aftermarket steering wheels. We offer adaptors for all the common aftermarket wheels. We also have a NEW adaptor just for the factory Chrysler wheel. This adaptor looks like the original can for this wheel (See Figure 15) but is available in all the same finishes as the column. This adaptor will put the wheel back in the OEM location.

Otherwise when ordering your wheel tell the person it is an ididit column... if that doesn't work... and they give you a stupid look, tell them it's a 1969-1978 GM passenger car. That should do the trick.

We have provided the nut for the top of the column. This nut should be torqued to 45 FT. LBS. We have also included the horn wire. This normally will attach to the center lug of most aftermarket horn buttons.

OEM Wheel with our E body Steering Wheel Adaptor

1. Check to verify the driving wheels are straight. On the top of the column there is a white tube sticking out of the column. This tube should be between the 10:30 and 11:00 o'clock position. When the wheels are straight. If this is not true gently turn the white plastic tube to be in this position. Set the adaptor on the shaft of the column, this may require you to rotate a little to the closest tooth on the spline.



(Figure 14)



(Figure 15)

2. Install the 9/16 nut and torque to 45 FT. LBS.

3. Install the horn wire by aligning the catch pin and push in, then turn 1/8 of a turn clockwise. (See Figure 16)

4. Now use the three provided bolts to install the wheel. (See Figure 17)



(Figure 17)



(Figure 16)

5. Use the original three screws that held the horn mechanism in place to re-secure it.

6. Now connect the wire to the electrical tab, and finally push the button over the contact. (See Figure 18)

Aftermarket Replacement Wheels

If using the Grant Tuff Grip aftermarket replacement wheel, with our adaptor. You will need these additional parts for your horn to work properly. (See Figure 19) We have a kit that includes all of these components. Kit part number is: 2611010010

If you have any questions about installation you can call our tech line and we will be happy to walk you through any of the processes. (517)424-0577



(Figure 19)



(Figure 18)

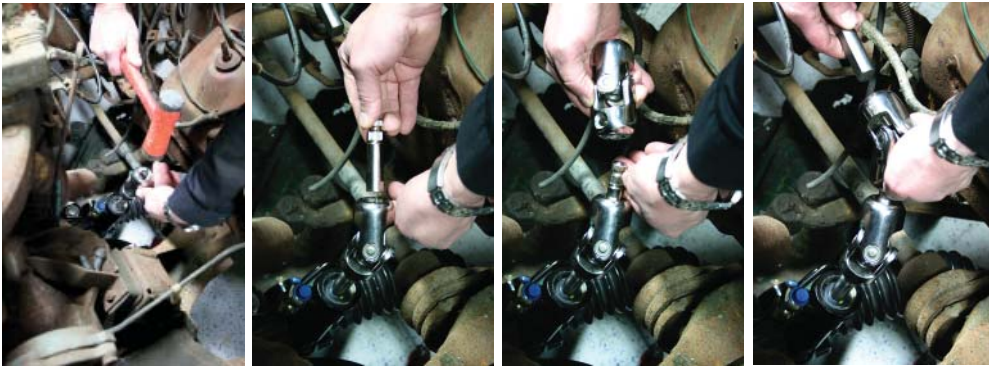
Rack & Pinion Tech Note:



We installed a UNISTEER kit into the test car. This column required no modifications. There was no cutting necessary due to the slip in the lower shaft of the column. It will however be necessary to make sure the joint that attaches to the column is a 3/4 DD joint.

On a personal note, this rack kit Kicked #\$. It bolts in, It Fits, and it includes every little detail that others forget. (Photo 20)

Other rack kits should have similar requirements. The use of the telescoping shaft on the column should cure any length issues. And the 3/4 DD shaft makes attaching a joint a breeze.



Aftermarket Wire Harness Tech Note:

There are a few aftermarket harnesses out there for this application. Some are a direct factory replacement. Others are based on the GM wire color code. Our wire code is GM based. If you get one of these kits we have matching connectors and this may also plug directly in. Note that our turn signal plug is the 4 1/4 male plug.

If you have an aftermarket wiring harness, please resist the urge to cut the plug's off.

We have both male plugs and both female plugs in stock if you need one that was not supplied with the kit. These plugs come with terminals, and instructions. If this is the case for your installation please call us at (517) 424-0577.

General Electrical Tips

Hey it's a big world... and just in case you are using a unusual combination of parts, here's the nuts and bolts of the electrical system.

Turn Signal Switch

Black	Horn relay trigger, GROUND TO SOUND
Lt. Blue	Left front turn signal and indicator
DK Blue	Right front turn signal and indicator
Brown	4 way feed wire, Hot from Flasher Can hot all the time.
Purple	Turn signal feed. Hot with ignition on only.
Yellow	Left rear turn and brake
Green	Right rear turn and brake
White	Brake feed from brake switch

Ignition Switch

RED	Battery power in by way of back of starter.
Brown	Goes to accessory side of fuse panel. Die's out during crank.
Pink	Goes out to coil as feed for ignition, through resistor, and stays hot in run and crank. Also may be used as feed for limited items on fuse panel such as an electric fuel pump.
Purple	Hot out to starter solenoid. This wire interrupted for Neutral Safety.
Black	Ground for the relays to trigger.

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