

1979-1993 Mustang Adjustable Steering Column Instructions



In this picture, on one of our display carts, our adjustable steering column is mounted to our billet adjustable pedal assembly.

FFP Customs' adjustable steering column is made of 6061 aluminum with a chromoly steering shaft to provide a rigid steering column while maintaining low weight. The main components included are the steering column tube and shaft, upper steering column mount, firewall mount, and the Motion Raceworks steering wheel quick release. What sets our steering column apart from other aftermarket options is its adjustability; the upper steering column mount and firewall mount have provisions for 3 different adjustments to accommodate all drivers. In addition to the main components included in the kit, we also include all necessary hardware for the install as well as a gasket for the firewall to prevent fumes from entering the cab. This steering column also utilizes durable Delrin bushings for long lasting, smooth steering. Our columns are designed to be used with a 3.5" or longer steering wheel extension. We do this to allow for a portion of the column to be removed with the steering wheel, allowing easier in/out access for the driver.



Here we can see all components and hardware included with the steering column

1979-1993 Adjustable Steering Column Contents

- Motion Raceworks Steering wheel quick release kit
- Chromoly steering shaft with quick release nub welded on (steering shaft OD is $\frac{3}{4}$ ")
- Steering column tube with flange welded on (column tube OD is 1-1/2")
- Firewall Mount plate with O-ring
- Firewall mount gasket
- Upper steering column mount
- Four 12-point 1/4-20 x $\frac{3}{4}$ " bolts
- Four 1/4-20 lock nuts
- Four 1/4-28 x $\frac{1}{2}$ " bolts
- Four $\frac{1}{4}$ " lock washers
- One 5/16-24 x 1-1/4" Grade 8 Bolt
- One 5/16-24 x 1-1/2" Grade 8 Bolt
- Four 5/16" Grade 8 washers
- Two 5/16-24 grade 8 lock nuts
- Upper steering column bushing
- Upper steering column mount clamp bolt: this bolt is the last bolt to be tightened and it prevents the mount from sliding on the column

When you receive your steering column, the steering shaft and Delrin bushings will already be installed. The first component we install will be the firewall mounting plate shown below.



Here we can see all components and hardware included with the steering column

To use the supplied 1/4-20 x 3/4" bolts, the factory steering column holes in the firewall must be drilled out to 17/64" using a 17/64" drill bit and power drill. Once the holes are drilled to the correct diameter, we can then place the gasket and firewall mount on the firewall and align the holes. For this next step, you may need a helping hand. Pass the Four 12-point 1/4-20 x 3/4" bolts through the firewall mount from the inside of the car while your helper threads the 1/4-20 nuts. Using a 12-point quarter inch socket and a 7/16" wrench, tighten the four bolts while your helper holds the locking nuts with the 7/16" wrench. With the firewall mount installed, we can now proceed to mounting the steering column to the firewall mount. This is where you can choose what height setting you want to start with. We recommend starting at the middle setting of adjustment which mimics the orientation of the factory steering column; however, if this does not work, you have one higher adjustment as well as one lower adjustment to suit your preferences. Once the desired setting has been achieved, fasten the steering column to the firewall mount using the four 1/4-28 x 1/2" bolts and four 1/4" lock washers and a 7/16" socket.



Firewall Mount installed on our display cart at its highest setting (inside view)

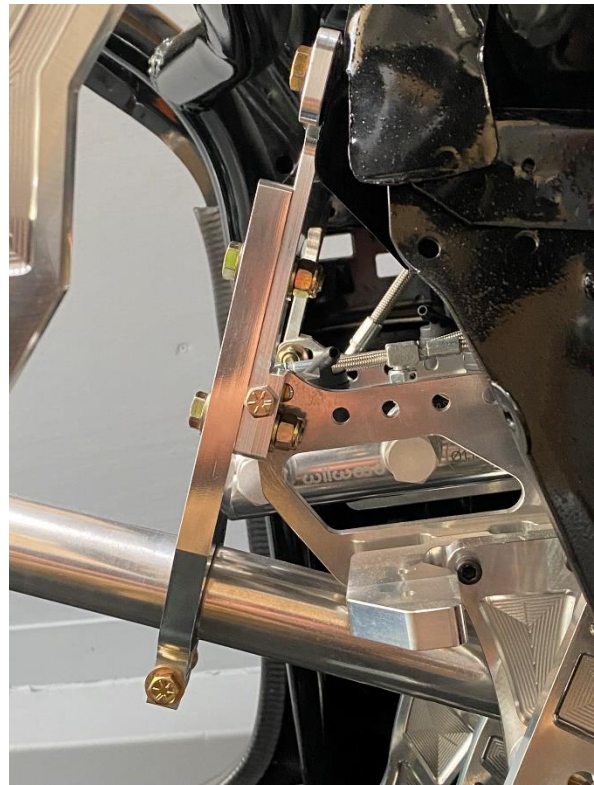


Firewall Mount installed on our display cart (engine bay view)

The steering column is mounted to the firewall mount, and you can now slide the upper steering column mount clamp down the column and mount it to our pedal assembly using one 5/16"-24 x 1-1/4" bolt, one 5/16"-24 x 1-1/2" bolt, four 5/16" washers, and two 5/16"-24 lock nuts. The longer, 1-1/2" bolt should be used on the bottom hole of the upper steering column mount and 2 washers should be used for each bolt. Make sure the setting chosen on the firewall mount matches the setting chosen on the upper steering column mount to prevent binding, then tighten the bolts down using a 1/2" socket and wrench. Lastly, tighten the upper steering column mount clamp bolt to prevent it from moving along the column; you'll know it's tight when the upper steering column mount meets the spacer. Now you can install the strange quick release to your steering wheel and finalize the setting that works for you. Once the preferred setting has been achieved, you can now install your steering joint to the end of the shaft.



Our Upper Steering Mount properly mounted to our adjustable pedal assembly at its highest setting



Since the cowl Panel mount is thicker where the bottom bolt of the upper steering column mounts, the longer bolt must be used in the lower mounting hole

When we install steering U-Joints here at FFP customs, we bolt the shaft to the joint using a 1/4"-28 grade 8 bolt and a through hole. When drilling the hole in the shaft and the joint, it is imperative that the holes be aligned and have zero slop. To achieve this, we drill both the joint and shaft together. This ensures that the holes will be perfectly aligned, and the bolt will go in easily with zero slop. The placement of the hole on the shaft should allow for maximum shaft engagement in the joint while still allowing for full articulation of the joint.



Here you can see how the chromoly steering shaft is inserted and through bolted to allow full articulation while still engaging as much of the shaft as possible (STEERING JOINTS NOT INCLUDED)

This method of installing steering joints also provides an extra measure of safety, since the space between the steering joint and the Delrin bushing should be relatively small; if the set screw that holds the steering joint to the rack and pinion were to come loose, the upper steering joint (joint pictured below) would hit the Delrin bushing, preventing full disengagement of the splines in the rack and pinion.



Notice the small gap between the steering bushing and the joint, this prevents full disengagement of the shaft if your set screw were to fail (STEERING JOINTS NOT INCLUDED)



(813) 928-1449

www.ffpcustoms.com

If you have made it this far, we trust you have installed the 1979-1993 Mustang Adjustable Steering column with relative ease. Like all our products, this steering column is designed to bolt on with little drama or confusion. However, if you have hit a snag or have questions, don't hesitate to contact us via phone or social media. We would rather you call us for clarification instead of being frustrated with the installation.

Like all FFP Customs products, this 1979-1993 Mustang adjustable steering column is designed and made here in the USA.

FFP Customs

(813) 928-1449

www.ffpcustoms.com