



QUICK RELEASE RACING HUB KIT INSTALLATION AND OPERATION INSTRUCTIONS

**NOTE: THESE KITS ARE DESIGNED FOR USE ON OFF-ROAD PERFORMANCE VEHICLES ONLY.
THEY ARE NOT LEGAL FOR STREET USE.**

OPERATION

PINLESS TYPE – NOTE: This unit has a **positive locking feature** which requires that the outside slip ring be pulled up when initially installing over the inner splined core on the shaft. To install, pull up on the outer slip ring with unit started onto the splines, then release the slip ring while pushing down over the splined core and the unit will lock on. Simply reverse the procedure for removal.

PIN TYPE – To install, slide wheel/release assembly down onto the inner spline core until it bottoms. Insert pin while holding in the release button on the end. When fully inserted, the locking ball will positively lock the pin and wheel on. Reverse procedure for removal.

INSTALLATION

1. On GM and Ford splined shafts, install the serrated inner splined core onto a lightly lubricated shaft. Loc-tite™ threads on nut and torque to a **maximum** of 5 ft/lbs. **DO NOT EXCEED.** You may have to remove the turn signal cam or other components from the original stock column for proper operation and fitment.
2. Mount steering wheel to quick release hub using the supplied bolts and washers. Loc-tite™ threads and tighten to 10-12 ft/lbs. **DO NOT EXCEED.**

As with any precision component, the hub needs to be kept free of dirt and the unit cleaned and lubricated regularly.