

# Installation Instructions for 1964 Corvair 6-bolt Hub Adapter Install

The adapter kit should contain the following Components:

	Quantity
1) Polished Aluminum adapter	1
2) Steering wheel hold-down screws (tapered head)	6
3) Allen head screws to hold down horn contact	3
4) Cancelling cam hold-down screws (button Head)	2
5) Spring loaded horn power feed wire plunger	1
6) Instruction Sheet	1

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

Tools needed for the installation:

Hex tip drivers (aka Allen wrenches) in the following sizes:

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 wheel or equal)**

- 1) Park the car in a place where the drivers 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) Adjust 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)
- 5) Using the removal tool, remove the wheel assembly. (Be careful with the threads on the end of the shaft!)
- 6) Remove the cancelling cam from the back of the old wheel.
- 7) If you want to modify the turn signal stalk, remove it **FIRST** –and modify it in a vise. Most replacement wheels are positioned further away from the driver – closer to the stalk. Be careful.
- 8) Re-install the turn signal stalk.
- 9) Clean the contact ring on the column to help the horn button actuation. Metal polish will work.
- 10) Prepare the hub assembly for installation. The adapter, like the wheel, has a small dot punched at the top (between 2 bolts) – Mount the new steering wheel with the dot at the top. Use the 6 tapered head screws and the 1/8" Allen head wrench.



- 11) Using two screws, mount your original cancelling cam on the bottom of the adapter. To get a tight fit – and not break your cancelling cam - you may have to slightly open up the main hole to fit over the shoulder on the adapter. Sand Paper, a file or an Exacto knife is fine. Be sure the cancelling cam slides all the way down to the flat surface **BEFORE** you tighten the hold down bolts. Orient the large cut-out hole over the plastic power feed sleeve hole, and tighten the screws.



- 12) Engage the splines and slide the wheel assembly onto the column with the wheel oriented straight ahead, and the dot at the top. Push the wheel on for a snug fit. If the rim of wheel is too close to the turn signal stalk, see step 7!
- 13) Install the original washer and snug down the nut, but do not tighten it. Try the 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 and the turn signals cancel. (At least as well as it did with the old wheel)

- 14) Tighten down the nut to retain the steering wheel assembly. The factory torque is 35-40 ft lbs.
- 15) Insert the horn power feed plunger through the adapter – from the top.



- 16) Install the stock-type horn button mount/contact assembly onto the adapter, using the three socket head screws provided. The leg from the bottom of the contact assembly should push slightly down on the horn power feed plunger in the adapter.



- 17) Install the horn button, note the indentation which indicates the top. It should snap right on.



- 18) You are done! Hook up the Battery. (If the horn immediately starts honking, go recheck the horn button!)

- 19) Enjoy the new Steering Wheel and hub!