

# Installation Instructions for 1965-66 Corvair 6-bolt Hub adapter GM Wheel

The adapter kit should contain the following Components:

	Quantity
1) Brushed Aluminum adapter	1
2) Steering wheel hold-down screws (tapered head)	6
3) Delrin plastic Cancelling cam (black)	1
4) Cancelling cam hold-down screws (button Head)	2
5) Spring loaded horn power feed wire plunger	1
6) Horn Switch Assembly Repro (Optional)	1
7) Horn Switch hold down screws (3) & washers(3)	
8) Horn Button (Repro of GM part) Optional	1
9) Instruction Sheet	
10) black plastic horn button.	1

If you are missing a component, please contact us immediately.



If you are installing the Reproduction Horn switch and GM style horn button, you will not use the Black Button!

Tools needed for the installation:

Hex tip drivers (aka Allen wrenches) in the following sizes: 3/32" - 1/8" - 9/64"

6-point or 12-point Socket 11/16" + driver (to remove the nut holding on the steering wheel).

Screwdriver to remove the turn signal lever (optional – could be a Phillips tip, straight tip or hex driver)

A pair of pliers for electrical adjustments.

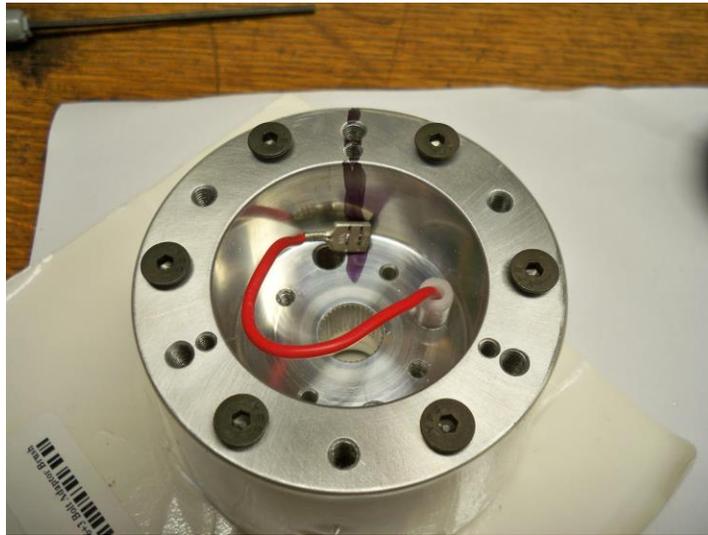
Steering Wheel removal tool. (Home made is okay, too!)

## Step-by-step procedure for installing the hub and wheel. (A 6-bolt GM wood/leather wheel)

- 1) Park the car in a place where the driver's seat is easily accessed. Place the front wheels pointed straight ahead.
- 2) Disconnect the Ground lead of the battery. (Skipping this step usually results in bloodshed, honest!)
- 3) Straighten the steering wheel so it is pointed straight ahead.
- 4) Remove the horn button (it pops off) and remove the wheel retaining nut and the washer (11/16" socket)  
You may have to remove some of the stock horn items to reach the nut.
- 5) Using the removal tool, remove the wheel assembly. (Be careful with the threads on the end of the shaft! You can leave the attachment nut partially engaged to protect the shaft) As you remove the wheel, note the position of the "window" in the canceling ring underneath the wheel. You will need to orient the new adapter in the same position. You can also note the position of the spring-loaded horn pass through.
- 6) If you want to modify the turn signal stalk, remove it **FIRST** –and mount the tip in a vise to bend it away from the wheel. Most replacement steering wheels are positioned further away from the driver – closer to the stalk.
- 7) Re-install the turn signal stalk.
- 8) Clean the contact ring to help the horn button actuation. Metal polish will work.
- 9) Prepare the hub assembly for installation
  - a. Insert the horn power feed button through the adapter – from the bottom –wire terminal end first.



- b. Using the two button-head screws, mount the cancelling cam on the bottom. Orient the large hole over the plastic power feed sleeve – the cam will retain the sleeve in place. Use the 3/32” Allen head wrench.



- 10) The adapter may have a small dot/mark punched at the top (between 2 bolts) or a black marker on the underside of the hub – Mount the new steering wheel with the dot/mark at the top. Some GM and aftermarket wheels are also marked. Use the 6 tapered head screws and the 1/8” Allen head wrench. Make sure the new canceling cam “window” is in the same position as on the old wheel.
- 11) Pull on the horn wire lightly to make sure the contact plunger is pulled up into the sleeve. Engage the splines and slide the wheel assembly onto the column with the wheel oriented straight ahead, and the upper bolts at the top. Push the wheel on for a snug fit. If the turn signal stalk is too close to the rim of wheel, see step 6!
- 12) Install the washer and nut, but do not tighten the nut. Try the turn signal cancelling cam operation. (If the front end of the car is lifted off the ground at this point, this is much easier!) With the wheel straight ahead, actuate the turn signal lever, and turn the wheel in that direction a half turn and back. The lever should return to center. Note that the horn switch mounts on top of the wheel, after it is installed.
- 13) When you are satisfied that the wheel is properly centered, tighten down the nut to retain the wheel. The factory torque is 35-40 ft lbs.
- 14) Since you are installing the GM horn switch and factory-type horn button, you won't use the included black horn button, set it aside. Install the horn pass-through electrical lead onto the spade on the bottom of the GM horn switch. If the wire terminal is not a tight fit onto the spade lug, use the pliers to squeeze the terminal closed a bit. It **MUST** be a tight fit. (If it falls off, count on the horn sticking on!) Note the direction that the connector aims as you drop it into the hub. Route the wire carefully, make sure the terminal does not contact the hub body. Note the mark on the horn switch. It must be at the top. Mount the horn switch onto the wheel with the three screws. Sometimes the horn button sits low and contacts the wheel. The three supplied washers can be used – under the three legs of the switch to gain extra room if needed.
- 15) The horn button is also marked for the upward position. Pop it on. Both the horn switch and the GM buttons have one special tab that is deeper than the rest. If you examine the mating parts you will see the one that is different.
- 16) You are done! Hook up the Battery. (If the horn immediately starts honking, go recheck the horn button!)
- 17) Enjoy the new Steering Wheel and hub!

If you need to replace the Horn switch. Ecklers Corvette Parts sells the horn mount. It is their P/N 123764 (Old P/N was A8652) You might have to trim that lower leg and “thin” it to allow the terminal to slip on. (I supply it finished) The horn buttons just pop into the black springy portion, after you align the tab.

This the before picture:

