



Retrofit Steering Column

INSTALLATION INSTRUCTIONS

for 1965 Mercury Comet

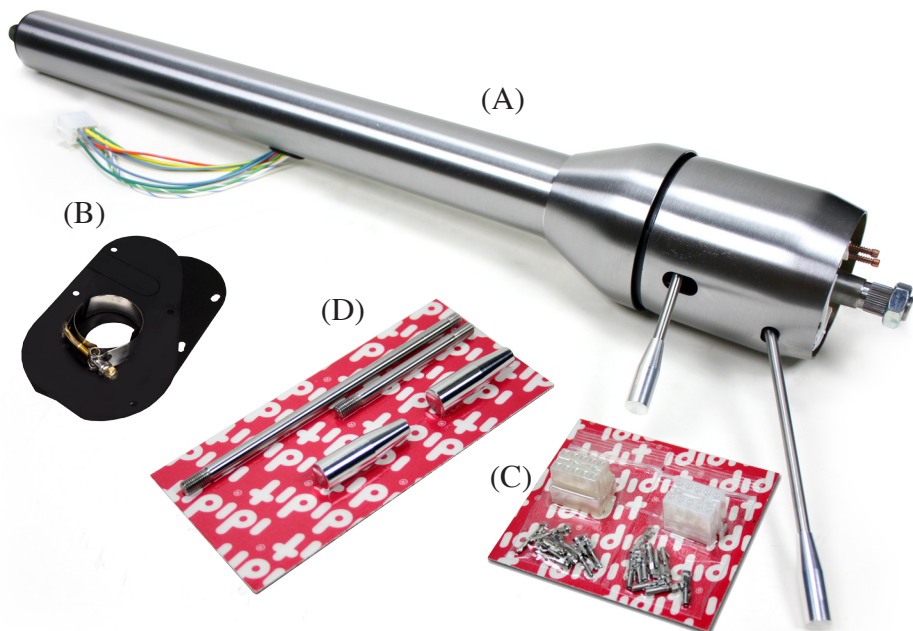
FOR PART NUMBER'S: 1170905010, 1170905020, 1170905051



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The ididit **1965 Mercury Comet** Steering Column comes complete with these components:

(A) Column (*Paintable Steel column pictured*)

(B) Floor Mount & Hardware

(C) Wiring Connector

(D) Instructions & Dress Up Kit

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.

Next, go under the dash and disconnect the 2 wiring connectors between the column and the dash harness. If you plan on reusing the OEM connectors be extremely careful when you disconnect as these connectors are very brittle.

On the original column, located about 6-8 inches from the floor, is a ground wire that is attached with a screw. (Figure 1)
Remove this screw. (Figure 2)

If you are removing a column shift column, remove the linkage under the hood for the lower shift lever. This should be a clip or a ball and socket.

Back inside the car, remove the six screws holding the floor mount and gasket in place. 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.

Located just behind the edge of the dash, 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!

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.

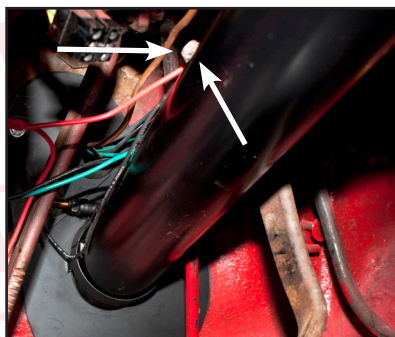


Figure 1

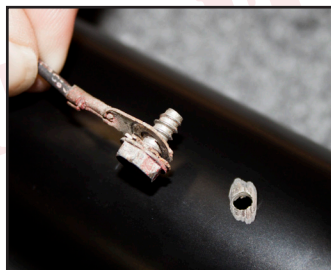


Figure 2

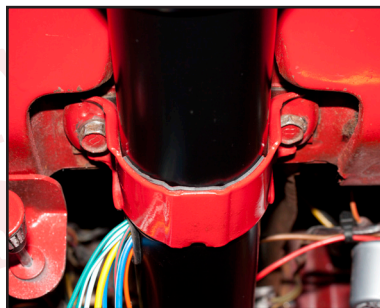


Figure 3

If this was 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 the puller doesn't work for you, the old fashion smack with a big hammer will do the trick.

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. Due to limited access, you 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 push the box up to the fire wall as close as possible. Then using a Sawsall or a cutoff



Figure 4

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)

Now that the shaft is shorter you should be able to wiggle the box out. (We had a Comet Cyclone and had to loosen the header to get 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 5)

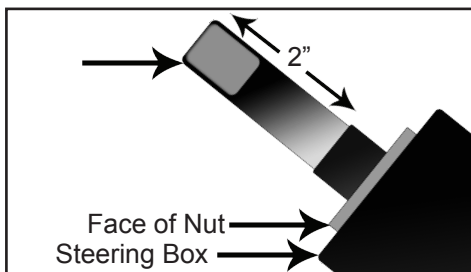


Figure 5

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. (Figure 6) 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.

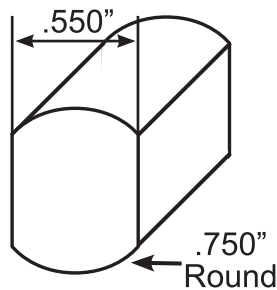
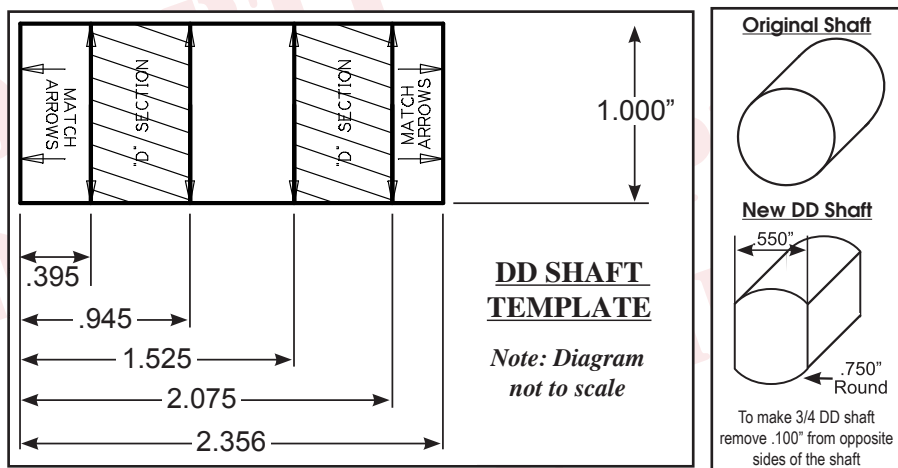


Figure 6



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 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 7)

Use Locktite and install the coupler’s set screws and jam nuts onto the gearbox shaft. The gearbox is now ready to go back on the frame. (Figure 8)

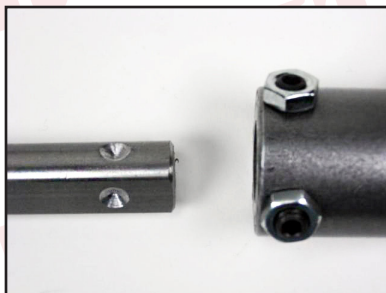


Figure 7



Figure 8

WIRING INSTALLATION

The first few tasks will be easier to do on a workbench before installing the column in your car.

New male and female connectors with terminals are included with your new ididit steering column. You may use these new connectors with your wiring or you can use the original connectors. The terminal pins in the new connectors are the same size as the original. If you have an aftermarket harness these may be helpful for a clean installation. (Figure 9)

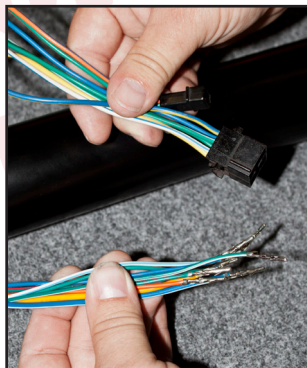
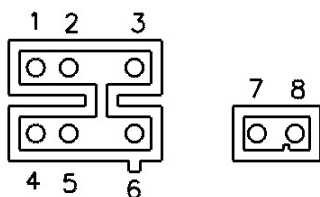


Figure 9

If you are using the OEM connectors see the diagram below for the correct color pin out on your column. (Figure 10)

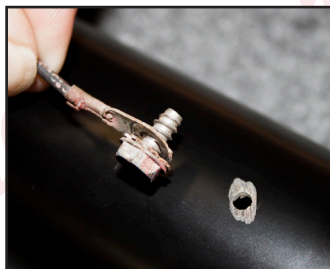
TERMINAL SIDE **Steering column plugs**



- | | |
|-------------------------|-----------------------|
| 1 Blue | TURN FLASHER FEED |
| 2 Green | BRAKE FEED |
| 3 Yellow | HORN FEED IN |
| 4 Blue / Yellow tracer | HORN FEED OUT |
| 5 Green / White tracer | LEFT FRONT TURN |
| 6 White / Blue tracer | RIGHT FRONT TURN |
| 7 Orange / Blue tracer | RIGHT REAR TURN BRAKE |
| 8 Green / Orange tracer | LEFT REAR TURN BRAKE |

Figure 10

As mentioned previously, a ground wire was attached to the original column. This would be a good time to remove any paint or powder coat for this ground wire to do its job.



INSTALLING YOUR IDIDIT COLUMN

Center the shaft on the steering box and reinstall. Align the front wheels and reinstall the pitman arm.

Before installing the column, slip the clamp and floor mount with gasket onto the new column (*You can put the floor mount and gasket in place first if you prefer*). The floor mount has a place with a knockout for clutch rod if you need it.

You are now ready to position the column in the vehicle. You will be using the original dash mount, so check to make sure the rubber on the dash mount is in good shape.

Slide the spline shaft of the column into the coupler. You should be able to install the column and loosely clamp the dash mount in place.

(Figure 11)

The dash mount tab should be toward the fire wall and aligned with the slot in the column.



Figure 11

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, and install the ground wire under one of them, then secure the clamp on the 2 tabs and tighten to 50 inch lbs.

While you are under the dash, connect the two wire plugs and attach the ground wire to the steering column.

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. The longer lever is the turn signal lever, and is threaded into the hole closest to the steering wheel. We recommend using Loctite.



STEERING WHEEL

This column has a Ford top shaft and will accept your stock 1965 Comet 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.

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.

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

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