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## **IN460**

### **1969 Mustang Rim Blow Steering Wheel Horn Switch Instructions**

Please note that all switches are carefully checked by the manufacturer prior to shipment, so there is no warranty.

This horn switch is not easy to install. You will first need to remove ALL of the old horn switch rubber. This sometimes requires an hour of cutting and prying as some of the old rubber material turns into hard plastic type material that looks like part of the steering wheel. You can easily tell this when removing the old rubber. If it splinters into a lot of pieces and the two copper strips are exposed, you will have to start digging.

If it comes out in one piece, you are lucky. Then go to Step 3. If it does not, keep reading.

To remove stubborn old rubber material that has turned brittle, you will need the following:

- Stiff bladed hobby knife
- Small-headed flat screwdriver
- A lot of care and patience

STEP 1 – With the top layer and copper strips removed, cut a channel in the middle section of the old rubber – about 5MM wide x 100MM long. It is useful to start at the bottom section on the lower spoke.

STEP 2 – Using the small straight head screwdriver, lift the center 5mm section out and discard. Then remove the two outer pieces from the sides into the center section one by one and discard also.

STEP 3 – With the tool provided, start at the bottom section of the wheel and move the tool around the inner section of the rim at 90 degrees, scraping away the plastic as you go. This is so the new rubber has an equal and correct distance all the way around the rim to locate in. You ABSOLUTELY MUST DO THIS or the new rubber may NOT WORK CORRECTLY!!!!

If the wheel was new, then you would not have to do this; but as they get old, not only do they crack, but they also fold inwards. When this happens, the gap that the rubber sits in will close. The ones that are cracked have had the pressure released. The ones that have not are still trying to fold inwards thus making the gap a lot smaller than it was originally.

STEP 4 – Once the tool travels all the way around the inner rim with any or very little resistance, you are NEARLY ready to install the rubber. You must now clean away the excess plastic that is in the lower groove on both sides. You can use the screwdriver or the tool provided for this.

STEP 5 - Once you are sure that ALL foreign matter is removed from the locating position of the new rubber, you are STILL NOT ready to install it.

Remove all tools and sharp objects from the area.

**DO NOT USE ANY TOOLS! ONLY USE YOUR FINGERS TO INSTALL THE NEW RUBBER!**

Starting at the lower section of the wheel, place the lower rear edge of the rubber into the back groove (black plastic section) of the rim for about 3 inches and then press the outer edge of the rubber in (to the wood grain section) until it sits flush. Repeat this all the way around the rim doing small sections at a time.

You need to do it in small sections, or you will twist the inner copper strips and ruin the new rubber switch. There is NO warranty with this rubber switch as it has been tested before being packaged for sale.

The only way the switch will be faulty after installation is if the installer has damaged it. For this reason, again, there is NO warranty.

Note: These instructions have been provided by the manufacturer of this part.