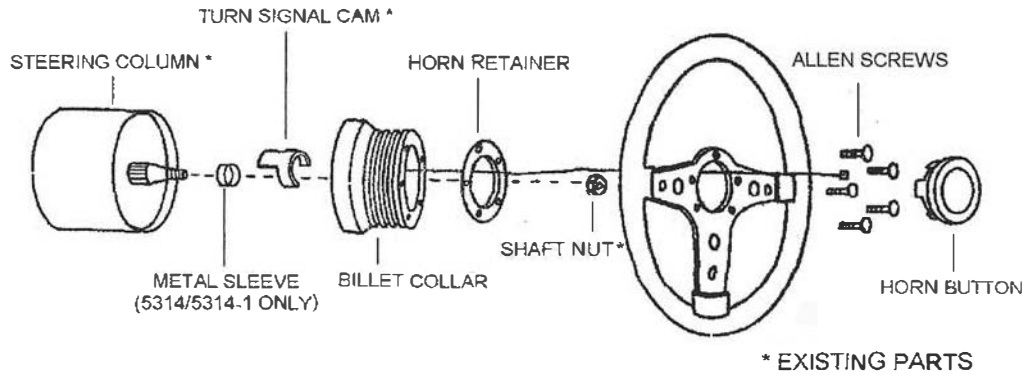


GRANT

NOT FOR USE ON AIRBAG EQUIPPED VEHICLES

FORM
5285/5285-1
5314/5314-1
5318/5318-1



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.

PREPARATION TO INSTALL NEW WHEEL

6. **FORD** - If your old wheel has a turn indicator canceling device on the back, remove it and reinstall it in the same position on the back of custom hub. (In some cases this part is not removeable or may be incompatible with the custom hub). In your kit you will find two (2) roll pins, which when properly inserted will cancel the turn signals.

Using your old wheel as a guide, install the pins into custom hub to match the position and depth of the old wheel's mechanism. Be sure the slot in the pins face in toward the center of hub.

IMPORTANT-Check for proper clearance and operation by pushing the hub assembly onto shaft and turning in both directions. The pins must not touch or rub on the hook arms when the signals are in the neutral (off) position. If they do, you must bend the pins inward until they clear without touching. *Failure to perform this adjustment will cause damage to your mechanism.*

CHRYSLER - install the small tubular metal sleeve furnished in your kit by sliding down over splined shaft.

7. **Preparing wheel for installation** - Remove the five (5) allen screws securing wheel to GT adapter. (GT adapter is not used with a billet kit installation). Transfer wheel, horn button, retainer ring, trim ring...etc to billet adapter noting that the arrow stamped on billet collar is the top of the wheel. Reinstall screws securely, but leave horn button off at this time.
8. 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.
9. 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
10. 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.