

NOT FOR USE ON AIRBAG EQUIPPED VEHICLES

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

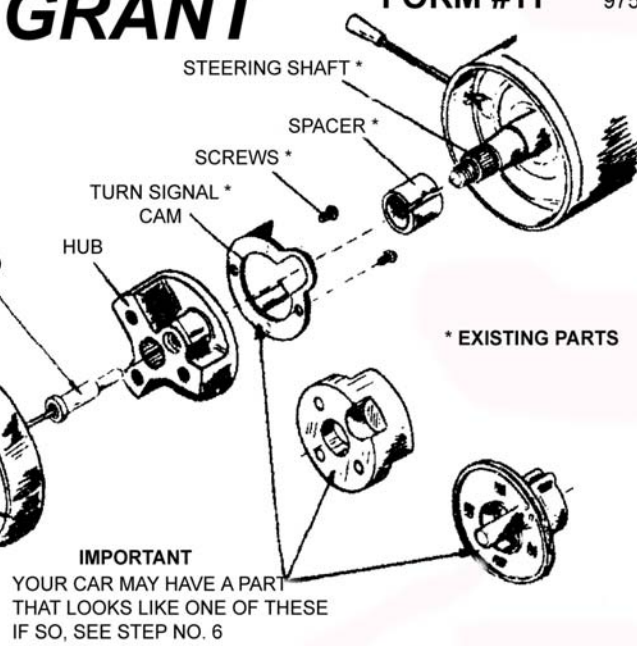
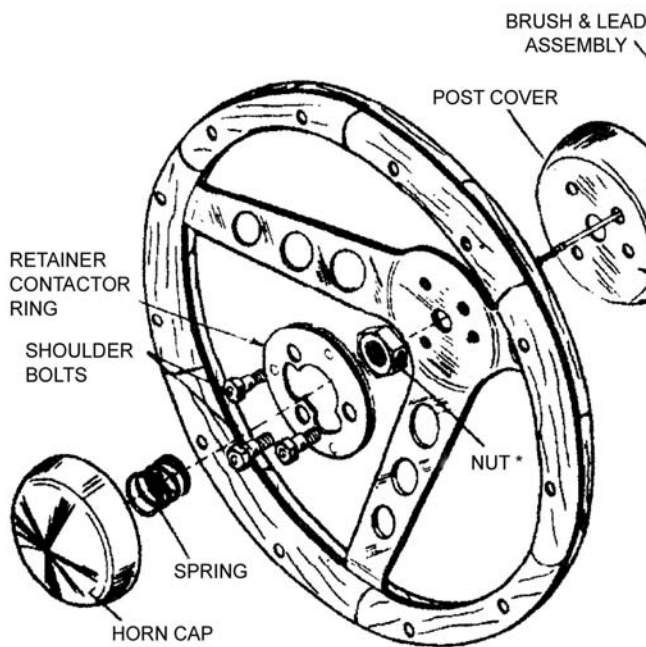
DO NOT THROW AWAY!

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

GRANT

FORM #11

97511-00-01



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. If there is a turn signal cancellation device, such as illustrated in diagram, attached to the back of your old [steering wheel](#), remove this part and reinstall it orienting the post to approximately the 2 o'clock position to go through the hole in custom hub.

7. Remove the metal probe from the signal contact tube, retaining both the spring and the holding sleeve. Thread the "T" ended wire through the spring and the sleeve. Place them in the contact tube so that the "T" is making the electrical contact at the bottom of the tube and is held down by the spring, which is held in place by the sleeve located back in it's original position.
8. Position custom hub on splined shaft, observing that "top" is located in accordance with mark you made in step 4.
9. Position post cover and wheel on hub, threading the wire lead through appropriate holes. Use the three shoulder bolts provided, but do not tighten at this time.
10. Check to see if wheel is in the proper position, and if correct, install the wheel retainer nut and tighten securely.
11. 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.
12. Connect wire lead to retainer contactor ring. 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 the dimples pass the fiber. Turn cap left or right until tight (1/4-1/2").
13. Reconnect battery or replace horn fuse and enjoy your new GRANT wheel.

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