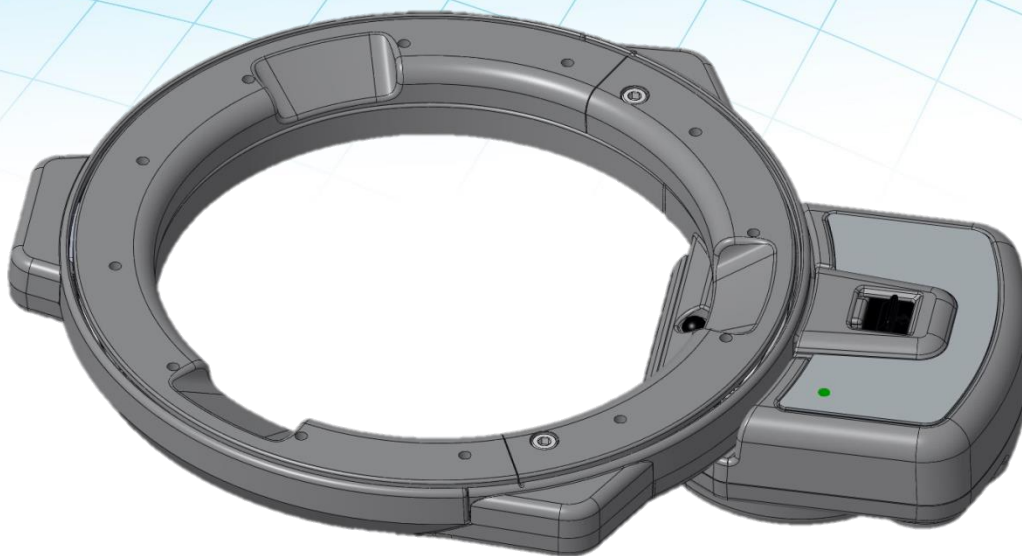




2006263-00-ENG

# ***Ag Leader***<sup>®</sup> ***Technology***



## **Universal Vehicle Kit**

Assisted-Steering  
Vehicle Installation Instructions

PN: 2006263-00-ENG REV. D

# Installation Overview

This Vehicle Kit provides generic hardware to install Ag Leader assisted steering in a wide range of unsupported vehicles. Other kits often combined with this kit to create a complete assisted steering system are: Anti-Rotation Kit, Assisted Steering Kit and SCM Kit.

## Required Parts

Part Number	Qty	Description
2002415-05016	6	SOCKET HEAD SCREW - M5 X 16 MM
2002415-05020	6	SOCKET HEAD SCREW - M5 X 20 MM
2002415-05025	6	SOCKET HEAD SCREW - M5 X 25 MM
2002415-05030	6	SOCKET HEAD SCREW - M5 X 30 MM
2002415-05035	6	SOCKET HEAD SCREW - M5 X 35 MM
2002415-05050	6	SOCKET HEAD SCREW - M5 X 50 MM
2002212-05016	6	HEX STANDOFF - M5 X 16 MM
4006045	1	TOP RING - UNIVERSAL RING
4006428	1	SPACER - RING ASSEMBLY
4006237-50044	16	HOLE PLUGS
4006333	1	BRACKET ARM - "L" SHAPED
4006337	1	FRONT BRACKET
4006338	1	BACK BRACKET - "V" SHAPED
2002021-31450	4	CARRIAGE BOLT - 5/16 X 4-1/2 INCH
2002021-31075	2	CARRIAGE BOLT - 5/16 X 3/4 INCH
2002071-25	6	FLAT WASHER - 1/4 INCH
2002051-31	6	HEX NUT - 5/16 INCH
4005947	1	ANTI-ROTATION PIN *
4002005	1	BEARING
2002021-10075	2	CARRIAGE BOLT - 10-24 X 3/4 INCH
2002058-10	2	WING NUT - 10-24
* SOLD SEPARATELY		



**MDU and anti-rotation brackets allow for mounting in a variety of orientations. Certain orientations could lead to unsafe operating conditions. Consider the following before installing in your vehicle:**

- Primary steering column features remain functional (shift levers, turn signals, horn, etc.)
- Adequate visibility of gauges and out of cab
- MDU power button is accessible
- Distance between top of MDU & bottom of steering wheel does not impede gripping of steering wheel
- Cable is routed with minimal obstruction in cab

**When installing, do not force components as this can result in damage.**

# Installation Procedure

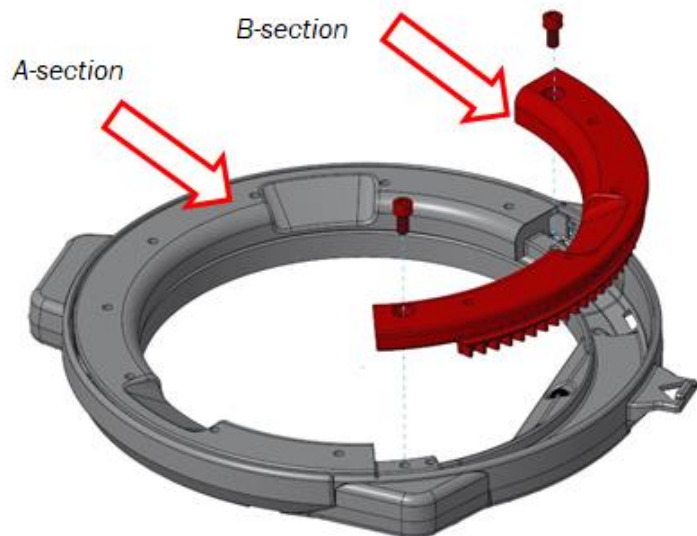
- **NOTE:** Use of power tools during install can result in damage to the SteadySteer unit!



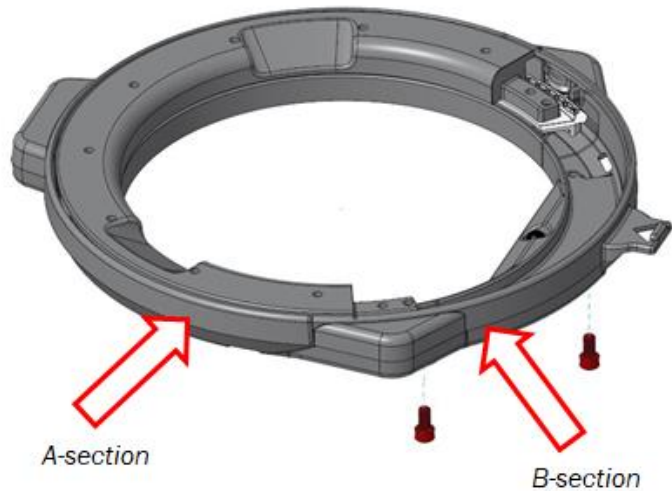
- **NOTE:** Disassembly is required to allow installation without removing steering wheel (see following steps). Carefully observe disassembly sequence to make reassembly easier.



1. Remove (2) black, M5 X 10 mm screws from inner ring B-section using provided hex key.
2. Remove inner ring B-section.

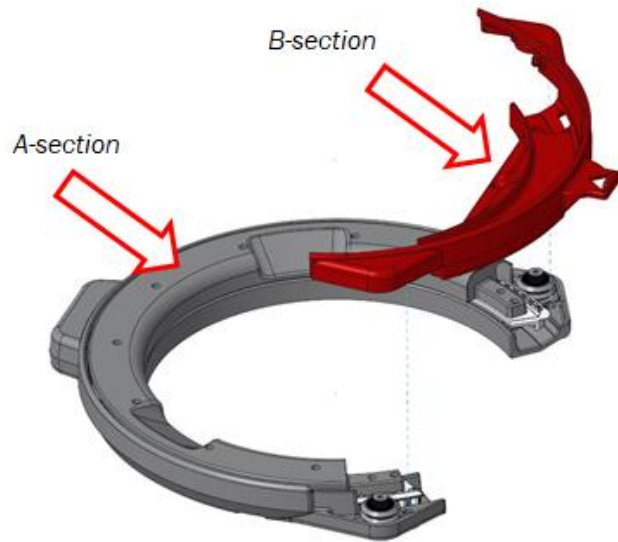


3. Remove (2) black, M5 x 10 mm screws securing outer ring B-section using provided hex key.



4. Remove outer ring B-section.

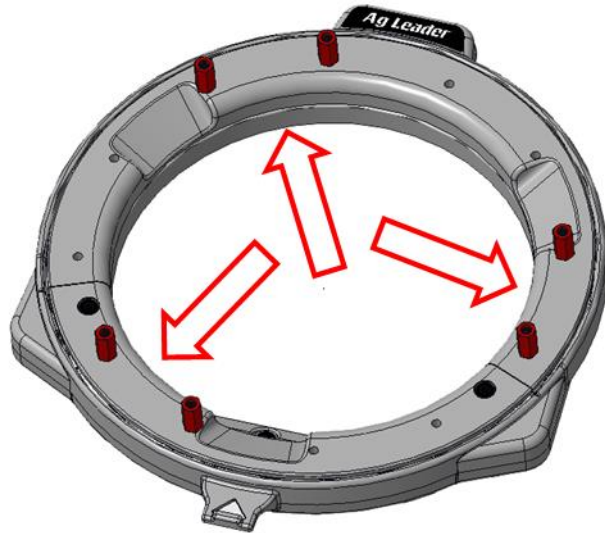
- **NOTE:** Installation decal and plastic screws prevent inner ring A-section from rotating. Do not rotate while disassembled.



5. Position ring assembly A-sections under steering wheel spokes.
6. Install ring assembly B-sections in reverse order outlined by steps 1-4.
- **NOTE:** Tighten (4) ring assembly fasteners before proceeding.
7. Once assembled, remove installation decal and (2) plastic M5 screws.
8. Verify inner ring rotates freely relative to outer ring.

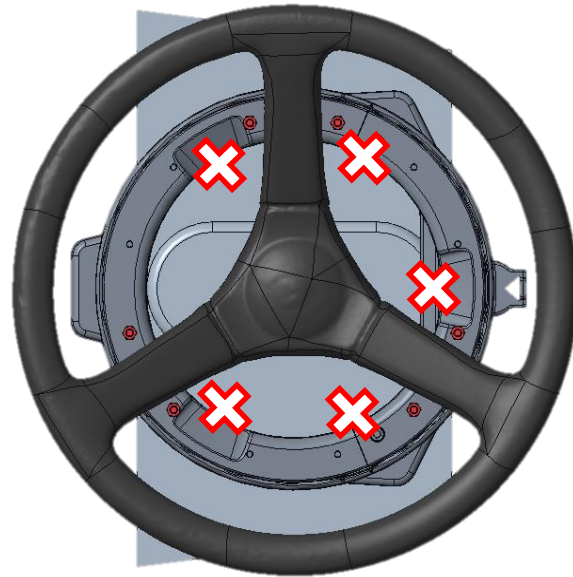


9. Install three pairs (6 total) of M5 X 16 mm standoffs into the threaded holes of the ring assembly at the locations shown.



10. Rotate ring assembly so the steering wheel spokes rest between the pairs of standoffs that were installed in the previous step.

- **CAUTION** Do not position steering wheel spokes within the inner ring recesses or on the inner ring splits. The X's show where not to put the spokes.



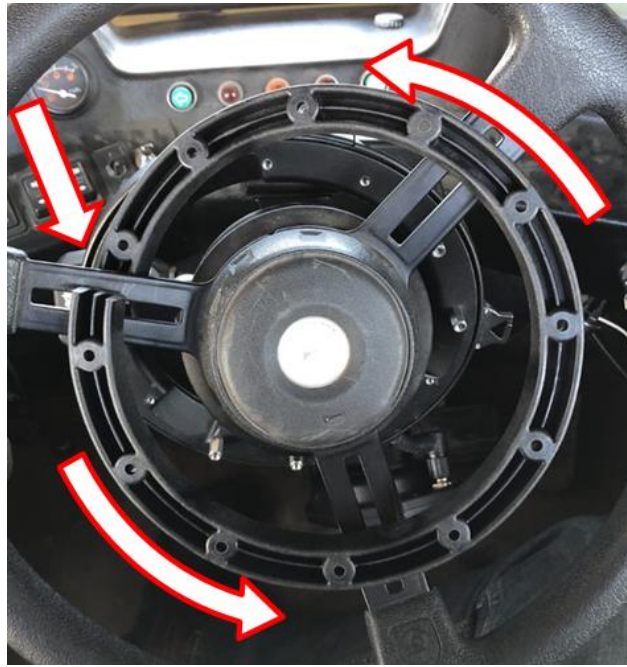
**11.** Ring assembly spacer is available for use if needed. If spacer is not needed, proceed to Step 13.

Spread ring assembly spacer apart at split. Rotate spacer and slide each spoke through gap.

Ensure that the flat face of the spacer is facing downwards, towards the ring assembly.

Avoid aligning the split with one of the steering wheel spokes.

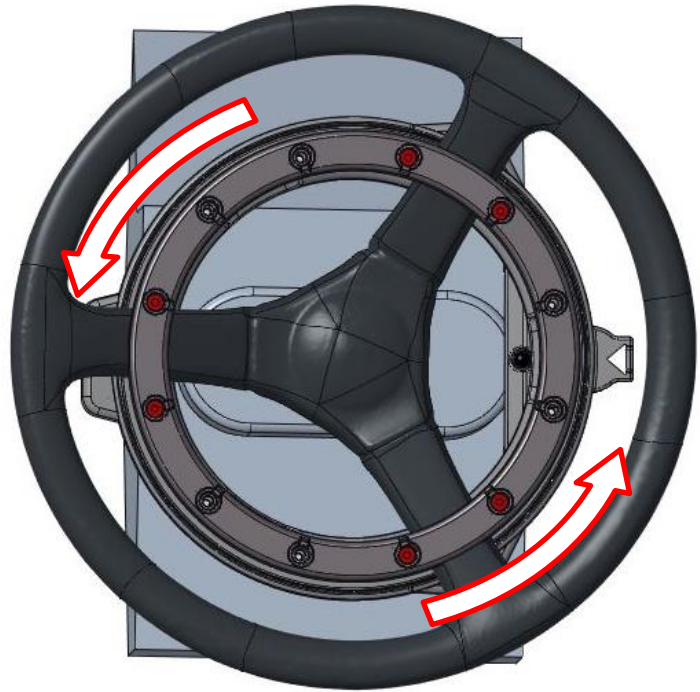
- **NOTE:** Ring assembly spacer can be identified by split in part. Universal top ring is not split.



**12.** Align the holes on the spacer with the (6) M5 X 16 mm standoffs and press the spacer downwards so it is flush with the inner ring.



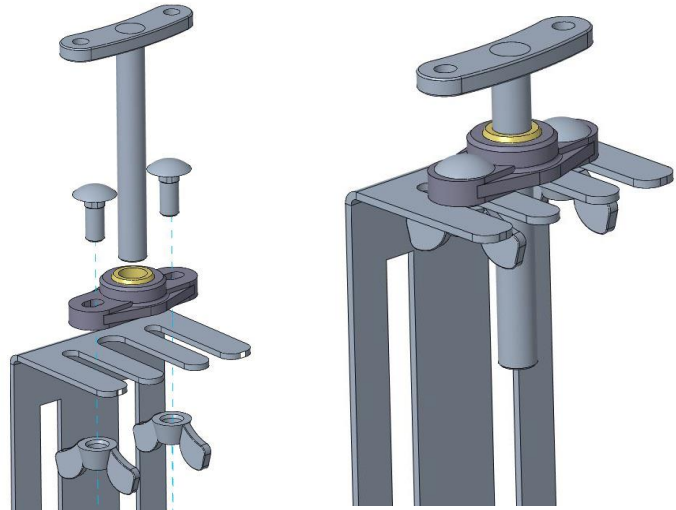
- 13.** Secure ring assembly to steering wheel using provided top ring and best fitting screws.
- Start (2) M5 socket head screws at each spoke, threading into the M5 X 16 mm standoffs.
  - ⚠ CAUTION** Do not thread M5 screws directly into the inner ring.
  - Center on steering wheel by rotating top ring (and ring assembly) so each spoke contacts (1) screw.
  - While positioned, tighten all (6) screws in an alternating pattern.
  - If top ring and ring assembly are *NOT* tight on the steering wheel, use a shorter length of screw.
- NOTE:** Checking distance from steering wheel rim to top of ring with a tape measure can aid in centering.



**14.** Install provided top ring hole plugs.

- 15.** Assemble anti-rotation pin and bearing to top side of bracket arm using (2) #10 x 3/4 inch carriage bolts and wing nuts.

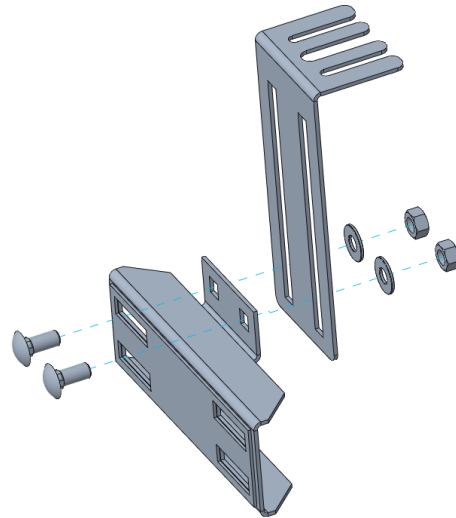
- NOTE:** Leave wing nuts loose until position of bearing is set (shown in next steps).





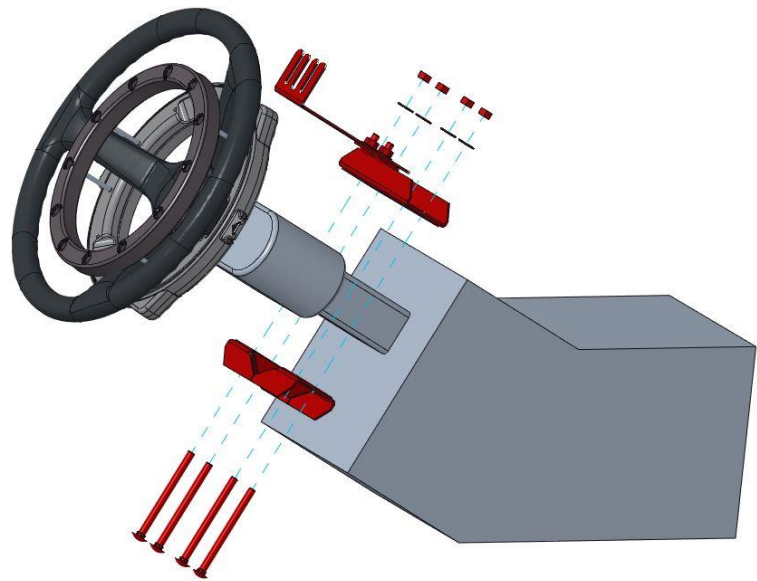
16. Attach front bracket to the bracket arm as shown to the right. Use (2) 5/16 x 3/4 inch carriage bolts, flat washers, and hex nuts.

■ **NOTE:** Leave hex nuts loose until position of bracket arm is set (shown in next steps).



17. Clamp steering column between front and back brackets. Use (4) 5/16 x 4-1/2 inch carriage bolts, flat washers and hex nuts.

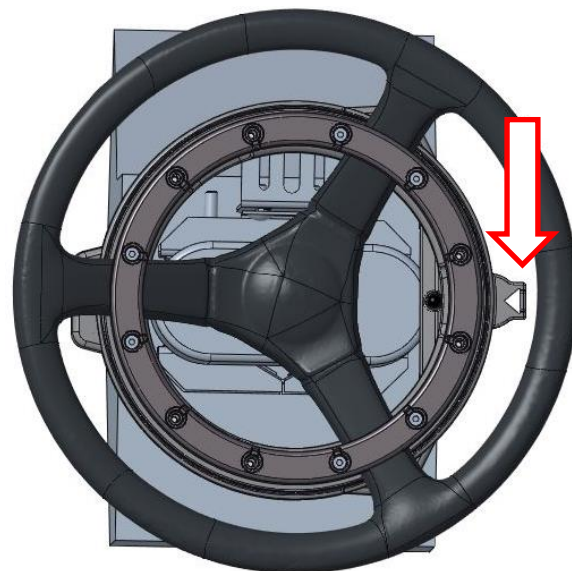
■ **CAUTION** Only clamp brackets to rigid, non-rotating section of column. Attaching to non-rigid locations (i.e. flexible plastic) could lead to unsafe operating conditions.



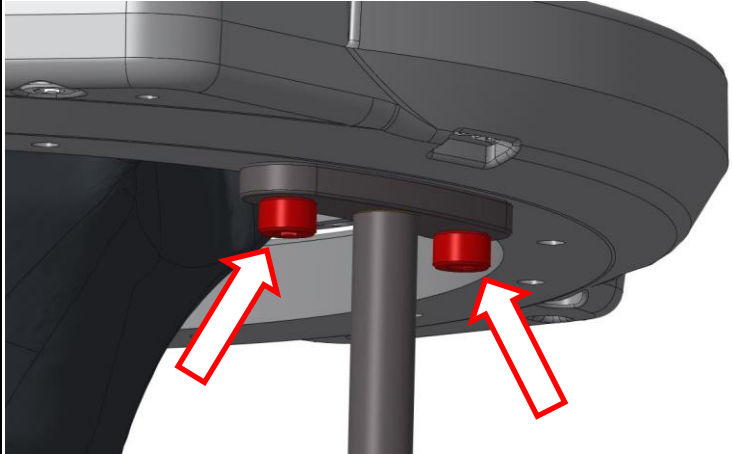
18. Rotate outer ring assembly so motor drive unit (MDU) retaining tab is oriented in desired position.

■ **NOTE:** Tab is shown in 3 o'clock position in photo to right. Refer to page 3 to determine best orientation for your vehicle.

■ **CAUTION** Some orientations may restrict access to OEM functions, which could lead to unsafe operating conditions.



19. Secure anti-rotation pin base flange to outer ring assembly using (2) black, M5 x 10 mm socket head screws.

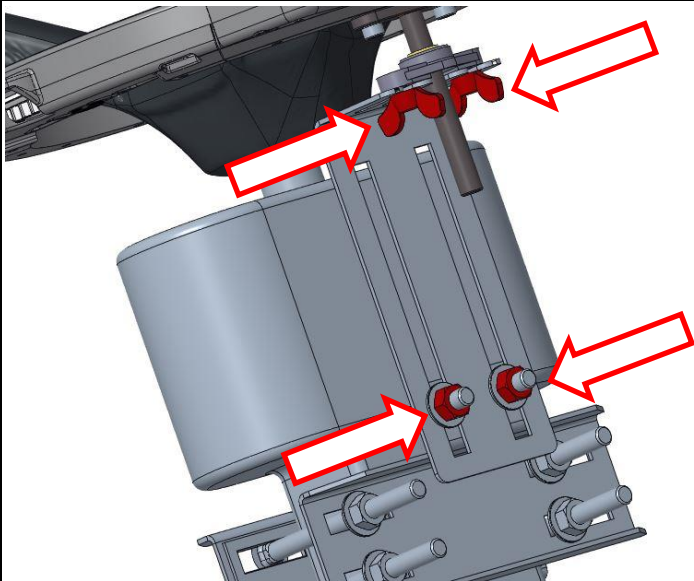


20. Adjust position of bracket arm up/down so at least half of anti-rotation pin is through bearing.

■ **NOTE:** *If applicable, check that anti-rotation pin stays engaged when steering column is telescoped.*

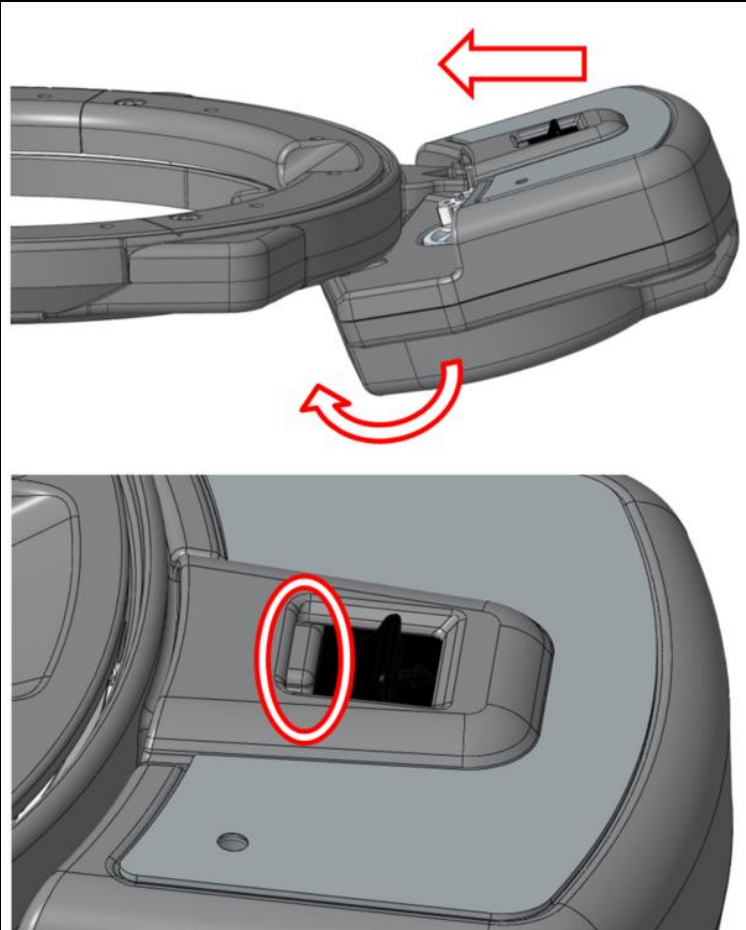
21. Fully tighten hex nuts that secure bracket arm to front bracket.

22. Fully tighten wing nuts that secure bearing to anti-rotation bracket.



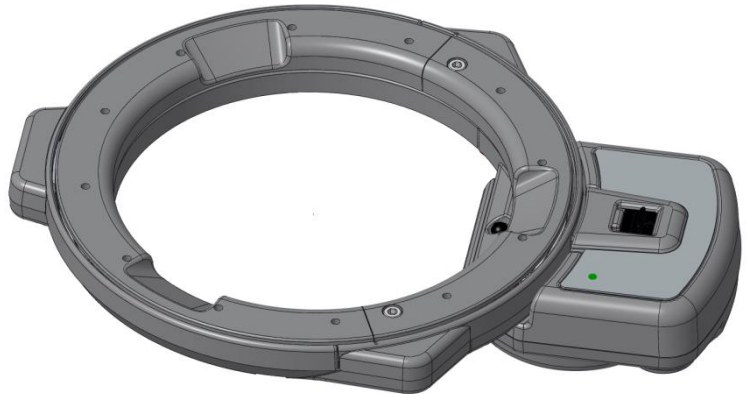
**23.** Attach motor drive unit (MDU) to ring assembly.

- a) Slide MDU latch cover over arrowed MDU mounting tab located on ring assembly.
- b) Rotate until completely latched. It will “click” into place.
- c) Verify mounting tab (circled in photo) is fully engaged.



■ **NOTE:** Top ring, steering wheel and column hidden for clarity.

**24.** Shown is a representation of MDU when properly attached to ring assembly.



■ **NOTE:** Top ring, steering wheel and column hidden for clarity.

# Installation Review

- All mounting fasteners are installed and tight
  - Top ring fasteners (6)
  - Anti-rotation bracket fasteners (6)
  - Anti-rotation pin/bearing fasteners (4)
- Anti-rotation bracket and top ring are mounted solid with very little play
- Steering column is telescoped to operating position and anti-rotation pin has adequate engagement with bearing
- With engine running, steering wheel turns freely in both directions
- Motor Drive Unit (MDU) clearances are adequate
  - Distance between top of MDU & bottom of steering wheel does not impede gripping of steering wheel
  - MDU power button is easily accessible
  - MDU is easily removed & latched to ring assembly
- Primary steering column features are functional (shift levers, turn signals, horn, etc.)
- Adequate visibility of gauges and out of cab

Installer Signature: \_\_\_\_\_

Date: \_\_\_\_\_