



Detroit Speed, Inc.
Steering Coupler Kits

P/N: 092523, 092524, 092526, 092501P, 092503P, 092505(P), 092507(P) & 092509(P)

The DSE steering coupler kit is to be used with the DSE Hydroformed Subframe. It utilizes the highest quality steel and is thoroughly tested. This kit also includes a vibration reducing U-joint which significantly reduces vibration in the steering wheel and will also increase the overall life of the steering components.



Figure 1 - P/N 092507P Shown

Item	Description	Quantity
1	U-joint	1
2	Steering Shaft - 3/4" DD x 12" Long	1
3	U-joint w/vibration reducer - 3/4"-DD to 3/4"-36	1
4	Rag Joint Conversion - Rag to 3/4"-36 Male [P/N: 092507(P) Only]	1
5	Instructions	1

Installation:

1. If you are not using P/N: 092507(P), continue to step 2. Remove the rag joint from the steel coupler as this part won't be needed. Holding the dowel pins remove the 2 nuts and separate the rag joint from the coupler (Figure 2 on the next page). **NOTE:** You cannot use the rag joint with the U-joint as this could cause cosmetic damage to your frame rail or headers as well as cause problems with your steering. This is why the rag joint must be removed from the coupler.



Figure 2 - Separate the Rag Joint from the Coupler

Next, you will need to either grind or machine the edge of the coupler so it sits flush in the tulip flange of the stock steering column (Figure 3) or space the coupler out using washers.



Figure 3 - Modify Coupler

Remove the set screw and install the splined adapter shaft into the steel coupler and mark the center of the set screw. On a splined shaft, a flat area must be filed onto the shaft where the set screw will be located. File the shaft flat in this location and reinstall and mark the set screw location again. Drill a countersink at this location. When tightening the set screw, be sure to tighten the jam nut as well. Install the steel coupler to the end of the stock column using the provided hardware.

2. Determine Shaft Length:

The appropriate intermediate shaft length will need to be determined. Due to various combinations, a predetermined length is not available. To determine the shaft length, measure from the end of the column to the end of the steering shaft on the rack (Dimension C in Figure 4). Subtract 4" if using a vibration reducer and 3" if not using a vibration reducer. This will be the total length needed for the shaft. This is shown as Dimension B in Figure 4.

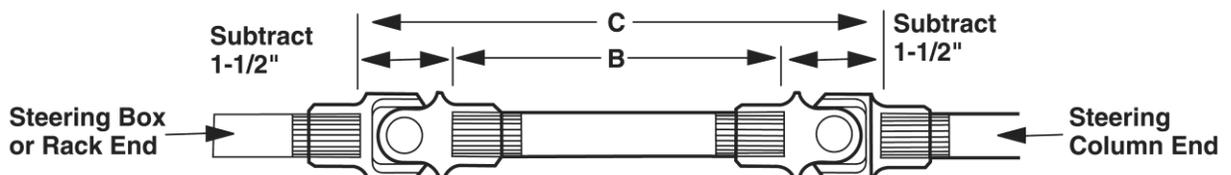


Figure 4

3. U-Joint Orientation:

When two U-joints are used on a shaft, the forks of the yokes closest to each other must be in line with one another or "in-phase". Premature wear or binding can result if the u-joints are not phased properly. Refer to Figure 5 for examples.

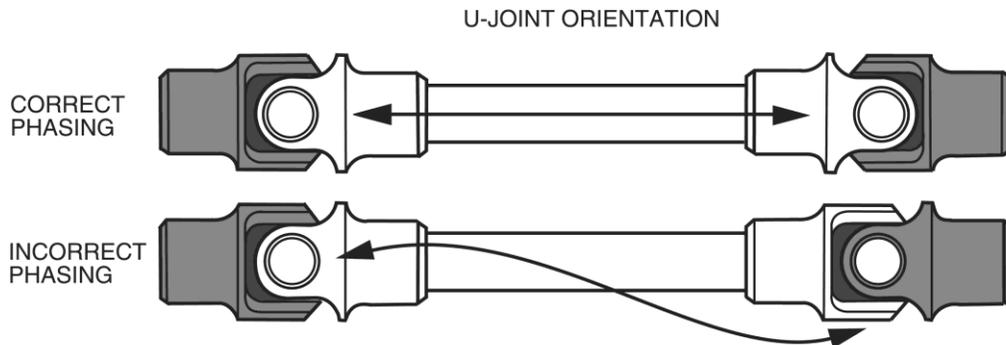


Figure 5

4. Set Screw:

A set screw should be used on each joint where it attaches to the shaft. On a splined shaft, a flat area must be filed onto the shaft where the set screw will be located. Install the shaft into the joint and mark the center of the set screw. File the shaft flat in this location. Reinstall and mark the set screw location again. Drill a countersink at this location. On a double-d shaft, install the shaft and mark the center of the set screw and drill a countersink hole. When tightening the set screw, be sure to tighten the jam nut as well.

If you have any questions before or during the installation of this product please contact Detroit Speed and Engineering at info@detroitsspeed.com or 704.662.3272

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