Retrofit Steering Column

Installation Instructions

for 1976-86 Jeep CJ-7

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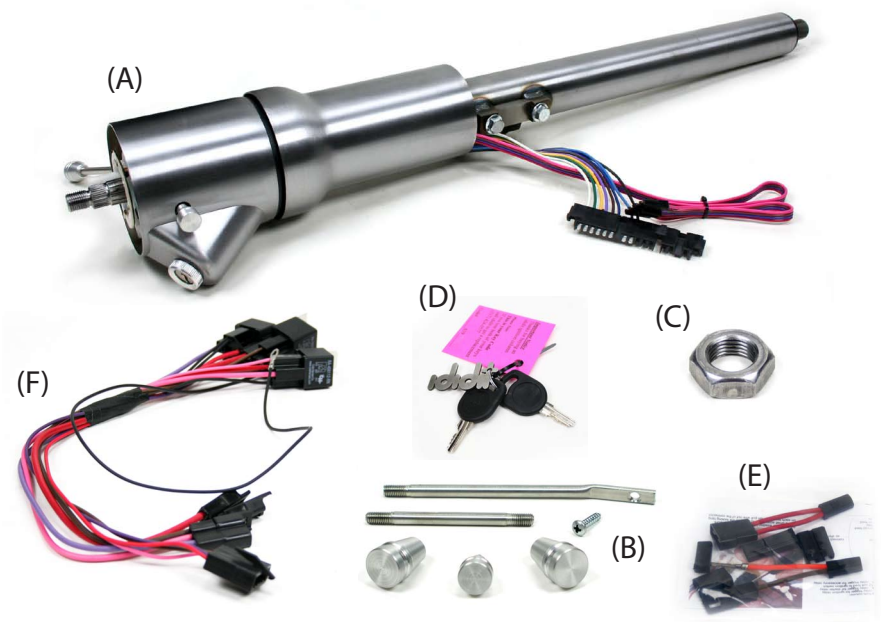


These are the components that should have come with the column.
(Standard Paintable Steel and Dress-Up kit pictured)

(A)1 Column
(B)1 Dress Up Kit
(C)1 Wheel Nut
(D) 2 Keys W/ Key Code
(E) 1 Jumper and Plug Kit
(F) 1 Relay Harness and Installation Instructions.

INDEX

Some of your components that were bolted to your existing column will be necessary for this retrofit installation. Before you begin disassembling the column please read over installation instructions.

It is recommended that you give the bolt that goes through the u-joint on the bottom of the column a good soaking with a penetrating fluid 6 hours prior to starting this project.

REMOVAL:

Disconnect the battery. We will be dealing with wires that have a direct connection to the battery. These wires are NOT fused.

(Figure 1)

Straighten the steering wheel so that the driving wheels and steering wheel are pointing straight ahead.

Loosen and remove the bolt on the u-joint that holds the column to the intermediate shaft with an 11/16" socket. (See Figure 1)

Remove the 4 screws that hold the dash cover. Slide this cover up the column and secure with a piece of tape. (See Figure 2)

(Figure 2)

(Figure 3)

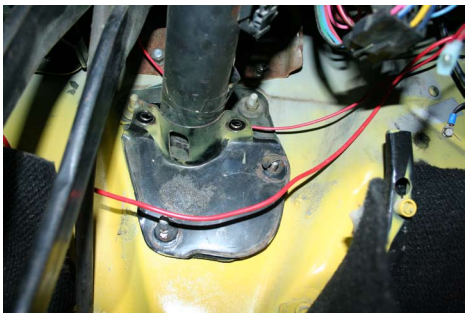
Locate the flat plug on the passenger side of the column at about 9 o'clock. There is a tab on the side of this plug that must be pried up to release. These wires are for the turn signals.(See Figure 3)

Locate the plug on the ignition switch at 12 o'clock. These have to be removed in order. Remove the black plug first. There are two tabs that must be depressed to release this from the socket. Then you can remove the clear/white plug; it has only one tab to depress.(See Figure 4)

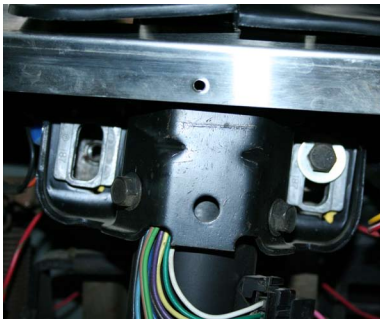
(Figure 4)

To remove the floor mount of the column. Start with the two vertical bolts, with a 1/2" socket loosen and remove the bolts. Then you can remove the other 4 bolts, also using a 1/2" socket. The mount then will need to be pried away from the firewall. If you're careful you can do this without destroying the seal. (See Figure 5) The seal will want to stay with the mount. Once removed, let the mount set loose on the column.

To remove the dash mount, there are 2 bolts that must be removed using a 9/16" socket with a 3" extension. These two bolts will cause the column to drop loose from the dashboard, so use some care when removing them. (See Figure 6)


(Figure 5)

Though it is possible to pull the column through the hole in the dash with the mount still attached, it is easier to do if you remove the electric part of the ignition switch first using a 5/16" nut driver.

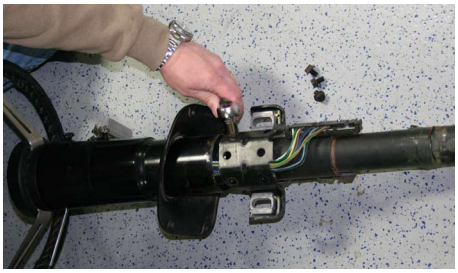

(Figure 6)

It is beneficial to have a helper at this point!!! The only thing still holding this column in the vehicle is the u-joint. (See Figure 7) The column now just needs to be pulled from this joint. If the column hangs up on this joint, the helper can pry this joint open slightly with a #2 regular screwdriver. This should release the joint from the column. Caution should be used while removing the column through the dash as there are lots of items that will catch on the dash while removing. Keep wires clear and remove the floor mount as soon as the column clears the floor board. You may have to rotate the column to clear these items while removing it.

You should now be able to remove the dash mount and the dash cover. Both of these items will be re-used for the new column. (See Figure 8 on next page) If you wanted to repaint the floor mount, this is the time to do that. Also, a new gasket for the floor mount might be a good idea too.

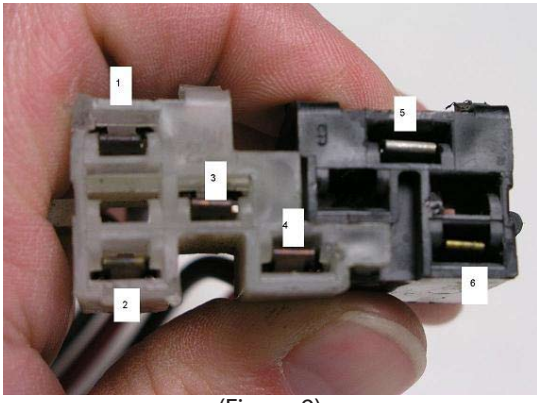

(Figure 7)

ELECTRICAL:



(Figure 8)

The electrical part of this is explained in the electrical packet you received with the column. It will tell you how to remove the terminals and what they attach to. The photo below is just a reference to the OEM plug. If you have an aftermarket harness these will most likely match color for color, but here is a brief description that should help. (See Figure 9)



(Figure 9)

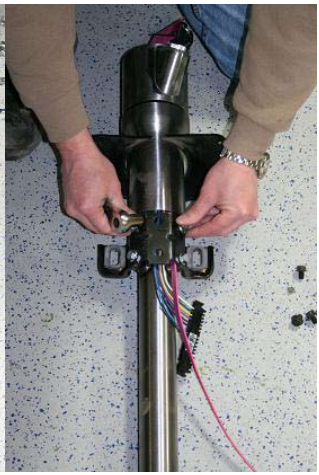
The black wire is a bulb check. This is only used to check the bulbs in the idiot lights. If this is important to you, you can use a toggle switch that has a ground on one side and this wire on the other side. When the key is in an on position and you flip this switch your idiot lights will come on. We do not address this, as our switch is not capable.

1. Blue goes to our Purple - starter solenoid
2. Red with White tracer goes to Brown side of our jumper - accessory feed
3. Red goes to our Red wire - battery hot
4. Yellow goes to our Orange jumper - accessory feed
5. Red with White tracer goes to our Pink - ignition feed
6. Black - not used

After all these connections are made you will have to secure these wires in an area that will stay dry and out of the way of brake, clutch and throttle peddles. There is a flat area between the heater and the throttle pedal that should be fine. It is not necessary to mount the relays, but tabs were provided if you wish. Do not mount the relays to the heater box as the excess heat is not good for the relays.

PREPARATION:

(Figure 10)



(Figure 11)

Slip the original dash cover onto the new column. Then install the dash mount with the new bolts provided. Note: The mount should have the rounded corners facing the bottom of the column. These bolts should be torqued to 22 ft. lbs. (See Figures 10 & 11)

Slip the column through the dash and install the floor mount and gasket over the column facing correctly. You may want to cover the edge of the dash with a cloth so you don't scratch your shinny new column. (See Figure 12)

INSTALLATION:

(Figure 12)

Get your helper to hold the u-joint from the intermediate shaft. Rotate the column shaft until the flat on the shaft aligns with the pinch bolt for the joint. Slide the column down into the joint. The column shaft should slide in with 1/8" or less of the spline showing above the joint. Install the original bolt and nut and tighten to 42 ft. lbs. (See Figure 13)

(Figure 13)

We want to install the dash mount and floor mount loosely until both are installed. Then, draw the dash mount up tight at 42 ft. lbs. Now you can tighten the two lower nuts on the floor mount to 22 ft. lbs., the vertical bolts to 22 ft. lbs. and then the upper bolts to 22 ft.lbs. This sequence allows the column and mount to draw down properly with the gasket. (See Figures 14 & 15)

(Figure 14)

(Figure 15)

The dash bezel is next. Install the 4 screws for this cover. Note the column and cover should be centered on each other. If necessary, the column bolts could be loosened and shifted a little either way. Make sure you re-tighten these if you move the column. (See Figure 16)

Now you can follow the instructions for the Dress up Kit for the levers and knobs.

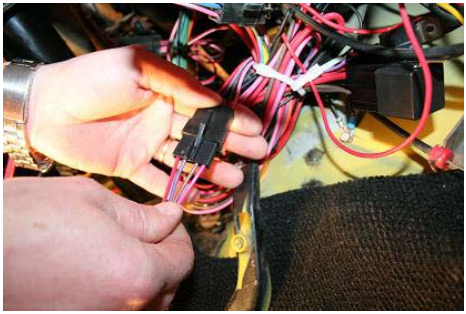
(Figure 16)

WARNING WARNING WARNING

IGNITION ELECTRICAL:

This is it… We're sorting the boys from the men now!! All joking aside this is where the truth comes out. Remember that we told you earlier that there is NO fuse in this system. This means that the next step, will either happen perfectly OR you'll have a problem. You are about to plug the ignition system together. If there was a problem with the wiring or a dead short anywhere, this is where it will show up! We advise that you plug this connector in only enough to make contact. Not enough to latch the clip on the plug. If there is a short, the Red wire will get very hot and begin to burn.

So if you are not comfortable with your wiring…watch out for this!!! This is another great chance to utilize your helper to make sure the plug can be unplugged.



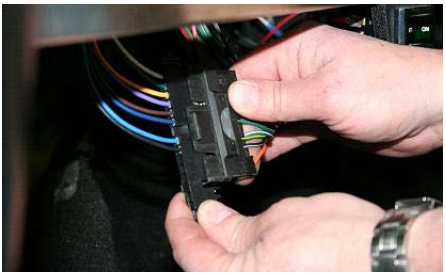
Now that we have you good and scared, lets get the ignition turned to the off position. Turn the key all the way counter clockwise, then come back clockwise 1 click. This is off. Now you can plug the two halves of the 4 wire plug together.

We can now test the circuits. One click back counter clockwise and the accessories should come on. (radio, heater blower)

Turn two clicks forward. This should have the accessories on and the ignition system on. (coil or electronic ignition has power)

Check that the vehicle isn't in gear!!! Now go to crank position. Starter should engage and vehicle should turn over.

NOTE: If your vehicle has no spark or power to the coil during the crank, you have reversed the two Red w/White tracer wires, #2 and #5. Please switch these two.

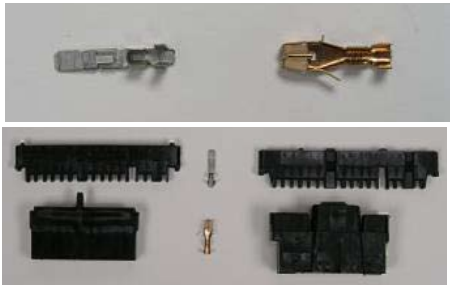


(Figure 17)

TURN SIGNAL ELECTRICAL:

It is time to plug in your turn signals. (See Figure 17)

Note. Our 1976-1986 column comes with a 4 ¼" plug installed. There is also a 3 7/8" plug for the early 1976 models. You just have to exchange the plastic part of the plug if you have this early 1976 model



If you have an aftermarket wiring harness, please resist the urge to cut the plugs off. We have both male plugs and both female plugs in stock if you need one that was not supplied with the kit. These plugs come with terminals and instructions.

You can verify function of the turn signals. With the key in an on position check both left and right turn signals. Then with key in an off position, check Hazard Flashers, in is on, out is off. And finally, check the brakes.

THE STEERING WHEEL:

The original wheel will bolt on almost like it was on the original column. Torque to 45 ft. lbs. The one thing that is different is the retainer for the horn pin. Originally this was a snap-in item, now it has a twist lock. This item is a small black plastic piece in the electrical bag. We bagged it all by itself so it wouldn't get lost. It looks like this.


Retainer

The complete assembly should go in this order.

If you have an aftermarket steering wheel you may have or need a wire to attach the horn. We have these but they are not supplied with the kit. (PART# MAT6009)


Horn Wire

The large nut on the wheel should be torqued to 45 ft. lbs and requires a 7/8" socket.


(Figure 18)


(Figure 19)

It is wise to either unplug the column or the horn while installing the contact plate. The contact plate is beveled and should be installed with the outside being the low part and the center sitting up. (Figure 18) Then install the can and plastic piece so it fits down into the can. (Figure 19) The notch in the edge of the can should be at 12 o'clock. These screws should be tight. Now center your horn button and push back in place (reconnect horn or column plug) Test the horn.

Notes:

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