

FITTING INSTRUCTIONS FOR RENAULT, DACIA, CITROEN, PEUGEOT STEERING WHEEL SPACER

Warning:

- 1) the spacer kit comes pre-assembled, you don't need to unscrew the 5 bolts.
- 2) Do the whole procedure **disconnecting the battery first**, to avoid airbag warning lights turn on after the assembling.
- 3) **There is no need to park the car with straight wheels before procedure**, because both OEM and spacer's splines has 3 marks (made of 3 thicker teeth) that avoid fitting the steering wheel in any different than straight orientation. BUT, obviously, starting with order is always a good start.
- 4) **Handle all the harnesses with care**, especially while connecting the plugs. Be carefull not to pull, even accidentally the harnesses from the connector on the sliding contact /steering angle sensor. Otherwise you can hear an annoying "click" while rotating the steering wheel after the installation, which will require you to re-open it for fixing.

EXTRACTING THE STEERING WHEEL

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. Depending on the car, the airbag is locked on the steering wheel thanks to 2 torx screws or 2 clip springs. So, unscrew the bolts (usually they're behind the steering wheel), or unlock the 2 clamp springs inserting a flat screwdriver in the 2 holes at the sides of the steering wheel. Grinding a bit the screwdriver in the middle of the flatness point, making a kind of "C" will help you finding the clamp springs.
- 2) Unplug all the connectors you see, starting from the one (or two, depend on the model year of the car) on the airbag Store the airbag in a safe place during installation, far away from people AND CHILDREN, for example in the back seat of your car.
- 3) Unscrew the main torx bolt in the center of the steering wheel, and pull out the steering wheel **BEFORE REMOVING THE SCREW!** This is because, after years, the steering wheel (aluminium made) and the shaft, might have made a kind of "glued-effect" together and this may result in hard extraction steering wheel, which can hit your face and damage the harness.
- 4) When you're sure that the steering wheel slides on the shaft, you can remove the big central screw and the steering wheel itself, and make all wires and connectors go out from the slot just above the centre of the steering wheel itself.
- 5) At this point, you may need, depending on the car, to extend the airbag wires because they're too short to be easily reconnected. Just cut them and weld/clamp on 5 cm extension wires.

FITTING THE SPACER

- 6) Insert the spacer in the car's shaft, making all the wires run across the slot inside it. Also, the 2 ribs in the aluminum hub must go in the 2 corresponding slots in the rotating plastic black sliding contact on the car.
- 7) From now on, fit back the steering wheel in the same way you would do if the spacer would be not present. The spacer replicates the car's shaft. Insert the steering wheel in the male splined spacer; tight the longer supplied bolt; store the OEM torx bolt somewhere you remember in case of future need; re-connect the connectors; put the airbag back in place paying attention that no wire is pressed by the airbag unit itself and re-connect the battery. Pay attention, while re-connecting the connectors, that the corresponding harness are not stretched.
- 8) Re-connect the battery.
END.