

Installation Instructions

STEERING KIT FOR 67-68 MUSTANG, WITH STOCK COLUMN

*Please read these instructions completely **BEFORE** starting your installation!*

NOTE: Mock up the entire rack-to-column connection before you drill & pin anything!

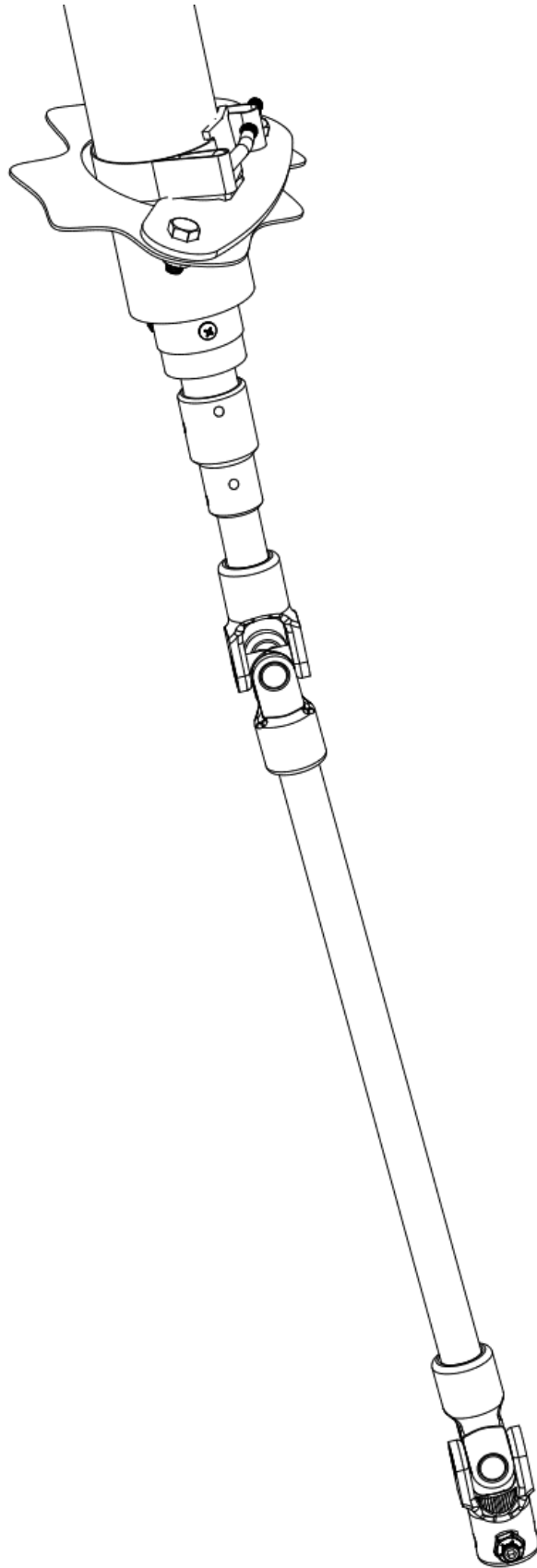
- 1) Start by cutting the rag joint off of the stock steering column shaft. There should be approximately 2" of shaft sticking out. Slip the column adapter in place onto the existing steering column shaft. It should slip a minimum of 1" onto the column shaft.
- 2) Cut a 3" section of the supplied 24" tube off and use it to connect the column adapter and the upper U-Joint. Ensure at least 1" of tube is inserted into the U-Joint and the column adapter.
- 3) Next, assemble the lower U-Joint on to the steering rack. Cut the remaining length of shafting to the required length and assemble it to the lower and upper U-Joints. Again, the shafting should slip into the U-joints 1". Rotate the U-joints on the assembled installation to check that they do not bind. If they do bind, the routing will have to be changed. After checking for bind, mark the tubs for reassembly and remove all the pieces.
- 4) Now all the U-joints and adapters can be pinned to the shafting. Slip the short shaft into the rack adapter and drill a 7/32 (.218) dia. hole through both pieces at the same time, using one of the spot drilled marks to start the drill. It also helps to first drill the hole using a drill one size smaller, then re-drill using the correct size drill. Press in one of the correct length pins from the supplied pin kit. Now, drill the second hole the same way, using the other spot drilled mark and then press in the second pin. Continue on to the U-joints, drilling and pinning the same way.
- 5) When the second U-joint is drilled, it should be aligned, or phased, with the first one. To do this, the bearing yokes on the two U-joints need to be lined up. Turn the second U-joint on the shaft until it is aligned with the first one. Look at your drive shaft if you are unclear about this.
- 6) The last one to drill and pin is the column end. This one can be done on the car. This last connection attaches the new column to the rest of the existing column, which is why it is the last one you should do. Also, this is the time when you should align the steering wheel. To do this, center the rack by turning the rack shaft until the rack is at its' center point of travel. Then turn the steering wheel until it is straight. Then go ahead and attach this joint. Again, it doesn't hurt to stop along the way to double check your measurements and trial fit the column assembly, just to make sure you have selected the best path for the column.



Figure 1. Cut off stock rag joint

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