

FITTING INSTRUCTIONS FOR PORSCHE STEERING WHEEL SPACER

VALID FOR 993 996 986

Warnings:

- 1) Do the whole procedure **disconnecting the battery first**.
- 2) **Park the car with the straight wheels before** installation, because the spline does not have any marker that allow the coupling in one way only. And it's quite easy to skip a tooth and have, at the end of installation, the steering wheel not straight as the wheels.
- 3) **There is no need to extend most of the wires inside the steering wheel**, they came long enough from the factory, both in manual and automatic gearbox cars. **Except for the horn wire**. An extension is provided. **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.

INSTALLATION PROCEDURE

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

- 1) Pull out the airbag unit from the steering wheel. Unscrew the 2 torx screws behind the steering wheel. When the airbag unit is in your hands, unplug the socket in the back of it. Lay the airbag unit far from working area, you can hold it on the back seat temporarily.
- 2) Unlock the central nut, **without removing it yet**: the steering wheel can be hard to pull out in some case, due to the years it had been sit in its place, 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.
- 3) When you're sure the steering wheel is easy to came out, remove the nut and stock both nut and steering wheel somewhere, for example, the passenger seat.
- 4) At this point, fit the aluminum side of the steering wheel spacer on the steering column. Pay attention: there is only 1 correct orientation must be the same as the steering wheel, the rib must press a radial spring on the clockspring assembly, and the 3 slots must be aligned with 2 plastic pins (top and bottom) and the harness connector on the same clockspring assembly (right side 3 o'clock). Unfortunately, the spline shaft has no markers and can be easy to skip a tooth, leading to not aligned steering wheel at the end of the job.
- 5) The harnesses on the clockspring assembly should come out from the single big bore just on the right side slot.
- 6) Use the provided nut and washer to tight the aluminum hub on the steering colum, Tight the OEM central nut at 60 Nm. Don't hold the spacer to counter the force, you can scratch it, leave the steering column rotate enough to engage the steering block mechanism.
- 7) Fit the steel male splined hub on its corresponding aluminum hub, tightening the 4 bolts provided. You better use Loctite while tightening the bolts (8 Nm or wrist force).
- 8) 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. Keep care about not pulling the harness while handling it, and be sure it has slide back through the slot in the steering wheel, 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 be able to screw easily the 2 torx bolts if it is done properly. Again, have a look on youtube tutorials about steering wheel installation.
- 9) Reconnect the battery.

END.