



Retrofit Steering Column

INSTALLATION INSTRUCTIONS

for 1962-66 Nova

*FOR PART NUMBER'S: 1120646010, 1120646020, 1120646051,
1070646030, 1070646040, 1140646010, 1140646020,
1140646051, 1150646030, 1150646040*



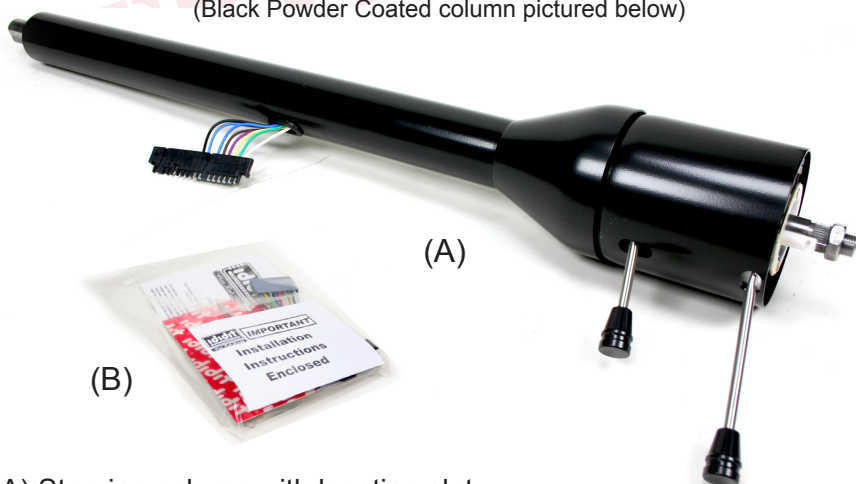
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These are the components that come with the column.

(Black Powder Coated column pictured below)



(A) Steering column with locating slot

(B) Instructions & Dress up kit (Dress Up Kit pictured with above column)

These components can be purchased separately depending on your specific installation:



(C) **Coupler** - When used with the OEM gearbox a 3/4-36 X 3/4 DD coupler is necessary (PN: 3000313449).

(D) **Floor Mount** - ididit recommends our Made to Fit Nova Floor Mount (PN: 2400020010) that will secure the lower end of your column to the firewall. See pg 5 & 6 for the specifics.

(E) **4-Way Flasher Kit** - This 4-way Flasher Kit will connect directly between the OEM dash harness and the new ididit column. These kits are broken into 3 year groups 1962 (PN: 3100037616), 1963-65 (PN: 3100037618) and 1966 (PN: 3100037542).

Images or examples in this booklet may vary from your specific installation.

We will work through this installation using all these parts. For instruction purposes we will assume the car is all original and that the dash has not been modified.

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REMOVAL of OEM column and gearbox:

Disconnect battery.

Unplug the OEM wire plug from the column and if your vehicle is equipped unplug the neutral safety switch as well.

Align driving wheels straight ahead. If column shift, block tires to prevent car from rolling.

Remove your steering wheel.

Loosen and remove the bolts holding the column seal at the firewall. Pry, scrape or dislodge the seal from the floor.

Carefully remove the nuts that hold the column to the dash.

Note: That the alignment tab is facing the rear of the car.

If equipped, remove the shift linkage from the column in the engine bay.

At the very end of the column there is a clamp that holds the tube of the column to the gearbox. This clamp must also be loosened/ removed.

The outer jacket of the tube can now be pulled from the dash. Please use caution when moving the tube. If this is a column shift application remove the floor seal from the tube before you get the tube up to the

dash area. The tube will completely come off the shaft from the inside of the vehicle. You may have to rotate the tube to clear the firewall if column shift.

Gear box removal:

If switching to Rack & Pinion System:

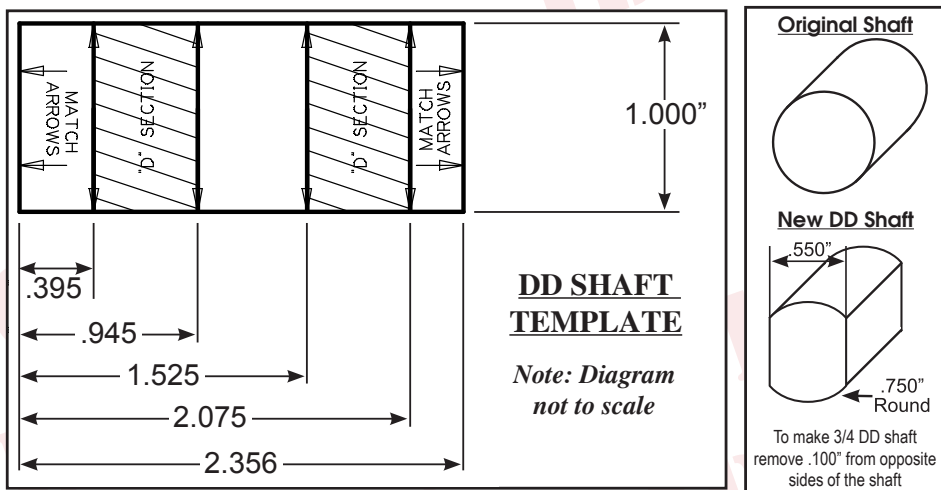
Raise the front of the car with jack stands. Jack the car up about 1 foot; unbolt and remove the pitman arm. Unbolt the gearbox from the frame. Unbolt the driver's side motor mount from the frame and jack the motor up just enough to slide the gearbox out. Once the gearbox is removed the motor mount can be re-attached. ***(If already using a Rack & Pinion system move on to pg 5)***

If keeping the Stock Box:

Measure down from the dash mount locating tab and mark the shaft at 21.5 inches. Then raise the front of the car on jack stands about 1 foot. Un-bolt the pitman arm from the gearbox and remove it. Unbolt the gearbox from the frame. You will have to support the motor and unbolt the driver's side motor mount from the frame. Jack the motor just high enough to remove the box. Once the box is removed the motor mount can then be re-attached.

Gear box modifications:

The shaft of the gear box must now be cut to length and modified to accept the DD Coupler. 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 by using the measurements from the diagram shown on the previous page.

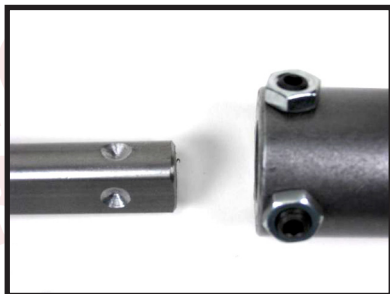
Starting from an 1/8 from the bottom, wrap the paper template around the shaft and match the horizontal arrows together.

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 slide the coupler onto the shaft. Mark and drill the shaft so that it has a dimple for the set screw. We recommend a 5/16 drill, just deep enough to sink the point of the drill bit. (Figure 1) This will allow you to anchor the set screw to the shaft. Use locktite to secure the setscrew and jam nut from the coupler to the shaft.



(Figure 1)

Now you can install the gearbox back on the frame.

Note: The gearbox was probably turned during this process and needs to be re-centered. Do this by turning the gearbox all the way in one direction and then count the turns in the opposite direction until the box stops. For example: Let's say the count was 4.5... divide that by 2. In this case bring the box back 2 ¼ turns and it is centered.

Now the pitman arm can be re-attached and tightened. Once that is completed the car can be set back down on its tires. Verify the wheels are still pointed straight ahead.

Installing the column:

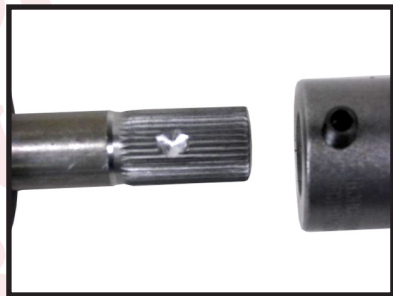
You will be using the original mounts, but you may want to consider replacing the floor seal. Normally it will be pretty trashed from removing it the first time.

Protect that new column!!! We recommend that you wrap the lower 4-6 inches of the column with masking tape. Then slip the seal & floor mount (with tabs facing engine compartment) over the column. Tape the seal & mount to the column so it doesn't scratch the column.

A helper would be handy at this time!

You are going to loosely install the column to mark the setscrew location.

Install the steering column by sliding it gently through the firewall and into the coupler. (Figure 2) You may have to turn the shaft slightly to engage the spline into the coupler. While your supporting the column verify that the column aligns with the tab in the upper half of the dash mount. The column should be inserted into the coupler 1 inch.



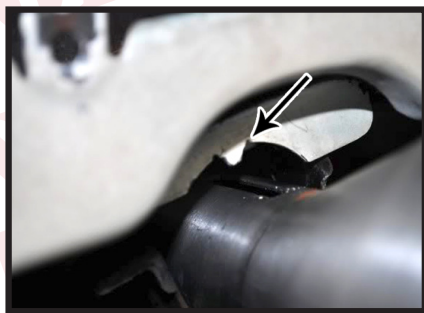
(Figure 2)

While holding the column have your helper install the setscrews into the coupler. Next gently tighten them onto the column & then loosen and remove the setscrews. Doing this will mark the spot where you need to drill the shaft! Now remove the column out of the vehicle and spot drill a dimple into the shaft with the same 5/16 drill bit approximately 1/8 of an inch deep. This should be just past the bottom of the spline depth.

You will want to clean and debur this area fully, we recommend using a small file.

Now have the helper go back outside the fire wall and guide the column into the coupler. Install the setscrew and jam nut with Locktite. Make sure the setscrew aligns with the dimple on the column.

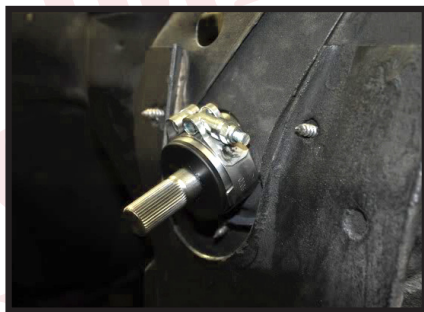
Once the column is in place install the upper and lower halves of the dash mount loosely. (Figure 3)



(Figure 3)

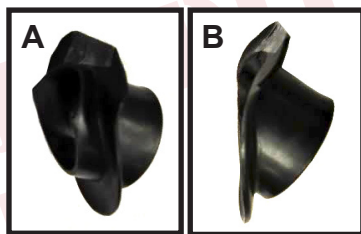
Rack and pinion Installation:

Slide the gasket & floor mount down the column tube with the prongs of the floor mount facing towards the engine compartment. Align the floor mounts screw holes with the original holes in the floor. Align the gasket and install the 4 screws with the large washers. Make sure the dash mount's alignment tab is engaged and secure the mount with its two fasteners. (Figure 3) Tighten the two bolts that hold the column to the dash. Now, from the engine side install the clamp around the column and the two tabs and tighten. (Figure 4)



(Figure 4)

For the rack column, the lower interior rubber trim piece (Figure 5A) will have to be modified as there is no way to slide the grommet into the floor mount Figure 5B is the finished trimmed part ready for installation. Install the gasket loosely. Put a dab of silicone or trim adhesive on the inside where it meets the column to secure it. You may want to put a piece of tape around the grommet for 24 hours or until it dries. Figure 6 shows the trimmed part properly installed.



(Figure 5)



(Figure 6)

Gearbox Installation:

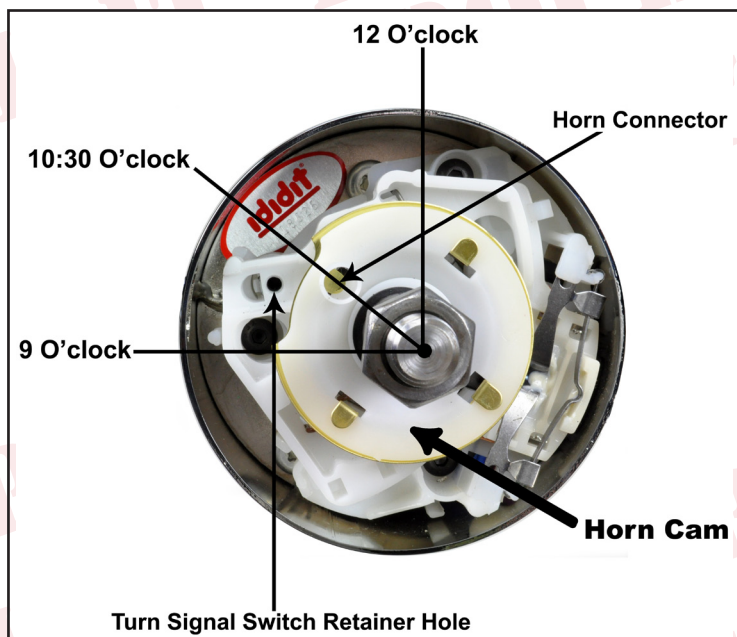
Slide the seal down the column and align the screw holes for the seal to the firewall holes. Install the 4 screws with the large washers.

Make sure the dash mount's alignment tab is engaged and secure the dash mount with its two fasteners. (see figure 4 on page 5)

Install the lower trim piece on the column and work it into place.

Synchronizing your Steering Column:

On the top of the steering column there is a white plastic piece with a male tube sticking up from it. This is called the horn cam. On an ididit column this should be centered between 10:30 and 11:00 with the front wheels straight. This will make the column cancel its turn signals with equal turns of the steering wheel. To properly synchronize your column twist the horn cam until the male tube is between 10:30 & 11:00. It will have some tension but you can spin it by hand. Note: Do not try to twist the horn cam with the male end, grab the complete piece and turn. (Figure 7)

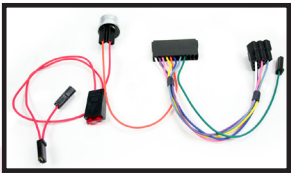


(Figure 7)

Electrical Connections:

OEM wiring w/Flasher Kit:

If you purchased the optional flasher kit; follow the provided instructions. (Figure 8)



(Figure 8)

The next section has a cross reference chart for the specific years that this column will work with. (The letters to the left of the ididit column colors is the letter on the Wire Plug from ididit)

1962 Nova

ididit column	Function	Car harness
P-White	Brake Feed	White
N-Green	Right rear, turn and brake	Purple
M-Yellow	Left rear, turn and brake	Pink
L-Purple	Turn signal flasher feed	Yellow
K-Brown	4-way flasher Feed	N/A
J-Dark Blue	Right front, turn and indicator	Dark Blue
H-Light Blue	Left front, turn and Indicator	Light Blue
G-Black	Horn (ground)	Dark Green

1963-65 Nova

ididit column	Function	Car harness
P-White	Brake Feed	White
N-Green	Right rear, turn and brake	Dark Green
M-Yellow	Left rear, turn and brake	Yellow
L-Purple	Turn signal flasher feed	Purple
K-Brown	4-way flasher Feed	N/A
J-Dark Blue	Right front, turn and indicator	Dark Blue
H-Light Blue	Left front, turn and Indicator	Light Blue
G-Black	Horn (ground)	Black

1966 Nova

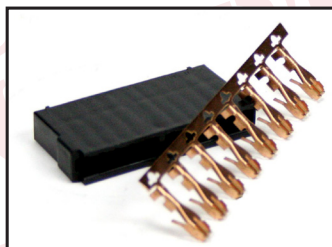
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J-Dark Blue	Right front, turn and indicator	Dark Blue
H-Light Blue	Left front, turn and Indicator	Light Blue
G-Black	Horn (ground)	Black

Aftermarket Harness:

If you have an aftermarket harness use the mate provided in the kit. Our column has the 3 7/8 inch male GM plug.

OEM wiring w/out Flasher Kit:

If you have the OEM harness and chose not to get the flasher kit... we have a female connector kit PN# 3106050010. (Figure 9) This kit includes all the terminals and the matching connector to the column.



(Figure 9)

Knobs & Levers:

Tilt Lever:

After removing all items from the package, screw the knobs onto the levers. The tilt lever is installed on the left side of the column in the threaded hole located closest to the dash. We recommend using Locktite. (Figure 10)



(Figure 10)

Turn Signal Lever:

A screw is provided with the Dress-up kit. This screw will secure the turn signal lever to the column. **PLEASE NOTE** there are two holes on the turn signal switch. One D shaped and the other is round. The screw is to be inserted in the round hole! Use a #2 Phillips screw driver to tighten this screw tightly. It holds the lever and the switch half's together. (Figure 11)



(Figure 11)

Emergency Flasher Knob:

The Emergency flasher is threaded into the hole located on the right side of the column. You will notice the plastic portion that the flasher screws into is flush with the outer surface when the flashers are in the off position. It is easy to accidentally turn the flashers ON while installing which could lead to problems later. Check to make sure the flashers are in the OFF position before continuing. (Figure 12)



(Figure 12)

Hook the battery back up & continue with the last steps of this installation.

OEM wiring w/Flasher Kit:

Test the turn signals:

1. Push brake pedal, brake lights should come on.
2. Push 4-way flasher in and verify that the interior indicators and exterior flashers are flashing properly.
3. Turn key to on position.
4. Check both left and right turn signals and indicators.

Steering wheels: Torque Steering Wheel Nut to 45ft LBS

Aftermarket Wheels:

This column is designed to accept GM steering wheels from passenger cars manufactured from 1969 to the late 1980's (Pre airbag). Steering wheel Adaptors for most aftermarket wheels are available through ididit.

OEM Wheels:

Due to the column diameter, OEM wheels for this car will not match perfectly. The spline and taper are correct but these wheels need an adaptor ring to match the column perfectly, and also need a new hole for the horn wire drilled in the wheel. This kit (Figure 13) and instructions are available and it is part # 2612100040



(Figure 13)

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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