

ABARTH 500 PADDLESHIFTER INSTALLATION INSTRUCTIONS

Warning:

- 1) Unplug the battery before starting installation, to avoid unwanted warning lights on the dashboard at the end.
- 2) **Keep the steering wheel and the wheels straight**, because the spline bore of the collapsible hub can be mounted in any orientation on the steering column shaft and if you jump even a single tooth, it can result in the steering wheel be off-center at the end of the installation, and you will need to re-do the whole procedure.
- 3) **Handle all the wires, both the provided harness inside the kit and the Car's own, with care.** Don't bend the wires too much and with too tight corners. Even if they are wrap with a strong protection film, the resistance inside the wiring can be damaged if bent.
- 4) **Pay attention not to scratch both the kit and the car dashboard with the tools**, it's pretty easy to scratch the dashborad plastics with screwdrivers and wrenches during the installation. Pay attention to it. The anodization of the aluminium can support your hands and normal use, not the sharp edges of the tools.

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.

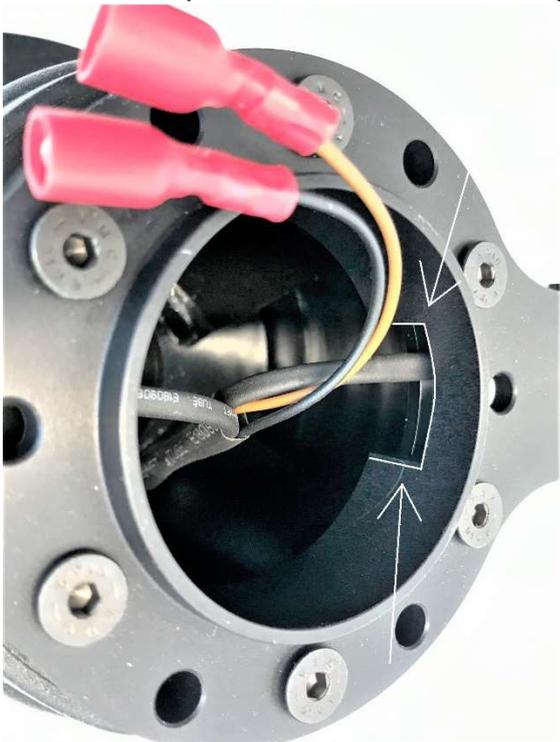
STEERING WHEEL REMOVAL

- 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.

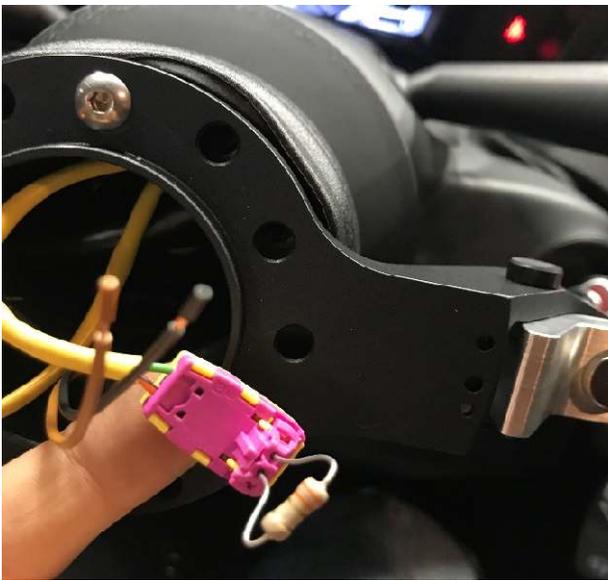
INSTALLATION OF THE COLLAPSIBLE HUB ON THE STEERING COLUMN

- 5) Put the hub in the steering column's shaft, keeping the square slot at 12 o'clock and make the car's wires gently slide inside the slot itself. The spline coupling is precise, while there may be a slight play which disappears when you tight the central nut. Fix the hub using the car's nut, tightening it at 60 Nm.
- 6) Put the paddleshift assembly on the hub and connect the red/black connector. The assembly is pre-assembled and there is no need to disassemble it for the installation. Do not try to unscrew the 2 microswitch. The paddle marked with + must stay on the right side. The frame of the paddleshifter assembly has a centering on both sides to help the frame itself not falling down while you will install the steering wheel.

WARNING: never squeeze, and pay attention not to do it accidentally, the wires coming from the paddles, there is a slot in the frame to make them pass freely, but it's possible, because all is black, that the wires moves and can be squeezed and accidentally damaged between the frame and the collapsible hub. This will damage the harness and it will not be possible to repair it.



- AGAIN, WARNING:** after you connect the big red/black connector, push GENTLY the black wire in the room inside the black boot. Don't bend it too tight, let it make big radius turns. The harness has some resistances inside that emulates the OEM paddleshift electronic circuit and these resistances are pretty easy to damage if bent. If you push the harness gently inside the collapsible hub's room, it will "live" inside it for long time, but pay attention not to push it roughly.
- 7) Insert the 2 provided resistances (3,3 Ohm ½ watt) in the airbag connectors who comes out from the car. Bend the steel wires to make them suitable to reach the connector's holes..It is better to insulate everything with electric insulating tape.



- 8) Insert the steering wheel in the centering of the frame, and tight the 6 bolts. Connect the 2 fast-ons coming from the kit, to the horn button (not included in the kit). THE END.