



Retrofit Steering Column Installation Instructions for 1973 Chrysler B-Body

For Part #'s: 1620870010, 1620870020, 1620870051, 1620879910,
1620879920, 1620879951



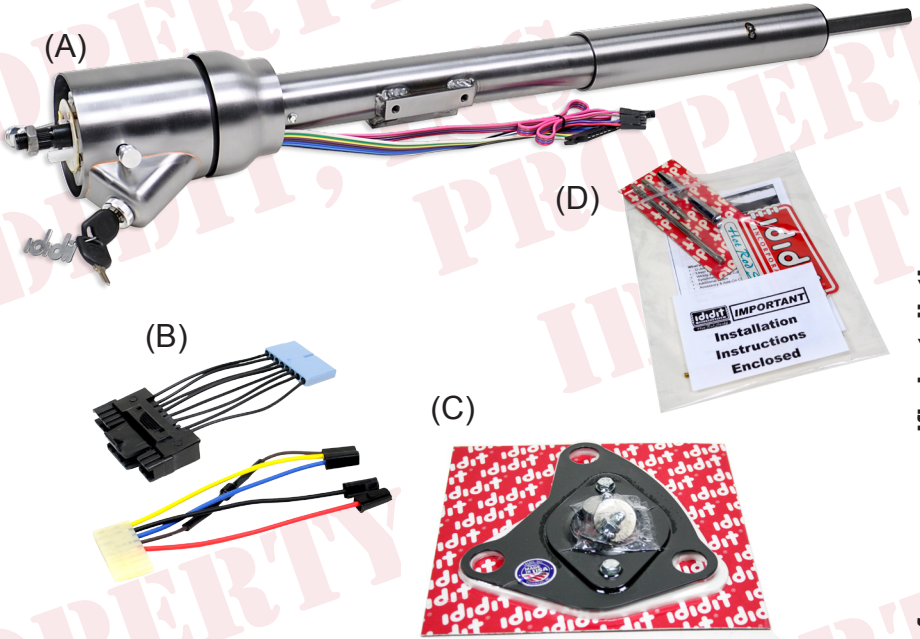
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Images or examples in this booklet may vary from your specific installation.

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

- (A) Column
- (B) Wiring Plugs
- (C) Floor Mount
- (D) 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.

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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.

While inspecting the components of the kit, take a moment and notice the output shaft of the new ididit column. We have been the leading manufacturer of steering columns for a reason. This column can be used for a Power gearbox, Manual gearbox or a Rack and Pinion steering system. Note that the lower shaft is a telescoping shaft. If you grab it and pull, the shaft has enough travel to accommodate all the different lengths needed. Since these vehicles were also known to have a lot of flex in the frames, this telescoping feature also increases the life of the joints in the steering system.

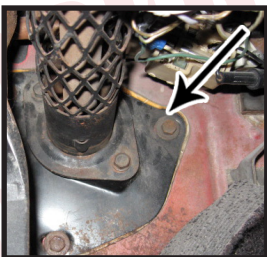
Column Removal

Disconnect the rag joint from your gearbox.

Remove the bolts and nuts that hold the rag joint together on the box side (1/2 inch wrench). This allows more room to drive out the roll pin that goes through the joint end that is attached to the box. When driving this pin out it is recommended that you use a 5/16 punch as this will remove the pin without destroying it. (Figure 1)



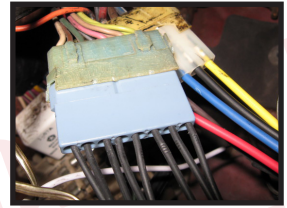
(Figure 1)



(Figure 2)

Remove the two bolts that lock the firewall mount to the column (1/2 inch socket with extension). Remove the three bolts that hold the firewall mount to the firewall. Next pry (if necessary) and loosen the large part of the mount from the firewall. (Figure 2)

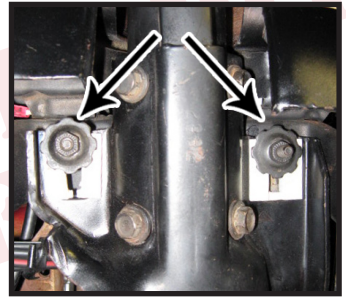
Carefully disconnect both wire plugs from the column to the dash harness. Take extra caution, these plugs may be delicate to work with. (Figure 3)



(Figure 3)

A helper is great for the next steps.

Loosen and remove the three nuts that hold the column mount under the dash. Use a 7/16 deep dish socket with a 3 inch extension to remove the nuts. (Figure 4) When removing the last nut the weight of the column will be released. Have your helper hold the column up while the last nut is being removed. Now pull the column out through the inside of the vehicle while the other guides the column through the pedal area. Guiding will ensure the original column clears any obstructions that may be in the way (ie. wires, pedals, etc.).

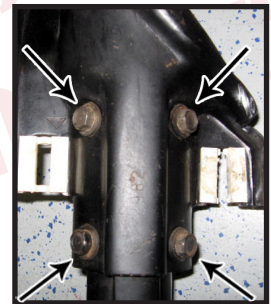


(Figure 4)

New Column Preparation

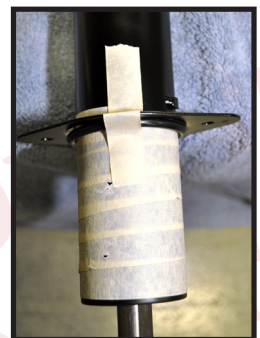
The original under dash mount with the plastic release blocks will be used on the new column. If your release blocks are damaged or broken they need to be replaced either through a dealer or an online store.

Install the under dash bracket onto the new column using the provided bolts (5/16-18 with built in lock washers) torque to 22 ft. lbs. (Figure 5)



(Figure 5)

Wrap the lower column tube with masking tape and cover the bottom 4 inches to prevent any scratches to your new column. (Figure 6)



(Figure 6)

New Column Preparation

To install the rag joint on the column it is first necessary to prepare the shaft of the column by locating where the joint will sit on the shaft and drilling 2 locating spots to help retain the set screws.

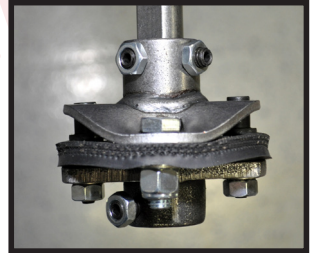
To do this, loosen the set screws and remove the jam nuts on the $\frac{3}{4}$ DD side of the rag joint. Extend the columns shaft by pulling on it. Extending the shaft will also keep the metal chips out of the column.

Slide the rag joint onto the shaft of the column, approximately $\frac{7}{8}$ ". While doing this verify that the shaft is not sticking into the middle of the rag joint.

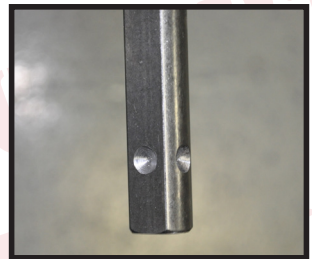
Snug the set screws against the shaft to leave a witness mark. (Figure 7) Then loosen and remove the joint. You now have a location marked where the set screws will be sitting.

Use a $\frac{5}{16}$ drill bit and drill into the shaft. You need to drill into the shaft about $\frac{1}{8}$ " or about the depth of the point of the drill bit. Then clean up any chips or burrs with a file. (Figure 8)

Install the new rag joints onto the gearbox. ididit recommends that all the fasteners for this are coated with a thread locker (Loctite) for the final installation.



(Figure 7)



(Figure 8)

New Column Installation

Inside the cabin install the floor mount. Align the gasket with the holes in the mount loosely with the three provided bolts. (Figure 9)

To install the column it is handy to have your helper on the engine side to align the column shaft into the rag joint.

Now you can install the column through the firewall and into the joint. Once the column is indexed in the joint, install the bolts for the dash mount loosely. Check to see that the dimple on the intermediate shaft is aligned with the setscrew hole, move the column in or out as necessary to align them together. Install the setscrew jam nut with thread locker. (Figure 9 & 10)

Tighten the under dash mount and torque the bolts to 22 ft. lbs. Next secure the larger part of the floor mount to the firewall; this should also be torqued to 22 ft. lbs. **Note:** The Lock Ring and Floor Mount Plate have an "X" on the metal. The provided "X" mark is to be on the Passenger side of the Steering Column. Finally tighten the lock ring on the mount, tighten it to 22 ft. lbs.



(Figure 9)



(Figure 10)

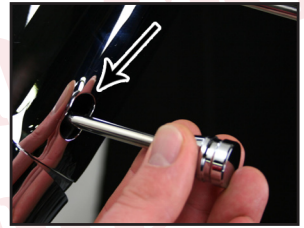


(Figure 11)

Knobs and levers:

Tilt Lever:

After removing all items from the package, assemble the knobs onto the levers. The tilt lever 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. We recommend using Loctite.



Emergency Flasher:

The Emergency flasher is threaded into the hole located on the right side of the column. You will notice the plastic portion that the flasher screws into is flush with the outer surface when the flashers are 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 the flashers are in the OFF position before continuing.



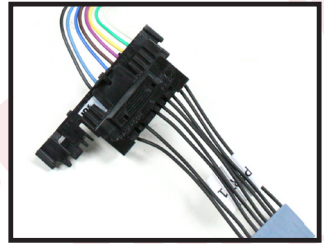
Turn Signal Lever:

A screw is provided with the Dress-up kit. This screw will secure the turn signal lever to the column. **PLEASE NOTE** there are two holes on the turn signal switch. One D shaped and the other is round. The screw is to be inserted in the round hole! Use a #2 Phillips screw driver to tighten this screw tightly. It holds the lever and the switch half's together.



Column Electrical:

OK, this is easy... the bag with the Dress up Kit also contained a black wiring plug adaptor. This should simply plug into the column on the wide plug and then into the OEM plug from under the dash. (Figure 15)

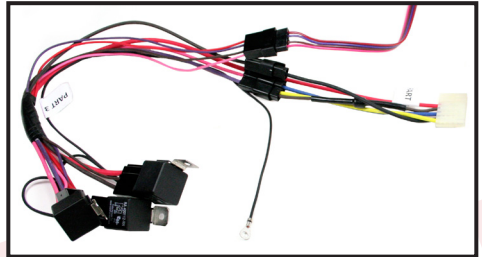


(Figure 15)

Ignition Electrical:

Please see pack "B" for wiring instructions.

Note: There are up to 3 wires on the ignition plug that may not have a mate. These wires were for key buzzer and shift indicator. The wiring of the ididit column does not support these features. The wires are insulated and should be protected in the connector.



(Figure 16)

(Figure 16)

Securing your wires:

Now with all of the electrical connections attached the Relay pack needs to be secured up and out of the way of the pedals. Be especially careful of the Throttle Cable. When prototyping this column we secured the wires between the column dash mount and the fuse panel up and out of the way from everything.

Note: We provided mounting tabs on the Relays. These mounting tabs are not necessary, but they are handy if you can use them.

Reconnect the battery terminals to the battery.

Now you can verify function of the turn signal switch & ignition.

Column Electrical Test:

Insert the key and check the position of both left & right turn signals and dash indicators. Then with key in an off position, check the 4-way flashers; in is on, out is off. Now the brake circuit can be checked by pressing the brake pedal.

Ignition Test:

Insert the key and check the circuits.

One click back counter clockwise and the accessories should come on (radio, heater blower, etc.). Now turn two clicks forward, this should have the accessories on and the ignition system on (coil or electronic ignition has power). OK this is it!! Check that the vehicle isn't in gear!!! Now go to the crank position. The Starter should engage and vehicle should start.

Steering Wheels:

This column does not accept the stock Chrysler steering wheel. The top shaft of these columns are the same as a GM passenger car from 1969-94. If using an aftermarket wheel it 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.





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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.

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 8:30a-5:30p and Sat. 10:00a-2:00p Eastern Standard Time. You can also email us at tech@ididitinc.com.

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