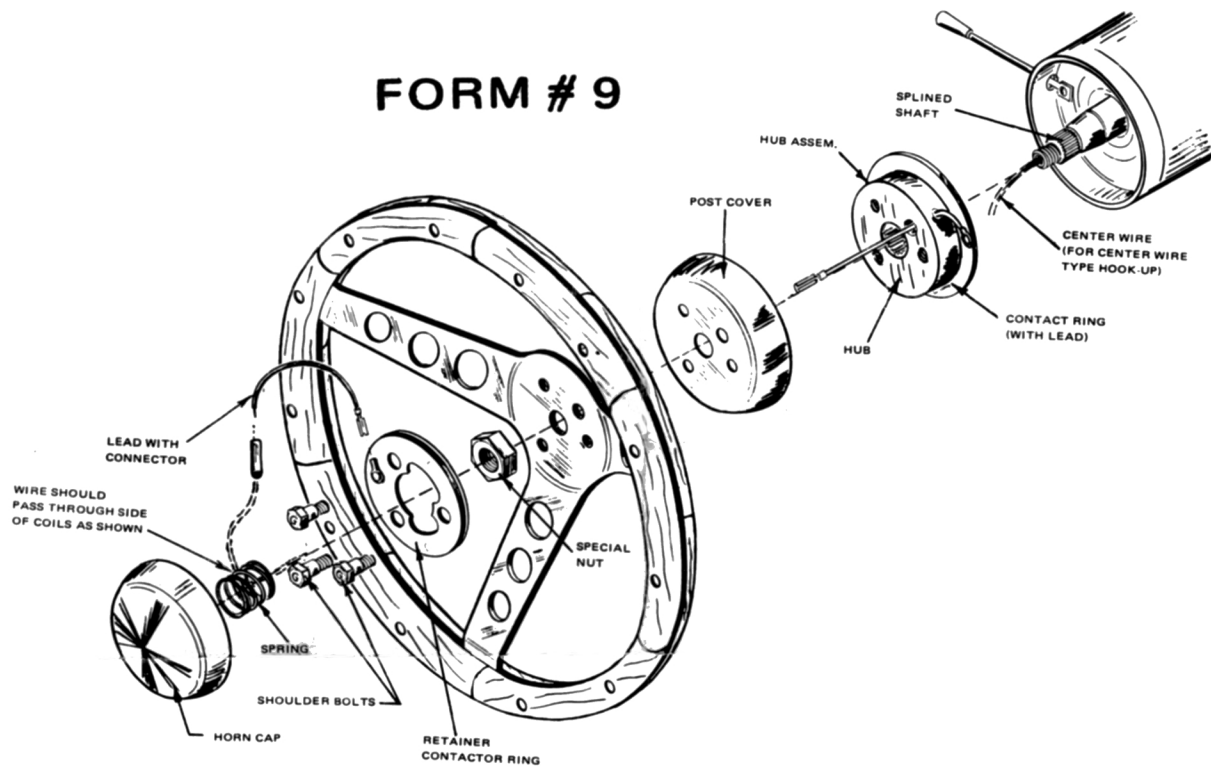


FORM # 9



1. Disconnect battery before starting removal of old wheel so horn won't short out and blow while installing kit.

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 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 wheel.

5. With conventional puffer, use the two tapped holes which you will find in the hub of old wheel to pull wheel off the splined shaft.

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

If your car *does not* have a center wire running through the steering shaft, follow steps No. 6—No. 11. If your car *does* have the center wire, follow steps No. 12—No. 18.

6. Position hub on splined shaft observing that "top" is located in accordance with the mark which you made in step No. 4.

7. Position post cover and wheel on hub, using the three shoulder bolts provided, but do not tighten them.

8. Check to see if wheel is in the proper position, and if correct, install special center wheel retaining nut and tighten.

9. Remove shoulder bolts and reinstall same through retainer contact ring so that the *fiber is toward you*.

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

10. Connect wire lead to retainer contactor.

11. Position spring on nut. You may find tape a help. Place horn cap in position and push until dimples pass fiber. Turn cap a few degrees and pull slightly toward you until dimples recontact fiber.

(Don't forget to reconnect battery.)

12. Pry the contact ring from the hub assembly. Cut the wire lead from this contact ring (as close to the ring as possible). Connect the lead to the retainer contactor and discard the contact ring.

13. Position hub on splined shaft observing that "top" is located in accordance with the mark which you made in step No. 4.

14. Position post cover and wheel using the three shoulder bolts but do not tighten them.

15. Check wheel for position, and if correct, install the special center wheel retaining nut and tighten.

16. Remove shoulder bolts and reinstall same thru retainer contact ring so that the fiber is toward you. When tightening the shoulder bolts, please keep in mind that excessive torque will result in damage to the hub. The wheel retainer nut, if properly tightened, will firmly hold hub and wheel to steering shaft.

17. The wire you connected to the retainer contactor must be connected to your center wire, with the plastic-covered connector provided. Don't forget, the wire must pass through the coils of the spring as shown in diagram.

18. With spring in position on top of nut, place horn cap in position and push until dimples pass fiber, turn cap a few degrees and pull slightly toward you until dimples recontact fiber.

(Don't forget to reconnect battery.)