

TECH: STEERING WHEEL SWAP

WE REPLACE A 2011 GT500 STEERING WHEEL WITH A GRANT REVOLUTION WHEEL



▲ New Grant Revolution Airbag Steering Wheel

Text and Photos by Mary Jean Wesche

I want to “play” with my new Shelby a bit, and the first mild modification I chose was to have a Grant Revolution steering wheel installed. It’s a beautiful wheel, ergonomically designed, and very comfortable.

The wheel comes in a variety of colors and finishes. I chose to stay with the solid black with Alcantara® inserts, similar to the original wheel. The ergonomic design of the Revolution wheel is what attracted me. I love driving with this steering wheel. It just feels so good!

I highly recommend that you don’t do this yourself, unless you are a qualified service provider, a certified mechanic, or own or work at a collision repair shop or airbag service center.

Since my qualifications don’t list any of the aforementioned, I chose to have my dealer, Jarrett Scott Ford, in Plant City, Florida, handle the installation.

Certified Mechanic, James O’Brien, an enthusiastic Mustang owner himself, worked on my Shelby.

Follow along to see how it’s done. **MT**

Product:

- Grant Revolution Airbag Steering Wheel
- Model # 52200
- Black / Black with Alcantara® inserts

Tools Needed:

- T-20 and T-30 Torx Drivers
- Safety Glasses
- Flat Blade Screwdriver
- Socket Set
- Torque Wrench



▲ Position the steering wheel so it’s pointed straight ahead. You might want to jot down your radio presets; you will lose them when you proceed with step 2.



▲ Disconnect the battery. Wait a full minute for the circuit to completely discharge before proceeding.



▲ James removed the plastic bolt caps from the sides of the steering wheel by prying them out with a small screw driver. Then he removed the airbag module bolts found underneath these caps with either an 8 or 10mm socket.



▲ James lifted and partially removed the airbag module to expose the electrical connectors on the back side. The connectors are unique and can not be reversed when connected so there was no need to mark them.



▲ Remove the horn switch after loosening the 3 T-30 Torx screws. Remove the assembly from the wheel. The cruise control switch wiring harness is now exposed and can be removed by using a T-20 Torx driver (screw has a green ground wire).



10a



10b

▲ Remove the three silver spoke trim panels. Place your fingers under the trim at the outside end where it meets the wheel, gently pull upward. Once it starts to move, pull it straight up.

This was a bit more difficult and James had to use a slim tool to aid in carefully prying the panels loose.



▲ Next, he disconnected the electrical connectors from the airbag module and removed the airbag module from the steering wheel. James placed the module face up on the floor. (Note: If you carry the module, make sure the trim cover is pointed AWAY from your body).



▲ Next, James loosened the steering wheel retainer bolt with several turns, and removed the steering wheel from the column.



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▲ James then installed the three silver spoke trim panels onto the Grant wheel by positioning them above their alignment holes and pushing them down into position. He made sure each panel was securely in place.



▲ Disconnect the horn by pulling off horn switch at the upper right tab. Disconnect the wheel switch wiring harness at the clockspring column connector.



▲ Since the rear plastic shroud on the original and new wheel are identical, James chose not to change the shrouds.



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▲ The wheel is now ready to be installed into the Shelby.



▲ James positioned the new wheel onto the shaft, routing all wires through the opening.



▲ Next, the horn switch assembly was reattached followed by tightening the three T-30 Torx screws securely.



▲ He then positioned the airbag module into the wheel and reinstalled the two airbag module retaining bolts. Again, directions indicate these should be tightened to 62 lb-ft (7 N-m).

Next reinstall the plastic bold plugs into the steering wheel.



▲ Next, he installed the steering wheel retainer bolt. Directions recommend that it be torqued securely to 41 lb-ft (55N-m).



▲ The horn lead was reconnected to the tab on the upper right of the switch. The cruise wiring harness was reconnected to the clockspring mechanism coming from the column.



▲ James reconnects the battery cable.



▲ James double checked the wiring harness and installed the green ground lead using the screw which he previously removed, then he tightened it securely.



▲ James repositioned the airbag module and reconnected the wire leads.



▲ James turned on the ignition to test the airbag warning indicators. All set and ready to go!

SIDEBAR

James O'Brien drives a 2000 Mustang GT, which he highly modified. After a quick photo of the engine I asked James to pose for a photo with his ride. His GT is a beauty and it's fast, which was evident when we took a "quick" ride! What a blast!

- On 3 Performance turbo kit
- Master Power T 70 turbo
- FRP 42 lb injectors
- SVT Focus high flow fuel pump
- Typhoon intake manifold
- Professional Products 75mm throttle body and plenum
- FRP aluminum driveshaft
- King Cobra Clutch
- Nitto 315/35/17 drag radials
- NX wet nitrous plate kit 50-150 shot
- QA1 tubular K-member and A-arms
- QA1 adjustable struts and coilovers
- Maximum Motorsports camber caster plates
- Eibach springs in rear
- SCT programmer (tuned at Provenpower in Tampa by Brian from EFI unlimited)
- Stock block and heads
- 413 hp and 424 ft lbs of torque @ the wheels with only 9 PSI of boost

TO DO LIST AND FUTURE MODS

- Spec stage 2+ clutch (need to install)
- GT 500 31 spline rear and Moser axles (need to install)
- MMR 5.0 stoker motor-- forged crank, H-beam rods, forged pistons, stage 3 heads and cam (900 hp)
- Twin GT fuels pumps
- After motor install crank up the boost to 18 PSI and spray a 50 shot of nitrous should be around 700-800 hp @ the wheels
- Adjustable coilovers in the rear



▲ (L) The Grant Revolution Steering Wheel (R) The Original Stock Shelby GT500 Steering Wheel for a direct comparison.

Remember when you start your car, the radio presets were lost, and you also need to reset your clock.

If your vehicle's engine doesn't run as smoothly as before, the computer has to reset itself. In my case, my Shelby didn't miss a beat, however if it had, it would have only taken a few moments for the computer to reset.

SOURCES:

Grant Products Inter. Inc.

www.grantproducts.com

626.305.0700

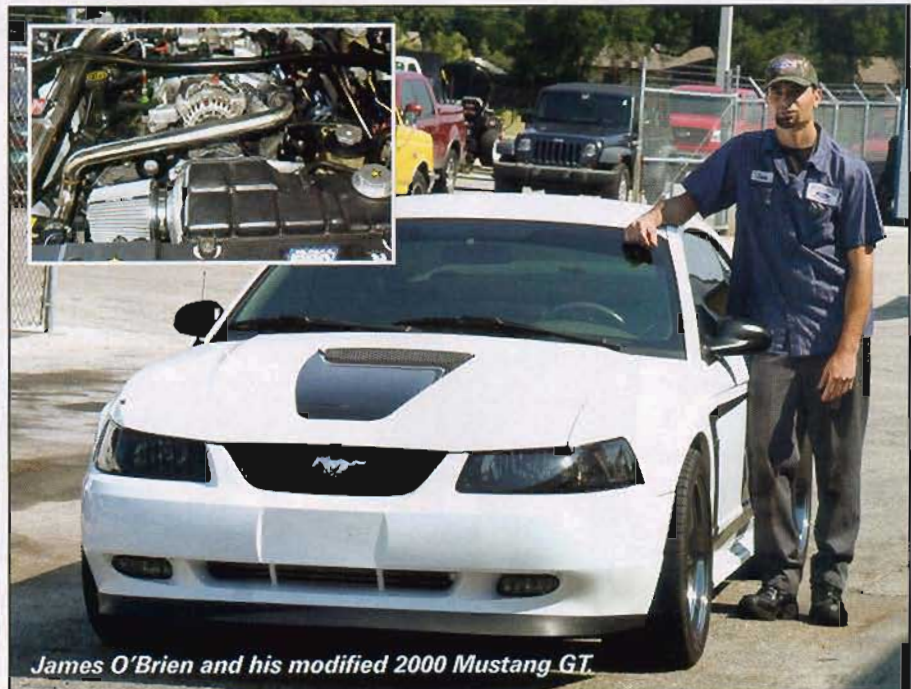
615 Elca Lane, Suite C
Brownsville, TX 75821

Jarrett Scott Ford

www.jarrettscottford.com

813.752.4171

2000 East Baker Street
Plant City, FL 33563-3910



James O'Brien and his modified 2000 Mustang GT.