Retrofit Steering Column

INSTALLATION INSTRUCTIONS

for 1970-75 Camaro
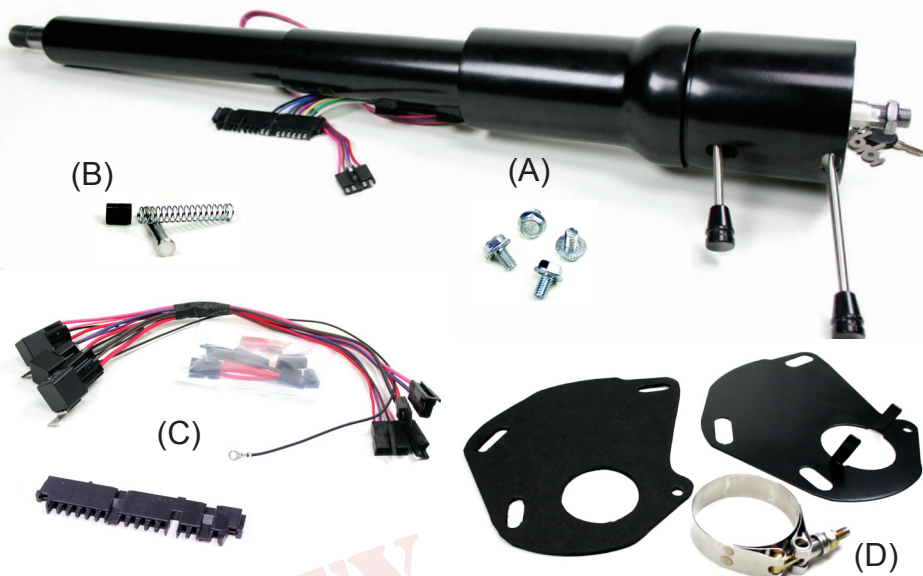
FOR PART NUMBER'S: 1620860010, 1620860020, 1620860051, 1626860010, 1626860020, 1626860051

ididit®

SINCE 1986

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(B)

(A)

(C)

(D)

The ididit **1970-75 Camaro** Steering Column
comes complete with these components:

(A) Column & Hardware *(Black powder coated column pictured)*
(B) Horn Contact Kit
(C) Wiring Plugs with Terminals & Ignition Relay Pack
(D) Floor Mount with Clamp & Gasket
(E) 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 an OEM harness.

**Note: These vehicles originally had a Neutral Safety Switch
on the column. Our column does not include one. ididit
recommends a neutral safety switch for all automatic
transmissions. If your floor shifter does not have one built in,
aftermarket transmission mounted switches are available.**

INDEX

Images or examples in this booklet may vary from your specific installation.

(Figure 1)

OEM COLUMN REMOVAL

Disconnect battery. Verify that your steering wheel and driving wheels are straight.

Under your hood, locate and remove the bolt on the coupler between the column and intermediate shaft. Remove the Shift Linkage (if equipped) from the lower lever on the column. (Figure 1)

In your car, remove lower valance below column. **Note:** If equipped with vent controls this panel can be unscrewed and can hang off to the side. (Figure 2)

(Figure 2)

Remove the hard cover from the firewall-floor (two screws). (Figure 3)

Under the dash, there are 2 nuts on the outside of the dash bracket. Loosen these two nuts but do not remove.
(Figure 4)

(Figure 3)

Remove the 4 bolts that hold the floor mount to the firewall. Once the bolts are loose, gently peel/pry the firewall gasket from the firewall.
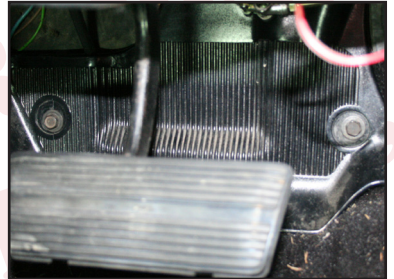
REMOVAL OF WIRES:
Half way down the tube on the steering column, around the 12 O'clock position, there are three wire plugs to disconnect. The first plug is flat and about 4 inches long. Pry the release open and remove the plug.
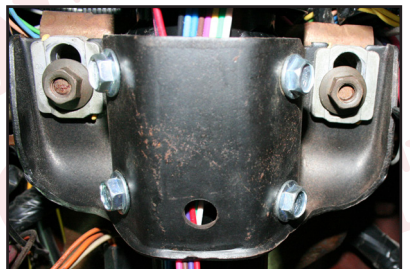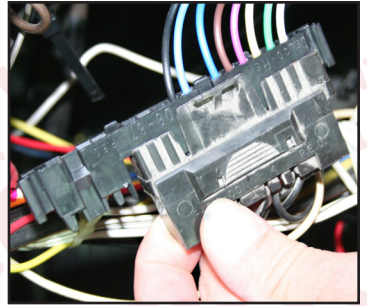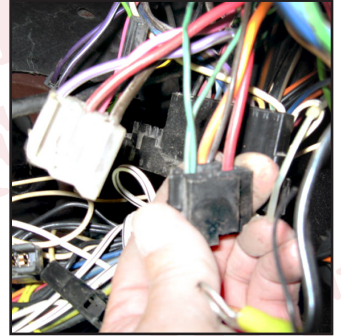

(Figure 4)

1

(Figure 5) There are two more attached to the ignition switch that should also be removed. (Figure 6)

Note: They lock into each other and the black one must be removed first. There are 2 release tabs on this connector. Then the white or clear connector can be removed; it has a release tab also. There are also two plugs on the Neutral Safety Switch further down the column. These also must be removed.
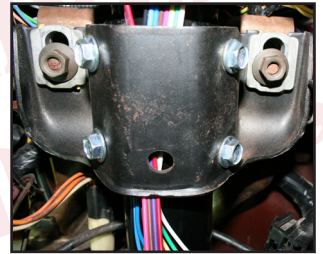

(Figure 5)

Now the column is ready to be removed. If possible, have a friend to help you remove your column because sometimes the joint will stick on the lower column shaft. If the joint is sticking to the lower shaft, the joint can be opened with a screwdriver while the column is pulled from the inside.

(Figure 6)

Now remove the last two nuts that we had you loosen earlier and the column will be free. At this point, the column can be pulled toward the driver and down. Remove the column carefully and remember that the floor mount is still affixed to the column. Try not to smack the dash mount on the dash board.

(Figure 7)

With the column on a work bench you will need to remove the 4 bolts that hold the dash mount to the column tube. **Note:** The aluminum blocks face the steering wheel end of the column. We will not be reusing the bolts, but you will be reusing the dash mount so set that aside once removed. (Figure 7)

INSTALLING YOUR IDIDIT COLUMN

Install the original under dash mount to the column using the provided hardware. Torque bolts to 22 Ft. Lbs. Now wrap the lower 4-6 inches

of the column tube to protect the surface finish of the column when completing the installation. Next, slide and tape the floor mount clamp to column. Make sure the clamp is up and out of the way. (Figure 8)
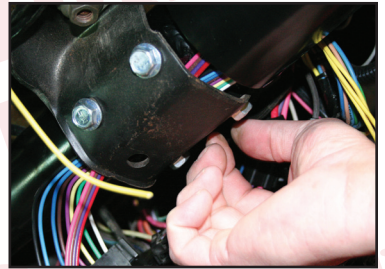
(Figure 8)
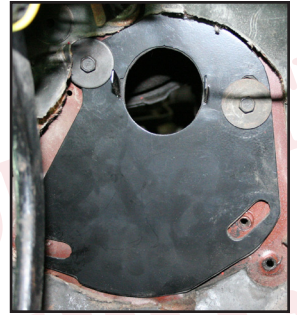
(Figure 9)

Since the firewall mount is welded to the OEM column, we have included a new floor mount and gasket for this application. Install the new gasket and mount onto the firewall with the original bolts loosely. (Figure 9)

(Figure 10)

Slide the new column through the firewall mount and into the intermediate shaft joint. A helper is highly recommended here to assist with the joint. Then loosely install the two bolts that hold the column to the dash. (Figure 10)

Make sure the gasket is aligned properly and tighten the floor mount to the floor.

Now tighten the two dash bolts to 42 FT. LBS.

(Figure 11)

Next tighten the clamp on the floor mount to the column. This sequence allows the column and its mounts to secure with no miss-alignment. (Figure 11)

Finally, secure the joint onto the column with the original hardware.

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 Locktite.
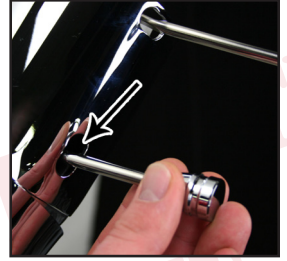
Turn Signal Lever:

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 accidently 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.

WIRING INSTALLATION

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.

Note: There may be a dark green wire left over when this installation is complete. This wire is for the idiot light bulb. If this is important for you to have, you can wire this green wire to a 2 wire toggle switch.

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Then run an additional wire to a ground and connect to the other terminal. This will make your idiot lights come on with the switch so you can check for a bad bulb.

After the relays and wiring are set up and ready, secure them up and out of the way. The relays have mounting tabs to secure them. They do not need to be grounded individually. They should be mounted and routed as not to interfere with the pedals or your feet. It is not recommended to attach these relays to the heater box as excessive heat will shorten the life of the relays. We found a nice location up and to the left of the column on a structural gusset for the firewall. Make sure the black ground wire is connected to a bare metal surface for a good ground.

IMPORTANT NOTE: *We cannot stress this enough, the relays must be mounted so the wires are pointing down out of the relays. They are not waterproof so this is to ensure that no water will get into them.*

NOTE: <u>**THE RELAYS AND WIRING RELATED TO THESE ITEMS ARE NOT FUSED! THEY RECEIVE FULL BATTERY POWER AT ALL TIMES.**</u> **Please proceed with caution.**

Make sure the key is in the off position before connecting the plugs to the column.
There is a small plug with 4 wires coming from the column to the relay pack, this is the ignition switch plug. This plug has a clasp on it. We recommend that at first this plug is only lightly connected without clicking it together completely. If there are any wiring issues this is where they will become evident. The red wire will be where this shows up. If this red wire gets hot… disconnect the plug and verify that all wires are connected properly.

IGNITION SWITCH TESTING:
If you have purchased this column with a keyless Ignition please refer to the Touch-N-Go Start keyless ignition Instructions.

1. Verify the vehicle is in park or out of gear if manual transmission. Insert your key in the ignition and turn it counter clockwise to the Accessory position. Radio, blower motor and dome lights should function.

2. Rotate key clockwise two positions. All accessories should have power and the ignition system should be on. (Coil or electronic ignition has power)

3. Rotate key clockwise one more position and the vehicle should crank and start. If the vehicle does not crank check the neutral safety switch and verify its function.

If all the functions are correct secure the 4 wire ignition connector tightly.

## Simple reference of electrical system:

Red wire	Power (in)
Brown wire	Accessory feed (out)
Pink wire	Ignition feed (out)
Purple wire	Starter signal (out)

Note: The Purple wire is interrupted with a Neutral Safety Switch. This car originally had a Neutral Safety Switch on the column. Our column does not include one. ididit recommends a neutral safety switch for all automatic transmissions. If your floor shifter does not have one built in, aftermarket transmission mounted switches are available.

TURN SIGNAL CONNECTIONS:

1970-74 cars will use the installed 3 7/8 inch wide wire plug. (Figure 13) Just plug the two connectors together. They should match color for color.
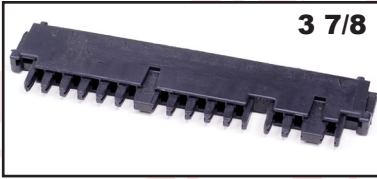
1975 cars will require the connector to be changed to the 4 ¼ inch connector (Figure 14). Use a small regular screwdriver or scribe to probe into the open end of the connector and release the terminals. Then re-install the terminal in the 4 ¼ inch plug in the same terminal location (note the terminal locations letter P Thru G).
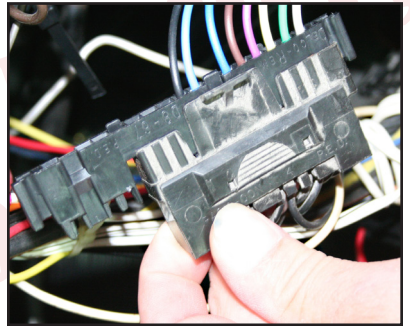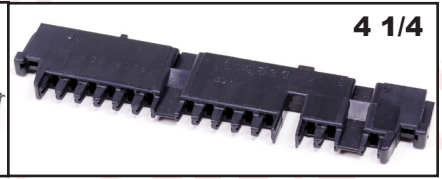

(Figure 12)

(Terminal)

6

3 7/8

(Figure 13)

4 1/4

(Figure 14)

Test the turn signals:

1. Leave key off and push emergency flasher in. All 4 corners and dash indicators should light and flash. (Pull for off)
2. Push brake pedal, brake lights should come on.
3. Turn key to on position.
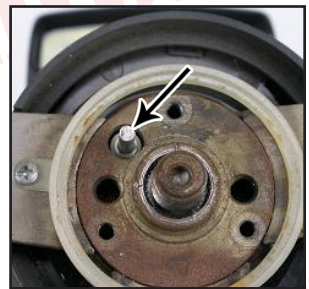4. Check both left and right turn signals and indicators.

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:

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 15)
4.) While pushing plunger turn Retainer so that it locks in groove of horn cam. (Figure 15)

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

(Figure 15)

Horn Wire

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

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 being the low part and the center sitting up. (Figure 16) Then install the can and plastic piece so it fits down into the can. (Figure 17) The notch in the edge of the can should be at 12 o'clock. These screws should be tight. Now center your horn button and push back in place (reconnect horn or column plug). Test the horn.
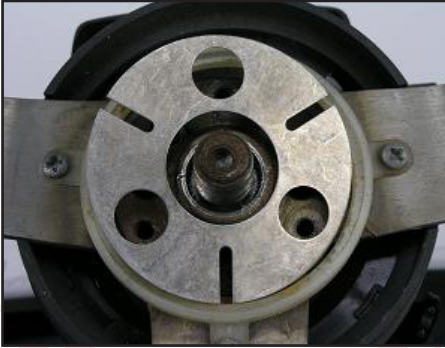
(Figure 16)

(Figure 17)

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. Go to **www.ididitinc.com/contact-us** for hours of operation.

Need A Visual?
Go to **www.ididitinc.com/videos** to watch installation videos, tech tips & more!

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