



Tilt Steering Column Modification

Written by Butch

Wednesday, 07 May 2008 08:57

After driving the little Mustang II for awhile I soon realized that at my height a tilt column would sure make getting in and out of the car alot easier. Unfortunately, Ford never offered this option in the II. After some careful measuring I found that the tilt column from the 75-80 Granada/Monarch/Versailles would not only bolt right in but the electrical connections for the turn signal switch, wiper switch and ignition switch were identical, it even uses the same key cylinder as the II, so you can use the same keys for your car. The tilt column wiper switch uses a different type attachment to the column so make sure if attempting this you grab the wiper switch from the G/M/V column. The Mustang II wiper switch will *not* attach to the tilt column. As you can see both the Mustang II column and the G/M/V column have to be completely disassembled. It may look intimidating but really it's pretty simple. The tools you will need are a drill and bits, regular pliers, snap ring pliers, 1/4" allen wrench, standard and phillips tip screwdriver and a small hammer. This modification took about 3 days off and on but that includes the trip to the junkyard to pull the Granada steering column. On a difficulty scale of 1-10 , with 1 being caveman and 10 being brain surgeon, I would say this is a 6.

1) These are the parts you will need from the G/M/V column.



2) These are the parts you will need from the Mustang II column. Not pictured but also needed is the lower part of the collapsible shaft from the II column. Just slide the one from the G/M/V column off and slip the Mustang II one on. It will be a little snug but it does separate. Make sure you position the shaft at the correct length for the II. Also the wiper switch wire cover (part in the lower left) from the G/M/V column should be used, not the one from the II.



3) These are the parts of the G/M/V column you won't need. This car was a column shift and the shift tube and collar were removed, as was the neutral switch, firewall grommet, rag joint, nylon shift tube sleeve and rubber dash trim ring.



4) Here is the lower bearing from the II column installed in the G/M/V column. This part slips right in and uses 2 screws to secure it and the holes are already in the column for them. Almost makes you think Ford considered this option for the II....



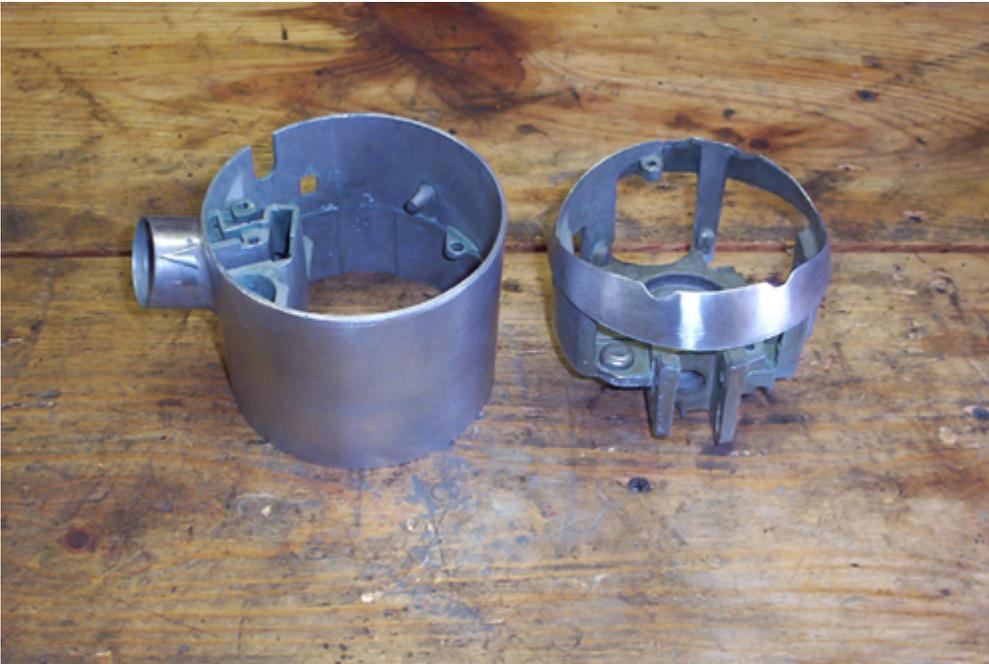
5) You must drill 3 small holes in the tilt column to attach the plastic collar from the II column. This part takes the place of the column shift collar on the G/M/V column. The holes are drilled 1 1/4" back from the end of the tube. These are the only holes you will have to drill. You will also have to grind off about 1" of the lip that's pictured just below the lower screw in the pic.



6) Here is the Mustang II collar attached. The inner gussets on the collar will need to be modified slightly to get around the allen head bolts that attach the column pivot (the silver/gray diecast part in the pic). You also have to trim about 3/32" off the sides of 2 of the attachment tabs to get it to fit the column. I used a razor knife to trim the tabs and used a dremel tool to modify the inner gussets to fit around the allen heads but you could use a knife for this as well. You can do this without modifying the gussets inside the collar but the "pivot" in the column will have a bit larger gap when it is assembled. It won't hurt anything but I wanted the gap closed up a bit more.



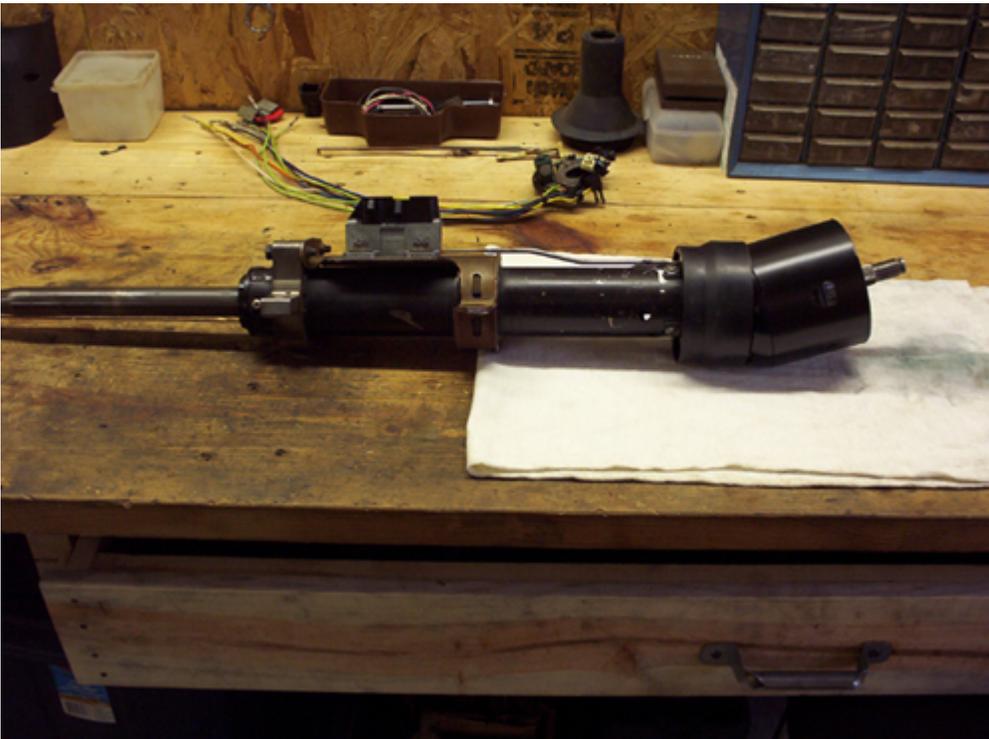
7) Here are the tilt column exposed parts stripped and ready for paint. These were painted green and I wanted them black. While waiting for the paint to dry I cleaned and lubricated all the moving parts that were left.



8) This is another part from the G/M/V that you will need to get. This is the cover for the wiper switch wires and it is different than the one from the Mustang II. As evidenced in this pic you use the upper part from the II and the lower part from the G/M/V, they snap right together like they were made to do this. I just had to spray dye the lower green part to black.



9) Here is the column assembled but still needs the turn signal switch and wiper switch installed. Looks just like the factory did it.



10) Here is the column installed with the wheel shown tilted all the way up and all the way down.



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Last Updated on Saturday, 01 January 2011 12:03