Repair of an unseated ididit Steering Column

For #’s 2620100010

Kit includes:
1 - Race Retainer (A.)
1 - Snap Ring (B.)
1 - Top Ring (C.)
1 - Push Tube (D.)

Disassembly:
This kit is used to repair and re-assemble a tilt steering column. The only other tools necessary to do this job is a #1 regular screwdriver and a pair of needle nose pliers.

We will assume your column is still together and will start at the beginning.

1. Remove steering wheel and adaptor if equipped.

2. Before removing the snap ring, you should be aware there is a strong spring that sets the preload on the bearings. This spring has a stroke of ¼ inch. So be prepared for the horn cam to jump at you!!

3. Use the #1 screwdriver to pry the snap ring out of its groove. If necessary you can destroy the ring, as a new one is included with the kit. (Figure 2)

4. Now with the tension released, you can pull the horn cam up and off the column, then you will see (and can remove) the spring. (Figure 3)

5. Under the spring is the race retainer. Use the screwdriver to remove this. It may be easier to use two screwdrivers like chop sticks to pull this item out. (Figure 3)

6. There are two types of race retainers: Version one was tin and loosely looks like a bottle cap. The second version is a billet aluminum item. We will be using the billet aluminum one. (Figure 4 A. & B.)

We are constantly looking for improvements to our products and there is one more that you should know about. Please look at the bottom of your column. There could be a push nut on the bottom of your column. If your column is equipped with this item it must be moved down the shaft away from the bushing at the bottom of the column. This push nut will prevent the shaft of the column from rising into contact with the bearings at the top of the column. The easiest way to do this is to spin the nut down. You could also work each of the fingers with the screwdriver or a strong knife blade. Normally, if you walk the nut down until it is sitting against the u-joint or rag joint, this will be enough. It is not necessary to remove the joint. When finished with this repair you can push this nut back up till it loosely touches the bushing. (Figure 5 C., D. & E.)

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Instruction #: 8000010055

Revised 5/26/2009
Reassembly:
1. To reassemble the column, you need to first make sure the shaft is up and against the lower bearing. To do this, apply pressure...10-15 lbs. to the bottom of the column shaft. In the column and still on the shaft, should be the inner race for the bearing. This may have risen up, tap it back down with the screwdriver. When this item is correct almost all the side to side play will be gone and the top edge of the race will be 1/8th below the step on the shaft. This will make the top edge even with the cage of the bearing. (Figure 7)

2. Now install the race retainer…the billet one…this will be installed with the flat side facing up. This will also have to be tapped into position and should set over the large diameter of the shaft. The bottom of this fits into the race and acts as a wedge to remove the remaining movement. (Figure 8)

3. Now reinstall the spring, and then the horn cam. (Figure 9)

4. The next item is the little black plastic spacer. You got a new one in the kit. This item has a countersink on one side. This side is the up side. Slip this on the shaft. (Figure 10)

5. You may also want to grab the new clip. This clip, if new, is very hard to start over the taper. It would be wise to get a pair of needle nose pliers and spread this clip apart so there is a 1/16” gap at its ends. This will ease the installation of the clip but will not hurt its function. You will need to start the clip onto the taper before using the tube to press it on. (Figure 11 & 12)

6. Remember that spring inside?? You are going to use the tube provided in the kit to compress this spring and the clip down onto the shaft. This will require about 65 lbs. of force. When the clip is in place you will hear it snap. This will set the preload on the bearings. (Figure 13 & 14)

7. Now that the column is back together, we need to make sure our driving wheels are straight. Once they are you can gently turn the white tube to the 10:30-11:00 position. This will center the timing for the turn signal cancellation. Then install the steering wheel and horn wire.

Now that your wheel is back on you can check for play in the column. If this did not fix it and you’re sure the column was assembled correctly, call our tech line. We will be happy to assist any way we can.