



# Universal Steering Column

**INSTALLATION  
INSTRUCTIONS**

**for Tilt & Telescoping**



[www.ididit.com](http://www.ididit.com)

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# Thank you for purchasing an IDIDIT steering column!

These instructions will give you an overview of mounting the steering column in the most common street rod or hot rod applications. The steering column must be supported at the dash with a dash mount and supported where it protrudes through the firewall with a floor mount. (Figure 1) It is vital that the steering column is tight and secure. Attaching your column to a steering gearbox or rack & pinion system may require some combination of u-joints, couplers and shafts.

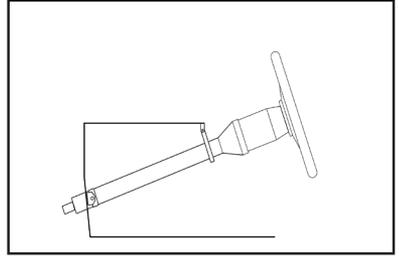


Figure 1

It is highly recommended that you test fit your steering column before painting the column. Test fitting now will save you a headache later on. We are not responsible for paint.

## 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 steering column:

### DD Output Shaft (our most common 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 set screws 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).



### Spline Output Shaft:

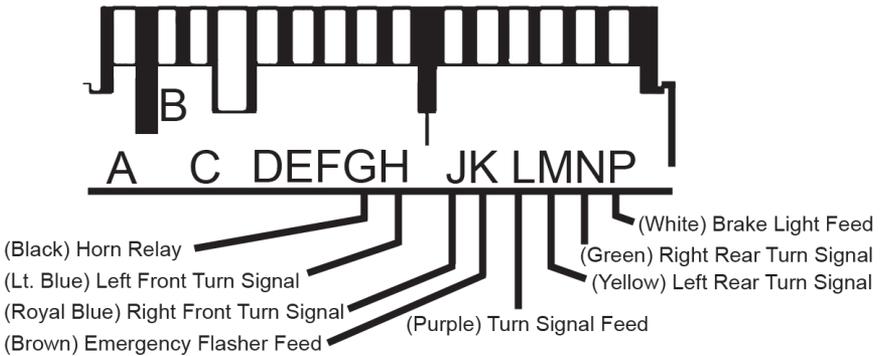
Spline output shafts are either 1" 48 or 3/4" 36. To install your u-joint simply slide the u-joint over the spline, taking care to line one set screw up with the flat spot on the shaft. If the shaft has no flat spot, slide the joint on so the shaft is fully engaged in the joint (Borgeson Universal recommends 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. Reinstall the joint and install setscrew and jam nut. (Note: all joint manufacturers recommend using a thread-locking compound on setscrew and nut).

### Wiring your Column

This IDIDIT steering column uses a standard 3 7/8-inch male connect. However, some GM columns use a 4 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.



### Synchronizing your Column

In order to insure proper functioning, this steering column must be installed in sync with the rest of the steering system. Turn 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 1 1/2 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 two joints are used on a shaft, the forks of the yokes closest to each other should be in line, or "in phase". Premature wear or binding can result if the u-joints are not phased properly. Sometimes if the u-joints are at a severe angle, even if they are phased correctly, a hard spot in the steering may occur for no apparent reason. If this happens, index the u-joints two or three splines in one direction. The hard spot should disappear or be minimized.
5. Install the shaft or joint on the gear box/rack. Leave the upper part of the shaft unconnected 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 properly synchronize your column, the horn wire hole needs to be in the 10:30 position (Figure 1)

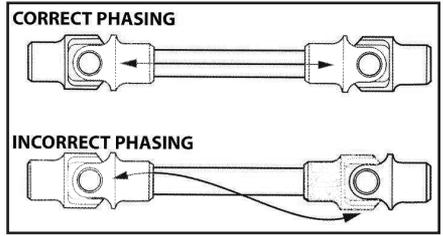


Figure 1

## IMPORTANT!!

### Steering Wheel Adaptors:

There are 3 different steering wheel adaptor bolt patterns that are offered with the Tilt/Tele column: 9-bolt, 6-bolt or 5-bolt. Deciding which bolt pattern to go with will depend on which steering wheel you choose. 3-bolt steering wheel adaptors can NOT be used. It is also important to know that not all steering wheels are alike. They all have screws that hold the wheel to the adaptor, but some of them are thicker than others.

All steel Tilt/Tele columns come with a polished adaptor and lock ring. The tele locking ring comes with a horn button.

### 9-Bolt Steering Wheel Installation:

On our Tilt/Tele columns we chose to adjust the 9-bolt lock down to fit Lecarra brand steering wheels. Brands such as Billet Specialties, Budnick & Boyd are thicker than Lecarra wheels. That being said, the screws provided with our 9-bolt adaptor will fit a Lecarra steering wheel, but may need to be longer to fit some of the other brands available. Some brands have the screws enter the bottom side of the wheel. That combination will not work with this adaptor.



Figure 2



Figure 3



Figure 4

1. Disconnect the positive battery cable before installation.
2. When you receive your new column the front lock down has been adjusted to fit the above listed wheel. To install the wheel the first thing you must do is remove the horn button. Use a small pocketknife or small flat head screwdriver to pry the button out of the lock down. (Figure 2) Next, disconnect the horn wire from the back of the button, but leave the other end connected to the adaptor. (Figure 3) Tuck the horn wire down into the center of the adaptor. (Figure 3) Loosen the 10-32 Phillips head screw and lock washer until it comes out of the half moon slot that its in, making sure that it doesn't hang up on the horn wire. (Figure 4) Rotate the lock down counter clockwise until the 5/16 x 18 set screw is completely out of the shaft. (Figure 5) Set lock down aside.
3. Tuck the horn wire down into the center of the adaptor. (Figure 3) Loosen the 10-32 Phillips head screw and lock washer until it comes out of the half moon slot that its in, making sure that it doesn't hang up on the horn wire. (Figure 4) Rotate the lock down counter clockwise until the 5/16 x 18 set screw is completely out of the shaft. (Figure 5) Set lock down aside.
4. You should now be looking at the 9 8-32 x 5/8 stainless steel flat heads. Take them out. (Figure 6) VERY IMPORTANT!!! Before installing your wheel, the horn cam hole in the adaptor (where the horn wire goes) needs to be at the 10:30 position or halfway between 9 o'clock and 12 o'clock when the steering wheel is mounted level/straight and the road wheels are pointing straight.
5. With the wheel in position, install the 9 screws and tighten them down. (Figure 7)



Figure 5

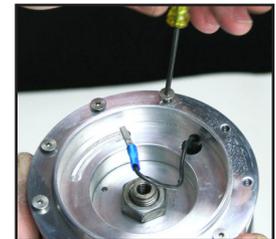


Figure 6



Figure 7

Now reinstall the lock down and turn clockwise until it's tight. (Figure 8) Install 10-32 Phillips head screw (with lock washer) until it's tight. This screw is used to prevent over tightening or overturning of the lock-down, which would cause the horn wire to wrap when the column telescoped.



Figure 8

6. Re-install the horn wire to the horn button and reinstall the button with the logo centered. (Figure 9)
7. Reconnect the positive battery cable.



Figure 9

### 5 or 6-Bolt Steering Wheel Installation:

The screws provided with the 5 or 6-bolt adaptors will fit most 5 & 6-bolt steering wheels, but may need to be longer to fit some or the other steering wheel brands available.

1. Disconnect the positive battery cable before installation.
2. When you receive your new column the front lock down has been adjusted to fit the wheel. To install the wheel the first thing you must do is remove the horn button. Use a small pocketknife or small flat head screwdriver to pry the button out of the lock down. (Figure 10) Next, disconnect the horn wire from the back of the button, but leave the other end connected to the adaptor.
3. Tuck the horn wire down into the center of the adaptor. (Figure 11) Loosen the 10-32 Phillips head screw and lock washer until it comes out of the half moon slot that its in, making sure that it doesn't hang up on the horn wire. (Figure 12) Rotate the lock down counter clockwise until the 5/16 x 18 set screw is completely out of the shaft. (Figure 13) Set lock down aside.
4. You should now be looking at the 5 or 6 10-32 x 1/2 stainless steel sockets cap screws. Take them out with a 5/32 allen wrench. (Figure 14) **VERY IMPORTANT!!!** Before installing your wheel, the horn cam hole in the adaptor (where the horn



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15

wire goes) needs to be at the 10:30 position or halfway between 9 o'clock and 12 o'clock when the steering wheel is mounted level/straight and the road wheels are pointing straight.

5. With the wheel in position, install the 5 or 6 screws and tighten them down. (Figure 15) Now reinstall the lock down and turn clockwise until it's tight. Install 10-32 Phillips head screw (with lock washer) until it's tight. (Figure 16) This screw is used to prevent the over tightening or overturning of the lock-down, which would cause the horn wire to wrap when the column telescoped.



Figure 16

6. Re-install the horn wire to the horn button and reinstall the button with the logo centered. (Figure 17)

7. Reconnect the positive battery cable.



Figure 17

The following is for Column Shift columns only  
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.



### Installing Shift Knob:

Place column shift knob onto the shift lever. Once the lever is in place, use setscrew (provided) and adjust knob so set screw is pointing away from you, tighten setscrew. Do not remove the upper shift lever for any reason! The tension spring will pop out and it is very difficult to re-install.



### 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](mailto:tech@ididit.com). Go to [www.ididit.com/contact-us](http://www.ididit.com/contact-us) for hours of operation.

### Need A Visual?

Go to [www.ididit.com/videos](http://www.ididit.com/videos) to watch installation videos, tech tips & more!



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