



**Detroit Speed**  
**Steering Coupler Kit**  
**1967-87 C10 SpeedMAX**  
**P/N: 092531DS, 092534DS & 092536DS**

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.



Figure 1 - PN 092531DS

Item	Description (PN 092531DS)	Description (PN 092534DS)	Description (PN 092536DS)	Quantity
1	U-joint: 1"-DD x 3/4"-36	U-joint: 3/4"-36 x 3/4"-36	U-joint: 1"-48 x 3/4"-36	1
2	Steering Shaft: 3/4"-36 x 14" Long	Steering Shaft: 3/4"-36 x 15-1/2" Long	Steering Shaft: 3/4"-36 x 15" Long	1
3	U-joint: GMT800 Steering Rack to 3/4"-36			1
4	Instructions			1

**Installation:**

1. Remove the pinch bolts from the painted U-joint that will be used on the rack and pinion. Slide one end of the splined shaft into the splined side of the U-joint so that the end of the shaft is flush with the end of the splined hole on the U-joint.
2. Mark the location where the pinch bolt will pass through the splined shaft. Remove the U-joint and file or grind a notch in the splined shaft. Place the shaft back into the U-joint to make sure the pinch bolt will pass through and thread the bolt into other side of the U-joint. Repeat this process if you need to remove more material from the splined shaft.
3. Remove the U-joint and install it onto the input shaft of the rack and pinion. The input on the rack and pinion has a flat spot for the U-joint as well as a notch for the pinch bolt, so the U-joint can only go on in one orientation.

4. Pass the splined shaft through the oval shaped hole in the steering shaft frame rail reinforcement that was installed during the SpeedMAX installation (Figure 2). **NOTE:** You may need to loosen or remove the hardware in the reinforcement plate to allow the shaft to line up with the U-joint.



Figure 2 – Position Splined Shaft

5. Slide the splined shaft into the U-joint and install the pinch bolt through the notch of the splined shaft that you modified earlier. Use medium strength blue Loctite on the threads of both pinch bolts and tighten.
6. Next, loosen the set screws and install the remaining U-joint onto the end of the steering column. **NOTE:** In order to install the splined shaft into the steering column U-joint, you will need to loosen and pull your steering column out from the dash about an inch.
7. Once the splined shaft has been installed into the steering column U-joint, check to verify that the steering wheel and the front wheels are straight. Before the steering column can be re-installed, the U-joint set screws will need to be located on the shaft.
8. A set screw will be used on the 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. With the steering column in place, install the shaft into the joint and mark the center of the set screw. File the shaft flat in this location. Re-install 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.
9. Once the set screws and pinch bolts are tight, you can fully re-install the steering column into the truck (Figure 3).



Figure 3 – Install U-Joint

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

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