



Your Steering
Column Specialist

BASIC INSTALLATION INSTRUCTIONS FOR IDIDIT'S UNIVERSAL STRAIGHT COLUMNS

WE HIGHLY RECOMMEND THAT YOU TEST FIT YOUR COLUMN BEFORE PAINTING OF THE COLUMN. TEST FITTING NOW COULD SAVE A LOT OF HEADACHES LATER ON.

All steering columns should have at least 2 mounts. In standard installations the mounts are located at the dash and the firewall/floor of the vehicle. In "Shorty" installations ididit recommends two drops mounted to an under-dash mount. In either case they should provide adequate strength to support at least 150 lbs. of side or top load. The mounting system should prevent movement of the lower portion of a steering column, forward and backward and the rotation or spin of the housings of column.

U-Joint Installation

For proper installation of u-joints and couplers on your column, follow manufacturers recommendations, but in general, two basic styles used on your ididit, inc. steering column:

Spline Output Shaft:

Spline output shafts are either 1" 48 or 3/4" 36. To install your u-joint simply slide the u-joint over the spline, taking care to line one set screw up with the flat spot on the shaft. If the shaft has no flat spot, slide the joint on so the shaft is fully engaged in the joint (Borgeson Universal recommends 7/8" – 1" engagement). Use a marker to make a mark through hole in the joint. Remove the joint. Using a quarter inch drill bit, spot the shaft where the setscrew will seat. Re-install the joint and install setscrew and jam nut. (Note: all joint manufacturers recommend using a thread-locking compound on setscrew and nut).

DD Output Shaft:

Double "D" output shafts are either 1" or 3/4" diameter. Most u-joint manufacturers use two setscrews to fasten the u-joint to a DD shaft. These two setscrews are positioned 90 degrees from each other. To install a u-joint over the shaft simply slide the u-joint over shaft until it is fully engaged in the joint (Borgeson Universal recommends 7/8" – 1" engagement). Use a marker to make a mark through each hole in the joint. Remove the joint. Using a quarter inch drill bit, spot the shaft where the setscrews will seat. Re-install the joint and install setscrews and jam nuts. (Note: all joint mfg's recommend using a thread-locking compound on setscrew and nut).

HOW TO INSTALL YOUR LEVERS

Turn Signal Lever:

The signal lever is the lever 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 where a single screw holds the signal lever in place. Insert the new lever using the provided screw into round hole (not D shaped hole). When installing this lever in a new column, use the screw supplied to fasten the lever in the recessed area on the signal switch arm.

Emergency Flasher Knob:

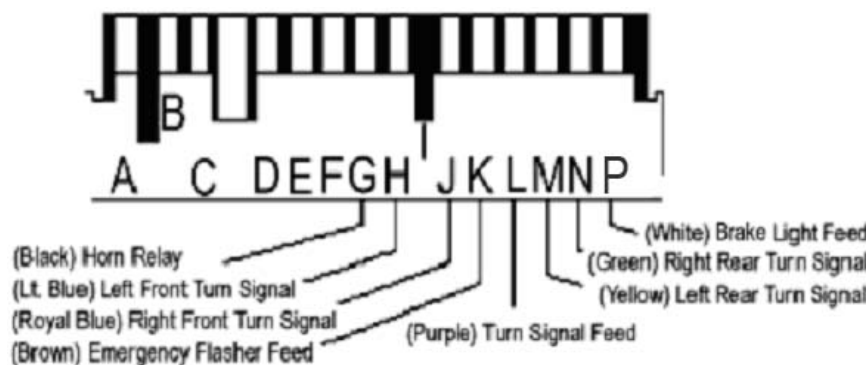
Almost directly opposite the turn lever on the steering column is another opening. Inside this opening is a hole in the nylon switch. Simply screw the new knob in place (clockwise). When completing installation of flasher knob make sure that the knob is in the out (off), position so when finished wiring you don't have any complications.

If Column Shift Application:

Place column shift knob onto the shift lever. Once on lever, use setscrew (provided) and adjust knob so set screw is **not facing forward**, tighten setscrew. **Do not remove the upper shift lever for any reason!** It is very difficult to re-install.

WIRING YOUR COLUMN

This ididit steering column uses a standard 3 7/8-inch male connector. However, some GM columns use a 1/4-inch male connector. Connectors do not interchange and must be used in pairs. A mate to the 3 7/8-inch plug is available through ididit. If you need to change this connector for any reason the following schematic will be helpful.



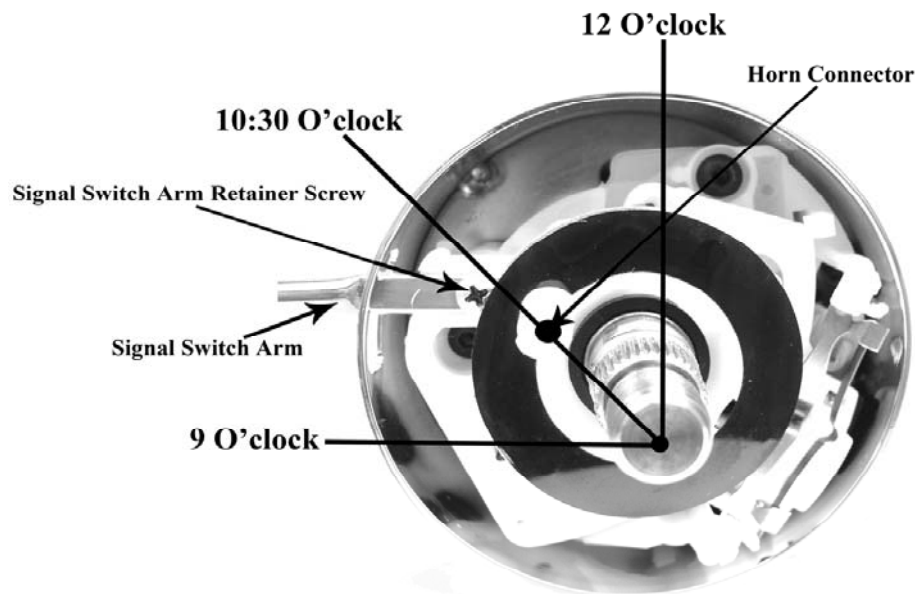
Horn Button Wiring:

A horn may require two wires to properly function with an ididit column. The center lug on the button should connect to a horn wire, which is provided by ididit with your steering column. This horn wire will slide into the horn cam (white plastic tube sticking up on the top of the column). If there is a second wire off to the side it is probably a ground wire (check with the horn button manufacturer to be sure). This is normally used when an o-ring is used to hold the button in place. The o-ring does not provide sufficient ground, therefore, an additional wire is provided to ground the horn button. If there is not a hole in adaptor to ground to, use one of the puller holes with a short bolt to attach the wire to the adaptor.

SYNCHRONIZING YOUR COLUMN

In order to insure proper functioning, this steering column must be installed in sync with the rest of the steering system. Signal cancellation and wheel position, as well as smooth steering operation depends on it. Although not all of them may need adjustment, the complete table of steps required for full synchronization is as follows:

1. The front wheels must be pointing straight forward with the steering toe set reasonably close.
2. Rotate the input shaft of the gearbox or rack from lock to lock and **set the box exactly half way between**. For example, if the shaft rotates three full turns from lock to lock. The center will be at 1½ turns from either locked position.
3. Install the steering arm and drag link, and **adjust tie rod ends to get the drag link to fit without moving either the box/rack or the front wheels**. Rotating each tie rod end the same number of turns will preserve adjustment.
4. With the column mounted in position and both u-joints on the shaft so that the bearing cups of both joints will lay flat on a level surface and the direction of the flex is the same. Your u-joints are now in phase.
5. Install the shaft or joint on the gear box/rack. Leave the upper part of the shaft un-connected for the time being.
6. Position the column housing so that **the signal switch arm is level to the left hand side**.
7. Install the column through firewall, into your joint.
8. To achieve proper synchronizing of your column the finished installation of your column should look like the column diagram below. If post on horn cam is not at 10:30, grasp post and turn it until it is at 10:30. Once completed, your column now is in sync.



IMPORTANT:

Steering Wheels:

The top shaft of the column is the same as a GM passenger car from 1969-94 (Van columns & some truck columns are not the same as passenger cars). Original wheels from these years will bolt directly to the top of the column with no modifications. *An aftermarket wheel will require an adaptor.* Align the spline and horn cam on the top of the column with those in the adaptor and slide it onto the column. A nut has been provided with your steering column. The nut will secure the wheel to the top of the column. The nut on the wheel should be torqued to 72 ft lbs.

Column Shift Linkage Installation

At the bottom of your column you will notice a lever. This is the shift lever where your linkage will attach from the column to the transmission. Note the 5/16 hole through the bushings, most kits use a 5/16 bolt to secure the rod to the column. Please follow the kit instructions for the linkage, but make sure that no part of their kit hits the metal portion of the lever, as it will create a rattle in the column.

STILL CAN'T GET IT?

ididit inc. has been serving the rodding community for over 20 years and one of the major factors has always been our excellent customer service. If you still can't get it and you have tried everything on these pages feel free to **call us at (517) 424-0577**, Monday-Friday from 8:30a-5:30p and Sat. 10:00a-2:00p Eastern Standard Time.