NOT FOR USE ON AIRBAG EQUIPPED VEHICLES

1. Point your wheel straight and disconnect the battery or horn fuse before starting the removal of your old wheel.

2. To remove the horn:
   a. Press down on the horn cap or ring and turn
   b. Remove emblem cap from its snapped-in condition by grasping and pulling it, or pry loose
   c. Horn ring and emblem may be secured by screws which are covered in rear side of wheel spokes.

   If the above has not removed your horn, you will see the remaining screws you need to remove.

3. Remove the nut that holds the steering wheel to the shaft.

4. Mark the shaft so that you know where the top of the wheel is.

5. With a puller, use the two tapered holes on the hub of the old wheel to remove the steering shaft.
   If puller is not available you may drill two holes of the proper size in a steel bar and by using two screws of correct length you can tighten and remove the old wheel easily.

6. If your old wheel has a turn signal, remove and reinstall in the same position on the back of the new hub. This part is affixed to the steering wheel usually by a spring or screw.
   NOTE: Some cams are molded into the wheel and are not removable, use roll pin(s) provided in this kit for these applications. See roll pin instructions.

7. When using kit B02, install the metal sleeve over shaft. **NOTE**: Sleeve should fit easily and slide down until it bottoms out. On some models the turn signal may prevent it from bottoming or fit snug against its sides. If problem persist do not use the sleeve, it is not required.

8. Making sure the hub reads “TOP”, position the hub on the splined shaft with the mark you made in step 4.

9. Position the column cover and wheel using the three hex bolts included in this kit. (You do not need to tighten at this time).

   NOTE: When using kit B01 on older Fords and there is a gap between the post cover and column, there is an adjustment that must be made. Loosen the bolt under the dash holding the column in position, move the column housing up or down as needed leaving about 1/8” gap and then retighten the bolts.

10. Check wheel for correct position and install the wheel nut and tighten.

11. Place orange retainer contact(s) on wheel and position the spring over the shaft nut. Tighten hex bolts and align horn cap. Push the horn cap down until the indents or dimples pass the orange retainer contact fiber. Turn cap left or right until tight (1/4”-1/2”).

12. Reconnect battery and enjoy your new wheel!
    NOTE: When tightening the hex bolts, keep in mind that excessive torque will result in damage to the hub. If properly tightened, it will firmly hold the hub/wheel assembly to the shaft.

Torque Requirements
Hex Bolts 10-12 Ft/LBS
Steering Shaft Nut 25-30 Ft/LBS

Roll Pin Instructions:

In your kit you will find 1 or 2 roll pins. These pins are for the purpose of doing a turn signal delete when the factory assembly cannot be used with the hub. These pins, when inserted into the back of the hub **must** match the depth and position of the pins on your original wheel. The slot in the pins must face toward the center of the shaft. Prior to installing the pins, mount the hub on the shaft and check for the proper clearance and turn signal operation.

Turn the hub and wheel in both directions. If the roll pins touch on the turn signal delete mechanism while turn signals are in the off position you will need to bend the pins in the necessary direction so they will clear without making any contact. **Failure to do this will result in damage to your turn signals.**

On some wheels, you will need to bend the horn brush towards you. This brush is on the steering column right next to the turn signals. After bending the contact, place the hub on the shaft and make sure the horn contact is touching the contact ring on the hub.