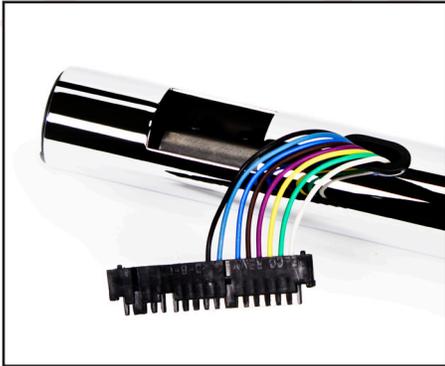
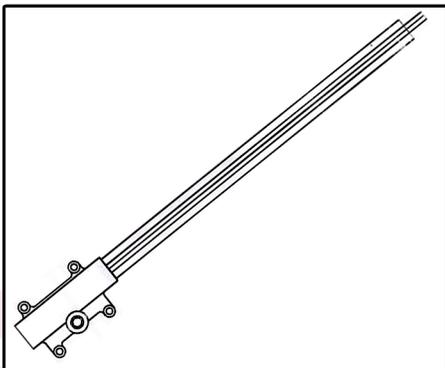


Yamaha Golf Cart Instructions

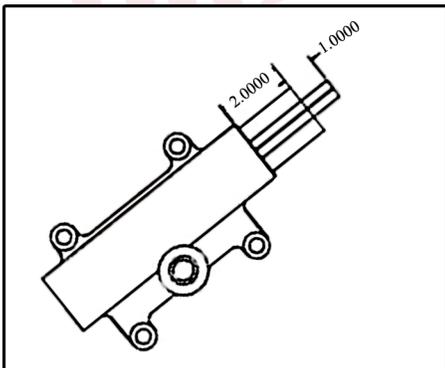
For Part Number's 1129600020



Yamaha Golf Cart Column Lower Tube



Stock Yamaha Steering Column
(Figure 1)



Modified Yamaha Steering Column
(Figure 2)

1. Remove the steering wheel from the old column (*a puller may be necessary*)
2. Remove the pitman arm from the steering box (*a puller may be necessary*)
3. Remove the four bolts that hold the steering box in the cart.
4. Remove the steering box from the cart. Measure carefully. If these modifications are not done correctly the steering column will not fit.
5. Cut the outer housing (black) as shown in the diagram (**Figure 1**)
 - a. Cut the outer tube 2" from gearbox housing
 - b. Cut the outer housing only – DO NOT CUT INNER SHAFT
6. Cut the inner shaft as shown in the diagram (**Figure 2**)
 - a. Cut the shaft 3" from gearbox housing
 - b. Modify the shaft as shown in the diagram (**Figure 2**)
 - a. Grind a slot in the shaft 1/4" wide x 1/8" deep
 - b. The centerline of the slot should be 1/2" from end of shaft and 2 1/2" from gearbox housing.
7. Remove the coupler from the lower shaft of the new column.
8. Test fit the coupler for clearance. The pinch bolt needs to align with the slot in the shaft. Place a mark on the coupler and the shaft of the gearbox. You will use this mark to align the shaft and coupler when installing it in the cart so make sure it is visible.
9. Reinstall the coupler on the new steering column.
10. Reinstall the modified gearboxes into your cart – do not connect the pitman arm.
11. Install the 2" long black spacer over the modified tube on the gearbox. The spacer should fit flush against the outer housing of the gearbox.
12. Slide the steering column through opening in the dash.
13. Slide the clamp over the steering column tube.
14. The access hole should be facing towards the ground.
15. Turn the center shaft of the column so the coupler bolts can be seen through the access hole.
16. Turn the shaft of the gearbox so the slot will line up as a clearance slot for the pinch bolt. The mark you placed on the shaft should be visible.
17. Align the marks on your coupler and gearbox then carefully slide the column down over the shaft of the gearbox. The outer housing of the new column should be flush against the outer housing of the gearbox.
18. Install pinch bolt through the coupler.
19. Pull the t-bolt clamp down approximately 1/4" below the access hole and tighten.
20. Align the gearbox and the steering column. Be sure that the steering column is centered while the road wheels are pointing forward. The gearbox must be centered as well. The stock gearbox is 4 1/4" turns lock to lock you will need to turn the shaft of the box 2 1/8 turns to be at center.
21. Install knobs, levers, wiring, steering wheel adaptor and steering wheel by



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Golf Cart Wiring Instructions

For Part Number's 1129200120, 1129200020, 1129210020, 1129400020, 1129401020, 1129600020, 1129600120



The female side to the male plug on our column has been provided with the column. There are eight crimp-on clips that will need to be attached to the following wires on your vehicle, then plugged into the corresponding position in the harness. The female plug is not the exact length of the male plug, however, they will connect properly.

G- Black Wire –Horn Relay (Not Recommended)

Standard GM passenger cars require a horn relay for proper horn function. A horn relay requires three wires, one wire from a power source, one wire to the horn and a third to the steering column. As the horn button is depressed the column wire becomes connected to a chassis ground. For this reason, the steering column needs to be connected to that chassis ground.

The use of a chassis ground in an electric vehicle can be dangerous. If you are using our column in an electric vehicle the column horn **is not recommended** without proper technical knowledge and use of relays, fuses, and ground isolation.

H- Light Blue – Left front turn signal light

J- Royal Blue – Right front turn signal light

K- Brown Wire – Emergency flasher feed

A wire should come from a constant 12-volt power source through a flasher to this wire. When the flasher button is depressed all four lights will light up and flash.

L- Purple - Turn signal feed

A wire should come from a keyed 12-volt power source through a flasher to this wire. When the turn signal lever is depressed the corresponding lights will light up and flash.

Note: *The four-way flasher and turn signals flasher must be two separate flashers.*

M- Yellow – Left rear turn signal

N- Green – Right rear turn signal

P- White wire – Brake light feed

A wire should come from a 12-volt power source to the brake switch. The output wire that feeds power to the brake lights when the brake pedal is depressed should be attached to this white wire. This must be attached through the column to ensure the proper function of the turn signal while the brakes are applied (*turn signals overrides the brake light*).



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Note: *A flasher kit is available which contains the flasher kit and wiring instructions. The kit part # is 3100500741.*

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