

Changing the steering wheel on the Corrado

Note: This procedure was performed on a 1996 Corrado VR6. No liability is accepted for any variations in other models that invalidate this procedure.

Likewise no liability is accepted for any damages or injury that may result in the use of this information. You use it entirely at your own risk.

You are advised to completely read the whole procedure before you start work. You should also thoroughly read the manufacturer's instructions that come with your new steering wheel and boss.

You should allow at least 30mins to complete this procedure.

You will require:

- A flat blade screwdriver
- A 24mm socket
- A socket extension bar
- A torque wrench. If you don't have a torque wrench then a large socket wrench or breaker bar will do.
- Any other tools listed in the manufacturer's instructions for your new wheel (e.g. Allen keys, often supplied)

You should also ensure that before you start work, the front wheels are straight ahead and that the steering wheel is not turned. This is important, as you want to make sure that the new steering wheel is aligned the same way as the old one and this helps you achieve that.

Before beginning, you should isolate the electrical supply to the horn button. Ideally you should disconnect the battery whenever you are working on any of the electrical systems of your car. However, it should be quite safe to simply remove the fuse for the horn, thus isolating the horn button. Also turn off the ignition and remove the key. For more information on locating and removing fuses, please refer to your owner's handbook.

With the horn button now isolated, take a flat blade screwdriver and gently prise off the horn button cover on the existing wheel, as shown.



The horn cover is held on at 3 points (this may be different on other models) but these easily pop out.

Disconnect the wire that connects the horn button to the rest of the wheel, and put the horn cover aside.

Looking down the centre of the wheel, you will see a large nut. This nut requires a 24mm socket and will also need a small extension bar as it is quite recessed.



Note the orientation of the steering wheel so you can ensure you put the new one on the same way as the old. I cannot emphasise this enough. It is extremely important if you wish your new steering wheel to look straight when you are driving straight!

Undo the nut. You may find it helpful to have someone firmly hold the steering wheel for you whilst you do this. If you are working on your own, you may need to clamp the wheel with your knees to stop it turning. Try to avoid using the wheel lock to provide resistance as you may damage it. If it proves very stiff, a small squirt of WD-40 (or equivalent) may help loosen it.

With the nut off, gently pull the steering wheel off the steering column. You should not need to force it, as it should come off quite smoothly.



If you look on the back of the old steering wheel, you'll see a metal flange. This is what cancels your indicators for you when you have completed a turn.

The boss for your new steering wheel will have a similar flange and you need to make sure that you put it on such that the flange is in the same place as it was on the old wheel.

You should also notice an electrical contact below the steering column (the strip of copper in the photo). This is the contact for the positive supply to the horn button. The boss for your new steering wheel should have a wire that runs to the back of the boss and makes electrical contact with this. Note this wire.

The negative (or earth) contact for the horn is generally formed by earthing out onto the other end of the boss (the end the steering wheel bolts to).

Bolt the steering wheel to the boss in accordance with the manufacturer's instructions, making sure that the flange mentioned previously is in the same position as the old wheel. This should be in the 3 o'clock position (i.e. the middle right) as you look at it from the driving seat. Use the old wheel to help you visualise this if you

need. It is important that you get the flange in the same place on the new wheel as the old wheel, or your indicators will not cancel properly!

Slide the wheel & boss assembly onto the steering column, making sure that the new wheel is aligned the same way as the old one was (IMPORTANT!).

Replace the nut on the steering wheel and do it up to 40Nm (~30lb ft) which corresponds to "fairly tight" if you do not have a torque wrench. Take care not to over tighten. Again, you may find it helpful for someone to hold the steering wheel for you whilst you tighten the nut.



You can now connect up the horn button. This varies from wheel to wheel, so you will need to follow the manufacturer's instructions.

On the Momo Millennium shown in the pictures, the black wire is the one that runs to the back of the boss and makes electrical contact with the contact below the steering column that we noted earlier, so is the live or positive connection. The negative or earth is a metal collar with a spade connector on it that sits between the boss and the wheel. A wire (supplied) is connected to this spade connector.

Connect up the horn button, and complete the assembly of the wheel. You may wish to wrap all electrical connections in insulating tape as on some wheels there is a possibility of the horn connectors grounding out and causing the horn to sound on its own.

Assuming everything has gone well, you should now have completed the job.

Replace the fuse for the horn button, turn on the ignition, and test the horn.

Take the car for a test drive. When you return, make sure that all bolts and screws are still nice and tight.

Congratulations! You have now successfully changed your steering wheel.

