



Retrofit Steering Column

INSTALLATION INSTRUCTIONS

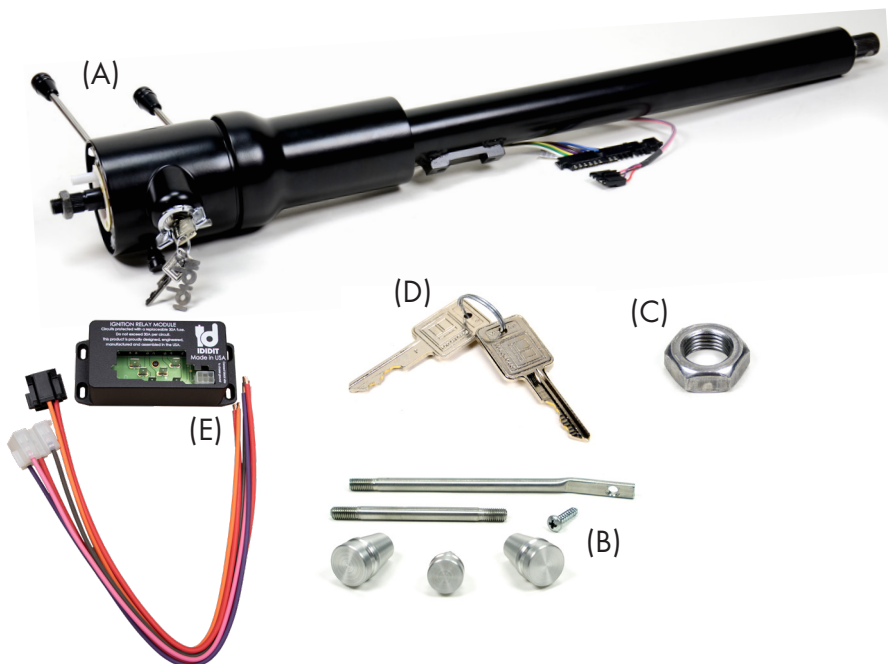
for 1976-86 CJ5 & CJ7

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



www.ididit.com

610 S. Maumee St., Tecumseh, MI 49286
PH: (517) 424-0577 FAX: (517) 424-7293



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
- (E) Ignition Relay Box

INDEX

OEM COLUMN REMOVAL.....	1-3
ELECTRICAL.....	3-4
COLUMN PREPARATION	4
INSTALLATION OF COLUMN	4-5
INSTALLATION OF KNOBS & LEVERS	5-6
IGNITION ELECTRICAL.....	6-7
TURN SIGNAL ELECTRICAL.....	8
STEERING WHEEL INSTALLATION	8-9

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)

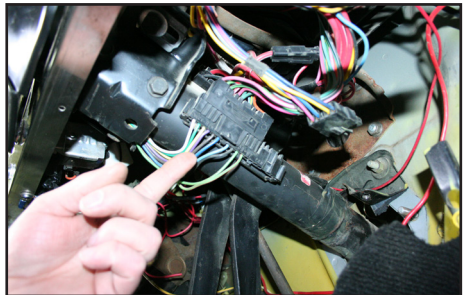


(Figure 1)

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)

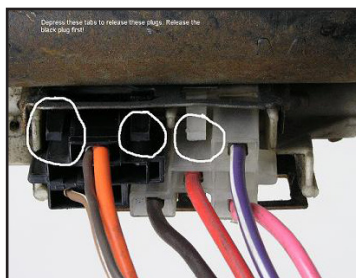


(Figure 3)

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)

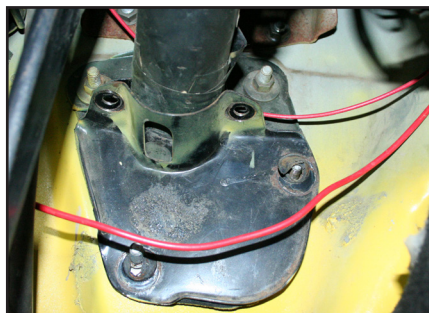
Locate the plug on the ignition switch at 12 o'clock. These have to be removed in order. Remove the black plug first. There are two tabs that must be depressed

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)

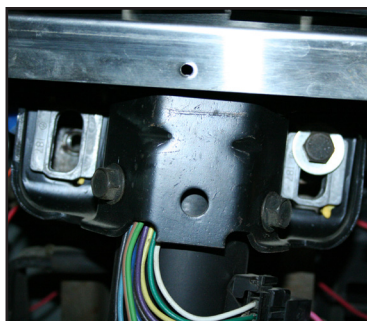
To remove the floor mount of the column, use a 1/2" socket to loosen and remove the two vertical bolts. Next, remove the other 4 bolts using the 1/2" socket. The mount will then need to be pried away from the firewall. You will be reusing the mount and gasket, so use caution when removing. (Figure 5)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

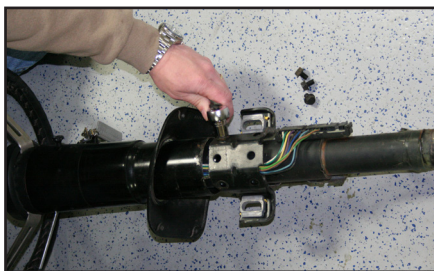
It is beneficial to have a helper at this point. The only thing still holding this column in the vehicle is the u-joint. (Figure 7) The column now just needs to be pulled from this joint. If the column hangs up, the helper can pry the u-joint open slightly with a #2 regular screwdriver, releasing it 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 remove the floor mount from the column as soon as it clears the floor board.



(Figure 7)

You may have to rotate the column to clear these items while removing it.

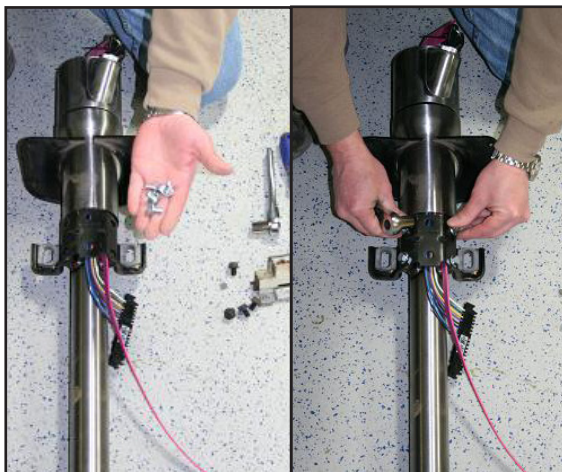
You should now be able to remove the dash mount and the dash cover. Both of these items will be re-used with the new column. (Figure 8) If you wanted to repaint the floor mount, this is the time to do that. Also, a new gasket for the floor mount might be a good idea also.



(Figure 8)

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 9 & 10)



(Figure 9)

(Figure 10)

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.

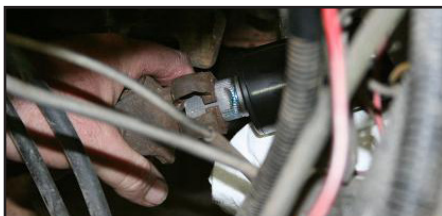
(Figure 11)



(Figure 11)

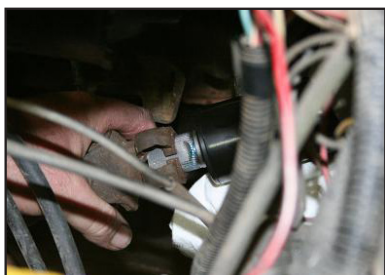
INSTALLING YOUR IDIDIT COLUMN

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 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 12)



(Figure 12)

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 13 & 14)



(Figure 13)



(Figure 14)

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 see Figure 15 below.



(Figure 15)

KNOB & LEVER INSTALLATION

Tilt Lever:

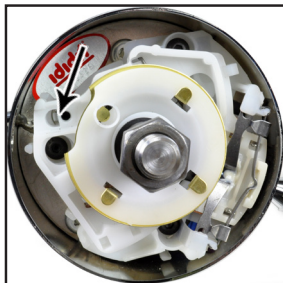
After removing all items from the package, screw the knobs onto the levers. The tilt lever is installed on the left side of the column in the threaded hole closest to the dash. We recommend using Locktite.



Turn Signal Lever:

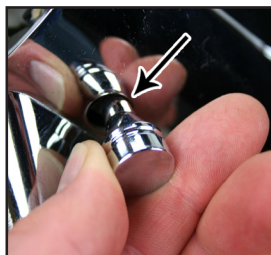
The turn signal lever is inserted into the hole closest to the top of the column. With the steering wheel and adaptor removed, look down from the top of the column and you'll see two holes on the turn signal switch. One is D shaped and the other is round. With

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 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.



IGNITION ELECTRICAL

The IDIDIT keyed columns were designed to work with the original ignition systems and are the first in the aftermarket industry to off

There are three groups of wires associated with your ignition column. The first 8 wires exiting your column are attached to a flat 3-7/8" GM plug and will be covered in the next section: "Turn Signal Electrical." This section will cover the Rectangular 6-position (5 wire) connector exiting your column, and the Flat 6-position (4 wire) connector attached to your relay box.

The Rectangular 6-position male plug attached to the column wiring, will attach to the corresponding 6-position female plug found on the relay box shipped with

your column. The Black/Ground wire from the Rectangular connector, and the 4-wire outputs from the 6-pin Flat connector are wired as follows:

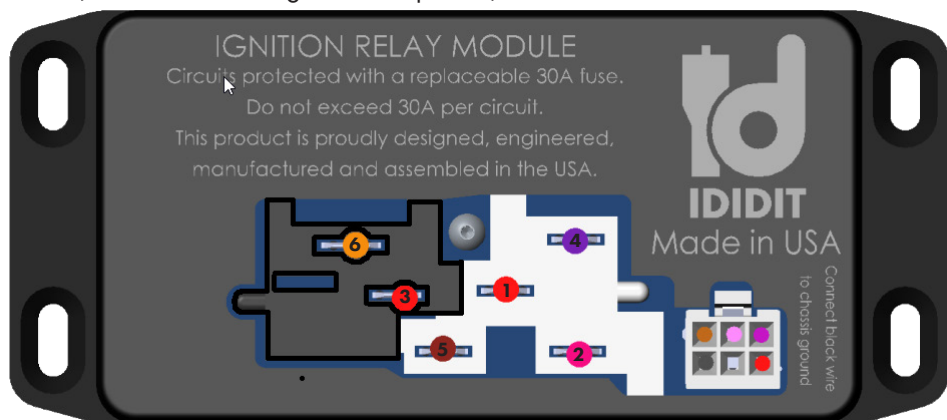
The White plug **MUST BE** plugged into the box first and has a Purple Wire for the Starter Relay, Red Wire connects directly to the positive terminal on your 12V Battery, Brown Wire for Accessory, and Pink Wire connects to the Ignition Coil. The Black plug has two wires, Orange Wire for Accessory and Red Wire connects directly to the positive terminal on your 12V Battery. The Black/Ground wire from the rectangular connector must be grounded to the vehicle chassis (not the steering column), the other 4 wires comes directly from the steering column with the mating connector already installed.

Before starting please note, we advise that you plug this connector in only enough to make contact. Not enough to latch the clip on the plug until you know that the correct connections have been made. Once confirmed you can push all the way in to latch the clip.

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)



Black Plug

3) Red - 12V Positive Battery

6) Orange - Accessory

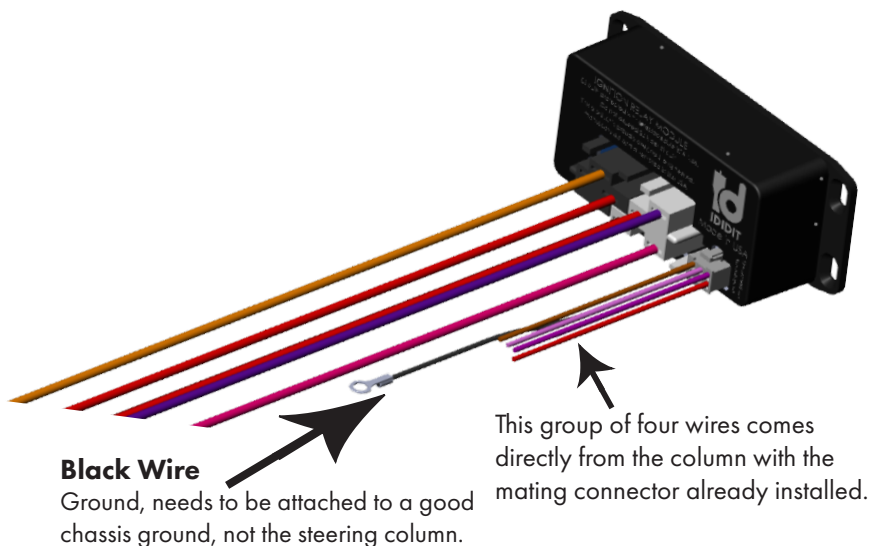
White Plug

1) Red - 12V Positive Battery

2) Pink - Ignition Coil

4) Purple - Starter

5) Brown - Accessory



TURN SIGNAL ELECTRICAL

The next step is to plug in your turn signals. (Figure 16)

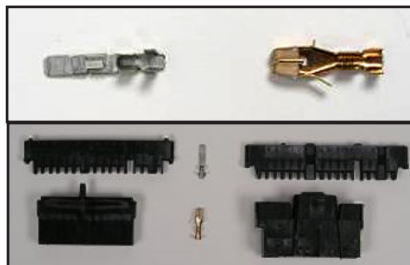


(Figure 16)

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

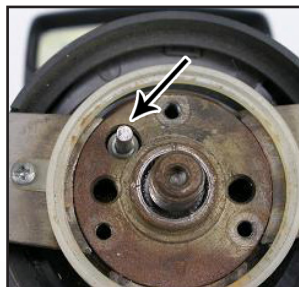
The original wheel will bolt on almost like it was on the original column. Torque to 45 ft. lbs. The one thing that is different is the retainer for the horn pin. Originally this was a snap-in item, now it has a twist lock. This item is a small black plastic piece in the electrical bag. We bagged it 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 17)
- 4.) While pushing plunger turn Retainer so that it locks in groove of horn cam. (Figure 17)



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)



(Figure 17)

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 being the low part and the center sitting up. (Figure 18) Then install the can and plastic piece so it fits down into the can (Figure 19). 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.

No part of this guide may be reprinted, reproduced or utilized in any form without the express written permission of IDIDIT.

2009 IDIDIT
All Rights Reserved
Printed in the USA



IDIDIT
610 S. Maumee St., Tecumseh, MI 49286
(517) 424-0577 • (517) 424-7293 fax
www.ididit.com