

# INSTALLATION GUIDE



## Column Set 01

For 1964 – Early 1967 Mustang/Cougar  
with non-collapsible OEM steering shaft

**P/N: TCP COLM-01**

**DESCRIPTION:**

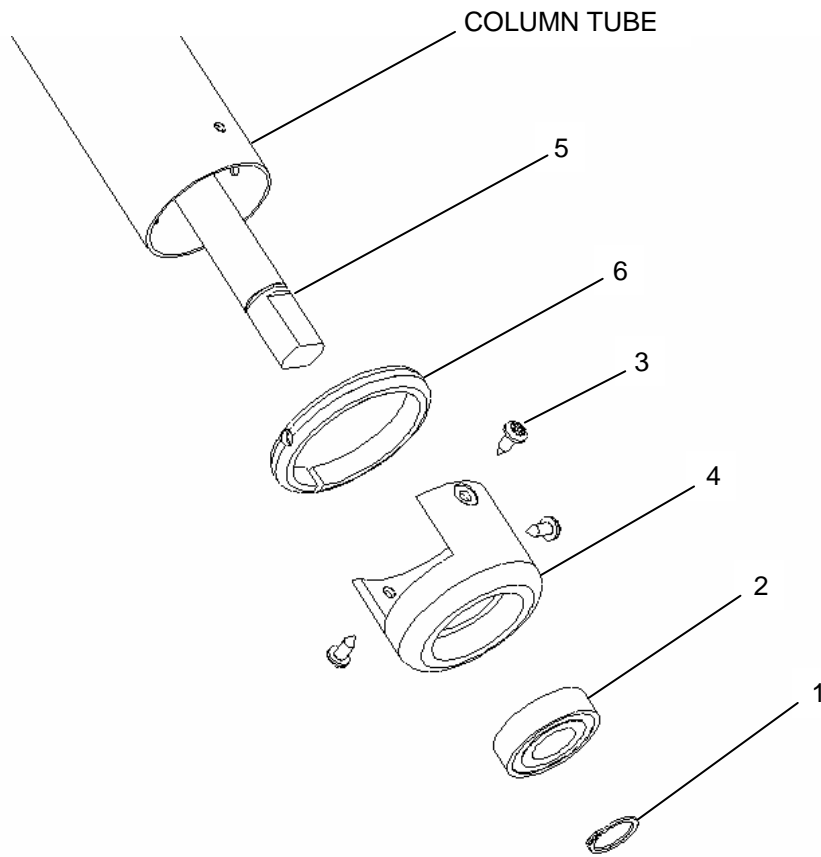
COLUMN SET 33" LONG SHAFT WITH LOWER COLUMN BEARING RETAINER ASSEMBLY

**APPLICATIONS:**

FITS '64 - EARLY '67 MUSTANG/COUGAR WITH NON-COLLAPSIBLE OEM STEERING SHAFT,  
IDENTIFIABLE BY NON-EXPOSED STEERING SHAFT AT STEERING BOX OR 3/4" DIAMETER STEERING  
SHAFT DIRECTLY ABOVE RAG-JOINT

## PARTS LIST

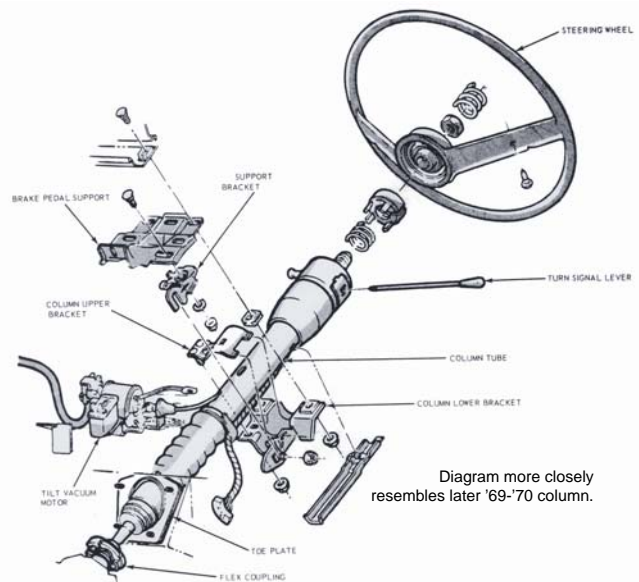
Item	Part Number	Description	Qty
1	3114-0.750-P	External Snap Ring .750 Shaft Phosphated Steel	1
2	3115-075-163-44	Ball Bearing .750 Bore x 1.625 OD x .4375 Wide	1
3	3118-10PP-0.50C	Screw 10 x 1/2" Long Pan Head Phillips Drive	3
4	7900-001	2-1/4" Dia. Column Bearing Retainer	1
5	7900-053	Column Shaft, 11/16-40 Spline x 3/4 DD x 33"	1
6	7900-055	2-1/4" Single Split Shaft Collar, Aluminum <i>Shown for instructional purposes only. Supplied in COLM-04</i>	0



# INSTRUCTIONS

## 1) STEERING COLUMN REMOVAL

- Remove steering wheel nut, steering wheel, spring and upper bearing.
- Disconnect turn signal harness from under dash.
- Unbolt firewall seal assembly.
- Remove steering column bracket from under dash.
- Remove column from the car.
- Save upper steering shaft bearing and spring.
- Keep factory seal and discard the factory seal retainer.



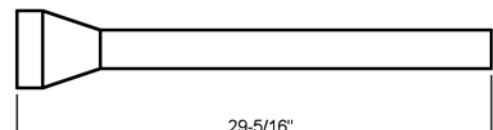
## 2) STEERING BOX REMOVAL

- Raise vehicle using lift/jack and secure with jack stands.
- Remove center link from pitman arm. A ball-joint fork or similar tool may be required.
- Remove the three bolts attaching steering box to driver side frame rail.
- Remove steering box from underneath the car. It may be necessary to remove the exhaust header or raise the engine to make room for the steering box to drop out.



## 3) STEERING COLUMN PREPARATION

- Place steering column into a vise.
- Measure, mark then cut to an overall length of 29-5/16". A hacksaw or cut-off wheel can be used.
- Remove sharp edges with a file or similar tool.



## 4) STEERING COLUMN ASSEMBLY

- Slide shaft collar #7900-055 (provided in COLM-04) onto column tube.
- Insert steering shaft into column tube.
- Place bearing retainer assembly onto column tube. Make sure that the retainer seats firmly on the tube.
- Install upper column bearing and spring.
- Install steering wheel and steering wheel nut. Temporarily tighten steering wheel nut.
- Pull steering wheel towards interior of vehicle to pull retaining ring against bearing.
  - Steering wheel to column clearance should be 1/16" to 3/32".
    - If the steering wheel touches the column while pulling, you must cut appropriate length from end of column tube to allow clearance.
    - If the steering wheel is greater than 3/32" from the column, 3/4" inside diameter shims or washers can be placed between the retaining clip and roller bearing.

#### 4) STEERING COLUMN ASSEMBLY (continued)

- Use a 9/64" or .140" diameter drill bit and drill holes into column through bearing retainer.
- Remove steering wheel nut, steering wheel, steering shaft and bearing assembly to remove metal chips from inside of column tube. Re-install steering shaft and bearing retainer assembly.
- Install upper column bearing and spring.
- Temporarily install steering wheel and nut.
  - The steering wheel will be removed again to index to the front wheels.
- Secure bearing retainer to column using 3 stainless-steel Phillips sheet metal screws.

#### 5) STEERING COLUMN INSTALLATION

- From the vehicle interior, insert column through hole in firewall.
- Position steering column at original height.
- Install upper dash bracket.
- Secure column floor mount assembly over factory firewall seal using supplies hardware.
  - Instructions for floor mount assembly provided in COLM-04.
- Re-connect turn signal harness.

#### **WARRANTY NOTICE:**

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