Exclusion of Warranty

The items in this catalog are intended for use in motorsport competition, i.e. AUTO RACING. No warranty of these components, express or implied, is offered by Woodward Machine Corporation or its subsidiaries, for the following reasons, among others:

(1) Motorsport is inherently dangerous. The conditions of end use of the components are normally hazardous and unpredictable, and are entirely beyond our control; and

(2) The decision as to the suitability of said components for a particular manner of use, or in a particular installation, is made by the user and is likewise beyond our control; and

(3) The application of said components is therefore understood to be experimental.

Liability of Woodward Machine Corporation is therefore limited to the replacement or repair, at our option, of any of our products that we find, upon our inspection, to be defective in materials or workmanship, specifically excluding items damaged as a result of collision, misuse, or neglect.

Warning: The approval of your state department of motor vehicles or your country’s Ministry of Transport or other relevant authority, for the use of racing equipment on the public highways should not be assumed. Woodward Machine Corporation does not support nor participate in efforts to obtain such approval. The end user is responsible for not utilizing Woodward racing components in any manner which may contravene local law.

Original Equipment Manufacturers installing Woodward components in vehicles licensed for use on the public highways are responsible for complying with all applicable safety standards.

Purchasers of Woodward equipment for use in race cars subject to homologation by a sanctioning body, e.g. FIA, NASCAR, IMSA, etc. are responsible for ensuring that the equipment does in fact conform to current rules.

DOMESTIC AND INTERNATIONAL PRICING:

The prices published in this catalog are in US Dollars and apply to all purchases made with Visa, Mastercard, Discover, or American Express cards, whether issued by US or foreign banks.

Surcharges, previously necessitated by unpredictable and exorbitant fees charged by the credit card brands for processing sales across international borders, no longer apply.

Credit card sales are invoiced and shipped by our subsidiary Racor, Inc.

Business-to-business purchases arranged directly with Woodward Machine Corporation are payable by bank wire transfer.

Please note that any customs duties or clearance fees imposed by the destination country are the responsibility of the recipient. We will gladly include your VAT registration number on the shipping documents but we do not collect or remit taxes.
PACKAGING FOR INTERNATIONAL SHIPMENT:

In some cases, international air freight imposes more stringent requirements for packaging. Should this be necessary, any extra cost will be included in our freight quote.

OUR STANDARD FREIGHT CARRIERS AND INSURANCE:

We ship via Federal Express or United Parcel Service, FOB our plant in Mills, Wyoming. Next Day Air and Early AM delivery are available at extra cost for most ZIP codes in the continental US, as is Saturday delivery. Freight insurance is provided free by the carrier up to USD100.00 value, and rises on a very reasonable sliding scale. We ship everything insured for its full value. We can also ship freight collect on your FedEx or UPS account. We do not ship via Postal Service, as delivery cannot be guaranteed and if your parcel is lost or undelivered it is difficult or impossible to obtain compensation.

Orders for parts in stock will generally ship the same day if received before noon Mountain Standard Time.

USING OTHER CARRIERS:

Alternatively, we can hold for pickup by the carrier of your choice. However, in these cases we cannot create waybills or submit the export declaration electronically. If your carrier requires that we manually complete their shipping documents we will have to charge for the time. Also, you should be aware that freight companies not having a base of operations in the US will subcontract the pickup to UPS or FedEx and sometimes this can add a week or more before the parcel can actually be placed in transit.

RETURNS OF MERCHANDISE, DOMESTIC:

Returned parts may be subject to a charge of up to 20% to defray the cost of inspection, restocking, and repackaging. Returned merchandise must be unused, unmarked and not over 30 days old. We will make adjustment via exchange or credit only. Special order parts, damaged or rusted parts, or “basket cases” are not returnable except in connection with repair orders.

RETURNS OF MERCHANDISE, INTERNATIONAL:

Make absolutely sure to specify in the customs declaration that you are returning goods manufactured in the U.S. If this is not done and we receive a bill for import duties, it will be charged to your account.

SPECIAL ORDER PARTS:

In this catalog, many categories of parts are only manufactured on a made-to-order basis. Please note that parts built or assembled to customer specifications are generally specialized enough to be otherwise unsalable, and consequently these are not returnable.
Safety Steering Columns

SCA700 Safety Steering Column
NASCAR Approved for Cup competition since 1997

The SCA700 is a housed upper steering column used in Sprint Cup, the Australian V8 Supercars, the New Zealand Supertourers and other racing series around the world. A steel torque tube rotates inside a lightweight aluminum jacket, with a heavy-duty ball bearing and a splined shaft which can telescope inside the torque tube for a full nine inches (220mm), adding a large margin of safety for the driver during collapse of the forward crush zone in a high-speed crash. Available in many convenient length combinations and with optional quick releases shown on following pages.

COLUMN KIT (shown at right) includes your choice of MB177, MB178, or MB179 mounting brackets, SBC80-1 or SBC80-3 jacket clamp, and QRSN-1 or QRAN-1 quick release.
SCA700K-A.................. 550.51
Above kit with QRSN697-1 or QRAN697-1 quick release:
SCA700K-B.................. 586.16
Above kit with QRSN-2 or QRAN-2 quick release:
SCA700K-C.................. 588.30
Above kit with QRSN697-2 or QRAN697-2 quick release:
SCA700K-D.................. 618.00
Column only SCA700 .................. 330.20

How to order:

1. Decide where the U-joint will go (usually just outside the firewall). Sit in the car and hold the steering wheel where you want it. Have a helper measure from the near end of the U-joint to the mounting surface of your steering wheel as shown in the drawing below.

2. Select the splined telescoping shaft (SL20, SL17 or SL15) that will best fit your installation. Note that the SL20 and SL17 can extend through a support bearing—as shown—and the SL15 cannot. If you use an SL15, the shaft to which it connects must be supported. Subtract the amount which corresponds to your splined shaft (14, 11, or 9.25 inches) from your overall measurement.

3. Subtract 1.0 inch for the boot cuff, 2.38 for the QR hub, and an additional .3 inch if you will be adapting a 6-bolt wheel. The remainder is the length of your column jacket. Select the closest jacket from the list. The ordering number for your safety column is made up of your jacket and splined lower shaft, e.g. SCA700-1775-SL17, SCA700-2475-SL20, etc.

Standard SCA700 jackets are 13.75, 15.75, 17.75, 20.75, 22.75 and 24.75
## SCA700 Installation Hardware

<table>
<thead>
<tr>
<th>Description</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>JACKET CLAMP fits SCA700, for use with MB brackets below. Hardware included.</td>
<td>SBC80-1</td>
<td>31.40</td>
</tr>
<tr>
<td>JACKET CLAMP fits SCA700, 3-hole adjustable, for use with old style welded dash brackets. Hardware included.</td>
<td>SBC90-3</td>
<td>33.02</td>
</tr>
</tbody>
</table>

**DASH BAR BRACKETS** are infinitely adjustable for any driver position. Aluminum, very light, very rigid and secure.

- **BRACKET PAIR 6-1/2 centers**
  - clamps to 1-3/4 tubing MB178.............112.75
  - clamps to 40mm tubing MB178-40..........112.75

- **BRACKET PAIR 9-1/2 centers**
  - clamps to 1-3/4 tubing MB179.............134.82
  - clamps to 40mm tubing MB179-40..........134.82

- **BRACKET PAIR 4-1/2 centers**
  - clamps to 1-3/4 tubing MB177.............101.11
  - clamps to 40mm tubing MB177-40..........101.11

## Mount your SCA700 for maximum stability

The MB brackets will provide a tight grip on the dash bar, but stability depends on minimizing how far the steering wheel extends from the support point. Choose brackets that will support the column as closely as possible to the steering wheel. With the driver holding the wheel in the desired position, measure from its mounting surface to the centerline of the dash bar. Choose brackets corresponding to the distances shown below; for example, if the wheel is 13 inches (330mm) from the centerline of the dash bar, use the MB178 brackets.

\[
\text{mm} = \text{inches} \times 25.4 \\
\text{inches} = \text{mm} \div 25.4
\]
SPLINED LOWER SHAFTS fit all Woodward columns. Retained by a spring clip, the shaft can be removed from the torque tube with a sharp pull.

- SL20 .......................................................... 44.66
- SL17 .......................................................... 40.16

Applications other than Cup

The SL17 and SL20 extend beyond the boot far enough to pass through the firewall bushings shown above; the SL15 does not (check your rules before ordering).

Note: Cup rules require the u-joint to be outside the firewall. The SL17 and SL20 extend beyond the boot far enough to pass through the firewall bushings shown above; the SL15 does not (check your rules before ordering).

NEW Lightweight Mini-Bushing

Bushing bores are sized for the SL17 and SL20 shafts below. Please specify if they will be used for 3/4 tubing. Install on one side only of the firewall sheet metal; do not sandwich.

SCA500 Engine-bay Collapsible Section

There are certain cases in which a safety steering column cannot be accommodated in the cockpit because the space under the dash is occupied by a universal joint or similar part which is not practical to relocate. An alternative for these cars, as well as for street stocks and other classes required to retain the OEM column, is to install a telescoping section between the rack or steering box and the upper U-joint as a first line of defense in the front “crush zone.” Installation is fairly simple. Just shorten or extend the tube as necessary and weld the appropriate U-joint or splined adapter to the open end. See the Steering Universal Joints section for U-joints to connect its splined end to most popular steering-gear splines.

Important: the SCA500 torque tube has a reduced diameter for header clearance, and a relatively thin wall, and is NOT intended to take side loads from the steering wheel of a full-size automobile. It should be applied like a “drive shaft” with a universal joint at each end. This component is designed to replace the intermediate steering shaft in the front or engine bay, NOT the steering wheel shaft. Although various mail-order houses sell adapters to attach a steering wheel to the SCA500, this is an unapproved and unsafe practice for anything heavier than a mini-sprint.

COLLAPSIBLE section for installation between the steering gear and the firewall area. Cut or extend to fit. Unit is approx. 27 inches long fully extended. Instructions included.

SCA500 .......................................................... 142.80

WELD-IN EXTENSIONS for SCA500 column sections are inserted in the ID of the swaged tube and welded in place using 3 plug welds and a fillet weld as shown in the top example. Splined extensions are the preferred method of supporting the section against side loads, since the u-joint is removable and the rod end (or firewall bearing) is not captive. Because the ID of the swaged tube can vary up to ±0.05, the pilot is made oversized and must be machined to fit.

- ST2011 w/1” straight section ........................................ 16.01
- ST2012 w/2” straight section ........................................ 16.54
- ST2013 w/3” straight section ........................................ 17.64
- ST2014 w/4” straight section ........................................ 18.74
- ST2015 w/5” straight section ........................................ 19.84
- ST501 Plain splicer for weld-on u-joint ......................... 8.29

FIREWALL BUSHINGS with steel flanges, aluminum ball and Delrin® sleeve are direct replacements for 3/4 inch industrial flange bearings.

- with 3 bolts SBC12-3 ......................... 37.80
- with 2 bolts SBC12-2 ......................... 37.80

NEW LIGHTWEIGHT MINI-BUSHING is all aluminum with a Delrin® liner and a full-floating ball, sealed with o-rings. Very high operating angle; requires a 1.50 hole. SBC6-2 ......................... 56.18

Bushings are sized for the SL17 and SL20 shafts below. Please specify if they will be used for 3/4 tubing. Install on one side only of the firewall sheet metal; do not sandwich.
SCA827B

The standard for short track racing

The SCA827 features an open torque tube in a lightweight self-aligning Delrin sleeve bearing. Like the SCA700 the splined shaft can telescope inside the torque tube for a full nine inches. The SCA837B is intended to directly replace the simplest form of steering column: a 3/4 tube and Heim joint. The bearing hanger fits in the 3/4 hole or slot in a typical support bracket welded to the dash bar. Although light in weight, an 827 column is much stiffer than a 3/4 tube and provides a more stable and positive feel at the steering wheel. To reposition an SCA827 column: Back off the thrust collars and loosen the flange to free the bearing ball. After moving the torque tube, realign the bearing ball and retighten its flange, making sure the column turns freely. Last, reset the thrust collars, allowing .005 clearance. If you steam-clean the car’s interior, blow the bearing dry and apply WD-40 to prevent rust; otherwise, no lubrication is necessary.

This column has an integral spline and includes the QRA-1 or QRS-1 steering wheel quick release. A QRA-2 or QRS-2 quick release, shown on the following pages, is available at extra cost.

How to order:

1. Decide where the U-joint will go (usually just outside the firewall). Sit in the car and hold the steering wheel where you want it. Have a helper measure from the near end of the U-joint to the mounting surface of your steering wheel as shown in the drawing below.

2. Select the splined telescoping shaft (SL20, SL17 or SL15) that will best fit your installation. Note that the SL20 and SL17 can extend through a support bearing—as shown—and the SL15 cannot. If you use an SL15, the shaft to which it connects must be supported. Subtract the amount which corresponds to your splined shaft (14, 11, or 9.25 inches) from your overall measurement.

3. Subtract 2.5 from the upper end, and an additional .3 inch if you will be adapting a 6-bolt wheel. The remainder is the length of your torque tube. Select the closest one from the list. The ordering number for your safety column is made up of your torque tube and splined lower shaft, e.g. SCA827B-2675-SL17, SCA827-1875-SL20, etc.

Standard SCA827 torque tubes are 13.75, 15.75, 17.75, 18.75, 20, 20.75, 22.75, 24.75, 26.75, 28.50 and 31.50
Steering Wheel Quick Releases

Toll-free in USA: 1-888-STEER-US • International: 1-307-472-0550 • E-mail: sales.woodwardsteering@gmail.com

**Bolt-on QR Hubs for SCA700 Column**

**QRSN-1**
with BOLT-ON adapter

The Woodward spline and taper design allows easy removal from the steering post without needing a puller. The cutaway shows how the QRSN adapter is installed on an SCA700 column using the recessed 12-point locknut. Secures with only 50 inch-pounds of torque.

**QRSN-2**
with BOLT-ON adapter

**SHORT** RELEASE with 3-inch (75mm) STEEL pull ring and BOLT-ON adapter is approved for NASCAR Sprint Cup competition, includes bolts and washers and SFI 42.1 certification sticker. For installation on SCA700 safety steering columns.

**QRSN-1** .......................................................... 112.06

**QRSN-2** .......................................................... 155.31

**QRSN-2**
with BOLT-ON adapter

**SHORT** RELEASE with 4-inch (100mm) STEEL pull ring and BOLT-ON adapter is approved for NASCAR Sprint Cup competition, includes bolts and washers. The large pull ring gives better access behind the wheel pad as well as from the driver’s window. Has SFI 42.1 certification sticker. For installation on SCA700 series safety steering columns. SAME WEIGHT AS QRSN-1!!

**QRSN-2** .......................................................... 155.31

**QRAN-1Y**
with BOLT-ON adapter

**SHORT** RELEASE with 3-inch (75mm) ALUMINUM pull ring and BOLT-ON adapter includes bolts and washers and SFI 42.1 certification sticker. For installation on SCA700 safety steering columns.

**QRAN-1** (standard red) .................................................. 112.06
Pull ring anodized yellow per FIA rules **QRAN-1Y** (shown) .................................................. 112.06

**QRAN-1Y**
with BOLT-ON adapter

**SHORT** RELEASE with 4-inch (100mm) ALUMINUM pull ring and BOLT-ON adapter includes bolts and washers and SFI 42.1 certification sticker. For installation on SCA700 safety steering columns.

**QRAN-2** (pull ring anodized yellow per FIA rules) .................................................. 144.11

**QRAN-2**
with BOLT-ON adapter

**SHORT** RELEASE with 4-inch (100mm) ALUMINUM pull ring and BOLT-ON adapter includes bolts and washers and SFI 42.1 certification sticker. For installation on SCA700 safety steering columns.

**QRAN-2** .......................................................... 144.11
The Woodward steering wheel quick release features a square-contact spline with a two-inch engaged length. This low-profile form provides highly positive transmission of torque without the spreading effect of the common involute spline, and is the key to the hub’s compact design and extremely light weight. Because the locking balls do not transmit torque, the unit will release from the steering column with very little effort. All Woodward quick releases are certified to SFI specification 42.1, and the QRSN-1 and QRSN-2 units meet the additional NASCAR requirement for a steel pull ring.

QUICK RELEASE with 3-inch (75mm) STEEL pull ring includes weld-on adapter for 3/4 inch tubing, bolts, washers and SFI 42.1 certification sticker. Same weight as the smaller 3 inch steel model, this can be supplied as an option on the SCA827 steering column.

Weld-on QR Hubs for 3/4 inch tubing also fit SCA827 Safety Steering Column

**QRA-1**
- with WELD-ON adapter

**QRA-2**
- with WELD-ON adapter

**QRS-1**
- with WELD-ON adapter

**QRS-2**
- with WELD-ON adapter

**QUICK RELEASE** with 3-inch (75mm) ALUMINUM pull ring includes weld-on adapter for 3/4 inch tubing, bolts, washers and SFI 42.1 certification sticker (this unit is supplied standard on SCA827 steering columns).

- **QRA-1** (standard red) ........................................ 101.06
- Pull ring anodized yellow per FIA rules **QRA-1Y** .................. 101.06
- with weld-on adapter machined for other diameters, add ........ 10.00

- **QRS-1**.......................................................... 101.06
- with weld-on adapter for 3/4 inch tubing ......................... 101.06
- with weld-on adapter machined for other diameters, add .... 10.00

- **QRS-2**.......................................................... 133.25
- with weld-on adapter for 3/4 inch tubing ......................... 133.25
- with weld-on adapter machined for other diameters, add .... 10.00

- **QRS-2**.......................................................... 144.11
- with weld-on adapter for 3/4 inch tubing ......................... 144.11
- with weld-on adapter machined for other diameters, add .... 10.00
**Steering Wheel Quick Releases**

Toll-free in USA: 1-888-STEER-US • International: 1-307-472-0550 • E-mail: sales.woodwardsteering@gmail.com

**QR Hubs for 6-BOLT Steering Wheels**

Quick releases with QR697 flange installed, accept Momo, Sparco, OMB and other European steering wheels with 6 x 70mm bolt circle. All include Torx Plus® screws for both straight and countersunk holes. Adds approximately .34 inch (9mm) thickness.

**WELD-ON style for 3/4 inch tubing (also fits SCA827 column)**

<table>
<thead>
<tr>
<th>Model</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>QRS697-1</td>
<td>3 inch STEEL pull ring</td>
<td>143.06</td>
</tr>
<tr>
<td>QRA697-1</td>
<td>3 inch RED ALUMINUM pull ring</td>
<td>143.06</td>
</tr>
<tr>
<td>QRA697-1</td>
<td>3 inch YELLOW ALUMINUM pull ring</td>
<td>143.06</td>
</tr>
<tr>
<td>QRS697-2</td>
<td>4 inch STEEL pull ring</td>
<td>181.95</td>
</tr>
<tr>
<td>QRA697-2</td>
<td>4 inch YELLOW ALUMINUM pull ring</td>
<td>175.35</td>
</tr>
</tbody>
</table>

Add with weld-on adapter machined for other than 3/4 dia.:

```
<table>
<thead>
<tr>
<th>Model</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>QRN697-1Y</td>
<td>3 inch RED ALUMINUM pull ring</td>
<td>153.06</td>
</tr>
<tr>
<td>QRN697-1Y</td>
<td>3 inch YELLOW ALUMINUM pull ring</td>
<td>153.06</td>
</tr>
<tr>
<td>QRN697-2</td>
<td>4 inch STEEL pull ring</td>
<td>193.14</td>
</tr>
<tr>
<td>QRN697-2</td>
<td>4 inch YELLOW ALUMINUM pull ring</td>
<td>185.35</td>
</tr>
</tbody>
</table>
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**BOLT-ON style for SCA700 Column**

<table>
<thead>
<tr>
<th>Model</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>QRSN697-1</td>
<td>3 inch STEEL pull ring</td>
<td>153.06</td>
</tr>
<tr>
<td>QRA697-1</td>
<td>3 inch RED ALUMINUM pull ring</td>
<td>153.06</td>
</tr>
<tr>
<td>QRA697-1</td>
<td>3 inch YELLOW ALUMINUM pull ring</td>
<td>153.06</td>
</tr>
<tr>
<td>QRSN697-2</td>
<td>4 inch STEEL pull ring</td>
<td>185.35</td>
</tr>
<tr>
<td>QRA697-2</td>
<td>4 inch YELLOW ALUMINUM pull ring</td>
<td>185.35</td>
</tr>
</tbody>
</table>
Steering Wheel Bolt Pattern Adapters

STELLING WHEEL ADAPTER for Momo, Sparco and other European steering wheels with 6 x 70 mm bolt pattern. Kit includes both standard and countersunk Torx Plus® screws. Less than 9 mm thick, this part is very strong and will fit any steering hub with the US pattern of 3 x 5/16 on a 1.75 bolt circle. QR697 .......................................................... 47.25

QR697

STEERING WHEEL ADAPTER for Moto-Lita custom steering wheels uses all nine bolts on the Woodward QR hub to match the Moto-Lita’s nine bolts. Plain machined aluminum, suitable for polishing or anodizing. Supplied with Torx Plus® fasteners. QR698 .......................................................... 55.00

QR698

Installing steering wheels on QR hubs

When bolting a steering wheel or bolt-pattern flange to the QR hub, use the appropriate number of washers to obtain correct engagement of the cap screws. The depth of the tapped holes in the hub is 7/16 inch (11.1mm). The button head Torx cap screws supplied with the standard hub include flat and lock washers which can be used in whatever combination necessary to obtain a minimum of 3/8 (9.5mm) thread engagement and a maximum of 7/16 (11.1mm) with a given thickness of steering wheel. Failure to use the correct washer stack, especially on a thin steering wheel, may allow the screws to protrude far enough through the hub to stop the release travel short. Always verify that the mechanism will still work properly after you have tightened all the bolts.

Always bolt the steering wheel directly to the quick release hub. If you have to bring the wheel closer to the driver, the best way is to adjust the column outward (provided you allowed an extra inch or two when ordering the column). Be careful never to pull the lower shaft out of its full engagement with both internal spline bushings. If it is at the limit, substitute a longer lower shaft (e.g. change out an SL15 for an SL17). Shim or extend the steering wheel from the hub only as a last resort. Excessive leverage acting on the quick release unit will eventually bell-mouth the splined bore and ruin the fit. If you have no choice but to extend the wheel, try using a more deeply dished wheel rather than a shim, as there will be less static weight acting to wear out the splines.

The hub is provided with three copies of the standard US bolt pattern to allow, where necessary, realignment of the steering wheel with respect to the 20 splines on the adapter. The extra bolt holes also enable continued use of the hub in case of stripped or worn holes. The splined hub is anodized for wear resistance, but is nevertheless aluminum and can be burred or otherwise damaged if not treated with reasonable care. Wipe off any obvious dirt from the shaft spline before you put the wheel on, and let the teeth get aligned and started with as little pressure as possible. The hub will slide onto the spline for a full half inch (13mm) before you need to actuate the pull ring; it doesn’t need to be forced on.

Should you disassemble the unit for cleaning, repack it with a very light grease with minimum solid content such as Aeroshell 14. The spline contact surfaces themselves are normally left dry so as not to attract dirt.
SLA200

**Slide Yoke**

A slide yoke allows a rack and pinion to be mounted on a straight axle. As the axle moves up and down, the distance from the chassis to the pinion changes, so the steering shaft must be capable of sliding in and out like a driveshaft. Note that the sliding travel required of a slide yoke depends on its mounting angle. Mounted horizontally it will need less than an inch of movement; inclined at 45 degrees it will require a stroke equaling almost three-quarters of the total suspension travel. In extreme cases it may be necessary to utilize an SCA500.

**STANDARD SLIDE YOKE** has 8 inch tube with about 3 inches of stroke. Shipped dry to make welding easier. Special grease for the spline is supplied in a separate container.

<table>
<thead>
<tr>
<th>Part</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLA200</td>
<td>$114.65</td>
</tr>
</tbody>
</table>

**CUSTOM SLIDE YOKE** is typically based on the SLA200 above. Can be provided with a longer tube for increased travel and/or a U-joint or splined shaft extension welded in place. This is built to print; we need your dimensioned sketch to issue a quote. NOTE: if the finished unit is to be chromed, the internal splines absolutely must be masked by the platers.

<table>
<thead>
<tr>
<th>Part</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLA220</td>
<td>Inquire, starts @ $160.00</td>
</tr>
</tbody>
</table>

Replacement splined shaft SL10 .................................................. $33.15

**BOOT** fits all Woodward columns. An absolutely essential part, to keep out dirt and water and maintain the collapsibility of your safety steering column. To use the boot on a slide yoke, just trim back the large end as necessary. For extra short units, the small end can be opened to fit onto the u-joint. Includes high-strength Panduit cable tie.

<table>
<thead>
<tr>
<th>Part</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>BOOT</td>
<td>$16.48</td>
</tr>
</tbody>
</table>

**Parts for use with 3/4 inch tubular steering shafts**

**SPLINED INSERTS** for welding into steel tubing. Better than splined tube—the solid end can’t be crushed by screws or clamps.

<table>
<thead>
<tr>
<th>Part</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST201A</td>
<td>$5.88</td>
</tr>
<tr>
<td>ST201B</td>
<td>$5.88</td>
</tr>
<tr>
<td>ST201C</td>
<td>$8.25</td>
</tr>
<tr>
<td>ST201GM</td>
<td>$16.69</td>
</tr>
</tbody>
</table>

**SHAFT HANGER for TUBING** is a 3/4" RH male rod end with an oversize (.757) bore to pass tubing (unlike bar stock and bolts, which have clearance, tubing is slightly oversized and will not pass through a standard rod end).

Includes two jam nuts. 

<table>
<thead>
<tr>
<th>Part</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB12</td>
<td>$17.20</td>
</tr>
</tbody>
</table>

**SHAFT HANGER for SOLID BAR** is a 3/4" RH male rod end with a standard bore. Use this with round bar stock or tubing that has been centerless-ground to size. Also fits the .750-20 splined shaft of Woodward safety steering columns.

Includes two jam nuts.

<table>
<thead>
<tr>
<th>Part</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB13</td>
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</tbody>
</table>

**SPLINED SHAFT KIT** is a 36 inch tube with one ST201A splined stub already welded in, and the other end loose to allow cutting to length.

<table>
<thead>
<tr>
<th>Part</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>WS201-36</td>
<td>$32.60</td>
</tr>
</tbody>
</table>