GM STEERING WHEEL HUB
ADAPTER KIT

ITEM # 110314

STEERING SHAFT W/ SPLINES*
SPACER*
TURN-SIGNAL CANCELING CAM*
SCREWS*
HORN CONTACT BRUSH ASSEMBLY
HUB
HUB COVER

ROLL PINS | TURN-SIGNAL CAM | HORN BRUSH TURN-SIGNAL CAM

YOUR CAR MAY HAVE THESE PARTS
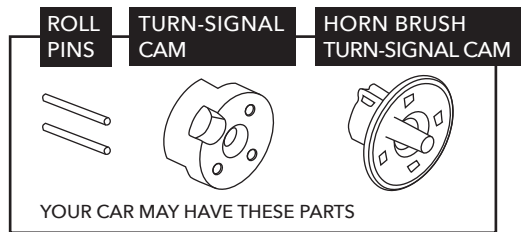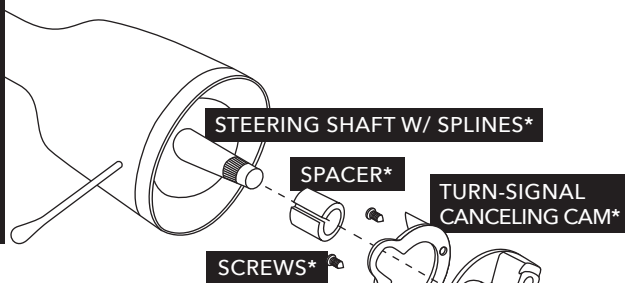
VEHICLE APPLICATIONS

Chevrolet & GMC
1967 Camaro, Corvette
1962-63, 67-68 Chevy II, Nova
1964-65, 67-68 Chevelle, El Camino
1957-63, 67-68 Chevy Full Size
1948-69 Chevy/GMC All Pick-Ups
1960-69 Chevy/GMC Suburban, Blazer, Jimmy
1968-69 Chevy/GMC Van
1967-69 Chevy Corvair

Pontiac, Oldsmobile, Buick, & American Motors
1967-68 Pontiac All Models
1964-66 Pontiac GTO Only
1967 Oldsmobile All Models
1949-63 Oldsmobile All Models (Except Cutlass),
          Pontiac All Other Models
1964-66 Buick All Models
1967-68 American Motors Ambassador, American, Rebel

INSTRUCTION (tool recommend: steering wheel puller)

Before removing old steering wheel, test and make sure the horn is working. Center the steering wheel and disconnect the battery.

1) Remove the original horn ring, horn, cap, wheel center cap. Usually this can be accomplished by
   A) push & twist, B) unsnap by pulling up, or C) concealed screws on the back of the steering wheel. Consult the vehicle shop manual for specific info on removal.
2) Remove the steering wheel nut.
3) Use common steering wheel puller tool to free the original steering wheel from the steering shaft. Consult the steering wheel puller tool manufacturer's instructions on the proper way to use the tool.
4) Some early original steering wheels have a separate removable "cam" on the back of the hub for turn-signal cancellation. This original part might need to be mounted on the back of the new steering wheel hub for turn-signal cancellation. See the attached diagram for an illustration of a typical turn-signal canceling "cam"* installation. If the original steering wheel has turn-signal canceling "pins", install the included new "roll pins" in the new hub in the same positions. More recent steering wheels will have a plastic "horn contact/cancel cam" assembly that will be reused.
5) Place the new hub on the shaft, careful to position on the splines so the hub will mount the steering wheel in centered straight position. Make sure to install "cam" or "roll pins" or later style "horn brush/cam". The horn contact brush needs to be inserted making sure that the tip of the brush contact is touching the slip ring in the steering column. If using the later style "horn brush/cam", then remove the plastic tube and insert the brush with spring & cap into the "horn brush/cam" assembly.
6) Loosely install the steering wheel and hub cover with the 3 shoulder bolts included. Be sure that the horn wire is routed correctly, and not pinched between the new hub adapter and hub cover or steering wheel.
7) Install the steering wheel nut. Torque the steering wheel nut to the vehicle manufacturers specifications.
8) Momentarily remove the three shoulder bolts and install horn contact plate with the three shoulder bolts again (insulating material should face upward). Torque the three shoulder bolts to 10-12 ft./lbs. Do Not Over tighten the three shoulder bolts.
9) Connect the horn wire to the horn contact plate.
10) Place the horn button spring in the center of the steering shaft, then the horn cap (sold separately) over the spring while holding all in position. Push down on the cap to engage the edge of the cap to the edge of the horn contact plate. A sharp "tap" with a 3/8" to 1/2" twisting motion will secure the cap to the edge of the insulating material of the contact plate.
11) Reconnect the battery and test the horn function.
   TIP: The horn contact plate is a "switch" that closes contact to ground when pressed downward to the steering wheel. If the horn is sounding continuously without pushing contact ring downward, then look for something that is touching between the contact plate and steering wheel center. If if the horn is not working when pushing the horn contact plate, then inspect the wire, and brush. Also check the turn signal canceling function by turning the steering wheel back to center with the turn signal lever in the "ON" position.
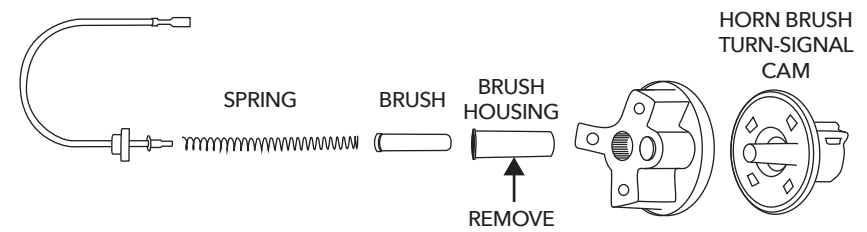
NUT*
SPRING
HORN CAP
(sold separately)
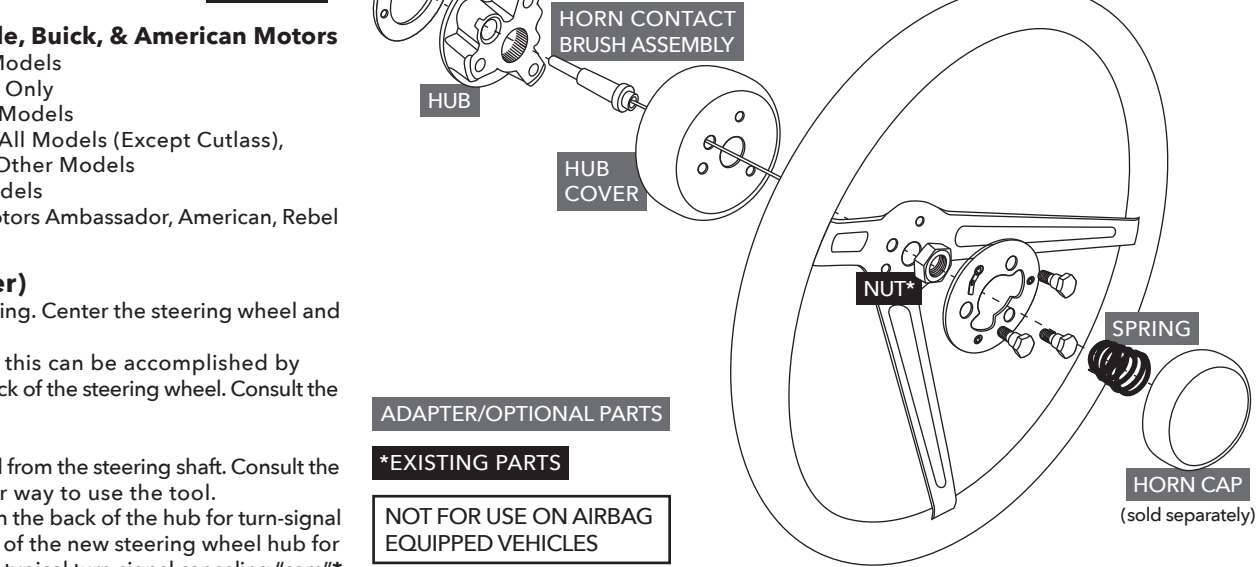
ADAPTER/OPTIONAL PARTS

*EXISTING PARTS

NOT FOR USE ON AIRBAG EQUIPPED VEHICLES

TIP: Apply dielectric grease to the horn contact slip ring where the horn brush slides.

OPTIONAL

SPRING | BRUSH | BRUSH HOUSING | HORN BRUSH TURN-SIGNAL CAM

REMOVE

Vehicles that use original horn brush turn-signal cam:
Only use the contact brush and spring and not the outside plastic brush housing.

Learn more about steering wheels we have.