



Retrofit Steering Column

INSTALLATION INSTRUCTIONS

for 1976-86 CJ5 & CJ7

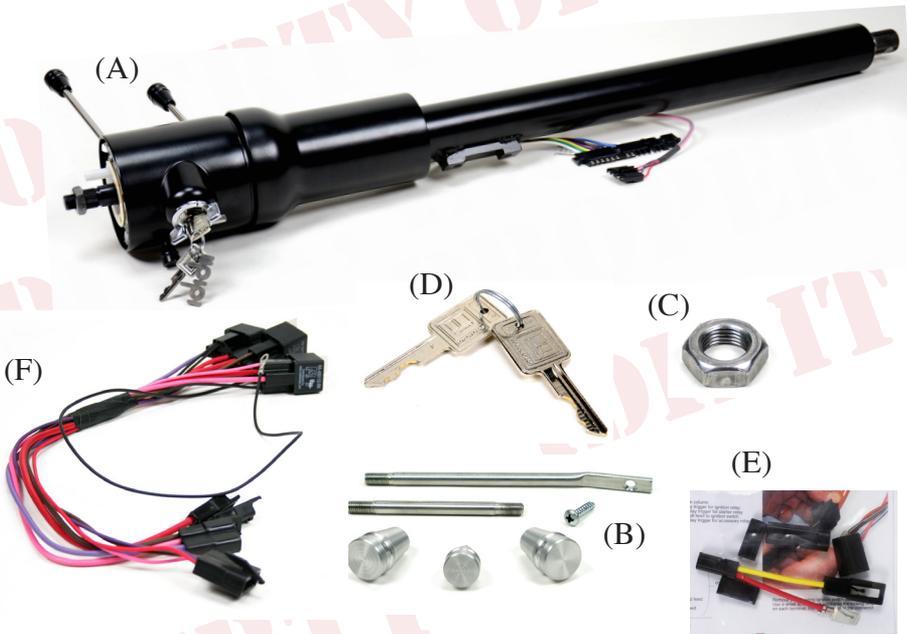
*FOR PART NUMBER'S: 1520800010, 1520800020,
1520800051, 1526800010, 1526800020, 1526800051*



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Instruction # 8000000010 REV 09/15



The ididit **1976-86 Jeep CJ5 & CJ7** Steering Column comes complete with these components:

- (A) Column (*Black powder coated column pictured*)
- (B) Standard Dress Up Kit
- (C) Wheel Nut (1)
- (D) 2 Ignition Keys w/ Key Code
- (E) OE Wiring Plug Kit
- (F) Relay Harness

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Some of the components that were bolted to your original column will be needed to install the ididit retrofit column. Before you begin disassembling the OEM column, please read over the following installation instructions.

It is recommended that you give the bolt that goes through the u-joint on the bottom of the column a good soaking with a penetrating fluid 6 hours prior to starting this project.

OEM COLUMN REMOVAL

Disconnect the battery. We will be dealing with wires that have a direct connection to the battery. These wires are NOT fused.

Straighten the steering wheel so that the driving wheels and steering wheel are pointing straight ahead.

Loosen and remove the bolt on the u-joint that holds the column to the intermediate shaft with an 11/16" socket. (Figure 1)

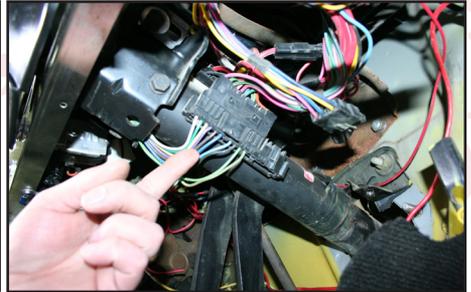


(Figure 1)

Remove the 4 screws that hold the dash cover. Slide this cover up the column and secure with a piece of tape. (Figure 2)



(Figure 2)

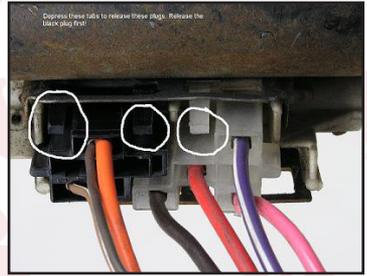


(Figure 3)

Locate the flat plug on the passenger side of the column located at about 3 o'clock. There is a tab on the side of this plug that must be pried up to release. These wires are for the turn signals. (Figure 3)

Locate the plug on the ignition switch at 12 o'clock. These have to be removed in order. Remove the black plug first. There are two tabs that

must be depressed to release this from the socket. Then, you can remove the clear/white plug; it has only one tab to depress. (Figure 4)



(Figure 4)

To remove the floor mount of the column, use a 1/2" socket to loosen and remove the two vertical bolts. Next, remove the other 4 bolts using the 1/2" socket. The mount will then need to be pried away from the firewall. You will be reusing the mount and gasket, so use caution when removing. (Figure 5) The gasket will want to stay with the mount. Once removed, let the mount sit loose on the column.



(Figure 5)

To remove the dash mount, there are 2 bolts that must be removed using a 9/16" socket with a 3" extension. These two bolts will cause the column to drop loose from the dashboard, so use some care when removing them. (Figure 6)

Though it is possible to pull the column through the hole in the dash with the mount still attached, it is easier to do if you remove the electric part of the ignition switch first using a 5/16" nut driver.



(Figure 6)

It is beneficial to have a helper at this point. The only thing still holding this column in the vehicle is the u-joint. (Figure 7) The column now just needs to be pulled from this joint. If the column hangs up, the helper can pry the u-joint open slightly with a #2 regular screwdriver, releasing it from the column. Caution should be used while removing the column through the dash as there are lots of items that will catch on the dash. Keep wires clear and



(Figure 7)

remove the floor mount from the column as soon as it clears the floor board. You may have to rotate the column to clear these items while removing it.

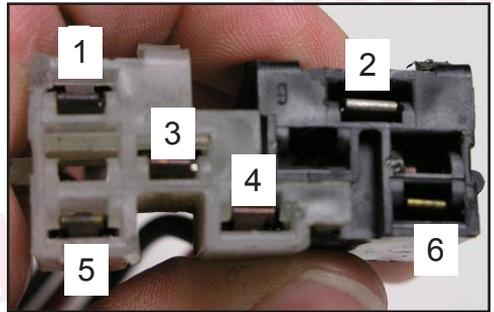
You should now be able to remove the dash mount and the dash cover. Both of these items will be re-used with the new column. (Figure 8) If you wanted to repaint the floor mount, this is the time to do that. Also, a new gasket for the floor mount might be a good idea also.



(Figure 8)

ELECTRICAL

The electrical part of this installation is explained in the electrical packet that came with the column. It will tell you how to remove the terminals and what they attach to. The figure 9 is just a reference to the OEM plug. If you have an aftermarket harness these will most likely match color for color, but here is a brief description that should help.



(Figure 9)

The black wire is a bulb check. This is only used to check the bulbs in the idiot lights. You can use a toggle switch that has a ground on one side and this wire on the other side, if you wish. When the key is in an “ON” position and you flip this switch and your idiot lights will come on. We do not address this, as our switch is not capable.

1. Blue goes to our Purple - starter solenoid
2. Red with White tracer goes to Red side of our jumper - accessory feed
3. Red goes to our Red wire - battery hot
4. Yellow goes to our Yellow & Red jumper - accessory feed
5. Red with White tracer goes to our Pink - ignition feed
6. Black - not used

After all these connections are made you will have to secure these wires in an area that will stay dry and out of the way of brake, clutch and throttle

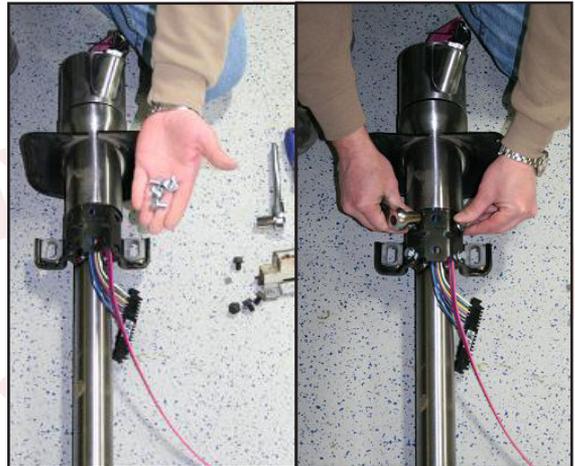
pedals. There is a flat area between the heater and the throttle pedal that should be fine. It is not necessary to mount the relays, but tabs were provided if you wish. Do not mount the relays to the heater box as the excess heat is not good for the relays.

IMPORTANT NOTE:

We cannot stress this enough, the relays must be mounted so the wires are pointing down out of the relays. This is to ensure that no water will get into them. If you wash out your Jeep or go under water for any reason these relays canNOT get wet.

PREPARATION

Slide the original dash cover onto the new ididit column. Then install the dash mount with the new bolts provided. Note: The mount should have the rounded corners facing the bottom of the column. These bolts should be torqued to 22 ft. lbs. (Figures 10 & 11)



(Figure 10)

(Figure 11)

Slip the column through the dash and install the floor mount and gasket over the column. You may want to cover the edge of the dash with a cloth so you don't scratch the new column. (Figure 12)



(Figure 12)

INSTALLING YOUR IDIDIT COLUMN

Get your helper to hold the u-joint from the intermediate shaft. Rotate the column shaft until the flat on the shaft aligns with the pinch bolt for the joint. Slide the column down into



(Figure 13)

the joint. The column shaft should slide in with 1/8" or less of the spline showing above the joint. Install the original bolt and nut and tighten to 42 ft lbs. (Figure 13)

Next, install the dash mount and floor mount loosely until both are secure. Then, draw the dash mount up tight at 42 ft. lbs. Now you can tighten the two lower nuts on the floor mount to 22 ft lbs, the vertical bolts to 22 ft lbs and then the upper bolts to 22 ft lbs. This sequence allows the column and the mount to draw down properly with the gasket. (Figures 14 & 15)



(Figure 14)



(Figure 15)

The dash bezel is next to be installed. Install the 4 screws for this cover. Note the column and cover should be centered on each other. If necessary, the column bolts could be loosened and shifted a little either way. Make sure you re-tighten these if you move the column. (Figure 16)



(Figure 16)

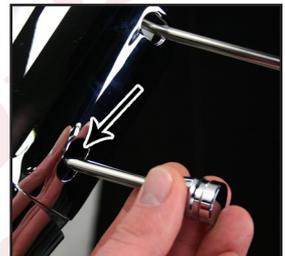
KNOB & LEVER INSTALLATION

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 closest to the dash. We recommend using Loctite.

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.



WARNING

WARNING

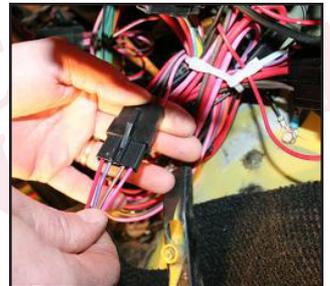
WARNING

IGNITION ELECTRICAL

Remember when we told you earlier that there is NO fuse in this system. This means that the next step will either happen perfectly OR you'll have a problem. You are about to plug the ignition system together, if there was a problem with the wiring or a dead short anywhere, this is where it will show up! We advise that you plug this connector in only enough to make contact. Not enough to latch the clip on the plug. **If there is a short, the Red wire will get very hot and begin to burn.**

So if you are not comfortable with your wiring...watch out for this!!! This is another great chance to utilize your helper to make sure the plug can be unplugged quickly if needed.

Turn the ignition to the off position by turning the key back all the way counter clockwise, then come back clockwise 1 click. This is off. Now you can plug the two halves of the 4 wire plug together.



Now you can test the circuits. One click back counter clockwise and the accessories should come on. (radio, heater blower, etc.)



Turn two clicks forward. This should turn the accessories on and the ignition system on. (coil or electronic ignition has power)

Check that the vehicle isn't in gear!!! Now go to crank position. Starter should engage and vehicle should turn over.

NOTE: *If your vehicle has no spark or power to the coil during the crank, you have reversed the two Red w/White tracer wires, #2 and #5. Please switch these two.*

TURN SIGNAL ELECTRICAL

The next step is to plug in your turn signals. (Figure 17)



(Figure 17)

Note: *Our 1976-1986 column comes with a 4 1/4" plug installed. There is also a 3 7/8" plug for the early 1976 models. You just have to exchange the plastic part of the plug if you have this early 1976 model*

If you have an aftermarket wiring harness, please resist the urge to cut the plugs 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.

You can verify function of the turn signals. 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. And finally, check the brakes.



STEERING WHEEL INSTALLATION

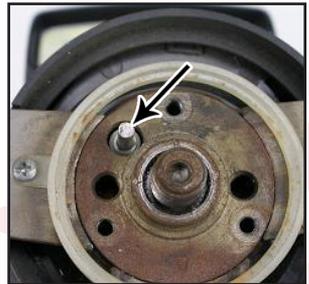
The original wheel will bolt on almost like it was on the original column. Torque to 45 ft. lbs. The one thing that is different is the retainer for the horn pin. Originally this was a snap-in item, now it has a twist lock. This item is a small black plastic piece in the electrical bag. We bagged it all by itself so it wouldn't get lost. It looks like this.



Retainer

The complete assembly should go in this order:

- 1.) Retainer is inserted onto aluminum plunger with locking tab towards plunger/flat.
- 2.) Spring is inserted into steering column horn cam.
- 3.) Aluminum plunger & retainer are pushed into horn cam with plunger/flat first. (Figure 18)
- 4.) While pushing plunger turn Retainer so that it locks in groove of horn cam. (Figure 18)



(Figure 18)

If you have an aftermarket steering wheel you may need a wire to attach the horn (as shown below). We have included it with your column, just in case. (PART# 9000000400)



Horn Wire

The large nut on the wheel should be torqued to 45 ft. lbs and requires a 7/8" socket.



(Figure 18)



(Figure 19)

It is wise to either unplug the column or the horn while installing the contact plate. The contact plate is beveled and should be installed with the outside

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