

Detroit Speed
Steering Shaft Kit
 1978-1988 G-Body & 1982-92 Camaro/Firebird
 P/N: 092519DS

The Detroit Speed Steering Shaft Kit is designed to eliminate the factory rag joint assembly, creating firmer, more precise steering characteristics. Removal of the rag joint also improves under hood clearances. The kit includes a vibration reducing U-joint designed to ensure that improved steering feel does not come at the cost of harshness or vibration.



Item	Description	Quantity
1	Telescopic Intermediate Shaft	1
2	Universal Joint - 1"DD to 1"DD	1
3	U-Joint with Vibration Damper - 3/4"-30 to 3/4"-DD	1
4	Instructions	1

Installation:

1. Ensure that the steering wheel and front wheels are straight and aligned properly, then secure the steering wheel in its position. Remove the factory steering shaft and rag joint. **NOTE:** On certain vehicles there will be a locating pin that will have to be removed as shown in Figure 1 on the next page. Using a Dremel or proper cut-off tool, trim the locating pin from the steering shaft, not to disturb the splined area. You can now proceed with the installation.



Figure 1 - Trim the Locating Pin

2. Before installing the steering shaft in the car, two holes must be drilled for set screws. Attach the U-Joint to the appropriate end of the telescoping shaft and tighten the short set screw. See Figure 2 for the appropriate installed depth of the shaft in the U-Joint.

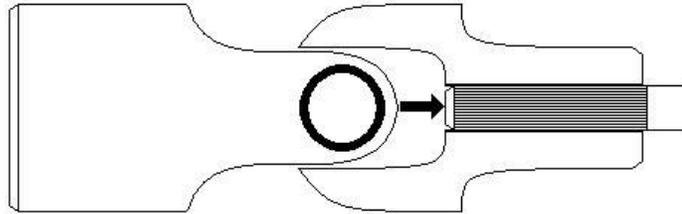


Figure 2 - Proper Installed Depth of U-Joint

3. Mark the location of the second set screw hole, then remove the U-joint. At the point marked on the telescoping shaft, drill a 3/8" diameter hole through one wall of the shaft only. Reinstall the U-Joint and then apply blue Loc-Tite™ to both set screws and tighten as shown in Figure 3.



Figure 3 - U-Joint

4. Attach the vibration damper to the other end of the telescoping shaft and tighten the short set screw. Mark the location of the second set screw hole, then remove the vibration damper. At the point marked on the telescoping shaft, drill a 3/8" diameter pilot hole for the set screw. Reinstall the vibration damper then apply blue Loc-Tite™ to both set screws and tighten as shown in Figure 4.



Figure 4 - Vibration Damper

5. Attach the U-Joint to the factory steering column shaft. The shaft should be drilled for the set screws from the factory—if not, the same procedure in step 3 for drilling a hole for the longer set screw must be followed. Once the steering column shaft is prepared, apply blue Loc-Tite™ and tighten the upper set screws as well.
6. Attach the vibration damper to the factory steering box. It may be necessary to loosen the steering box for better maneuverability. Once the shaft is installed, re-tighten the steering box, if necessary, then apply blue Loc-Tite™ to the set screws and tighten.
7. After driving the car 100 miles, check all the set screws to insure they are still tight.

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

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