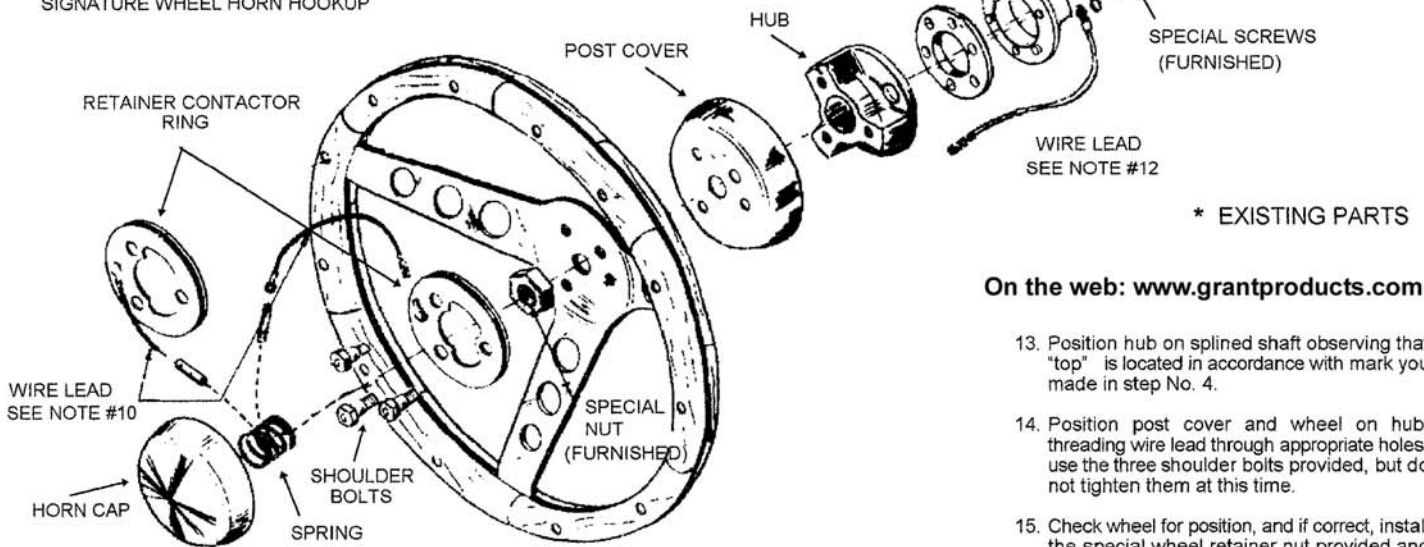


CLASSIC/CHALLENGER WHEELS ONLY
IF YOU HAVE A PAINTED SPOKE, YOUR WHEEL CAME WITH A SILVER FOIL DISC THAT MUST BE USED FOR PROPER HORN OPERATION. REFER TO INSTRUCTION SHEET WITH WHEEL DO NOT THROW AWAY!

SHOWN: TYPICAL CLASSIC/CHALLENGER INSTALLATION
 SEE INSTRUCTION SHEET PROVIDED WITH WHEEL FOR SIGNATURE WHEEL HORN HOOKUP



* EXISTING PARTS

On the web: www.grantproducts.com

- 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.
- Remove horn mechanism. This is normally done by one or more of the following steps:
 - Press down on horn cap or ring and turn.
 - Remove emblem cap from its snapped-in condition by grasping it and pulling toward you, or pry loose.
 - Horn ring and emblem may be secured by screws which are concealed in rear side of wheel spokes.
- Remove nut which holds wheel to shaft.
- Mark shaft as to which is the top of the wheel.
- With conventional puller, (or GRANT puller 5891), use the two tapped holes which you will find in hub of old wheel to pull off the steering shaft. Note: you will need metric screws.
 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.
- If your car has a wire running up through the center of the steering shaft, follow steps 6-11. If your car does not have the center wire, follow steps 12-17.
- Remove the turn indicator cam parts from the back of your old wheel and reinstall same on the back of custom hub. Use screws furnished as those from your old wheel will not fit. NOTE: Only a portion of models 1959 and prior will have turn signals.

For the best looking installation on these models ('59 and prior), you should cut 1/2" from the length of the turn cam with a hack saw and move your turn mechanism to the new hub. The two screws near the actuating arm will loosen said mechanism.

- Position hub on splined shaft, observing that "top" is located in accordance with mark you made in step No. 4.
- Position post cover and wheel on hub, using the three shoulder bolts provided, but do not tighten them.
- Check wheel for position, and if correct, install the special wheel retainer nut provided and tighten securely.
- Remove shoulder bolts and reinstall same thru retainer contactor ring so that
 Tighten shoulder bolts to 10-12 ft/lbs. (Do not over tighten as this could damage hub). Connect horn pickup wire as follows: Your retainer contactor will have a wire attached (If not use lead provided in kit. This wire must be attached to your center wire with the solderless connector supplied by crimping securely with pliers. *In order to make this connection, you will have to remove the old center contactor.* Position spring on top of nut with wire threaded through coils of spring.
- Position spring on 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 (about 1/4"-1/2"). Reconnect battery and enjoy your new GRANT wheel.
- Remove turn indicator cam parts from the back of your old wheel. Reinstall these parts on the new hub, using the (insulating) nylon screws furnished. Under the head of one of these screws, place the wire lead provided.

(For no center wire the following applies)

- Position hub on splined shaft observing that "top" is located in accordance with mark you made in step No. 4.
- Position post cover and wheel on hub, threading wire lead through appropriate holes, use the three shoulder bolts provided, but do not tighten them at this time.
- Check wheel for position, and if correct, install the special wheel retainer nut provided and tighten securely.
- Remove shoulder bolts and install same thru retainer contactor ring so that
 Tighten shoulder bolts to 10-12 ft/lbs. (Do not over tighten as this could damage hub). Connect horn pickup wire.
- Position spring on 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"). Reconnect battery and enjoy your new GRANT wheel.

TORQUE REQUIREMENTS
 SHOULDER BOLTS 10-12 FT/LBS
 STEERING SHAFT NUT 25-30 FT/LBS

Our Limited Warranty

We warrant this product for ninety (90) days from the date of original purchase to be free from defects in materials and workmanship. If, during this period, the product fails under normal usage because of a manufacturing defect, then we will replace or repair the item. To obtain repair or replacement under the terms of this warranty, notify us at 615 Elca Lane, Suite C, Brownsville, TX 75821. Proof of purchase and date of purchase are required to validate warranty.

All implied warranties, including warranty of merchantability, are limited to this same ninety-day period from date of original purchase. We are not liable for any direct or consequential loss or property damage arising from any use of this product. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state. Offer good in U.S.A. and Canada only.

IMPORTANT

FOR YOUR OWN SAFETY, DO NOT USE THIS WHEEL FOR ANY COMPETITIVE OR COMMERCIAL RACING PURPOSES: RACING DOES NOT CONSTITUTE NORMAL USAGE AND THEREFORE MAKES THIS WARRANTY VOID.

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