NOT FOR USE ON AIRBAG EQUIPPED VEHICLES

GRANT

FORM #5

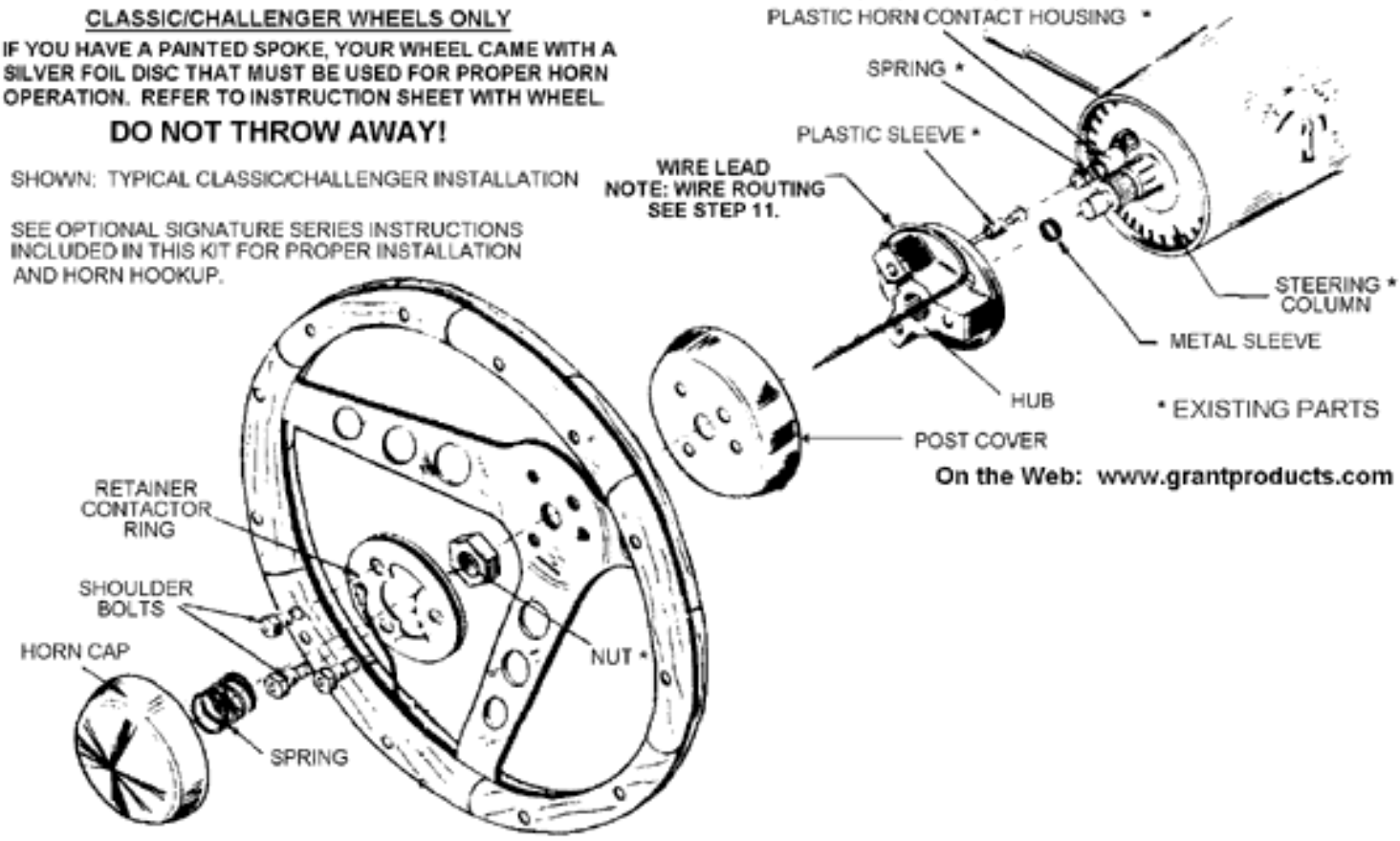
CLASSIC/CHALLENGER WHEELS ONLY

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 OPTIONAL SIGNATURE SERIES INSTRUCTIONS INCLUDED IN THIS KIT FOR PROPER INSTALLATION AND 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 horn wire or spring loaded metal plunger from plastic housing by either pulling straight out on the metal plunger or, on most models, by twisting the plastic sleeve to the left and then pulling out. Retain plastic sleeve for later use, remove it from wire by cutting the wire.

4. Remove shaft nut retainer clip, if so equipped, and retain for later use. Remove shaft nut which

holds wheel to shaft.

5. Mark shaft as to which is the top of wheel. (Most shafts have a score mark denoting this, but be sure).

6. 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.

7. After original wheel has been removed as indicated, place small tubular metal sleeve down over the steering shaft.

8. Position hub on splined shaft observing that "Top A" is located in accordance with the mark you made in step 5. You may have to rotate the plastic horn contact tube slightly to align with the appropriate hole through hub.

9. Insert plastic sleeve and spring (from Step 3) **without wire** into plastic horn housing. Check to see if plastic sleeve extends above the top (bolt) surface of Grant custom hub. If so, cut down sleeve so that it is 1/8" below top of hub. Remove sleeve and proceed to Step 10.

10.Insert wire lead (supplied in kit) through plastic sleeve. Notice one and will not pass through sleeve, this bell shaped end will go into the horn contact housing. Insert sleeve and wire into housing and lock into position.

11.**TO ENSURE WHEEL IS STRAIGHT.** Route wire around hub, as shown above, from the 10 o'clock position to about the 2 o'clock position to properly align wheel. Position post cover and wheel on hub, making sure wire lead passes through the appropriate holes in the **2 o'clock position.** Using the three shoulder bolts provided, fasten the hub, post cover and wheel together, but do not tighten.

12.Check wheel for proper positioning and if correct, reinstall the shaft nut from Step 4 and tighten. **Reinstall shaft nut retainer clip.** Should retainer not fit into groove on shaft, tighten nut further until it will fit as originally located.

13. Remove shoulder bolts and reinstall same through retainer ring with *fiber side toward you*. When tightening shoulder bolts, please keep in mind that excess torque will result in damage to the hub. The shaft nut, if properly tightened, will firmly hold hub/wheel assembly on shaft.

14.Connect wire lead to the connector on retainer ring. Position spring on center 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 fiber. Turn cap left or right until tight (1/4"-1/2").

15.Reconnect battery or replace fuse and enjoy your new wheel.

TORQUE REQUIREMENTS

SHOULDER BOLTS 10-12 FT/LBS

STEERING SHAFT NUT 25-30 FT/LBS

On the Web: www.grantproducts.com Rev. 9/99 by J.F. 97505-00-01