



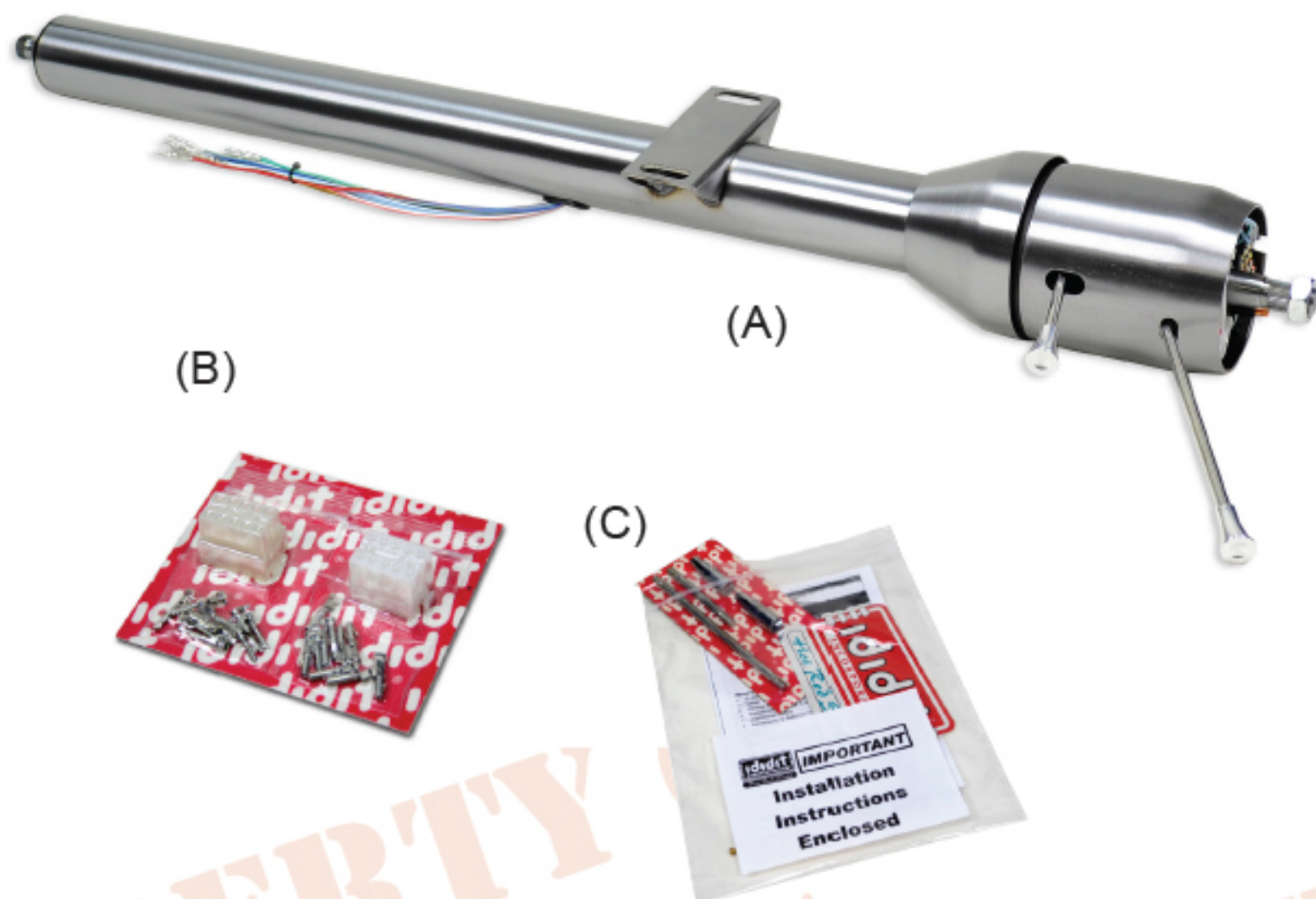
Retrofit Steering Column Installation Instructions for 1974-77 Bronco

For Part #'s: 1130845010, 1130845020, 1130845051, 1130845910,
1130845920, 1130845951, 1130855010, 1130855020, 1130855051,
1130855910, 1130855920, 1130855951, 1170845020, 1170845051,
1170845910, 1170845920, 1170845951, 1170855010, 1170855020,
1170855051, 1170855010, 1170855020, 1170855051



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These are the components that come with the column.
(Paintable Steel column pictured above)

- (A) Column
- (B) Wiring Plugs with Terminals
- (C) Instructions & Dress Up Kit (Dress Up Kit installed on this column)

We will work through this installation using all the above parts. For instruction purposes we will assume the vehicle is all original and uses the OEM harness.

Note: A 1974-75 Bronco **will** require a **NEW** 3/4" 36 half rag joint
(Part Number: 3000383400) to connect to the OE Rag Joint.

INDEX

REMOVAL.....	1 & 2
INSTALLATION OF COLUMN.....	3-5
ELECTRICAL INSTRUCTIONS.....	3
INSTALLATION OF KNOBS & LEVERS.....	5
WHEEL INSTALLATION.....	5

REMOVAL of OEM Column: Disconnect positive battery cable.

Before you start your installation verify that your turn signals, brake lights, horn & 4-way flashers are working properly. If they all function now, then they should function properly again once the installation is complete.

Verify that your steering wheel and driving wheels are straight. Disconnect the positive terminal on the battery.

1974-75 Rag Joint Removal:

In the Engine compartment, disconnect the lower half of the rag joint from the upper half of the rag joint. This can be done by removing the two nuts that connect the two halves of the rag joint together. The OE rag joint (Figure 1) was pressed onto the column making that half of the rag joint impossible to remove from the OE column. **Note:** A NEW 3/4" 36 half rag



(Figure 1)

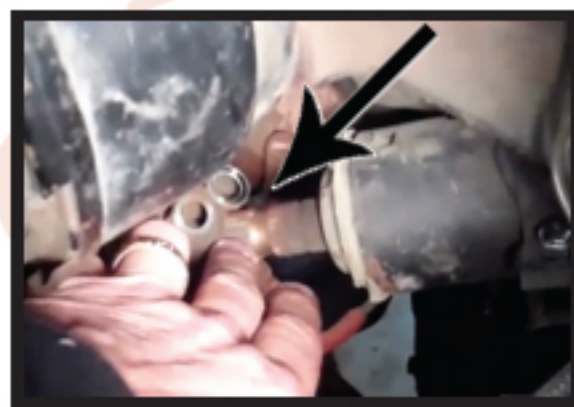
joint (Part Number: 3000383400) will need to be used to reinstall the column. Also, carefully inspect the other half of the rag joint to ensure that the rubber is still intact. If the rubber needs to be replaced give us a call, we can supply you with the new pieces.

1976-77 Rag Joint Removal:

In the Engine compartment disconnect the rag joint from the steering column by removing the 12 point bolt and sliding the rag joint downward. (Figure 2) If this is a Column Shift column also disconnect column shift linkage shaft from the column shift lever. (Figure 3)

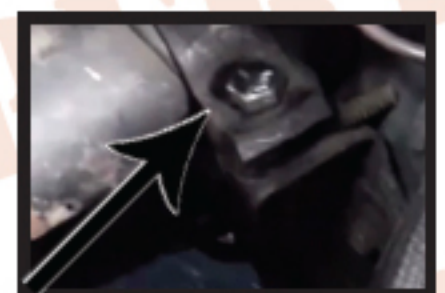


(Figure 2)



(Figure 3)

Remove the firewall bolt on the steering column clamp. (Figure 4)

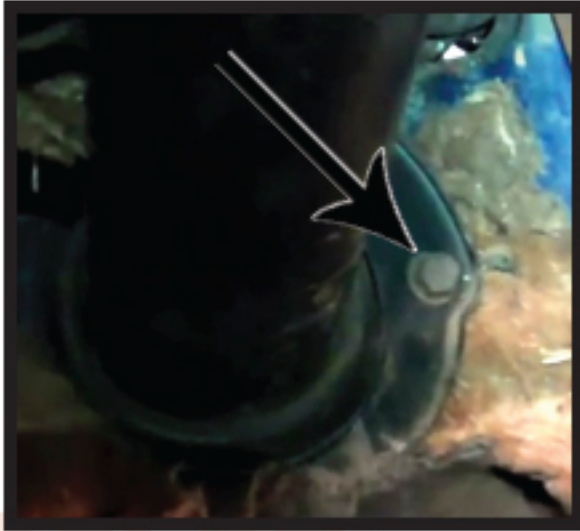


(Figure 4)



(Figure 5)

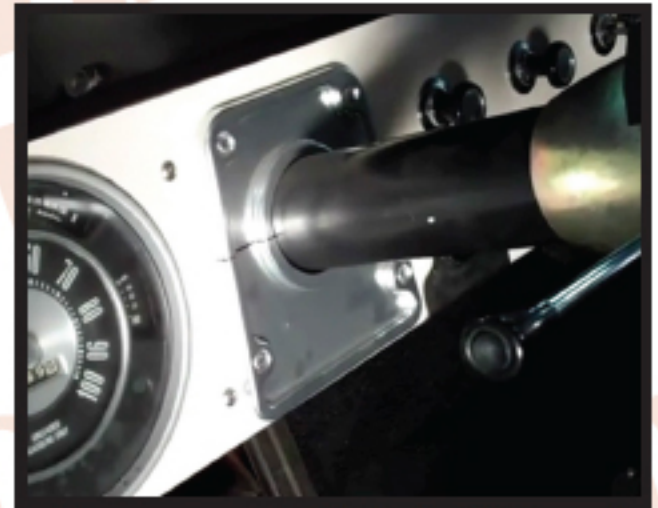
Disconnect the stock wiring plug halves. (Figure 5)



(Figure 6)

Move to the inside of the vehicle and remove the 4 bolts that hold the floor plate to the firewall. (Figure 6)

Remove the 4 screws that hold the steering column dash cover (Stock is plastic, the one pictured is aluminum). (Figure 7)



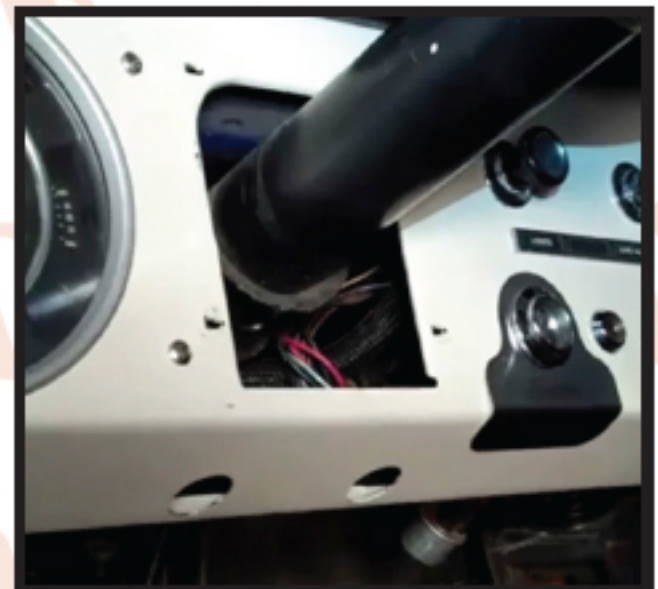
(Figure 7)

In the engine compartment remove the 3 bolts that hold the triangular bracket (bracket is against the firewall under the Steering Column). (Figure 8)



(Figure 8)

Back in the cabin there are two bolts that hold the column to the dash framework. You can get to them from the 2 holes on the bottom of the dash shown in picture. (Figure 9) Once removed take the stock column out carefully and put it on a bench or floor out of the way for a while.



(Figure 9)

Installation of ididit Column:

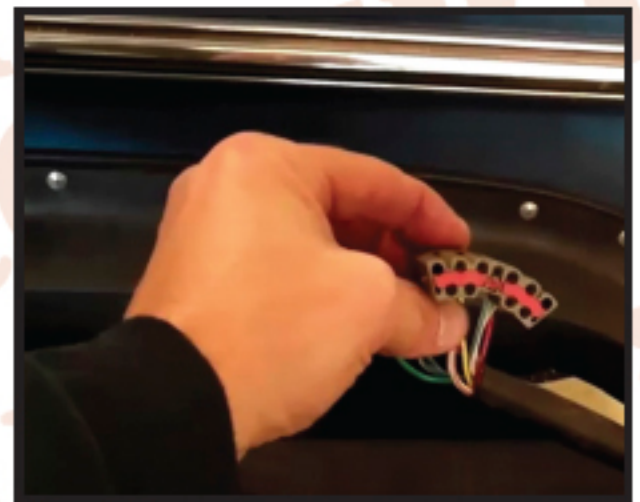
Column Shift Note: Now for the installation of the column shift model. On the work bench take off the 4 screws that hold the shift arm on the bottom of the ididit column and remove the shift lever. Set aside.

Install the sheet metal bracket on the lower part of the tube. This bracket was included with the OE column. Make sure it is installed with the 4 screw holes on the upper half and verify its position on the vehicle. Now install the rubber sleeve onto the tube. (Figure 10) If salvageable you can use your original, however if it is not you will need to order a new one. This piece is not included in the kit, however we can get one to you if its needed. Pull the sleeve to the same distance as original one from the end of shaft. Verify that the mounting holes align with the holes in the firewall.



(Figure 10)

Wiring: Unplug the factory plug wires and transfer the same color wire from the new column to the original plug one wire at a time. (Figure 11) This column uses a 1976-77 Ford switch that has the same color wires as the original switch does. If you don't have the original plug we have included a pair of plugs, both male and female, and the wire ends just in case. If you use the plugs we supply you with, make sure to match color to color on both sides.



(Figure 11)

Carefully install the column back through the dash. (Figure 12) At this time a helper would great. Lower the column through the firewall and install the two mounting bolts through the bottom of the dash. Center these two bolts in the mounting slots, but do not totally tighten them just yet. **Note:** The ididit Steering Columns underdash mounts are slotted for easy installation.



(Figure 12)

In the engine bay re-install the triangular mount with the 3 bolts, single clamp and bolt assembly. (Figure 13) If this is a column shift installation, reinstall the shift lever at the bottom of the new column with the provided 4 screws.



(Figure 13)

1974-75 Rag Joint Installation:

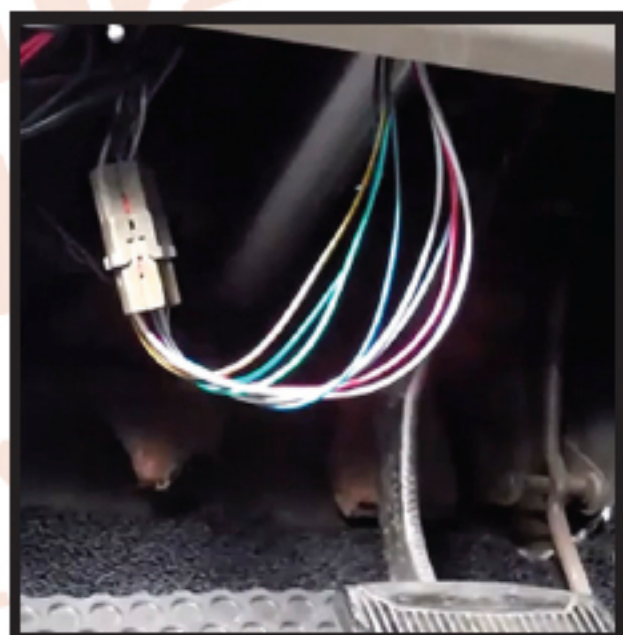
Install the rag joint half onto the new ididit column. Tighten the bolt on the rag joint to 42ft lbs. Once the rag joint has been installed on the new column, connect the lower half to the OE rag joint and tighten the bolts securely.



1975-76 Rag Joint Installation:

Insert the rag joint minus the pinch bolt. Slide the joint up until the pinch bolt aligns with the groove in the splined shaft and tighten it to 42ft lbs. If you need to you can move the column up or down in the vehicle. You can do this because these bolts that secure the column to the dash have not been tightened all the way down yet.

Back inside the cabin, plug the two wire connectors back together. (Figure 14) Install the upper and lower dash cover. **Note:** You may have to install a washer between the columns underdash mount and the vehicles mounting surface. The washer may be needed to align the column to the dash cover to reduce the space between the two dash cover pieces.

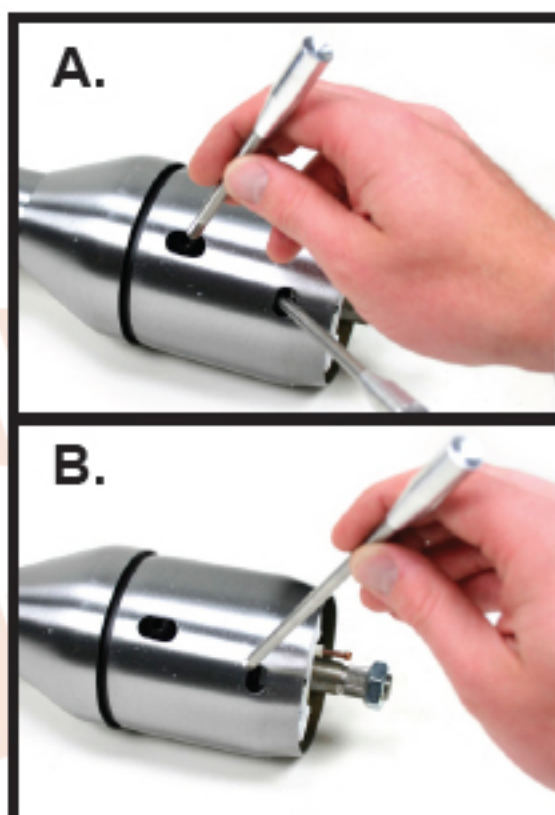


(Figure 14)

Knobs & Levers:

After removing all items from the package, assemble the knobs onto the levers. The tilt lever (shorter of the two levers) goes on the left side of the column in the hole closest to the dash. The column has a threaded hole that this lever threads into. (Figure 15A)

The turn signal lever (longer of the two levers) goes on the left side of the column in the hole closest to the driver. The column has a threaded hole that this lever threads into. (Figure 15B)



(Figure 15 A & B)

Shift Indicators: Due to the many transmissions used in vehicle applications, ididit does not include one with this kit. C-4, C6 or other gearshift indicators are a separate piece, but an available option through ididit. The Shift Indicators are available in Chrome, Black Powder Coated, Brushed or Polished Aluminum.



Wheel Installation: This column was designed to use a stock Ford steering wheel. Just slide it on the top shaft and push it down onto the splines. Use the nut that was supplied with the new column, place it on top of the columns top shaft. To secure the wheel tighten the nut to 45 ft lbs of torque. Install the OE horn assembly to the wheel and use the factory screws to hold it into place.

Reconnect the battery terminals to the battery.

Floor Shift: If installing a floor shift column your installation is now complete.

Column Shift: If you are installing a column shift column you need to hook the transmission gear shift rod going from the column to the transmission back up.

Need Further Assistance?

ididit, inc has been serving the rodding community for over 25 years and we take pride in our outstanding customer service. If you need further assistance, feel free to call us at (517)424-0577, Monday-Friday from 8:30 am - 5:30 pm and Saturday 10:00 am - 2 pm EST. You can also email us at tech@ididitinc.com.

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