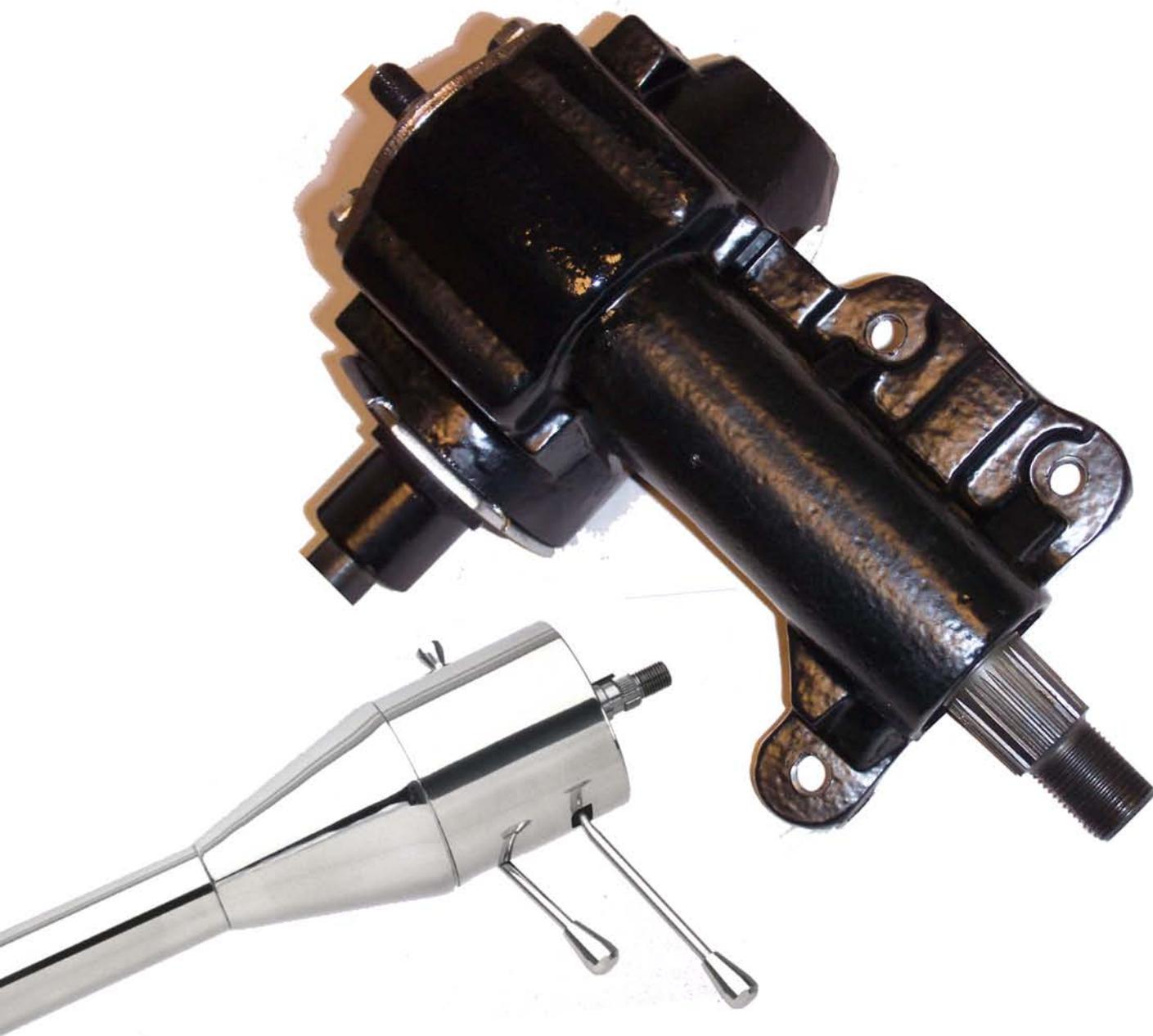


Flaming River Mustang Tilt Column Conversion

Installation Instructions



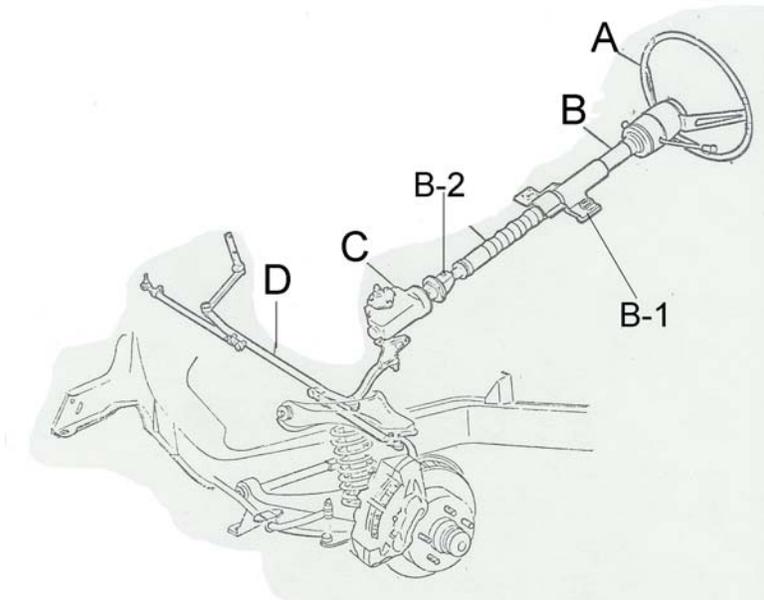
Original Column Removal

64 ½ - 66 Long Shaft Steering Box Column Removal

- 1) Remove horn button by pushing down on horn hub and turning counter clockwise.
- 2) Remove steering wheel retaining nut and remove steering wheel (A) by using a steering wheel puller.
- 3) Disconnect the electrical plug towards the base of the column (B).
- 4) Before removing the column, see PAGE 5. Fill out wiring color verification form before proceeding.
- 5) Remove the column support bracket under the dash. There are two nuts one on each side of the column. (B-1)
- 6) Remove the upper bushing located at the center of the turn signal switch.
- 7) Remove the column tube by sliding it up off the steering box shaft.

67-70 Short Shaft Steering Box Column Removal

- 1) Remove horn button by pushing down and turning counter clockwise.
- 2) Remove steering wheel retaining nut and remove steering wheel (A) by using a steering wheel puller.
- 3) Disconnect the electrical plug towards the base of the column (B).
- 4) Before removing the column, see PAGE 5. Fill out wiring color verification form before proceeding.
- 5) Remove the column support bracket under the dash. There are two nuts one on each side of the column. (B-1)
- 6) Remove the four screws holding the floor mount to the firewall.
- 7) Remove the rag joint (B-2) pinch bolt in order to separate the steering box from the column.



Installation of New Flaming River Tilt Column

- 1) Bend tabs inward on new floor bracket and slide over column tube. (Fig A)
- 2) Using your original dash support place the shim (Fig B) included in the installation kit between the support and the column to ensure a tight fit.
- 3) Hold the column under the dash and tighten the two support nuts. (Fig C)
- 4) Make sure that the column is straight before securing column.



Fig A



Fig B

- 5) Mark the location of the tabs on the column
- 6) Remove the column.
- 7) Drill a small pilot hole for screws (Fig D).



Fig C



Fig D

- 8) Reinstall the column, tighten the column to the dash using the support bracket
- 9) Fasten the new floor mount to the column by using the screws provided with the hardware kit.

Installation of Original Wheel

Note: These steps are only necessary if you purchased the MU series kit.

Note: Some modification to your original wheel is necessary for the horn to work correctly.

- 1) Install steering wheel spacer ensuring that canceling cam hole is at the 10 o'clock position.
For 65-66 cars, align the spring clip on the backside of the wheel so that the prongs are at the 3 o'clock and 5 o'clock positions.
- 2) Install horn contact into canceling cam and run wire through slot in steering wheel
- 3) Install steering wheel and tighten the steering wheel retaining nut.
- 4) The horn plates on the bottom of your horn button must be permanently attached to each other. Drilling a small hole and inserting a small sheet metal screw accomplish this. (1/4")
(See picture below)
- 5) Connect the horn contact wire to the horn contact on top of the horn button.
- 6) Install the horn button by pushing down and turning clockwise, this will lock the button in position.



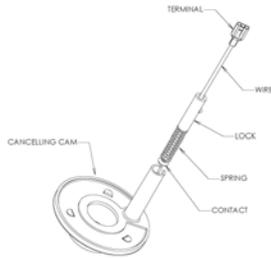
For wheels without a wire slot or wood wheels:

- 1) Turn wheel over to show the horn contact plates on the back of the wheel. (If it is an early wheel, the turn signal tabs are at the 9 o'clock and 6 o'clock).
- 2) Place wheel spacer plate onto the wheel with the canceling cam hole approximately at the 1 o'clock position. Mark and drill a 3/8-diameter hole for the canceling cam stem and horn contact wire to go through. (See picture below)

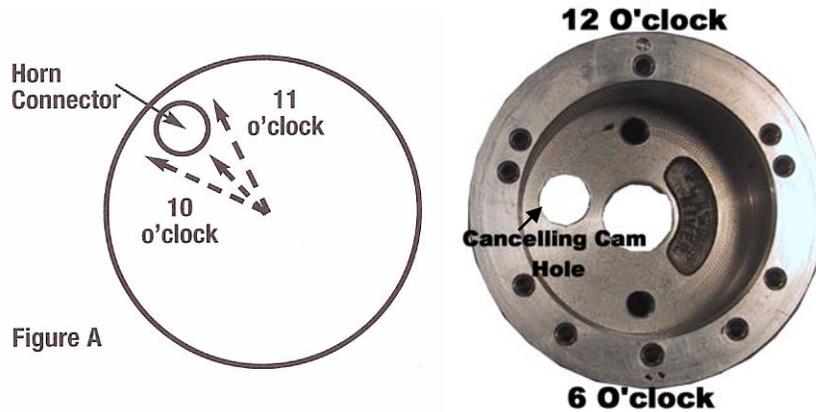


Aftermarket Wheel Installation

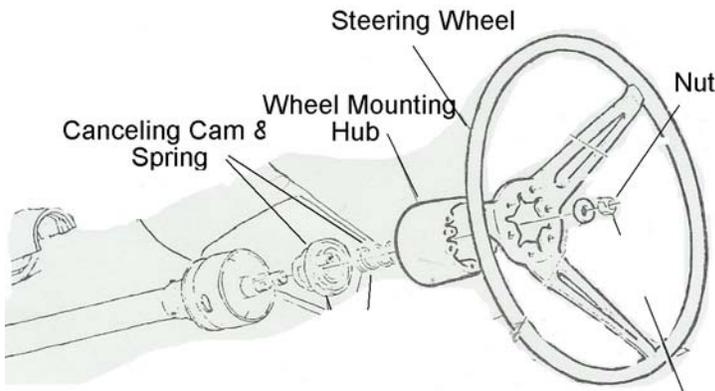
- 1) Install horn contact kit into canceling cam tube and turn to lock.



- 2) Align steering wheel adapter so that the canceling cam hole is at approximately the 11 o'clock position and one of the steering wheel mounting holes is at the 12 o'clock position.



- 3) To install the wheel adapter run the horn contact wire through the hole for the canceling cam and place the adapter on to the splined column shaft.
- 4) Tighten the adapter-retaining nut until the adapter is approximately 1/16" away from the column shroud.



Connecting Electrical System

Caution: Before disconnecting your original steering column wiring harness please verify each wire color and function on the worksheet below. Some wire colors may vary from year to year.

FLAMING RIVER COLUMN WIRING

P-WHITE-Brake light switch.....
N-DK Green-RR Turn signal.....
M-YELLOW-LR Turn signal.....
L-PURPLE-Turn Signal power.....

K-BROWN-Hazard power.....

J-DK BLUE-RF Turn signal.....
H-LT BLUE-LF Turn signal.....
G-BLACK-Horn.....

VEHICLE WIRING SHOULD BE

GREEN w/ Red stripe
ORANGE w/ Blue stripe
GREEN w/ Orange stripe BLUE
WHITE w/ Red stripe (69-70
BLACK w/ Red stripe)
(64-½ - 66 -- see HAZARD NOTE
below)
WHITE w/ Blue stripe
GREEN w/ White stripe
Connect to horn relay ground

Installing Horn Relay

The yellow wire from the vehicle connects to TERMINAL 30 (yellow wire) on the horn relay; the blue wire with the yellow stripe connects to TERMINAL 87 (Red Wire). The black wire from the column connects to TERMINAL 85 (brown wire). Run a jumper wire from TERMINAL 86 (blue wire) to TERMINAL 30 on the horn relay. **The BLACK wire on the relay is not used.**

NOTE: For 1964-½ models, the horn relay is not required for this application; vehicle has a relay from the factory. Black wire from column will be connected to blue w/yellow stripe to complete the ground circuit.

HAZARD NOTE: From 1964-½ to 1966 vehicles did not have hazards, so no hazard power wire is present but can be added by purchasing part # fr20118-1

Color Verification to be completed before disassembly

Brake Light Switch	_____
RR Turn Signal	_____
LR Turn Signal	_____
Turn Signal Power	_____
Hazard Power	_____
RF Turn Signal	_____
LF Turn Signal	_____
Horn	_____

Once the wiring has been connected, reconnect the ground cable to the battery.