



Retrofit Steering Column

INSTALLATION INSTRUCTIONS

for 1964 Ford Falcon

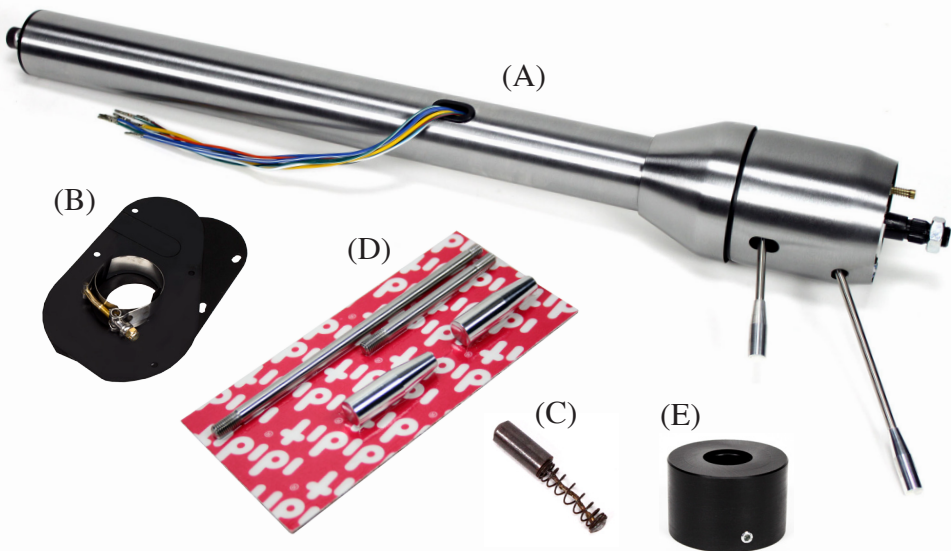
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WARNING: The column shift column is a full 2 inches longer than the original column!

The ididit **1964 Ford Falcon** Steering Column comes complete with these components:

- (A) Column (*Paintable Steel column pictured*)
- (B) Floor Mount & Hardware
- (C) Horn Brush
- (D) Instructions & Dress Up Kit
- (E) Gearbox Cover

We will work through this installation using all these parts. For instruction purposes we will assume the vehicle is all original and has a factory manual steering gear box and an OEM harness.

Please Note:

A 3/4"-36 x 3/4"DD Coupler (part # 3000313449) is required for installation.

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OEM COLUMN REMOVAL:

Verify that your steering wheel and driving wheels are straight.
Disconnect positive battery cable.

To remove the horn button on your stock steering wheel, push it in, then rotate counter clockwise. Remove the steering wheel nut on the top of the column and use a wheel puller to pull the original steering wheel off the column.

Below the dash mount you should see two bundles of wire coming out of the column and going to the dash harness. There are 2 wires that are grouped together and also a group of 6, each with a connector on the end. (*Figure 1*) Gently disconnect these connectors. The connectors are very fragile and may break. (We have provided replacements just in case.) Once disconnected, tape these wires to the column to keep them out of the way.

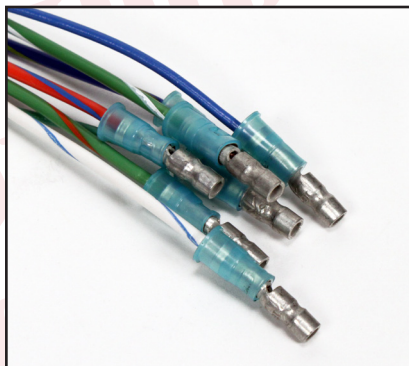


Figure 1

If you are removing a column shift column, remove the linkage under the hood for the lower shift lever.

Back inside the car, remove the six screws holding the floor mount and gasket in place. (*Figure 2*) It may be necessary to pry or scrape the gasket to remove it from the fire wall. We included a new one with your column, so don't panic if the old one gets damaged.



Figure 2

Located just behind the edge of the dash is the dash mount, carefully remove the 2 bolts that hold the column to the dash. (*Figure 3*) **NOTE** when these bolts are removed the column will be free from the dash and may drop a little so watch your head!

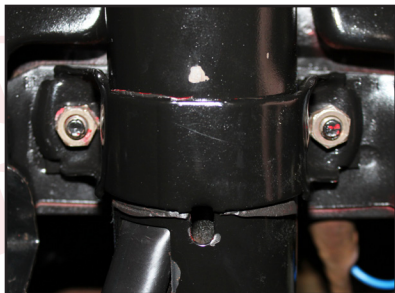


Figure 3

The outer column, (Mast jacket) should now be loose. Gingerly wiggle and pull the outer cover of the column from the shaft. There will be years of dust, grease and maybe some rust holding it in place. If this is a column shift you will need to rotate the column so the lower lever does not catch on the firewall.

REMOVAL OF THE GEARBOX

The first step is to remove the pitman arm. Using the specialized puller makes this step a breeze.

If you have a vehicle lift and no headers you can just remove the bolts from the box to the frame and drop the gearbox out the bottom.

If you have headers or no way to lift a vehicle 4 ft you will have limited access and will be required to cut the shaft off first and then drop the smaller package thru to the ground. To do this it is recommended that you remove the bolts that hold the box to the frame rail and the 2 lower bolts for the idler arm. Then have a buddy push the box up to the fire wall as close as possible. Using a Sawsall or a cutoff wheel, cut the shaft off the box making sure to leave at least 2 inches of shaft out past the cast shoulder on the box. (Figure 4)

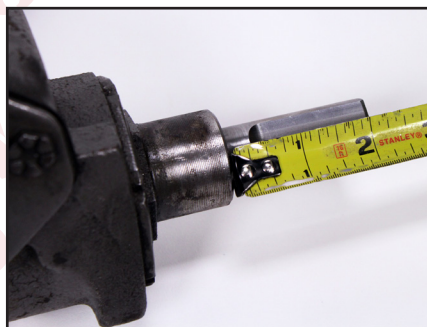


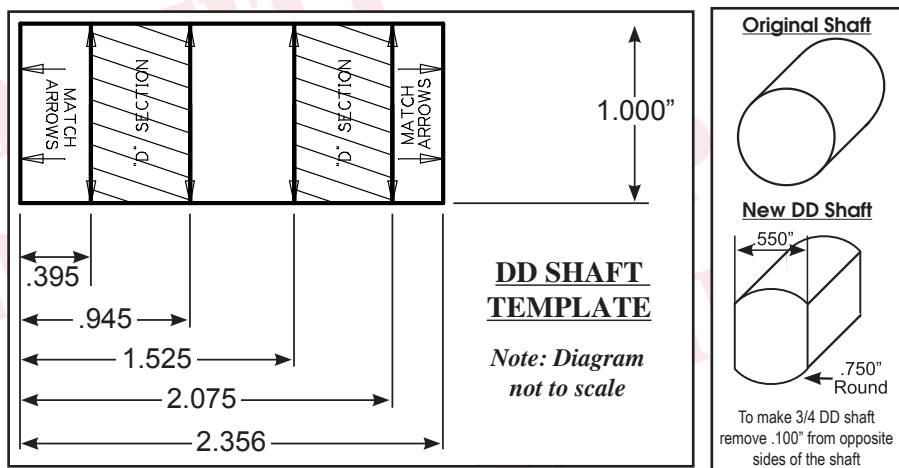
Figure 4

Now that the shaft is shorter you should be able to wiggle the box out.

Once the steering box is out, you should be able to measure 2" from the cast shoulder on the box and cut the shaft off cleanly. (Figure 4)

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 located on the next page.

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.*

Once the shaft is modified, slip the gearbox cover on the box and rotate it so that the set screw is facing down. Snug the set screw just enough to keep the cover from spinning. Then slip the DD end of the coupler onto the gearbox shaft and tighten the set screws. This will tell you where to spot drill for the coupler. We recommend using the point of a 5/16” drill and drill into the shaft approximately 3/16” deep. This will allow you to anchor the set screw to the shaft. (Figure 5)



Figure 5

Use Loctite and install the coupler’s set screws and jam nuts onto the gearbox shaft. (Figure 6)



Figure 6

If you have purchased a shift indicator for your column shift column this is the time to install it. Follow the instructions that were provided, but please note that there is a large bolt head that sits dead center on the top of the column. Also if you install the turn signal lever and move it to the neutral position it should be level. (Figure 7)

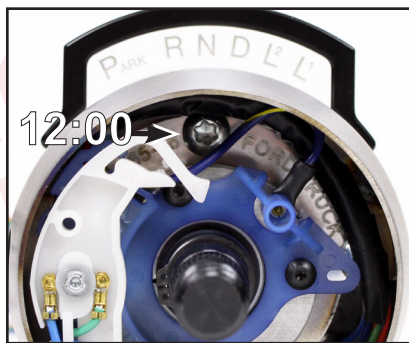


Figure 7

INSTALLING YOUR IDIDIT COLUMN

You will need to center the gearbox travel. To do this, count the turns while rotating completely from right to left then rotate back 1/2 as much. (So if the count was 5 turns then go back 2 1/2 turns) Now reinstall the gearbox to the frame along with the idler arm mount. Line up the 4 alignment teeth and re-attach the pitman arm. (Figure 8)

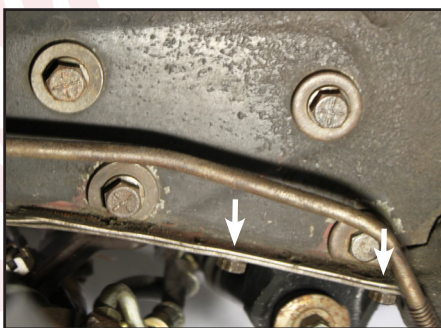


Figure 8

You will notice on the provided floor mount that it has a knock out for a clutch. If you will not be using a clutch DO NOT use the small triangle piece. The floor mount and gasket should be installed with the gasket against the floor steel and the mount tabs pointing towards the driver followed by the carpet jute and then carpet. We recommend not using the rubber trim piece as it will not work with the clamp from the mount. (Figure 9) Once the floor mount is in place, loosely tighten the 6 screws.



Figure 9

To prevent scratching, apply about 4 inches of masking tape around the bottom of the column then slide the floor mount clamp up the column and

secure with tape so that it is out of the way.

You will be re-using the original dash mount so check to make sure the rubber on the U piece (*Figure 10*) and the cardboard backer on the dash to upper mount surface (*Figure 11*) are in place & in good condition. These pieces are important because the cardboard stops the squeaks and the rubber adds traction.

(If you are installing a column shift column, please set the lower shift lever between the coupler and the column with the bend facing away from the end of the column.)



Figure 10

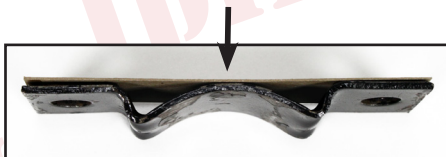


Figure 11

Slide the spline shaft of the column into the coupler. When properly installed, the set screw for the coupler should line up with the groove on the shaft. Remember to use Locktite on the set screw & jam nut. You should be able to install the column and loosely clamp the dash mount in place. (*Figure 12*)

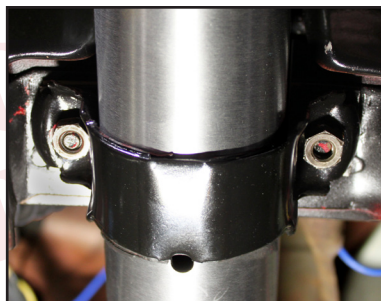


Figure 12

The dash mount tab should be facing the fire wall and align with the slot in the column. Next, slide the floor mount clap down the column and slide it over the extensions on the floor mount. (*Figure 13*)

If everything is positioned properly, you can start tightening the mounts, starting with the dash mount. Tighten the dash mount to 108-156 inch lbs. Tighten the 6 floor mount screws then secure the clamp on the 2 tabs and tighten to 50 inch lbs.



Figure 13

WIRING INSTALLATION

Now that the column is installed, the turn signal switch can be wired up.

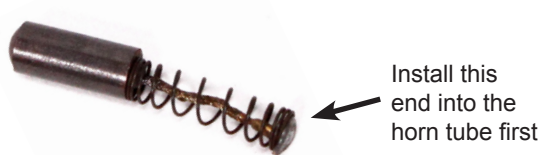
The turn signal switch has 7 bullet style connectors. Follow the diagram below for the correct color pin to connect the ididit wiring to your original harness.(*Figure 14*) **Please note** the last wiring pair is not a perfect color match. The orange is the same but the tracer is slightly different. The original tracer is black and the tracer used on the column is blue.

1964 FORD FALCON Wiring Diagram

CAR	FUNCTION	COLUMN
1 BLUE/YELLOW	GROUND FOR HORN RELAY	BLUE/YELLOW
2 GREEN/WHITE	LEFT FRONT TURN	GREEN /WHITE
3 WHITE/BLUE	RIGHT FRONT TURN	WHITE /BLUE
4 BLUE	TURN FLASHER FEED	BLUE
5 GREEN	BRAKE FEED	GREEN
6 GREEN/ORANGE	LEFT REAR TURN AND BRAKE	GREEN/ORANGE
7 ORANGE /BLACK	RIGHT REAR TURN AND BRAKE	ORANGE/BLUE

Figure 14

Included in the 1964 Falcon column package is the horn contact or “brush”. Install the horn brush with the spring end facing down, into the blue plastic tube that is sticking out of the top of the turn signal switch. Before installing, apply some dielectric grease on each end of the brush. The back of the steering wheel should also get a thin layer of grease where the brush will ride.



KNOB & LEVER INSTALLATION

Open packaging and install the knobs onto the levers. The shorter lever is the tilt lever, and is threaded into the hole on the column closest to the dash. (Figure 15) The longer lever is the turn signal lever, and is threaded into the hole closest to the steering wheel. We recommend using Loctite. (If you have a column shift, install the shift knob with the set screw facing the dash.)



Figure 15

STEERING WHEEL INSTALLATION

This column has a Ford top shaft and will accept your stock 1965 Falcon steering wheel.

Before installing your steering wheel, apply dielectric grease on the horn pins on the column and on the steering wheel grooves they ride in. When you put your wheel on, make sure the pins are collapsing straight and not being bent over.

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 35 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. (Figure 16)



Figure 16

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.

COLUMN SHIFT LINKAGE INSTALLATION

Verify that the transmission is in park and then shift the column into park. Next, compare the rotation of the lower shift lever and the linkage while matching the lever to the closest matching threaded holes in the column.

Using the provided screws and washers, install the lower shift lever into the closest location. (*Figure 17*)

Shift the column and transmission into neutral then loosen the adjustment hardware and loosely install the linkage while making sure there are no pinch points where the linkage will rub on the floor, firewall or the lower shift lever body. If all looks good, tighten the hardware and move the column thru the gears checking for any rubbing, grinding noises or marks. (*Figure 18*)

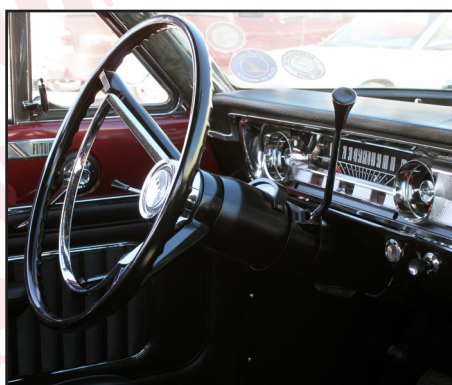
If you find that the shifter is a little stiff don't worry, it will soften a little as you break it in. If the linkage is very hard to move however, try loosening the floor mount just a little. The floor mount sometimes gets over tightened which then adds to the required force.



Figure 17



Figure 18



idit, 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 8:30 am - 5:30 pm and Saturday 10:00 am - 2 pm EST. You can also email us at tech@iditinc.com

This image shows a blank 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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