



Retrofit Steering Column Installation Instructions for 1978-79 Ford Trucks

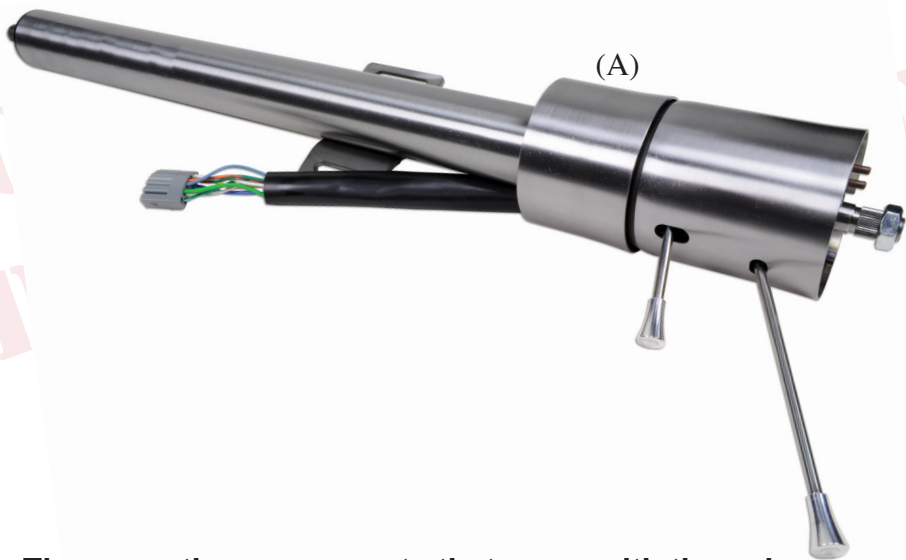
For #'s 1170815010, 1170815020, 1170815051



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Instruction #: 8000000043 REV 10/10



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

- 1. Column
- 1. Ford Wire Plug (attached to column)
- 1. Instructions & Dress Up Kit (2 knobs & levers)
 (Dress Up Kit installed on this column)

We will work through this installation using all these parts. For instruction purposes we will assume your truck 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.

Please note: This installation may vary if you have a 2 or 4 wheel drive truck. 2 Wheel drive trucks will have a Rag Joint and 4 wheel drive trucks will have a u-joint.

1.) Remove the pinch bolt from either one of the joints.

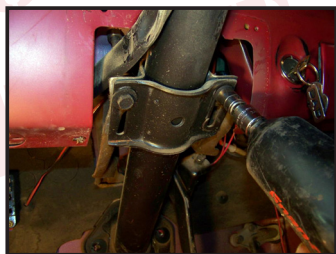
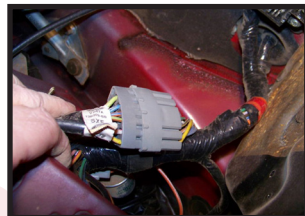
2.) Remove the 4 screws on the dash trim piece. Carefully remove trim cover. This part will be re-used.



3.) Remove bolts from the firewall mount and slide the mount up column.

4.) Disconnect the wire plug from the dash to the column.

Note: Be very careful with the release tabs on the plug because of their age they are typically quite fragile.



5.) Remove the 2 bolts from the dash mount, but remember the column will drop when the last bolt is removed. We recommend that this is done while sitting in the vehicle. You could use your knees to support the steering wheel while removing the bolts.

6.) **A. 2 Wheel Drive:** Keep the column in line with the dash bracket and give a quick tug toward you and the column should pull out from the rag joint.

B. 4 Wheel Drive: Once the column is loose from the dash exit the vehicle and set the column/wheel on the seat. Go to the engine side of the firewall and use a large regular screw driver or small chisel and drive, twist or hammer the u-joint open. Then pull the column out of the joint. This u-joint will come off, but it may not be easy to remove it.



7.) Once the column has been removed from your vehicle, remove the firewall mount and original seal. Place them off to the side for these items will be re-used when installing the new column. You may want to clean these items and repaint them prior to re-installation. Since this seal is stopping fumes and water from coming in the cab inspect it and replace it if they are cracked or damaged in anyway.

RE-INSTALLATION of ididit Column:

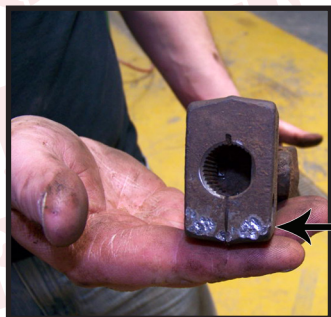
It is now assumed that you have prepped and painted the new column (if necessary). It is recommended that the lower 8 inches of the column is wrapped with masking tape when installing it to prevent scratches to your paint, powder coat or chrome!

1.) Slip firewall mount and seal up the column approximately 6 inches and loosely tape the mount to the column to keep it out of the way.

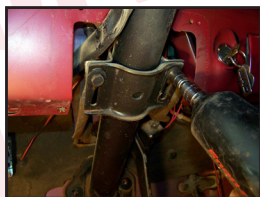
2.) **A. 2 wheel drive:** From inside the truck slip the column into the rag joint. Then loosely install the bolts through the dash mount and into the dash. It may be necessary to move the column in or out slightly to install the pinch bolt on the rag joint. Tighten the rag joint bolt before tightening the column dash bolts. Make sure the rag joint is not under stress, the rubber part of the rag joint should be flat and not pushed or pulled by the column.



B. 4 wheel drive: It is recommended that you have a helper to align the u-joint onto the splined shaft as you install the column. This person can also verify the joint is slipped over the column correctly. You can now install the pinch bolt onto the joint. Once the pinch bolt is installed on the column it can be bolted to the dash loosely.



3.) Now remove the tape holding the firewall mount. Install the firewall mount loosely making sure the seal lines up with the mount. Next install the 4 screws for the firewall mount loosely.



4.) Tighten the dash and firewall mounts to the vehicle securely.

5.) Connect the electrical connector from your dash back into the new steering column. Simply plug them in. If the lock tabs were broken during removal, use a zip tie between the wires near the middle of the plug to secure the ends from coming apart.

6.) Install the dash trim with the original 4 screws.

Please Note: There are two different trim pieces. One measures 2 5/16" long the other is approximately 2 1/2" longer. The short one (Part #: D8TA-3530-EWA) is what we had used and it worked fine with no modifications; however the longer one will need to be trimmed to fit. Make sure to measure twice and cut once. Once you have decided the location of the cut, wrap painters tape around the diameter of the trim piece. If your cab is forward or back on the body mount it will make this measurement wrong. *If you do have the long style trim piece it is highly recommended to cut it with an abrasive or die grinder. Do not use something such as Tin Snips; it will crack when you cut it.*



Short Trim Piece



Cut Long Trim Piece

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.



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.



Wheel Installation:

Make sure your road wheels are pointing straight forward and your column and all mounts are completely secure. Next install your OEM wheel with all of the original components or add an aftermarket wheel with an adaptor. Torque wheel nut to 35lbs.



Final Check:

Now that your steering column, mounts, wheel, knobs and handles are installed you can now check your turn signals and flasher lights. Finally check your horn to see that it honks as it should.

Your installation is now complete!

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



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