

Steering Wheel Removal

By Paul Wasser

Anyone working on Mustangs will probably have to remove a steering wheel. During the three or so years we have worked on 64½-67 Mustangs, we have used several different methods, from renting a puller to applying pressure under the wheel with our knees and hitting the steering column shaft with a hammer. After much trial and error, as well as expense and steering column shafts with mushroomed ends, we developed the following steering wheel puller (see drawing) and procedure. For the convenience of *Mustang Times* readers, I have provided a drawing of the puller we made and can also provide them to anyone interested. The machine shop students at our local Area Vocational Center — Vermion Occupational Technical Education Center — have manufactured several and will sell them for \$5.00 each (including shipping and handling). They can be purchased by contacting Phil Shafer, machine shop instructor, VOTEC, Catlin Road, Danville, Illinois 61832.

The entire procedure is so easy that it is being done in the series of photos by my 13 year old daughter, Katie. She is removing the wheel on my '67 convertible that is going through restoration.

Step 1: Disconnect Battery.

Step 2: Remove horn ring by grasping horn by the center and pushing down as you turn counter clockwise by pushing on horn ring bar. Photo A.

Step 3: Remove large nut which holds steering wheel by holding the wheel with one hand and turning the nut counter clockwise with a wrench using the other hand. Photo B.

Step 4: Now you are ready to use the wheel puller shown in the drawing and in photo C.

Step 5: Place the bolts in the body of the wheel puller. Next, using the two threaded holes next to the steering column shaft, place the two bolts in the holes as shown. Photo D.

Step 6: Tighten the two bolts evenly until the steering wheel breaks loose on the shaft. Caution must be taken to turn the bolts finger tight then place equal pressure on the bolts with a wrench until the wheel is loose. Photo E.

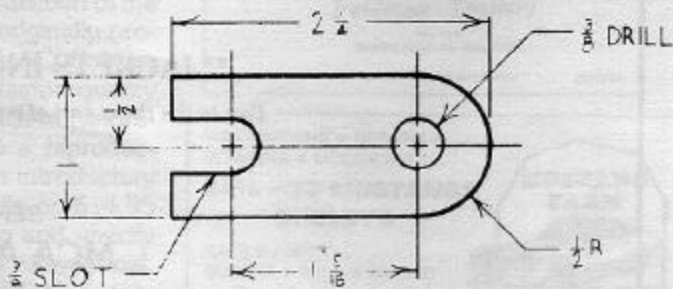
Step 7: Wheel is now ready to lift off. Photo F.

Step 8: Watch the spring on the shaft under the wheel.

Step 9: After the wheel is removed, place the nut back on the threaded shaft to protect the threads and to keep from losing the spring and bolt.

You may have trouble getting the nut off from previous wheel removing. Many of the wheels we took off had the steering column thread end mushroomed over from hammering during previous removals.

When using this procedure, you should be able to remove the wheel with a minimum of cost and effort — most importantly, with no damage to the wheel or steering column center shaft.



MATERIAL $\frac{3}{16}$ THICK