



Basic Installation Instructions for: **ididit's Universal Tilt Columns**



www.ididitinc.com

What's inside this installation booklet:

- U-Joint & Shafting Installation
- Lever Installation
- Wiring your Column
- Synchronizing your Column
- Additional Notes
- Accessory & Add-On Checklist

ididit is...

Your Steering Column Specialist

For #'s

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Instruction # 0000000000

Thank you for purchasing an ididit steering column!

We will first 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 and where it protrudes through the firewall. It is important that the steering column is tight and secure. There is a shorty application which will use two drops under the dash, with the support bearing through the firewall (since the column ends under the dash). To attach your column to the steering gear box, a u-joint is attached to the column, a shaft is attached to the u-joint, and that shaft will lead down to a u-joint connected to the gear box (or rack).



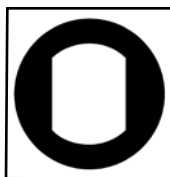
It is highly recommended that you test fit your steering column before painting the column. Test fitting now will save you a headache later on. We are not responsible for paint.

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, inc. steering column:

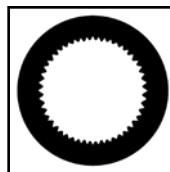
DD Output Shaft (our most common shaft):

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. Re-install the joint and install setscrew and jam nut. (Note: all joint manufacturers recommend using a thread-locking compound on setscrew and nut).



How to install your Tilt, Turn Signal Levers and Hazard Knob

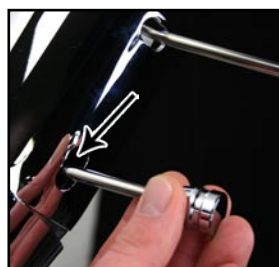
Turn Signal Lever:

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.



Tilt Lever:

Look directly below the turn signal lever, and you'll see another opening in the column. Inside this opening is a threaded hole which the new lever screws into.



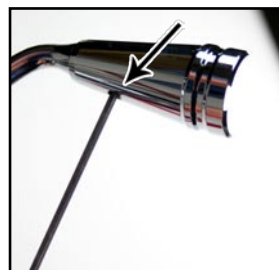
Emergency Flasher Knob:

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.



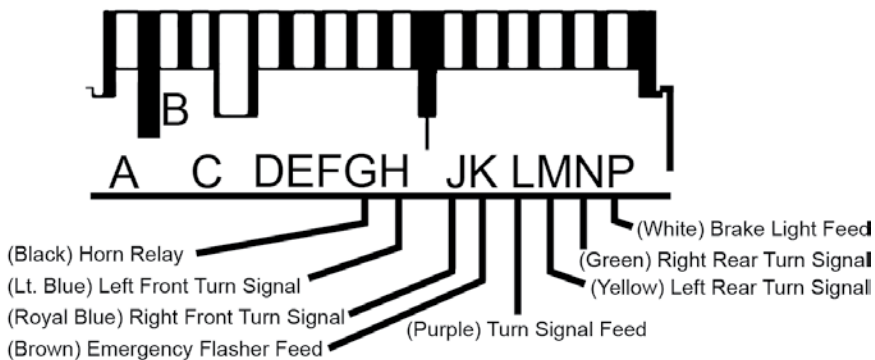
If Column Shift Application:

Place column shift knob onto the shift lever. Once your lever is on, 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! The tension spring will pop out and it is very difficult to re-install.



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.



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.

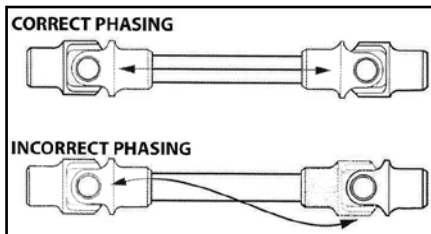


Synchronizing your Column

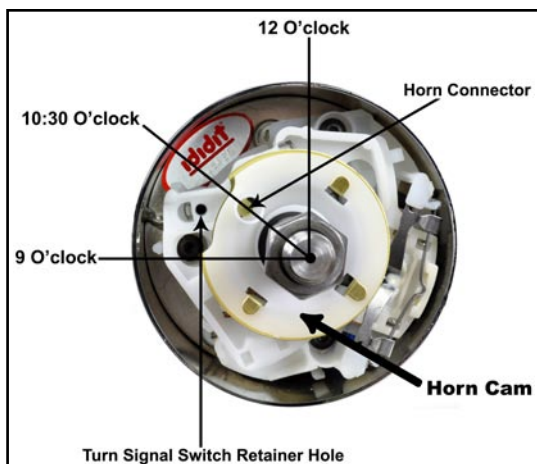
In order to insure proper functioning, this steering column must be installed in sync with the rest of the steering system. Turn signal cancellation and wheel position, as well as smooth steering operation depends on it. Although not all of them may need adjustment, the complete table of steps required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

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 $1\frac{1}{2}$ 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 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 40 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. You can also email us at tech@ididitinc.com

Think you may have forgotten something?

Here's what you may have missed:

Add Ons: *(Add Ons should be installed on the column prior to shipment)*

☐ **Cruise Control:** Carbureted Engine or Fuel Injected Engine?

☐ **Dimmer or Wiper:** Dimmer/Wiper Kits will replace the original knobs and levers that come standard on an ididit column. This is a replacement lever with a push button at the end of the knob. The Dimmer/Wiper kit when pushed is either On or Off. Includes relay kit.

Accessories:

☐ **Steering Wheel:** We cannot recommend any brand of wheel because there are so many to choose from. If you are having a hard time figuring out if a wheel you had purchased will work with an adaptor or an ididit column, simply give us a call.

☐ **Steering Wheel Adaptor:** Unless using original 1969 & Up Steering Wheel you will need an adaptor. The adaptor may depend on the wheel. ididit recommends purchasing the Steering Wheel prior to purchasing the adaptor. 3, 5, 6 or 9-Bolt Adaptors are Available with finishes of Chrome, Black Powder Coated, Brushed or Polished Aluminum. The adaptors are available with or without Horn Buttons.

☐ **Under dash Mount (A.K.A. Column Drop):** A solid under dash mount is very necessary when installing your steering column. ididit offers several variations of under dash mounts for Floor Shift & Column Shift Columns. When measuring for your column drop, measure from the center of the column to the dash (see diagram).

☐ **Floor Mount:** Like the under dash mount this piece is very necessary when installing your steering column safely. ididit offers a Classic Floor Mount, Swivel Ball Floor Mount, Adjustable Floor Mount with or without a trim piece. Available for any ididit Steering Column.

☐ **Shift Indicator:** Shift indicators available are 3 or 4-speed transmissions. ididit also carries shift indicators for Ford AOD & AODE transmissions. The indicators are acrylic and can be ordered with or without the housing. The housing finishes include: Chrome, Black Powder Coated, Brushed or Polished Aluminum.

☐ **Accessory Knobs for Levers or Dash:** Deco or Retro knobs are available to replace the standard knobs that come standard on the column or if you plan on matching those knobs to your dash knobs. Deco knobs are only available in Polished Aluminum. Standard and Retro Knobs are available in Chrome, Black Powder Coated, Brushed or Polished Aluminum.

☐ **Cable Shift Linkage Kit:** Kits are available for Ford C-4, C-6 & AOD, GM Transmission (350, 400, 700R4, 200R4, 4L60 & 4L80), and Chrysler 727 & 904 Transmissions. Early power glide kits are not available, however later power glide kits are.

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Mounting 9-Bolt Steering Wheel to To Tilt/Telescoping Column



Figure 1



Figure 2



Figure 3



Figure 4

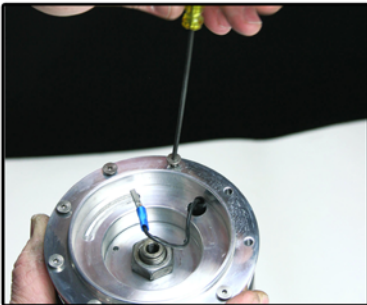


Figure 5



Figure 6



Figure 7



Figure 8

The first thing you have to know is that all steering wheels are not alike. They may have 9 screws that hold the wheel to the adaptor but some are thicker than others. 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 the Lecarra. That being said the screws provided with a 9-bolt adaptor will fit a Lecarra steering wheel, but may need to be longer to fit some of the other brands available. Some of the brands have the screws enter the bottom side of the wheel. That combination will not work with this adaptor.

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 lockdown. **(Figure 1)** Now disconnect the horn wire from the back of the button, but leave the other end connected to the adaptor. **(Figure 2)**
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 5/16x18 set screw is completely out of the shaft. Set lock down aside.
4. You should now be looking at the 9 8-32x5/8 stainless steel flat heads. Take them out. **(Figure 5)** 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 in its level or straight position vs. the road wheels.
5. With the wheel in position, install the 9 screws and tighten down. **(Figure 6)** Now install the lock down back into the hole and turn clockwise until it's tight. **(Figure 7)** Install 10-32 Phillips head screw (with lock washer) until it's tight. The reason for this screw is to stop from over tightening to the lock-down or overturning it and wrapping the horn wire when telescoping the column.
6. Re-install the horn wire to the horn button and reinstall button with logo centered. **(Figure 8)**
7. Reconnect the Positive Battery Cable.

Ignition Switch Wiring Kit Instructions

Congratulations!! You have just taken a step into the future of steering columns. The ididit, inc. column that you have purchased is the first in the aftermarket steering industry to offer a column with an ignition switch. After an initial inspection of the column you should notice a couple of new additions.

There are a total of 12 wires that exit the steering column. They are grouped separately for your convenience. The first 8 wires are attached to a flat 3 7/8" GM plug. This plug is connected to your turn signal switch. The function of each of these eight wires is located on a separate instruction sheet. The other 4 wires will be dealt with in this instruction kit.

There is a 4-position male plug attached to the column wiring. This should attach to the corresponding 4-position female plug found in the bag in the top of your column box. You may ask what are all these relays for?

1. You don't want 70 amps of power in your steering column.
2. Every fuse panel treats their power requirements differently, therefore, we covered our !#\$.
3. The relays will make the switch last longer.

Now for the good stuff!! Let's wire....

Black Wire - Ground

This needs to go to a good chassis ground. Do not wire this to the column.

Purple Wire – Start

This needs to go to the starter or the fuse panel position to feed the starter.

Pink Wire – Ignition Coil Feed

This will feed power to your coil or to the ignition coil feed on the fuse panel.

Brown Wire – Accessory Feed

Attach this to the fuse panel under accessory feed.

Red Wire – Ignition Feed

Attach this to the hot side of your starter solenoid.

Presto, you're done!! Now all you need is a little drum roll and a countdown.

3-2-1 Ignition !!!



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