



# RACING POWER COMPANY

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## Please read before installing

Remove steering wheel adapter from column.

The end of the column is a 1" DD hollow shaft. A 1" DD U-joint is needed for the column end and the correct end for your steering box.

Install the tilt lever into the lower hole on the shaft. Install the turn signal lever into the upper hole of the column and tighten the screw provided.

Install the hazard knob into the column by screwing it in.

### Note: For column shift only:

The shifting arm should be installed in the column before it is placed in the vehicle.

1. Grease spring and insert into the cast hole. Use a screwdriver or needle nose pliers to help the process.



2. Position the shifting arm into the casting and align the holes in the shifting arm and the shift collar.

3. Using a hammer and punch, tab the pin until it is flushed.



4. Supplied with the column is an optional shift indicator lens. Please check your application.

5. The shift lever at the bottom of the column can be unbolted and repositioned to your specific needs.



## Installing the Steering Wheel

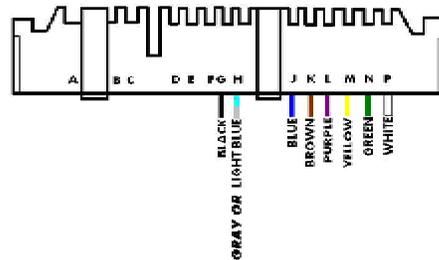
1. The spline on the column is a GM spline for 69 - 94 steering wheels without airbags.

2. Install the compression spring under the canceling cam. Position the canceling cam between 10 and 11 o'clock. The spacer is placed on top of the canceling cam and under the adapter.



3. Install adapter on steering column spline shaft and screw nut on column shaft. Tighten nut but do not over torque.

## Wiring Diagram:



LETTER	COLOR	FUNCTION
G	BLACK	HORN
H	GRAY/LIGHT BLUE	LEFT FRONT TURN SIGNAL
J	BLUE	RIGHT FRONT TURN SIGNAL
K	BROWN	HAZARD
L	PURPLE	TURN SIGNAL POWER (MAIN)
M	YELLOW	LEFT REAR TURN SIGNAL
N	GREEN	RIGHT REAR TURN SIGNAL
P	WHITE	BRAKE LIGHT
--	BLACK	COLUMN SHIFT ONLY - GEARSHIFT INDICATOR IS CONNECT TO DASH LIGHTS

**Warning: You must install a neutral safety switch on all automatic transmissions.**