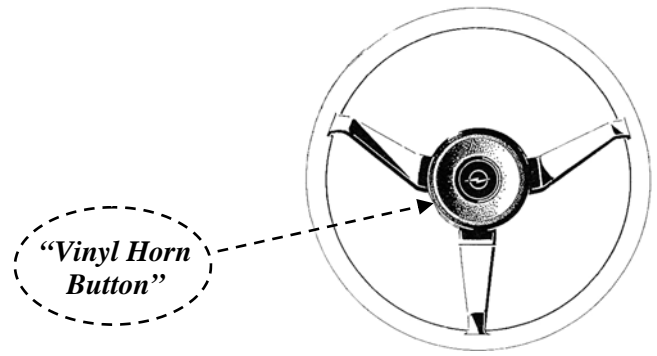


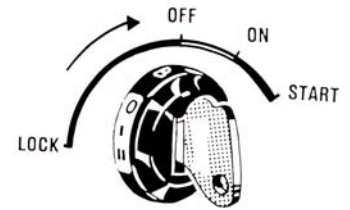
## Opel GT Steering Wheel Notes

### Removal:

- (1) Insert and rotate key within the ignition to “on” (this unlocks the internal safety catch) and rotate the original GT Steering wheel to the “vertical position.” Rotate key back to “lock” position then remove key.
- (2) Pull off the vinyl horn button from the steering column
- (3) Remove each of the 6 (six) allen-head bolts, using a metric-sized 5mm hex key or 5mm hex head socket.  
*(Caution: Substitution of this tool with another size, may strip the allen-head edges).*
- (4) Carefully place each bolt and lock washer in a plastic baggie just after they are removed, to assure they are not misplaced or dropped.
- (5) Lift out the black metal retaining ring (this is the ring that is 3 7/8" wide, with an edge lip where it meets the metal hub). Set this ring aside, in the same vertical orientation in which it was removed, for easier re-assembly.
- (6) Remove steering wheel, by carefully angling it around the brass horn ring.  
*(Note: It's best to just leave the brass horn ring in place throughout this procedure, so it will not have to be re-adjusted after you are done).*
- (7) Unpack new wheel, then place your old/cracked wheel in the shipping box.



“Vertical Position”



Rotate key to “on” position, to rotate steering wheel

### Installation:

- (1) Carefully rotate your new Opel GT Source steering wheel to the “vertical position.”
- (2) Check to see that the bolt holes are close to being aligned.
- (3) Set new steering wheel into “vertical position” on the steering column metal hub. Be prepared to angle the wheel or tug and shift the inner spoke areas a bit, so they clear the brass horn ring and set wheel down flatly in place on the metal hub. Recheck to verify alignment of inner wheel spokes relative to the 3 recessed side slots of the metal hub.
- (4) Move black retainer ring past the edges of the brass horn ring, and set it in the “vertical position.” Recheck to see that the bolt holes remain close to being aligned.
- (5) Using your fingers, start each of the 5mm allen-head bolts (plus lock-washer) in each of the six threaded holes. You should work them back-and-forth a bit, to confirm they are properly threaded, and you may have to tug or hold each of the “inner spoke” areas to get them correctly started (to account for possible wear in the hub or retainer ring, or for dulled threads on individual bolts).
- (6) When you are sure each bolt is correctly threaded in each hole, use the 5mm “hex key” to tighten and secure.
- (7) Reinstall black vinyl “horn button”
- (8) *Enjoy your improved steering handling and response!*

