

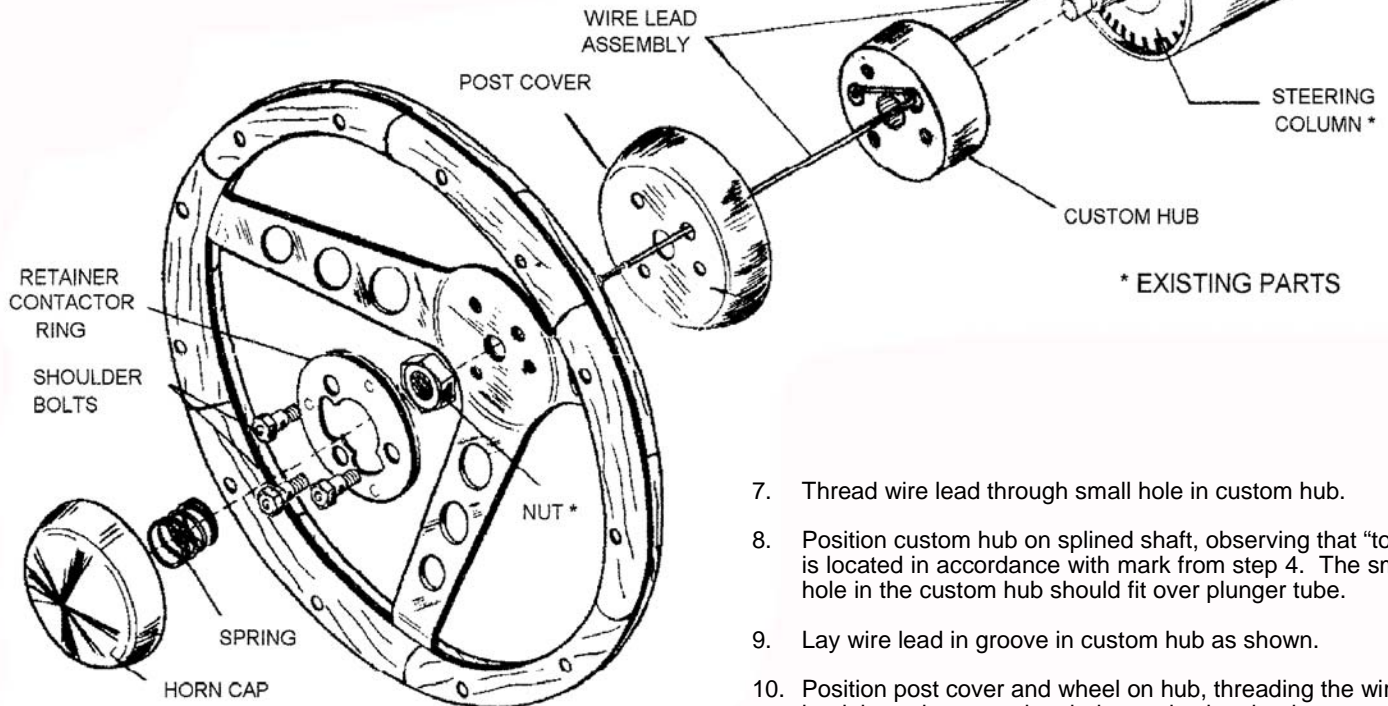
FORM #10

GRANT

97510-00-01

CLASSIC/CHALLENGER WHEELS ONLY
IF YOU HAVE A PAINTED SPOKE, YOUR WHEEL CAME WITH A SILVER FOIL DISC THAT MUST BE USED FOR PROPER HORN OPERATION. REFER TO INSTRUCTION SHEET WITH WHEEL DO NOT THROW AWAY!

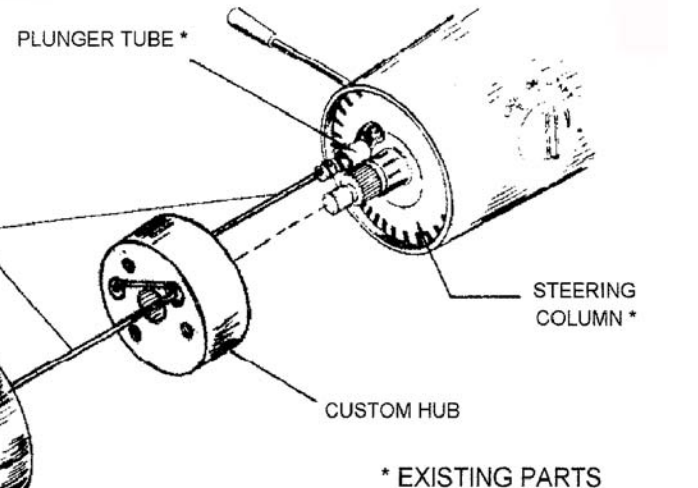
SHOWN: TYPICAL CLASSIC/CHALLENGER INSTALLATION
SEE INSTRUCTION SHEET PROVIDED WITH WHEEL FOR SIGNATURE WHEEL HORN HOOKUP.



1. Point wheels straight ahead and disconnect battery or pull horn fuse before starting removal of the old wheel so horn won't short out and blow during installation.
2. Remove horn mechanism. This is normally done by one or more of the following steps:
 - a) Press down on horn cap or ring and turn.
 - b) Remove emblem cap from its snapped-in condition by grasping it and pulling toward you, or pry loose.
 - c) Horn Ring and emblem may be secured by screws which are concealed in rear side of wheel spokes.If one of the above operations has not removed all of the horn parts, it will have exposed the remaining screws to permit easy removal of the balance of such parts.
3. Remove nut which holds wheel to shaft.
4. Mark shaft as to which is the top of the wheel.
5. With conventional puller (or GRANT puller 5891), use the two tapped holes which you will find in the hub of old wheel to pull off the steering shaft.

If a puller is not available, you may improvise an efficient one to do the job. By drilling two holes of the proper size in a short steel bar and using two screws of the proper length you can tighten them and pull the old wheel very easily.

6. See instruction supplement on reverse side for horn contact plunger assembly.



7. Thread wire lead through small hole in custom hub.
8. Position custom hub on splined shaft, observing that "top" is located in accordance with mark from step 4. The small hole in the custom hub should fit over plunger tube.
9. Lay wire lead in groove in custom hub as shown.
10. Position post cover and wheel on hub, threading the wire lead through appropriate holes and using the three shoulder bolts provided, but do not tighten at this time.

BEFORE PROCEEDING FURTHER READ GENERAL NOTES AT BOTTOM

11. Check to see if wheel is in the proper position, and if correct, install the wheel retainer nut and tighten securely.
12. Remove shoulder bolts and reinstall same through retainer contactor ring so that the **fiber side is toward you**. Tighten shoulder bolts, see torque setting below. Connect wire to terminal on contactor ring.
13. Position spring on nut, you may find tape a help. Place horn cap in position by aligning dimples in cap with reliefs in fiber material and push until dimples pass the fiber. Turn cap left or right until tight (1/4-1/2").
14. Reconnect battery or replace horn fuse and enjoy your new GRANT wheel.

GENERAL NOTES

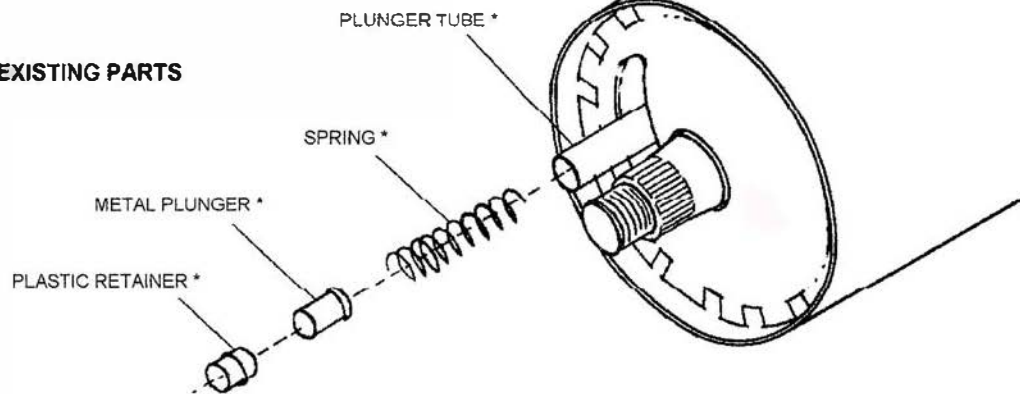
When tightening the three shoulder bolts, please keep in mind that excessive torque will result in damage to the hub. The wheel retainer nut, when properly tightened, will firmly hold the hub and wheel assembly to the steering shaft.

TORQUE REQUIREMENTS

SHOULDER BOLTS 10-12 FT/LBS
STEERING SHAFT NUT 25-30 FT/LBS

STEERING WHEEL INSTALLATION INSTRUCTION SUPPLEMENT

* EXISTING PARTS



1. Remove old horn contact plunger assembly by pulling metal plunger toward you. Be careful not to lose the spring. **Shorten spring 6 coils.**
2. Place metal plunger aside as it will not be needed for kit assembly.
3. Put spring into plunger tube, thread wire lead supplied in kit through plastic retainer.
4. Place plastic retainer and wire lead into plunger tube and push in until retainer clicks or locks into place. Be sure pin end of wire lead contacts spring.
5. Continue kit assembly by following instructions on front of sheet.

