

INSTRUCTIONS

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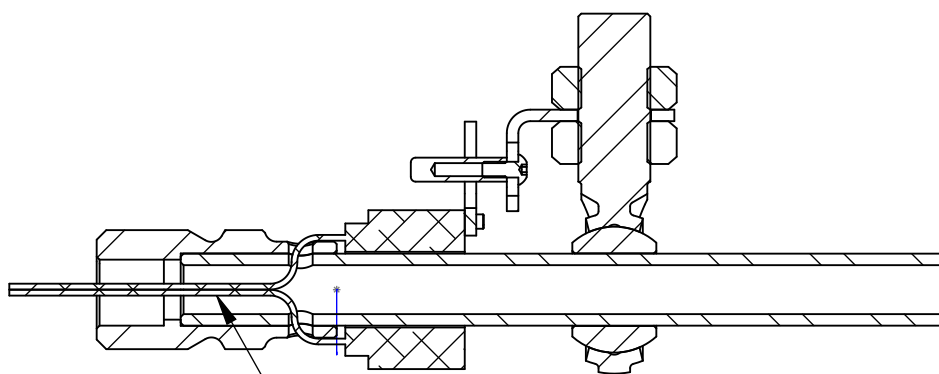
910-32417 - Wired Quick Release Steering

KIT CONTENTS		
Qty	P/N	Description
1	910-32417.11	QR Hub Shaft, Weld-on
1	910-32417.16	Slip Ring, 6 Circuit
1	910-32417.21	Splined Hub Assembly
1	910-32417.19	Hardware Kit

Note: Please read these instructions completely before starting installation. This kit requires making electrical connections including soldering as crimp terminals will not work inside the shaft. The quality of these connections will go a long way in determining the reliability of the circuitry. Each connection can carry a maximum of five amps at 12v. If additional current capacity is required, circuits can be combined in parallel to carry ten amps or can be used to trigger a relay with higher capacity. Please check the power requirements of the equipment you intend to operate before proceeding. This quick release hub has six connections allowing for five separate circuits with one common connection. These connections can be used to trigger a trans brake, line lock, radio talk button or most any similar device.

1. Begin by laying out the steering column in the car as it will be installed. This includes mounting the column and adjusting height, angle, and steering wheel placement. Once the steering shaft (sold separately) is cut to the proper length and thoroughly deburred inside and out, weld the splined hub to the end of the shaft and let cool.

Do not plug weld the holes in the neck of the splined hub, these will be utilized in the next step. Using the 2) 1/4" holes in the hub as a guide, carefully drill thru the steering shaft and deburr inside and out. A die grinder with a small carbide burr works great for getting the inside of the tube deburred. Any sharp edges will damage the wiring and potentially cause an unsafe condition. (See IL1).



AFTER WELDING SPLINED HUB TO END OF SHAFT, DRILL HOLES IN SHAFT USING HOLES IN HUB AS GUIDE. THOROUGHLY DEBURR HOLES INSIDE AND OUT, THEN FEED WIRES THRU HOLES AND OUT THE END OF SHAFT AS SHOWN. SEE INSTRUCTION TEXT FOR MORE DETAILS.

Illustration IL1

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2. Slip the rotary coupling over the shaft as shown with the collar end facing the splined hub. Carefully feed the wires through the holes and out the hub end of the shaft far enough to make the connections. **Please note** that the rotary coupling will be located near the steering shaft mount rod end to engage the rotation stop pin. If the mount rod end is too far from the splined hub end, the wiring may need to be extended and routed along the shaft.

3. Strip back the insulation on the wires from the coupling and from the shaft insert as shown. Slip a piece of heat shrink tube long enough to completely cover the finished connection over each wire coming from the shaft insert. Connect like color wires by tightly twisting the bare ends together as shown. Keep the connections as tight as possible as all connections will be inserted into the shaft when complete and space is limited. Carefully solder the connection. Test the connection for conductivity and then slip the heat shrink tube over the joint. Heat the tube to shrink the sleeve tightly over the joint. It is important to be sure that the connection is completely covered to avoid any chance of a short circuit. Once wiring is installed into the shaft, it will be very difficult to repair any issues. (See IL2 & 2b).

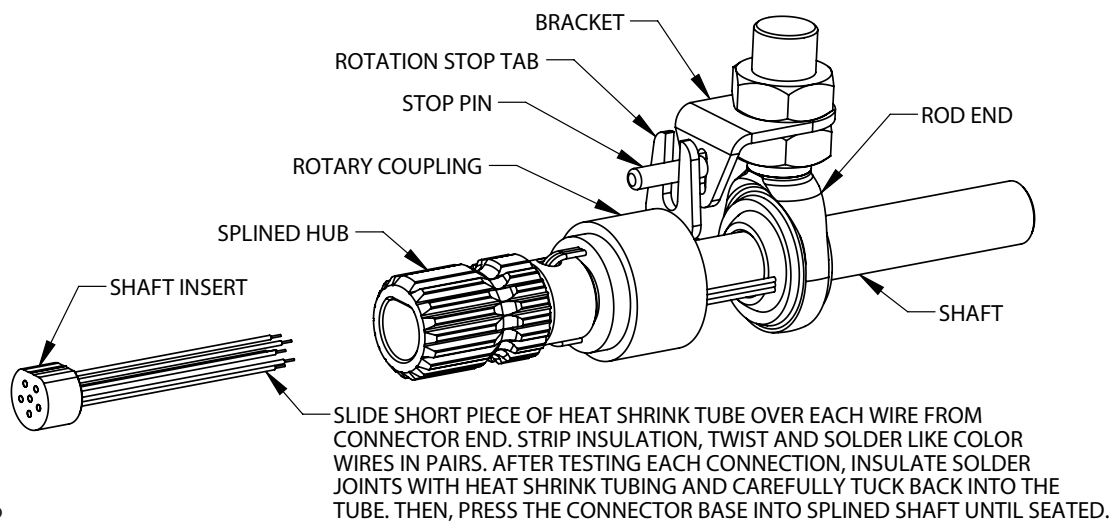


Illustration IL2

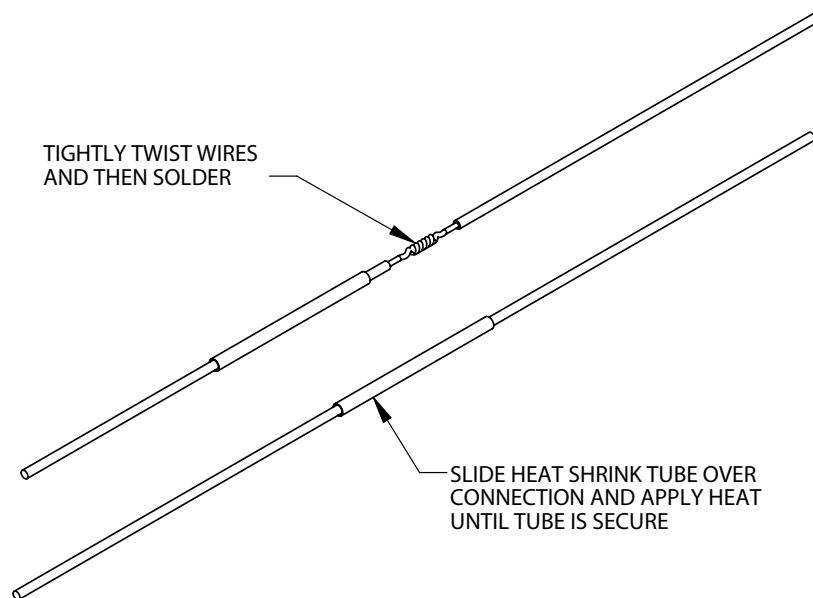


Illustration IL2b

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4. Repeat this procedure for all wire pairs, then insert the wiring into the steering shaft being careful not to kink or pinch any wires. The wiring will need to be tucked inside the tube far enough to allow for the remaining wiring and the shaft insert to be fully installed into the hub. Once the wiring is in place, press the shaft insert into the hub until it is fully seated. Check each contact for connectivity with the appropriate wire and for any short circuits before proceeding.

5. Install the slotted rotation stop tab to the rear of the rotary coupler using the existing screws as shown. Assemble the rotation stop pin to the bracket as shown using the supplied socket head screw. Slip the steering column rod end (sold separately) over the shaft and assemble the stop pin bracket and jam nuts as shown. Attach the rod end to the chassis mount and adjust as necessary making sure that the stop pin engages the slot on the rotary coupling tab. Raise or lower the pin in the slot as needed. Once everything is working as it should, tighten the set screws on the rotary coupling collar to lock it to the steering shaft. (See IL3 & 4).

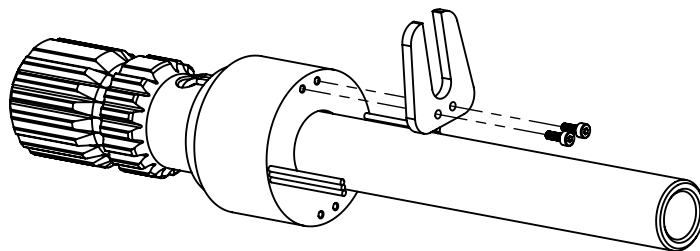


Illustration IL3

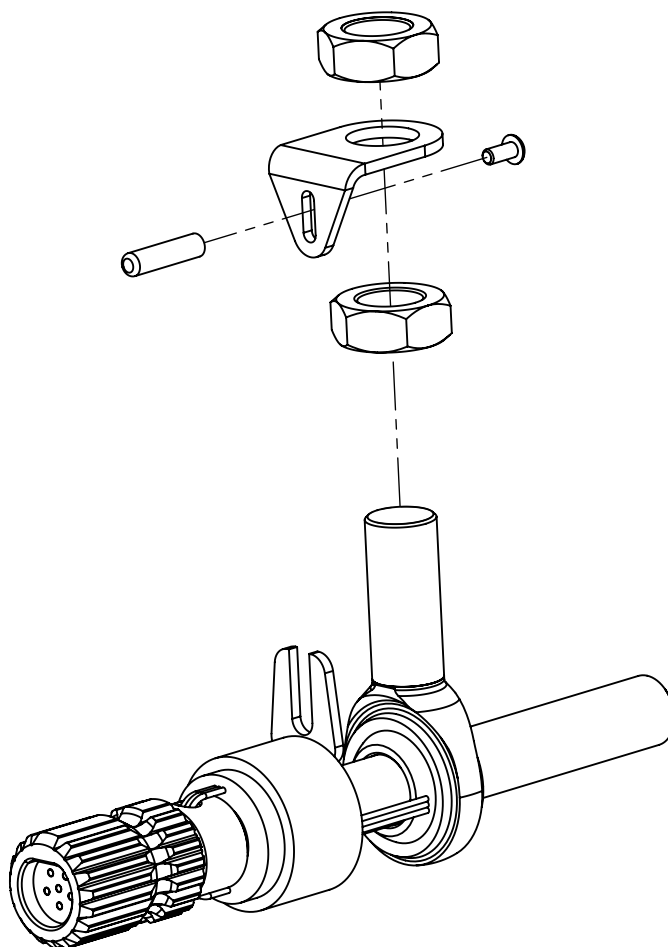


Illustration IL4

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- 6.** Assemble the steering wheel to the quick release hub making sure the wires from the hub are fed through the center hole in the wheel. Install switches as needed and connect the wiring as required. Carefully route and protect the wiring around the wheel so it will not be damaged in use. Check all connections before installation and use.
- 7.** Connect wiring from output side of rotary coupling to the chassis harness as required. A connector of some kind installed in the harness at this point will allow removal of the column assembly from the vehicle without cutting and splicing wires. An excellent choice would be Speedway Motors P/N 475-44916. Once all wiring is complete and evaluated, securely route and fasten the harness out of the way to avoid cut or pinched wires.
- 8.** To install the quick release hub to the shaft, line up the keyed (wide) spline with the quick release and push on until it clicks into place. Pull up on the wheel to test connection. To remove, simply pull up on the collar around the Quick release and pull the wheel/hub assembly off the splined hub.
- 9.** Double check all wiring and test for proper operation of all equipment before attempting to operate vehicle. Improper, intermittent or unexpected operation of equipment such as a trans brake or line lock in a racing or street application can result in an extremely unsafe condition. Make sure that nothing is trapped inside the splined hub near the contacts before putting the wheel on to prevent connection problems. Water, oil or any other debris in the contact area could hinder electrical connectivity resulting in unexpected behavior.

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