



Retrofit Steering Column Installation Instructions

for 1968-69 Mustangs

For #'s 1300644010, 1300644020, 1300644051, 1300645010,
1300645020, 1300645051

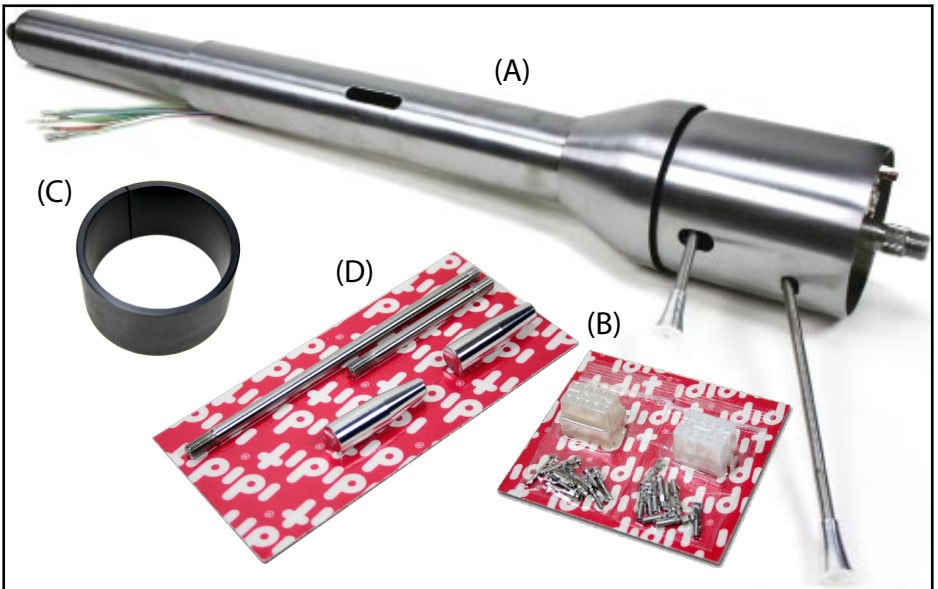


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Instruction #: 8000000013



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

- (A) Column
- (B) Male & Female Wiring Plugs with Terminals
- (C) OD Sleeve
- (D) Instructions & Dress Up Kit (Dress Up Kit pictured with column)

We will work through this installation using all these parts. For instruction purposes we will assume the car is all original and has a factory manual steering gear box and an OEM harness.

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REMOVAL of OEM Column: Disconnect positive battery cable.

To remove the horn button on your stock steering wheel, push it in and then rotate counter clockwise. (Figure 1)



Remove the nut and use a wheel puller to pull the original steering wheel off the original column. (Figure 2)



(Figure 1)

Now go under the dash and disconnect the wire plug from the column to the under dash harness. (Figure 3)

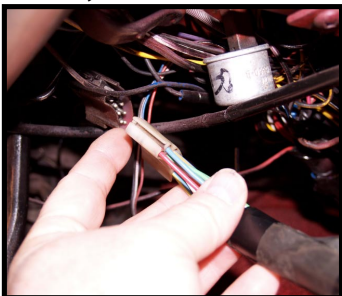
Remove the 4 bolts that hold the lower floor mount to the firewall toe board. Remove the bolts or bolt that attach the floor mount to the column. Since we are working on instructions for both a '68 (Figure 4) and or '69 Mustang, they have a lot in common. We will be talking about both and each at the same time.



(Figure 2)

Remove the two piece floor mount on the '68 by separating the two halves. On the '69 it is a clamp with one bolt.

Before we get to far we need to remove the bolt that holds the rag joint on the steering box. You may want to spray some penetrating oil on the bolt before you take it out.

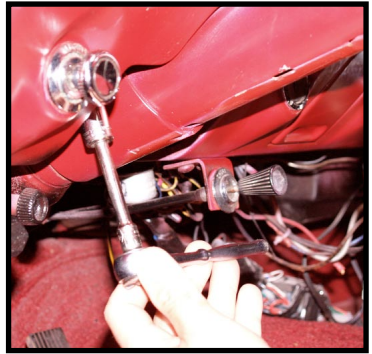


(Figure 3)



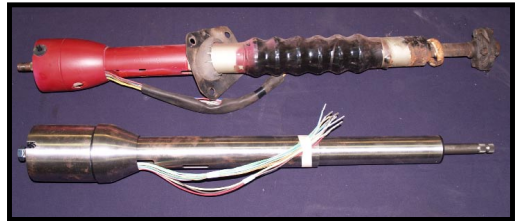
(Figure 4)

Go back into the cabin of the car and remove the bolts that hold the column to the dash mount. The '68 and the '69 dash mounts are very different. (Figure 5)



(Figure 5)

Remove the column and take it to a work bench and remove the two nuts that secure the column to the underdash mount. Now comes a couple of things that will make every Ford enthusiast happy. This new steering column from ididit has a Ford top shaft, a Ford turn signal switch and 8 tilt positions! It is not an exact copy of your original column though. It is much heavier duty but will still fit in your car perfectly. ididit has taken a long time to engineer it to bolt exactly in your Mustang.



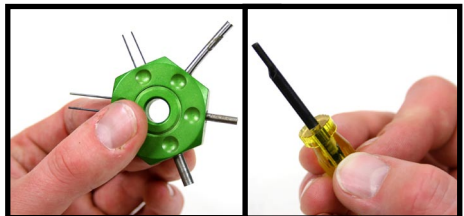
The first few tasks, you can do easier with the column on a work bench before you put it in the car!

Wiring:

Included in the kit are male and female white plastic connectors and male & female terminals. The wiring from the switch can be made to fit either this connector OR the original connector. The pins are the same size as the original.

Using Original Connector: (Easiest!)

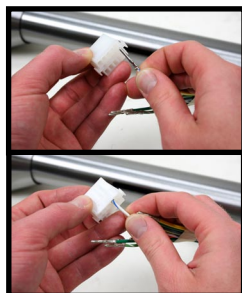
Remove the pins from the original wiring block on the original steering column and insert the wires on your new steering column into their proper location on the original block. The color codes should match up. You will more than likely have to use



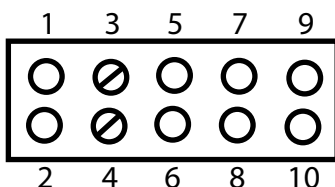
a tool to remove the pins from the plastic connectors. Above are the two types of tools commonly used.

Using All New Wiring Provided:

Included are male and female blocks along with the necessary terminals and wiring diagram. You will have to remove the pins from the original connector off the car side of the harness and insert the pins into the back side of the new block provided. Insert each terminal completely until each one snaps into place. You can verify it is secure by lightly tugging on it. You may need to bend the locking tab back out slightly. Then you will also install the new block on the column harness matching color for color.



Wiring Installation:



Wiring for ididit Steering Column

| | | |
|-----|--------------|-------------------------|
| #1 | Green | Rear Brake Lights |
| #2 | White/Blue | Right Front Turn Signal |
| #3 | Green/White | Left Front Turn Signal |
| #4 | Orange/Blue | Right Rear Turn Signal |
| #5 | Green/Orange | Left Rear Turn Signal |
| #6 | White/Red | Hazzard Flasher |
| #7 | Blue | Turn Signal Flasher |
| #8 | Yellow | Horn |
| #9 | Yellow/Blue | Horn Ground |
| #10 | | |

*Included with the connector are new terminals for the car side if your originals are not usable or if you have an aftermarket harness and do not have matching terminals.

Floor Mount:

Install your floor mount and notice that the column tube at the upper end is 2 1/4" while the lower part of the tube is 2" diameter. The column



is made to collapse as was the original only in a different way. A 2"x2 1/4" OD sleeve is included with the column to go into the floor mount. Install it by sliding it up the column tube a few inches.

Connecting to your Box or Rack:

The '69 mustang will use a 3/4-36x3/4DD rag joint (mounted on box), a short piece of 3/4DD shaft and a 3/4DDx3/4-36 Coupler (mounted on column).



The '68 Mustang will use a 3/4-36x3/4-36 Rag Joint only.

The '68 Kit Part #: 3006002100

The '69 Kit Part #: 3000053434

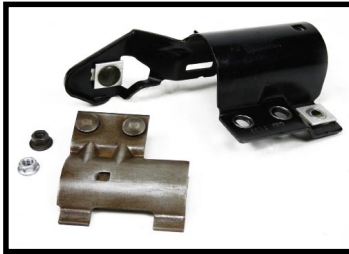


Note: *If you are using a Rack and Pinion set up you will have to design your own way to hook the column to the rack. We can help with U-Joints and shafting, but because of headers and different companies making rack kits we will need more information for you to get you the correct installation kit.*

Take the two of the above mentioned kits and install them onto the original steering box per year & kit.



1968 Mustang
Underdash Mount

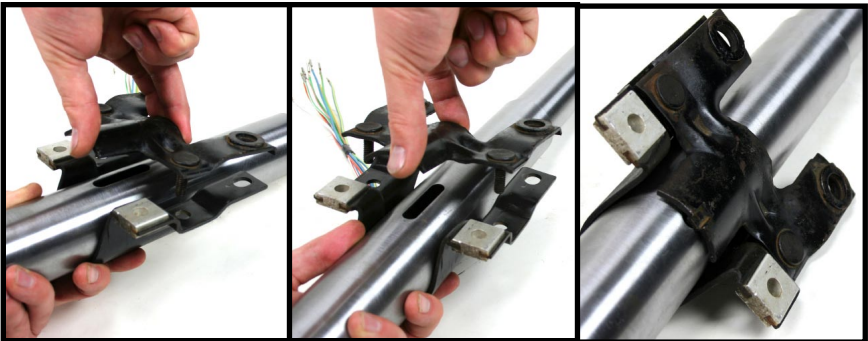


1969 Mustang
Underdash Mount

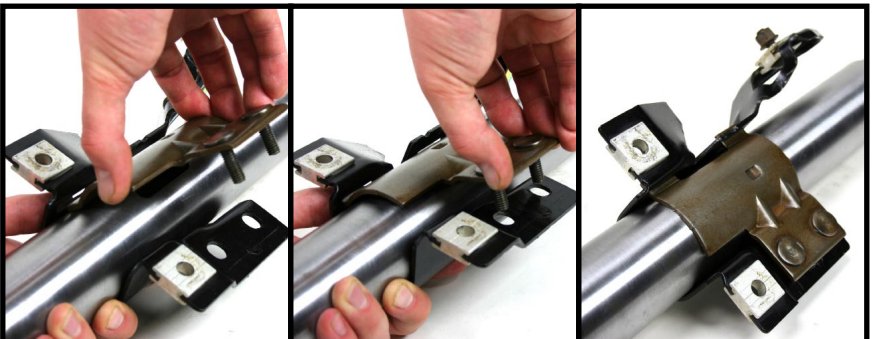
Underdash Mount:

Slide the column through your underdash mount before securing it to the dash. Line the column with the groove from the mounting prongs and screw the nuts on the mount. These mounting prongs will stop the the column from rotating like Ford engineered it to. Do not tighten fully just yet we want to make sure the column will align later. Raise the column to the dash and hand tighten the bolts into the dash. Once your column is adjusted perfectly to where your are comfortable with the installation, tighten the nuts snug to the column. Now you can tighten the underdash mounting bolts to 108-156inch lbs.

1968 Underdash Mount Installation:



1969 Underdash Mount Installation:



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 6)



(Figure 6)

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 7)



(Figure 7)

Your 4-Way flasher knob is installed when the column is put together.

Steering Wheel: **OEM Wheel**



Aim the road wheels so they are pointing straight ahead. Lower the stock steering wheel onto the column and center it in its proper position. Tighten the NEW nut that came with the column to 45 ft lbs. You may need to adjust the wheel a bit after driving the vehicle to get the wheel just where you want it. Re-install the horn and spring by pushing in and turning clockwise to lock it into place.

Hook the battery back-up and verify that your signals, brake lights, etc are operating properly.

Double check all fasteners including coupler, dash mount and floor mount to make sure they are all tight.

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