



# **Retrofit Steering Column**

## **INSTALLATION INSTRUCTIONS**

### **for 1967-69 Chrysler B-Body**

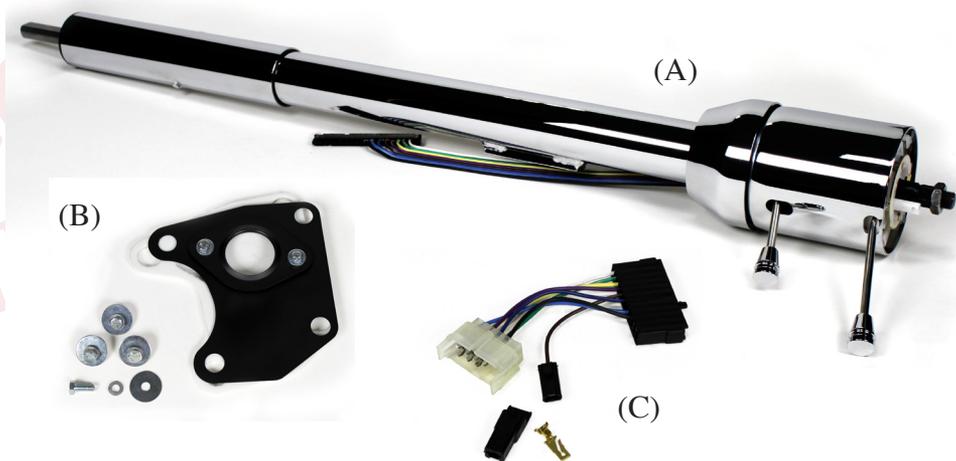
*FOR PART NUMBER'S: 1300840010, 1300840020, 1300840051*



**[www.ididitinc.com](http://www.ididitinc.com)**

610 S. Maumee St., Tecumseh, MI 49286

PH: (517) 424-0577 FAX: (517) 424-7293



The ididit 1967-69 Chrysler B-Body Tilt Steering Column comes complete with these components:

(A) Column (*Chrome column pictured*)

(B) Floor Mount & Hardware

(C) Wiring Adaptor

(D) 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.

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# OEM COLUMN REMOVAL:

Disconnect positive battery cable.

Drive out the roll pin in the coupler between the steering column and the gear box. (Figure 1) These roll pins tend to be pretty stubborn, to help loosen, try soaking them with a penetrating oil. Be sure to use a punch that is just a little under 5/16 of an inch. Using too small of a punch will make this task very difficult. Once the pin is removed, center the steering wheel so the tires are pointing straight.



Figure 1

Next, take a Phillips head screw driver and from inside the vehicle remove the two screws that hold the lower cover under the column. Once that is removed you will find the white or neutral colored plug that holds the signal wires together. (Figure 2) Carefully disconnect this plug. Use caution as it may be brittle.

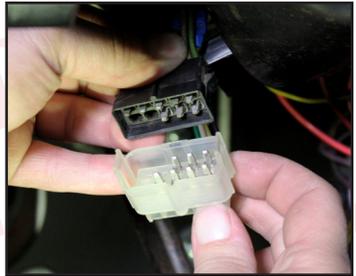


Figure 2

First, loosen the two bolts that keep the floor mount held together (Figure 3, Step 1). Then remove the four bolts that hold the floor mount to the floor (Figure 3, Step 1). You will have to gently pry the seal loose as these tend to stick to the firewall. We won't be reusing the gasket so you don't need to worry about damaging it.



Figure 3

The next item that will need to be removed is the underdash mount. There are three bolts that hold the mount to the dash. **NOTE** a ground wire is attached to the bolt located on the left hand side. Disconnect this ground wire at the dash side.

***For the following, it may be beneficial to have a helper give you a hand under the hood while you are inside the vehicle. The joint that is attached to the OEM column may need some persuasion in order to detach it from the box. Make sure your helper has a hammer handy.***

To remove the underdash mount, start by removing the nut closest to the firewall. Then remove the two nuts that are the closest to you. (figure 4)

**CAUTION** when the nuts are released/loosened, the column will want to fall. We like to rest a knee underneath the column in order to prevent it from falling and it also makes it easier to loosen and remove the nuts.



Figure 4

Once the nuts are loose, the column is ready to be removed. Have your helper watch the under hood action. Allow the column to settle down a little and give it a quick tug. Be careful not to brake the underdash mount or allow the column to hit anything underneath the dash. A little persuasion in the joint might help if it is sticking. Once the column is loose, gently guide it through the firewall and into the drivers compartment. Take the column out of the vehicle and place it on a nearby work bench.

You will be reusing the underdash mount as well as the wire guard so you will need to remove these items from the OEM column. (figure 5) (Be sure to save the bolts if they are in good condition). At this stage it is a good idea to replace the old collapsible nylon blocks on the underdash mount with new ones. Call your local Chrysler dealer. The Chrysler part number for these is 4600185 and they sell for around \$4.50 each.

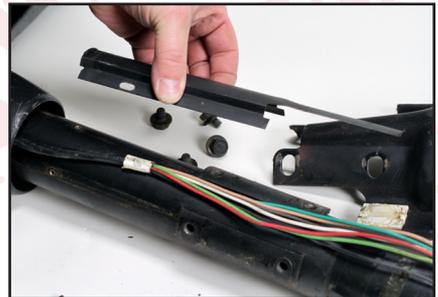


Figure 5

## INSTALLING YOUR IDIDIT COLUMN

Take the wire guard and trim it accordingly (see figure 6) so that the final measurements match the measurements in Figure 7. Once trimmed, the wire guard will bolt onto the new column and be trapped by



Figure 6

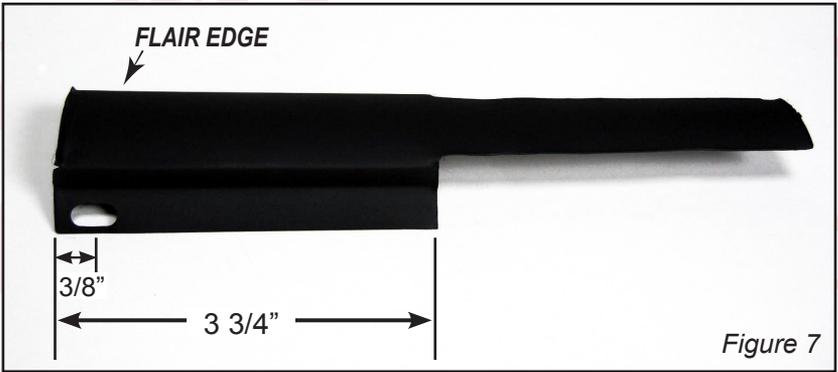


Figure 7

the dash mount. Make sure there are no sharp edges in the final piece.

After bolting the wire guard onto the ididit column you can now attach the underdash mount to the column. (figure 8) Torque the four bolts to 22 ft. lbs.

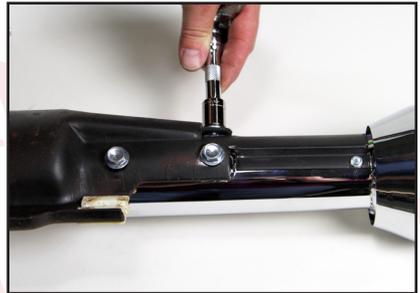


Figure 8

Disassemble the new floor mount that was included with your ididit column. First, install the smaller bracket onto the base of the column with the raised lip facing the wheel side. Next, loosely slide the “O” ring behind the bracket. This will hold the bracket out of the way while installing the column. ididit recommends taping the bottom of the column in order to prevent the paint or chrome finish from scratching. (figure 9)



Figure 9

Next, take the Gasket and install it in the firewall. Then using the four bolts and washers that were provided, loosely install the floor mount making sure that the lip is facing the firewall. (figure 10)

Locate the three nuts that hold the column to the dash. If you haven't done this yet, check the lower shaft of the column and pull the shaft outward about 2 inches and then quickly slide it back in. This will

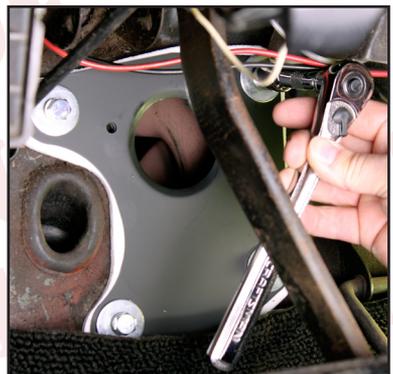


Figure 10

make the column at it's shortest point and give you the greatest clearance possible while sliding it through the firewall.

Now with one hand placed in the middle of the column and the other at the top, slide the column between the pedals and through the floor mount. Set the column against the dash mounting studs and center the studs in the slots of the underdash mount. Install the nuts snug with your fingers. (figure 11)



Figure 11

Next, slide the locking plate down the column until it squeezes the "O"ring against the floor mount plate. Loosely install the two washer and bolts.

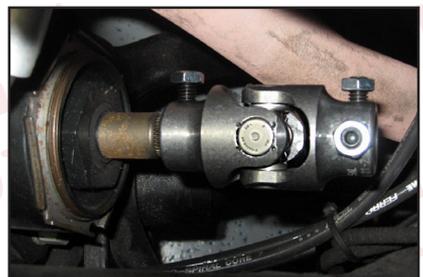
Once these mounts are loosely installed, move to the engine side and check the alignment of the column and gearbox. Slide the shaft out of the column and aim it at the box. It should align with the two tips pointing at each other. If they don't, gently move the column until they do. Once the shafts are aligned, loosely install the U-joint onto both shafts. This will keep everything in place while you finish tightening the floor & underdash mounts.

The underdash hardware should be tightened to 18 ft. lbs. The 4 floor mount bolts can be tightened to 22 ft. lbs. The 2 bolts that lock the column to the firewall mount can be tightened to 11 ft. lbs.

Follow the Manufactures recommendations for installing the U-Joints. ididit recommends using Loctite on the fasteners. You will also need a 5/32 Allen wrench and a 7/16 wrench.



Remember, you can slide the column shaft in or out as needed. This will make power or manual installation a breeze. No special length is necessary for either application.



## ELECTRICAL

A wiring adaptor was included with your new ididit steering column. This wiring adaptor is a direct plug in for all 3 years and simply plugs in between the OEM vehicle harness and the ididit column harness. How's that for easy!

### **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** our turn signal plug is the 3 7/8 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**

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

## KNOB & LEVER INSTALLATION

### **Tilt Lever**

After removing all items from the package, screw the knobs onto the levers. The tilt lever is installed on the left side of the column in the threaded hole located closest to the dash. We recommend using Locktite.



## **Turn Signal Lever**

The turn signal lever is inserted into the hole closest to the top of the column. With the steering wheel and adaptor removed, look down from the top of the column and you'll see two holes on the turn signal switch. One is D shaped and the other is round. With the lever in place, insert the provided screw into the **round** hole. Use a #2 Phillips screw driver to tighten the screw tightly.



## **Emergency Flasher Knob**

The emergency flasher is threaded into the hole located on the right side of the column. You will notice the nylon switch that the flasher screws into is flush with the outer surface when in the OFF position. It is easy to accidentally turn the flashers ON while installing, which could lead to problems later. Check to make sure that the knob is in the OFF (out), position before continuing.



## **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](mailto:tech@ididit.com). Go to [www.ididitinc.com/contact-us](http://www.ididitinc.com/contact-us) for hours of operation.



## **Need A Visual?**

Go to [www.ididitinc.com/videos](http://www.ididitinc.com/videos) to watch installation videos, tech tips & more!

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**ididit**

610 S. Maumee St., Tecumseh, MI 49286  
(517) 424-0577 • (517) 424-7293 fax  
[www.ididitinc.com](http://www.ididitinc.com)