



**Detroit Speed**  
**Steering Coupler Kits**  
**1969-76 Corvette SpeedRay**  
**P/N: 092526DS**

The Detroit Speed steering coupler kits are designed to be used with the Detroit Speed front suspension systems. The steering coupler u-joints utilize the latest in CNC machining technology. The U-joints are made out of the highest quality steel and have been thoroughly tested. Similar to OEM automotive U-joints, the staked needle bearing caps prevent loosening and adjustment malfunction.



Item	Description	Quantity
1	U-joint: 3/4"-DD x 3/4"-DD	1
2	Steering Shaft: 3/4"-DD x 14" L	1
3	U-joint: 17mm-36 x 3/4"-DD	1
4	Instructions	1

1. Remove the pinch bolt from the painted U-joint that will be used on the rack and pinion (Figure 1).



**Figure 1 - Remove Pinch Bolt**

## 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 2). Subtract 3", this will be the total length needed for the shaft. This is shown as Dimension B in Figure 2.

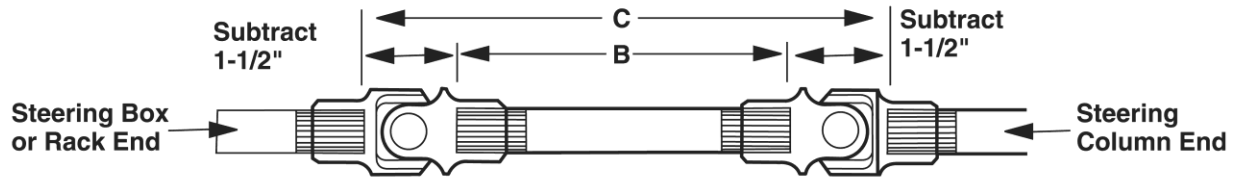


Figure 2

## 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 3 for examples.

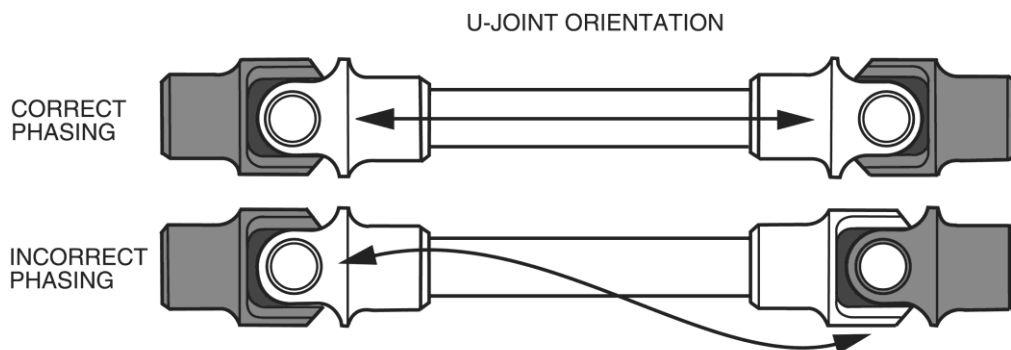


Figure 3

## 4. Set Screw:

A set screw will 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. Use medium strength blue Loctite 242 on the threads of the set screw and tighten, be sure to tighten the jam nut as well.

**CAUTION:** You may need to notch the rearward flange on the frame engine stand or trim the coupler set screws to allow clearance between the engine stand to the coupler.

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

**Legal Disclaimer:** Detroit Speed is not liable for personal, property, legal, or financial damages from the use or misuse of any product we sell. The purchaser is solely responsible for the safety and performance of these products. No warranty is expressed or implied.