

GENERAL FITTING INSTRUCTIONS

These instructions are given as a general guide only.

TO REMOVE ORIGINAL STEERING WHEEL

1. Turn original steering wheel to the "straight ahead" position.
2. Remove original horn control if fitted, or centre cover.
3. Slacken steering wheel securing nut. **DO NOT REMOVE.**
4. Loosen steering wheel on shaft by pulling firmly towards you. If the wheel resists this try pulling firmly on alternate sides of the wheel. If this still does not work the correct steering wheel puller should be used for your car model. We do not recommend the use of a mallet etc., this may damage the steering shaft, especially if it is the collapsible type or has universal joints.
5. When the wheel is free on the shaft, remove the securing nut, and then remove the wheel from the steering shaft.

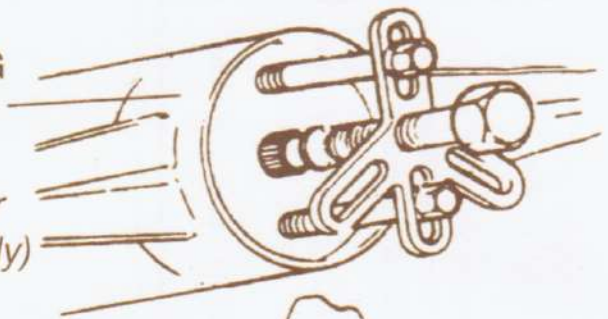
TO INSTALL NEW STEERING WHEEL

1. Make quite sure that you have the correct boss kit for your car model.
2. Check that the splines in the boss engage *correctly* with those on the steering shaft.
3. Assemble the new wheel on to the boss. The front flange on the boss is stamped "TOP", this should be at 12 o'clock.
4. Always use any additional parts which may be supplied with the boss kit (e.g. washer to go under the securing nut etc.).
Some boss kits are supplied with two steel roll pins. These are intended to be gently driven into the holes in the base of the boss. Their function is to cancel the turn signal mechanism. Before driving these pins in, *check* with your original wheel:
 - (a) If one or two pins are required.
 - (b) How far the pin(s) should project from the base of the boss.
 - (c) If one pin only is required check which hole the pin should be driven into, noting the 12 o'clock position of the boss kit and your original wheel.When driving in the pin(s) (which should be done **BEFORE** the wheel is assembled to the boss) care should be taken that the pin(s) are square to the boss, driven in the correct amount and in the case of one pin, the correct hole.
If they are not driven in far enough on some car models, they can damage the turn signal mechanism, and if they are driven in too far they will not work the turn signal mechanism. Care should be taken in this operation because once the pin(s) are driven in, they are very difficult to remove.
5. Place the new wheel on the shaft in the "Straight Ahead" position and secure with original nut. Make sure that the nut is tightened down correctly and that it is not thread bound.
6. Install new horn control or centre cap as necessary.
7. Check that steering nut is tight after 500 miles. We recommend that this is also checked at subsequent services.

WARNING

**TAKE CAREFUL NOTE OF THESE INSTRUCTIONS.
THEY ARE FOR YOUR SAFETY! IF IN DOUBT CONSULT
A QUALIFIED TECHNICIAN OR MOTO-LITA LTD.**

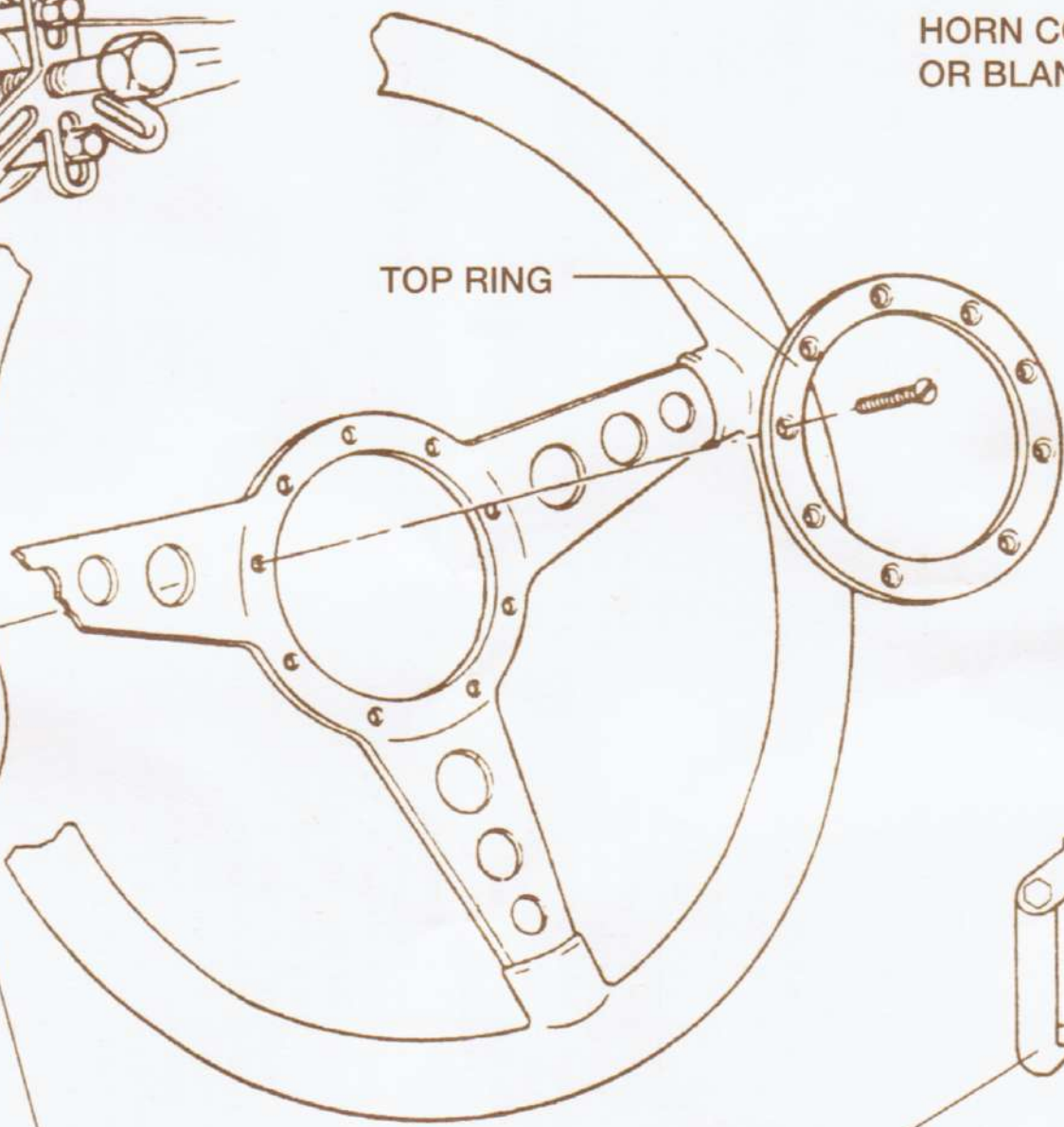
STEERING
WHEEL
PULLER
*(certain car
models only)*



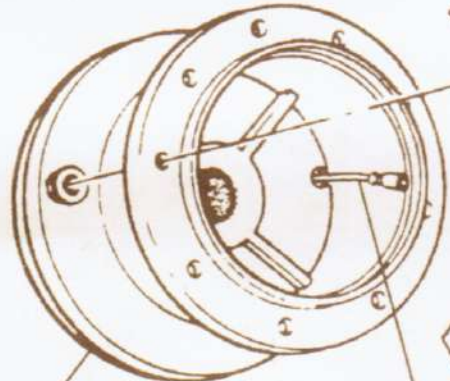
HORN CONTROL
OR BLANKING CAP



TOP RING



STEERING
WHEEL
BOSS



HORN CONTROL WIRE
(when applicable)

UNIVERSAL
STEERING WHEEL
PULLER

