

## RELAY- INSTRUMENT PANEL STEERING COLUMN LOCK CONTROL C7ZZ-10B926-A or C8ZZ-10B926-A

This is a replacement relay for the discontinued original FoMoCo relays. It does not appear in the same form factor, but will work just fine. The original is a metal cased unit, the replacement is plastic. Original relays are marked either C7ZA-3E553-A (1967) or C8ZA-3E553-A (1968 & 1969) on the mounting tab.

Operation: Power to activate the relay is supplied to Terminal#1 of the relay, and it is grounded through the case. Power normally flows thru the switch, from Terminal#3 to Terminal#2 when the relay is not activated. (Term's 2 and 3 are normally closed or connected at rest.) Supplying power to Terminal#1 opens the connection from Term#3 to Term#2 and prevents the relay from activating the tilt solenoid, ie when your ignition key is "on".

The new relay differs ONLY in the fact that there is now a separate ground wire due to the plastic case design. Otherwise, operation is exactly the same.



Fig 1) Original relay on mounting bracket (1969).



Fig 2) Marking on original relay.



Fig 3) Terminal numbering- original relay.

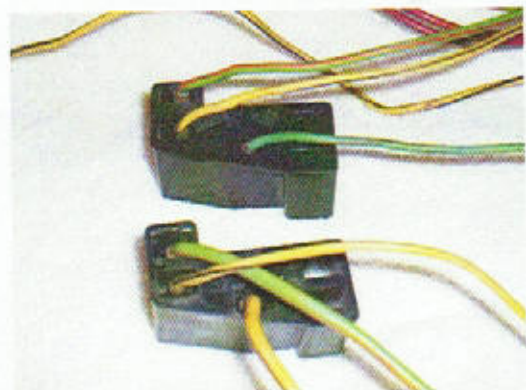


Fig 4) Top is 1968, bottom is 1969. Note wire changes.

Note terminal numbers in Fig 4 will be 1,2,3, starting at the top left and going counter clockwise, regardless of wire color.

For illustration purposes, the relay is being shown installed on a 1969 mounting bracket. 1968 is very similar, but in 1967, there is no mounting bracket, but rather the relay is mounted on one of the relay mounting locations behind the instrument panel, up and to the right of the steering column. These locations differed slightly, so it will be up to you to determine the best location in your 1967 car.

The wiring colors changed slightly from year to year, as did the wire sizes! Regardless of the changes, operation was exactly the same, so you will need to install the new wires as directed and things will operate exactly as the original. These pictures are in black and white, and don't give you an idea of wire color anyway, so use physical locations.

Here is the new relay connected to the tilt harness connector and installed on the bracket:

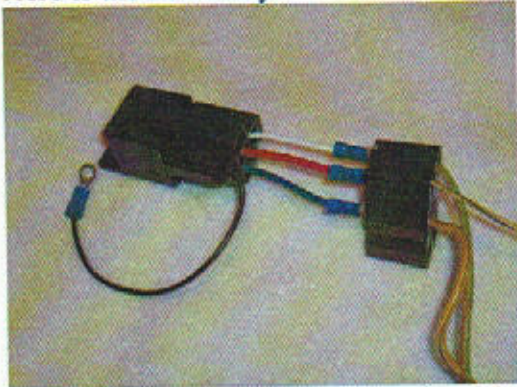


Fig 5) New relay connected to tilt wiring.

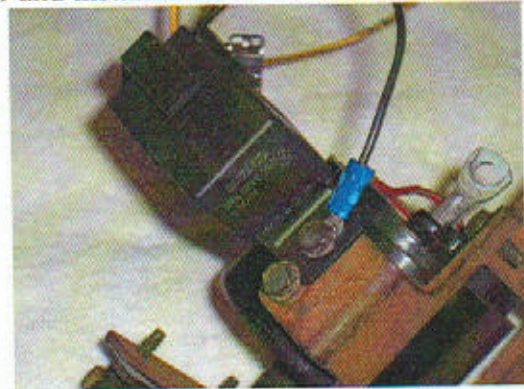


Fig 6) Relay attached to mounting bracket.

In the Fig 5, the wires appear from the top to bottom as white, red, blue, and black.

Plug the wires into the original connector as follows: (Use Fig's 3 & 4 to assist with locations!)

White wire → Term#1      Green/Orange stripe OR Large gauge Yellow/Black stripe  
Red wire → Term#2      Yellow/Black stripe (This wire goes to the vacuum solenoid and is smaller gauge than the other yellow/black wires.)  
Blue wire → Term#3      Green/Yellow stripe OR Large gauge Yellow/Black stripe  
Black wire → Ground. Use one of original relay mounting screws to secure the ground wire. You could add a star washer to this area, but it is probably not necessary if tightened securely. As shown in Fig 6, the second screw can be installed for safe keeping in the event an original relay is ever found and reinstalled.

Remember, if your wiring colors do not match what is listed, connect the new wires according to locations listed using Figures 3 & 4 to guide you.

The completed installation to the tilt solenoid/activator bracket.



Fig 7) Wiring installed.

You will need to verify that the wires/connector clear any under dash components. Adjust location accordingly to prevent shorting of any of the terminals, and pulling of the wiring.

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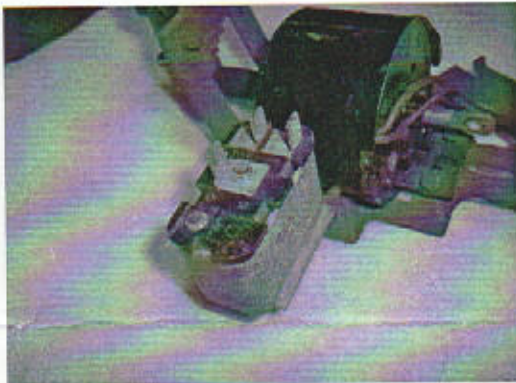


Fig 1) Original relay on mounting bracket (1969).



Fig 2) Marking on original relay.

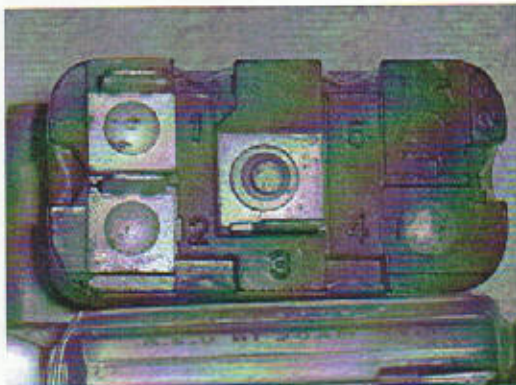


Fig 3) Terminal numbering- original relay.

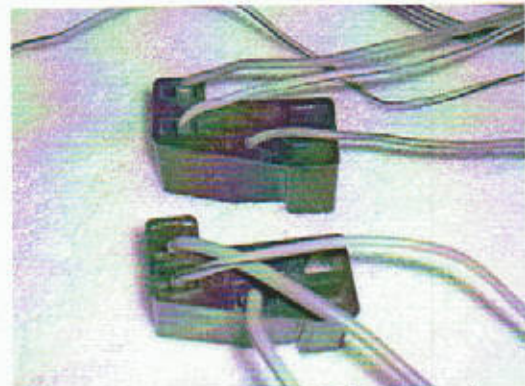


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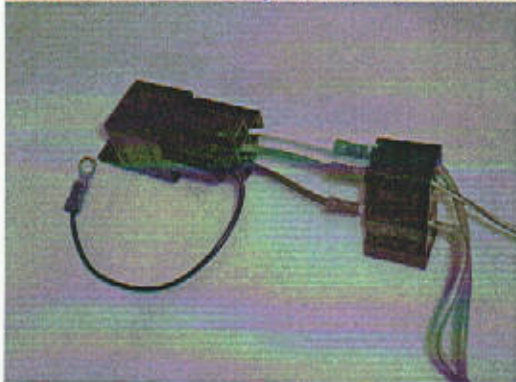


Fig 5) New relay connected to tilt wiring.

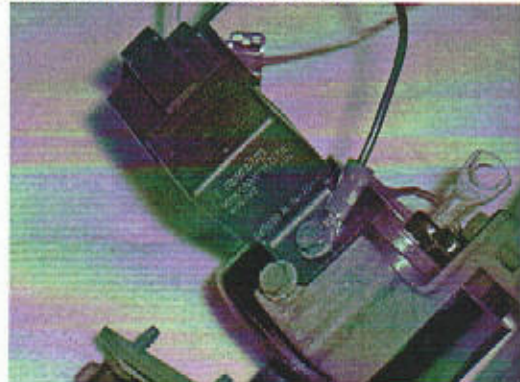


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The completed installation to the tilt solenoid/activator bracket.

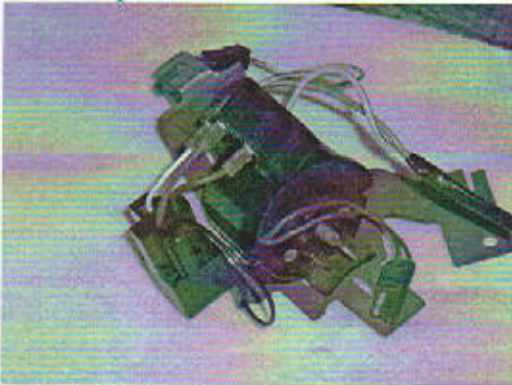


Fig 7) Wiring installed.

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