

TOOLS REQUIRED

10mm socket, 17mm socket, breaker bar, extension bar, phillips-head screw driver, electrical tape, scissors/wire stripper, soldering iron (optional)

TIME TAKEN: 1.5 HOURS



STEP 3

For the full package, we picked up the Works Bell Sports Steering Wheel and accessories.

Before you do anything, disconnect the battery and drain the car of charge by applying the brake pedal for 20 seconds. This will save the factory airbag from rearranging your face.



STEP 4

What we have here is a standard, 10-year-old Series VIII steering wheel. It's not a bad-looking Nardi twirler for its age, but with the car boasting deep dish Meisters and bright red Brides, visually it had suddenly become the weakest link.



STEP 5

Firstly, we need to remove the steering column shroud. The bolts that hold it on are easily displaced with a screwdriver.

STEP 6

With the bolts undone, the shroud will click out of place quite easily, leaving you with this.

Words and pics: Jack Drewett

POINT OF CONTACT

We run you through the installation of Works Bell's latest wheel, boss and quick-release system

Quick-release steering hubs experienced a massive surge in popularity at the start of 2010, and with good reason. People discovered that if they could click their steering wheel off in a moment then their life became far easier when it came to entering and exiting the bucket seat-equipped cabin of their import.

Not only that, but they also serve as an ultimate form of car-theft prevention and look Vanilla Ice cool while hard parking. Really, quick-release steering wheels are saturated in win, and there's no reason why we all shouldn't rock one.

The problem is that out of those who make the purchase, many also make the eternally damning mistake of fitting a cheap, imitation unit. In doing so, not only are they risking their lives with a sub-standard product and embarrassing themselves with a no-frills piece of crap, but by supporting such impostors they are also doing their part to poison the

quality JDM market that we love so much.

On the other side of the playground is the discerning JDM modifier who will no doubt have already heard of the Works Bell Rapfix II unit; race-proven, high quality and visually stunning, this is the ultimate steering combination.

The Rapfix II is available most readily from local distributor The Tuners Group and can be found on many of the top-level D1 competition drift cars such as Team Orange. It comes packaged not only with the usual installation bits and pieces, but also an earth ring and airbag warning light cancellation resistor.

This month, we're installing the quick release along with a specially designed Works Bell boss kit and steering wheel into our project FD3S, which you may remember from the recent DIY entailing the tyres that we were told wouldn't fit.

First of all, let's run through what we started with:



STEP 1

Here's the Works Bell Rapfix II Quick-Release.



STEP 2

We also have the Works Bell Short Boss, airbag resistors and instructions (Japanese). English instructions are available free of charge through The Tuners Group.

DIY



STEP 7

Next up is the airbag. Make sure the battery is disconnected and that you've pumped the brake pedal a few times to drain the system of charge. Then go searching for these bolts with a 10mm extended socket.

STEP 8

Once they are undone, the airbag will lift out like this...

STEP 9

...And unplug like this.



STEP 10

Now, grab a bit socket and give it a bit of curry to loosen the centre nut. Don't undo it all the way just yet.

STEP 11

With the nut still holding onto the thread by a couple of turns, grab the wheel as hard as you can and rock it side to side and up and down. It'll pop free eventually and the still applied nut will stop it from whacking you in the face. Thanks **PI!**

STEP 12

As the wheel lifts off, disconnect the horn and airbag loom here. What you'll be left with is the bare rotating clock unit in the background.



STEP 13

Unlike cheap options from your local auto store, the Works Bell boss kit features a handy cut-out area designed specifically for your car's airbag and horn loom to pop through. Make sure your front wheels are straight and then slip it on over the indicator cancel pins.

STEP 14

Do it up nice and tight.

STEP 15

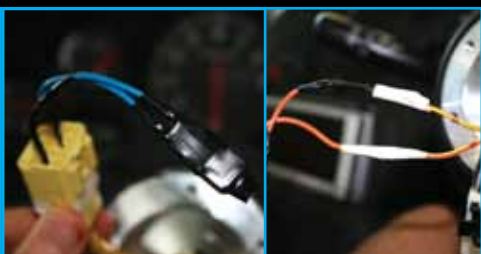
Next up, grab the smaller side of the Rapfix and run the black wire from the RX-7 into the red of the Rapfix. Earth the black wire coming from the quick release wherever you can. We chose to do this inside of the boss kit.

INGREDIENTS

Works Bell Steering Wheel – \$174
Works Bell Short Boss (FD3S) – \$180
Works Bell Rapfix II Quick Release – \$349

CONTACT

The Tuners Group
Web: www.tunersgroup.com
Ph: (02) 9029 8632



STEP 16

Now it's time to deal with that pesky airbag warning light. Works Bell supplies two different resistors with the boss and, connectors aside, they are identical. You can either pop the pins into the end of the airbag loom like this...

STEP 17

...Or hard-wire them in with a soldering iron and electrical tape like this.



STEP 18

Tuck it up like you were Queen of the Desert and fit the male end of the Rapfix.

STEP 19

This is where the fun starts. Click the larger side of the Rapfix into place (sounds great, doesn't it?), line up the earth ring and attach the black earth wire from inside the Rapfix onto the tab provided.



STEP 20

The red wire clicks straight onto the back of the horn button. It works by earthing out onto the side of the earth ring when depressed.

STEP 21

With it all fitted up, this is what you'll be left with. Now that's a steering package you can be proud of. <<

