

# FITTING INSTRUCTIONS FOR FIAT 500, PANDA and ALFA ROMEO

## STEERING WHEEL SPACER

### Warnings:

- 1) Even if doing the installation with the battery still connected does not make the airbag warning light turn on (supposing the airbag module being properly re-connected at the end), do the whole procedure **disconnecting the battery first**.
- 2) **There is no need to extend any wire inside the steering wheel**, they came long enough from the factory, both in manual and automatic gearbox cars. **BUT, be carefull while handling the harness: never pull it**, and pay attention about **no pulling it accidentally**, you can damage the clockspring assembly, or hear an annoying "click" while rotating the steering wheel at the end of the job, which requires to re-do the whole procedure only for pushing back the wires towards the clockspring assembly.

### INSTALLATION PROCEDURE

There are many tutorials on the internet / youtube and our website, I resume here the steps required, but it's much easier after looking a video.

### FIAT 500 AIRBAG REMOVAL

- 1) Remove the 2 plastic shrouds that covers the stalks/wipers lever assembly. Start unscrewing 2 cross head screws (they may be torx in some cars) that are upside down and lock the bottom shroud in position. Then unlock the mating coupling between the 2 shrouds (it can be very hard, you need both force and sharp attention) and remove the bottom side shroud. The top side shroud is fixed thanks to 2 screws (same as the other 2) which are upside down hidden between the shroud itself and the clockspring assembly.



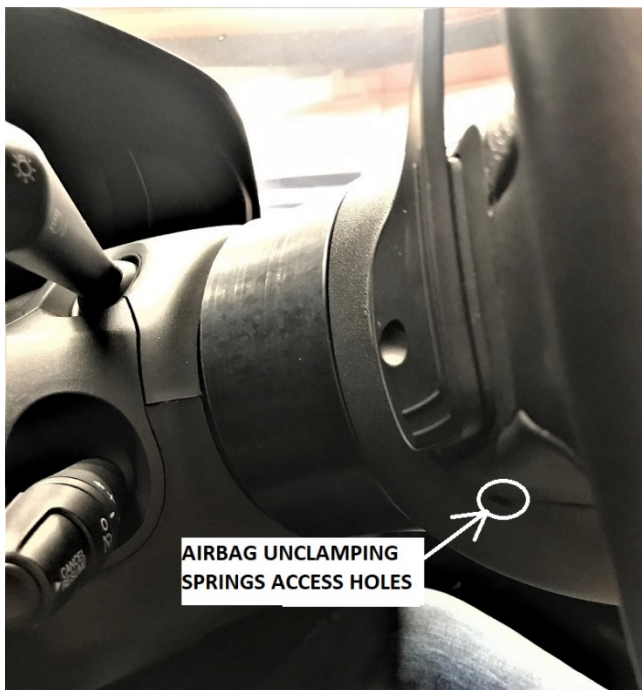
- 2) Pull out the airbag unit from the steering wheel. Unlock the 3 clamp springs inserting a flat screwdriver in the 3 holes at the rear of the steering wheel (3,6 and 9 o clock position). **Use a total 10 cm (4") long flat screwdriver, 2-3 mm wide and keep care not scratching your dashboard** with the back handle of the screwdriver.

When the airbag unit is in your hands, unplug the socket(s) in the back of it. The 2 sockets (1 on most recent cars) that actuate the airbag must not be pulled because they have a kind of trick: a radial plastic clip must be pressed to unlock the sockets. All other sockets are one-way and there is no possibility to make mistakes while re-connecting.

Lay the airbag unit far from working area, you can hold it on the back seat temporarily.

### ALFA ROMEO 4C AIRBAG REMOVAL

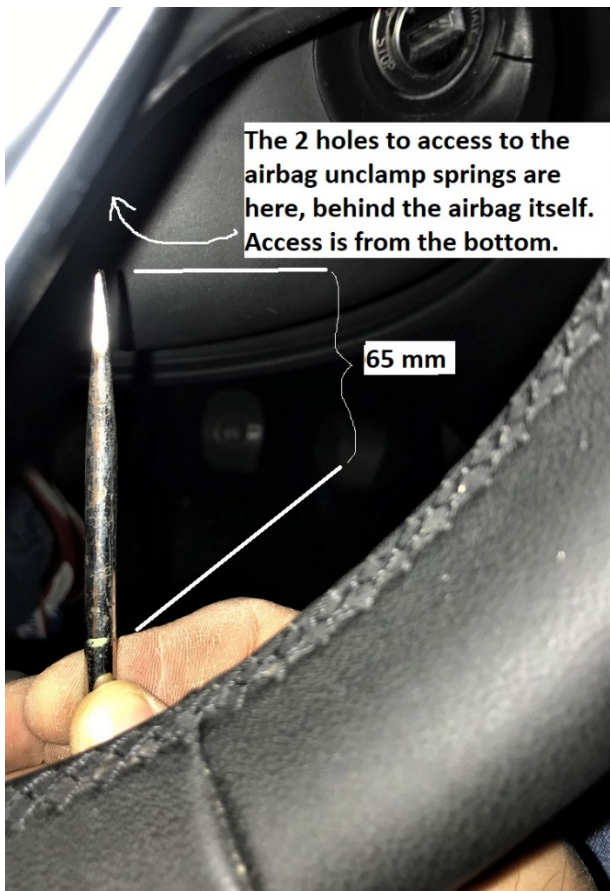
- 1) At each side of the steering wheel, behind and under the spokes, there are 2 holes. Insert a flat screwdriver, not thick but long, and look for the springs that unclamp the airbag. They are 2 levers, they are elastic, and take your time pushing slightly until you find the elastic element of the springs, then push stronger and the corresponding side of the airbag will pop out.



- 2) When the airbag is unclamped, pull it out gently and unclamp all the connectors on the airbag itself and on the steering wheel. They all have a secure-click lock that **MUST** be pressed (or pulled) to unlock the connectors. Don't try unclamp the connectors on the clockspring side.

## ALFA ROMEO MITO AND GIULIETTA AIRBAG REMOVAL

- 1) The Mito and the Giulietta has the same steering wheel. To unclamp the airbag you must insert a flat screwdriver, for exactly 65 mm, from the bottom, In the dedicated holes at each side of the steering wheel.



- 2) When the airbag is unclamped, pull it out gently and unclamp all the connectors on the airbag itself and on the steering wheel. They all have a secure-click lock that **MUST** be pressed (or pulled) to unlock the connectors. Don't try unclamp the connectors on the clockspring side.



## STEERING WHEEL REMOVAL

- 3) Unlock the central nut, **without removing it yet**: the steering wheel can be hard to pull out in some case, and sudden unlock may result in hurt yourself by throwing the steering wheel on your teeth, also, pulling it out too fast may damage the pending harnesses.
- 4) When you're sure the steering wheel is easy to come out, remove the nut and stock both nut and steering wheel somewhere, for example, the passenger seat.

## SPACER INSTALLATION

- 5) At this point, fit the aluminum side of the steering wheel spacer on the steering column. You don't need to force it, it will slide in quite easily but without play.  
The harnesses on the clockspring assembly should come out from the single big bore just above the flat slot. See picture below.



Use the OEM nut to tight the aluminum hub on the steering column at 60 Nm.

- 6) Fit the steel male splined hub on its corresponding aluminum hub, tightening the 5 bolts provided at 10 Nm. You better use Loctite while tightening the bolts.
- 7) From now on, fit the steering wheel back in place. Fitting is the opposite of removal. The only difference is that you're going to insert the steering wheel on the extended shaft, instead of the steering column. The harnesses must go through the central square slot, in line with the bore in the steering wheel spacer. Again, keep care about not pulling the harness while handling it, and be sure it has slide back through the hole, avoiding it to be stretched.  
Keep care when you re-push the airbag unit in place: look that it is well aligned and it's not going to press the wires, otherwise you can hear your horn permanently when switching ignition on. There is only one way to push the airbag unit back in place, and you will hear a reassuring "clunk" if it is done properly. Again, have a look on youtube tutorials about steering wheel installation.
- 8) Reconnect the battery.

END.