

WILD HORSES

FOUR WHEEL DRIVE

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Custom Lower Steering Shaft

#2161 Date 10/06/11 rev. 1

This sheet contains three specific instructions which are year and stock manual or stock power steering specific. Use appropriate instructions for your Bronco.

For installation into 1966-1975 Bronco with stock manual steering shaft

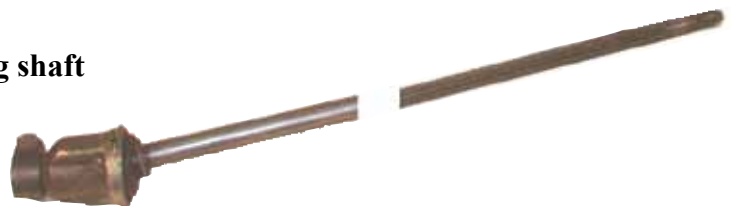
*NOTES: Your new custom lower steering shaft will be used in conjunction with the upper portion of your stock 66-75 Bronco manual steering shaft. The stock manual steering shaft is a one piece design. The shaft goes through the column and connects to the steering box with a bell shaped connector. The stock shaft is 3/4" round.

1. Disconnect the battery for safety.
2. Measure 1.5" down from the steering shaft clamp. (This clamp is at the end of the steering column. It retains the lower column bearing) Mark this point on the shaft.
3. Use a die grinder or hack saw to cut the shaft at the point you marked.
4. Remove the shaft at the steering box and discard this section. It will not be used.

For preparing the stock steering shaft to hook up to the custom lower steering shaft you will want to remove the column and shaft together from the Bronco and do the work on the bench. The column is held in the Bronco with two bolts under the dash and three bolts with a clamp on the fire wall. There is also the stock column seal held to the firewall with four sheet metal screws. The other thing to do is disconnect the column wiring and any linkage.

5. With the column out remove the steering shaft clamp at the bottom of the column. You should have the clamp, washer, sleeve and bearing at the bottom of the column. Pull the steering shaft up through the column.
6. Place the shaft in a vise with about 3" of the lower portion sticking out to be worked on.
7. Grind the shaft to make it fit the 3/4" DD joint on your new lower shaft. Using a grinder, this takes 1-2 minutes. Grind both sides evenly so it fits the joint without play. You can grind a little at a time until you get the fit just right. If you want to do a practice run use the lower portion of the shaft you disregarded in step #4.
8. Once you have the DD fit right you will want to grind a notch for one set screw in the rounded portion of the shaft. Mark the position on the shaft and grind your notch. The second set screw will be on the flat section of the DD. Mark the spot and use a slightly larger than the set screw drill bit to add another set location for the set screw. Only drill about 1/8" just enough to give the set screw a place to bite into.
9. Now you are ready to install everything back into the Bronco. Position the column back in the Bronco in the order that you removed it. If the column has slotted holes in the mounting plate that goes under the dash we recommend pulling the column toward the driver as far as the slots will allow.
10. With the column in place install the custom lower shaft on the steering shaft you prepared. Use red Loktite or equivalent to hold set screws and jam nut on the upper joint and shaft.
11. With your wheels pointed straight ahead install the lower joint of the custom lower shaft onto the steering box. Turn the upper and lower shaft together until the notch for the set screw lines up with the set screw and slide the lower joint onto the steering box. Use red Loktite or equivalent to hold set screw and jam nut on the steering box.
12. You will most likely need to remove the steering wheel and re-center it at this time.
13. Connect battery and check all turn signal and horn functions.
14. Turn the steering wheel lock to lock a few times and check for feel and function. There should be no binding of steering or interference of the new lower shaft. You do not want anything touching the steering shaft.

This is a stock 66-75 manual steering shaft

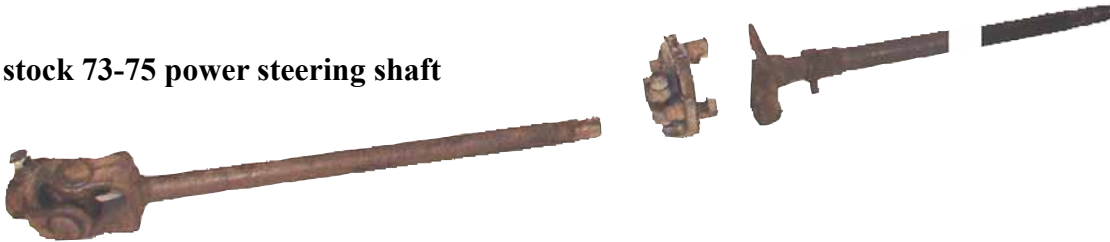


For installation into 1973-1975 Bronco with stock two piece power steering shaft

*NOTES: Your new custom lower steering shaft will be used in conjunction with the upper portion of your stock 73-75 Bronco power steering shaft. The stock 73-75 Bronco power steering shaft is a two piece design. On the top end, the steering wheel is connected. The shaft goes through the column and connects to the lower shaft with a rag joint. The lower shaft is connected to the box with a universal joint. The 73-75 lower stock shaft is not collapsible.

1. Disconnect the battery for safety.
2. Remove the lower steering shaft from the Bronco.
3. With the lower shaft removed you will see a steel mounting flange at the lower end of the stock upper shaft. This steel flange is pressed onto the upper shaft. You can remove the flange with a steering wheel puller.
4. With the flange removed you will see the splines on the end of the upper steering shaft. Measure 1/2" up from the bottom of the splines and use a die grinder or file to make a notch in the splines for the set screw. Make the notch wide enough for the set screw to hold the lower shaft in place.
5. Install the custom lower shaft on the steering box use Loctite to secure the set screw and jam nut in place. Make sure the set screw goes into the notch on the steering box input shaft.
6. Now install the custom lower shaft on the upper shaft. Align the set screw with the notch. Use Loctite to secure the set screw and jam nut in place.
7. IF the steering wheel is no longer centered remove the steering wheel and reinstall in the correct position.

This is a stock 73-75 power steering shaft



For installation into 1976-1977 Bronco with stock two piece power steering shaft

*NOTES: Your new custom lower steering shaft will be used in conjunction with the upper portion of your stock 76-77 Bronco power steering shaft. The stock 76-77 Bronco power steering shaft is a two piece design. On the top end the steering wheel is connected. The shaft goes through the column and connects to the lower shaft with a rag joint. The lower shaft is connected to the box with a universal joint. The 76-77 lower shaft is collapsible.

1. Disconnect the battery for safety.
2. Remove the lower steering shaft from the Bronco.
3. Install the custom lower steering shaft on the steering box. Make sure the set screw goes into the groove on the steering box input shaft. (do not put the set screw on the flat part of the input shaft). Use loctite to secure the set screw and jam nut.
4. Install the upper universal joint on the upper steering shaft. Make sure the set screw goes into the groove between the splines on the upper shaft. Use Loctite to secure the set screw and jam nut in place.
5. If the steering wheel is no longer centered remove the steering wheel and reinstall in the correct position.

This is a stock 76-77 power steering shaft

