



Retrofit Steering Column

Installation Instructions

for 1965-66 Mustangs

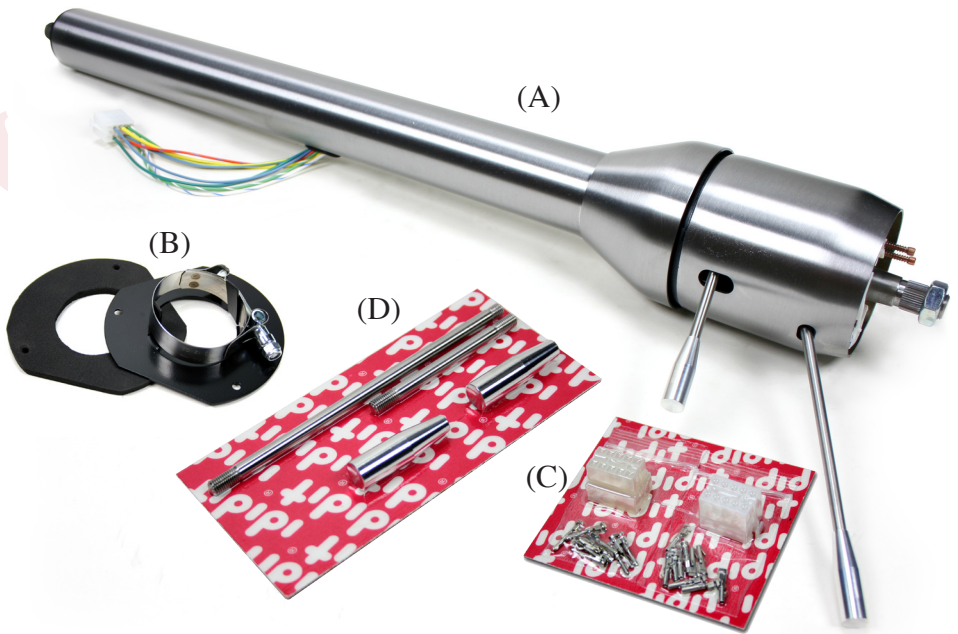


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These are the components that come with the column.

(Paintable Steel Column pictured)

- (A) Column
- (B) Floor Mount Plate with Clamp & Gasket
- (C) Male & Female Wiring Plugs with Terminals
- (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. On the last page there will be a summary for other applications, such as a rack and pinion or aftermarket gear boxes. There will also be instructions for aftermarket steering wheels.

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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, then rotate counter clockwise.

Remove the nut and use a wheel puller to pull the original steering wheel off the original column. (See Figure 1)

Now go under the dash and disconnect the wire plug from the column to the under dash harness.

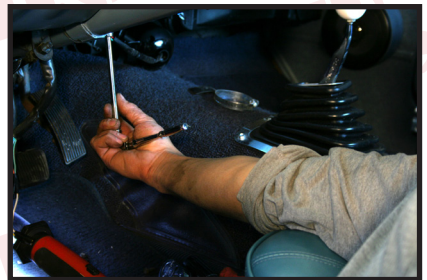
Remove the three screws that hold the gasket to the fire wall.

Now you can remove the two bolts from the dash mount. (See Figure 2)

You will want to rotate the column left and right to loosen and then pull the column back toward the driver to remove it from the car. There will still be a 3/4" round shaft sticking into the driver compartment from the gear box. (See Figure 3 & 4)



(Figure 1)



(Figure 2)



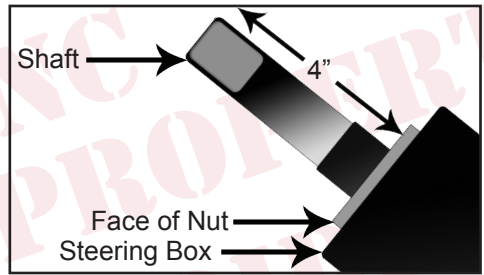
(Figure 3)



(Figure 4)

Measure out 4" from the face of the nut on the gearbox and cut shaft.

(Figure 5)

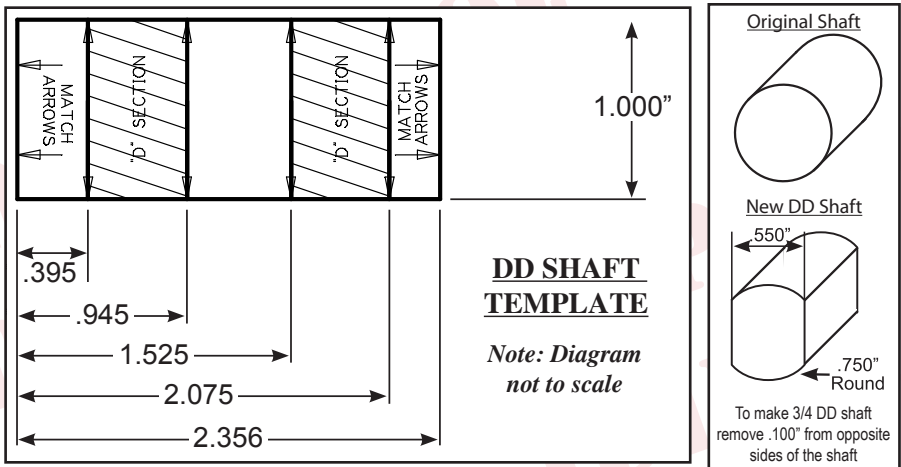


(Figure 5)

The shaft of the gearbox will now need to be cut into a DD shaft.

This is a round shaft with flats

centered on two sides. An easy way to do this is to make a paper template. Create your own template by using the measurements from the diagram below.



Starting from an 1/8 from the bottom, wrap the paper template around the shaft and match the horizontal arrows together.

Mark the shaft at the 8 vertical arrow points and draw a line down the length of the shaft, connecting the marks. This will create the shaded "D" sections found on the template.

With a grinder or similar tool, grind flat the shaded "D" sections to match the DD shaft. As you work, use the coupler as a guide and test fit to ensure proper fitting.

Another option would be to remove the gearbox and take it to your local machine shop to be modified.

Wiring Installation:

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

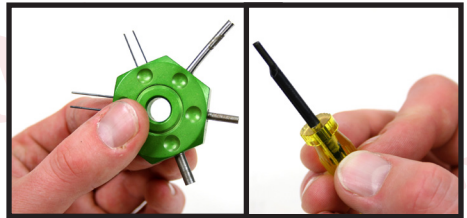
Wiring

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 on the chart (pg 5).

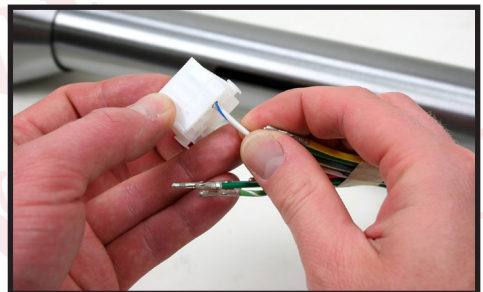
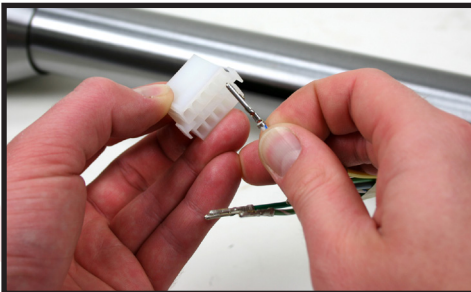
You will more than likely have to use a tool to remove the pins from the plastic connectors. Figure 8 shows two types of tools commonly used.



(Figure 8)

Using All New Wiring Provided:

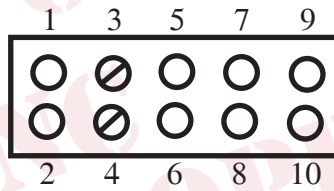
Included are male and female blocks along with the necessary terminals and wiring diagram. You will have to remove the pins from the original connector off the car side of the harness and insert the pins into the back side of the new block provided. Insert each terminal completely until each one snaps 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. Again, matching per the chart*.

*See chart on Page 5

Wiring Installation: (Cont.)



Turn Signal Switch

#1	<i>Orange w/Blue or Orange</i>	<i>Right rear turn and brake</i>
#2	<i>Green w/Orange</i>	<i>Left rear turn and brake</i>
#3		<i>Not Used</i>
#4		<i>Not Used</i>
#5	<i>White w/Blue</i>	<i>Right front turn signal</i>
#6	<i>Yellow</i>	<i>Horn (Power)</i>
#7	<i>Green w/White</i>	<i>Left front turn signal</i>
#8	<i>Green</i>	<i>Brake feed from brake switch</i>
#9	<i>Blue w/Yellow or Yellow</i>	<i>Horn ('65) Yellow w/Green)</i> <i>('66) Blue w/Yellow</i>
#10	<i>Blue</i>	<i>Turn signal feed</i>

**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.*

Column Installation:

Install the coupler on the column by sliding it on the column shaft and securing it with a set screw and lock nut.



Tip.. Please follow the manufactures instructions on the Coupler installation. These instructions vary by manufacturer. But when all is said and done, ididit recommends that you use Locktite on the threads.

Next, slide the floor mount plate, clamp, and gasket up the tube of the new column. The nut on the clamp should be on the bottom of the tube and facing the driver. You can temporarily hold the mount in place with a piece of masking tape while you install the column in the car.

At this point, a helper would make things much easier. With one hand in the middle of the column and one at the top, slide the column between the pedals and through the hole in the firewall. Engage the coupler onto the gear box. Set the column up into the original dash mount and loosely install the original bolts into the original clamp. The tab on the dash mount should be toward the firewall and engaged into the slot in the bottom side of the tube on the steering column. Depending on its condition, you may want to replace the rubber in the dash mount. (We have found that a great substitute is the rubber from a bicycle inner tube you may have laying around.)

Now, if everything is positioned well, you can go back and tighten everything up. Start with the dash mount and tighten original two bolts to 108 – 156 inch lbs*. Next, tighten up the coupler set screw and locking nut to manufacturer's specs. Lastly, remove the tape holding the floor mount to the column. Using the 3 sheet metal screws, secure the floor mount and gasket to the firewall. Then tighten the floor mount clamp onto the mount tabs and column to 50 inch lbs*.

**(not foot pounds)*

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 9)



(Figure 9)

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 10)



(Figure 10)

Steering Wheel:



OEM Wheel - Must be for the same year application as the column. **Use of a different year of wheel will result in damage to the turn signal switch.**

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.

Using something besides a Stock Box?

Short Shaft Gear Box:

Instead of a coupler, you will use a Rag Joint at the Gear Box (3/4"36 x 3/4"DD), a 3/4"DD shaft, and a Coupler/Adaptor (3/4"DD x 3/4"36).

Rack & Pinion:

You can use our column with a rack and pinion, but the set up will vary by brand.

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