

# 1955-68 Horn Kit w/Ring Installation Instructions for Most 55-68 GM Steering Wheels

For Part Number's 2612100040



Figure 1



Figure 2

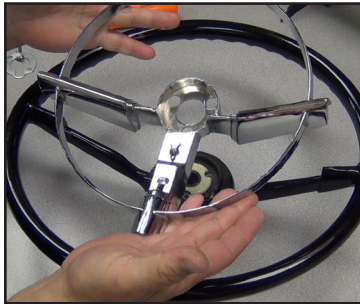


Figure 3



Figure 4



Figure 5



Figure 6

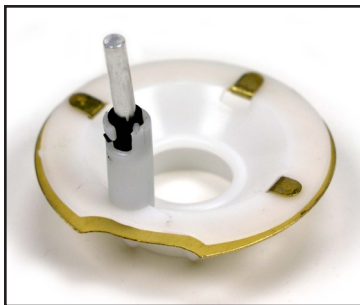


Figure 7



Figure 8

1. Turn your wheel over and you will find two screws that hold a metal or plastic tab to the wheel. This tab is used to cancel your turn signals. Remove the two screws and the tab (**Figure 1**), as you will not be needing them with your new ididit steering column because they are self-cancelling.
2. Begin disassembling the steering wheel. (**Figures 2-4**) When taking off the screw retainer be sure to set it down on your work bench with the screw barrels pointing down. This will be essential for reassembly.
3. You will need to drill a 3/8" diameter hole for the horn cam tube to slide through. Looking at the top center of the steering wheel, the hole should reside 3/4" from the center of the splined hole. Place this 3/8" hole as close to 10:30 as possible while avoiding any existing holes. (**Figure 5 & 6**) After drilling this hole, clean the surface well to remove any grease or rust that may have accumulated over the years.
4. The pin in the horn kit is longer than you may need. We recommend that you install the wheel and pin then trim the pin so that it is 1/8 – 1/4 above surface of wheel. **NOTE:** After drilling is completed you will then need to install the spring and assembly in the horn cam as shown (**Figure 7**).
5. Due to variation in wheel manufacturing there are 2 Horn Contact Plates provided in this kit. The smaller plate is marked with an "S" on the back and measures approximately 2 5/16" in diameter. The larger plate has no markings on it and measures approximately 2 1/2" in diameter. ididit recommends trying to fit the larger plate first, but if it doesn't fit then use the smaller plate.



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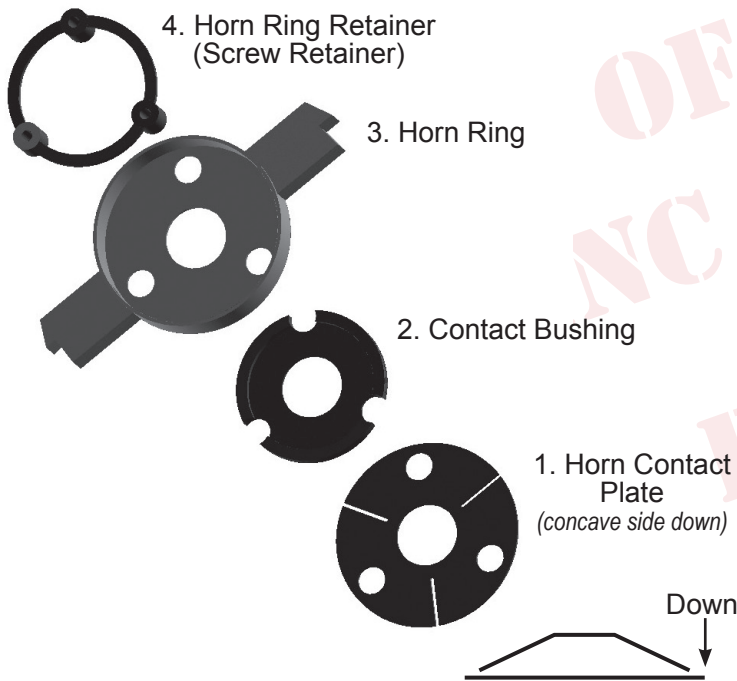


Figure 9



Figure 10

## REASSEMBLY DIAGRAM



6. Install the aluminum spacer ring provided in the kit and silicone it to the back of the steering wheel. **(Figure 8)** Place a heavy object on top of the ring in order to seal it to wheel. Allow the silicone to dry fully before moving on to the next step. If the ring doesn't fit exactly right, use a file or die grinder to trim the inside of the ring. If it is way off due to a variation in the wheel, please call us and we may be able to make you something that will fit properly. If this is the case, you may need to send your wheel to our facility.

7. Next, install the wheel onto the column. If it doesn't want to go on at first, move the horn cam with your thumb and index finger a little bit one way or the other until the wheel drops down fully into place. The horn cam is what cancels the turn signals, so if your steering box is half way between full left and right, and the road wheels are pointed straight ahead, and the horn cam is at the 10:30 position, the turn signals will cancel correctly.

8. After the steering wheel is in place reassemble the top half starting with the correct contact plate size. Place the contact plate with the concave side facing down then place the contact bushing on top of the plate. Place the column nut on the top shaft and tighten to approximately 35ft. lbs. Next, place the horn ring in position and secure it with the screw retainer. (refer to figures 2-4 and the diagram to the left for reassembly order) **Note:** make sure the barrels of the screw retainer are pointing down. **(Figure 9)** Tighten the three screws.



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