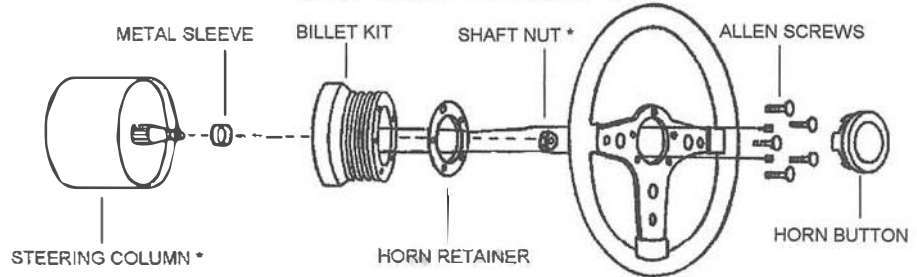


GRANT

FORM
5249/5249-1

NOT FOR USE ON AIRBAG EQUIPPED VEHICLES



* EXISTING COMPONENTS

REMOVING ORIGINAL WHEEL

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 or bolt holding wheel to shaft.
4. Mark shaft to denote 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. Install tubular metal sleeve in kit over shaft.

NOTE: Sleeve should fit freely and slide down until it bottoms. On some vehicles, the plastic turn signal mechanism may prevent the sleeve from bottoming or fit snugly against its sides. If either condition exists, do not use sleeve, it is not required.

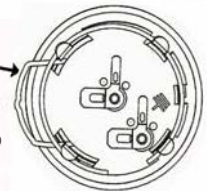
PREPARING WHEEL FOR INSTALLATION

7. Remove the five (5) allen screws securing the wheel to the GT adapter (GT adapter is not used in billet kit installation). Take wheel, horn button, retainer ring and/or trim ring and transfer these components to the "billet" adapter noting that the arrow stamped on collar is the top of the wheel. Reinstall screws securely, but leave horn button off at this time.

8. Make the following modification to the horn button, as the button **must not be grounded**:

Cut off external portion of wire spring
[Only for 2 wire horn systems]

(This wire spring must not make contact with steering wheel or retainer ring). To do this, pull spring out about 1/4" and cut with wire cutters where it begins to go back inside the housing.



9. Apply grease from enclosed capsules or equivalent to cover copper contact surface on the bottom of custom hub. This will reduce wear on the components and will not interfere with the electrical circuit.
10. Position the wheel/adapter assembly onto splined shaft observing that wheel is aligned in accordance with the mark you made in step 4. Check for proper position and, if correct, install shaft nut and tighten securely to 30 ft./lbs.
11. Connect horn wire lead to the center terminal on back of horn button. (If your wheel came with a grounding lead, put eyelet under one of the three bolts below wheel and reinstall bolt tightening to 10-12 ft./lbs., connect this wire to outer lead on back of horn button). Install button into center of wheel. Reconnect battery or replace horn fuse and enjoy your new GRANT wheel.