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*Two ways to
pull a
steering wheel*

(From the Yahoo Forum) (1) The method I used to remove the steering wheel from my '33 Chrysler was to machine a ring, like a doughnut, from a piece of 3/4 inch steel and split it into two pieces and drill and tap it so it could fit over the steering column under the steering wheel. Drilled and tapped so it could be bolted together. Used a large two arm puller with a small piece of 1/8 inch steel (over) to the end of the steering wheel shaft for the shaft of the puller. Though the cars are different there is no particular difference in the steering columns or the wheels. Worked very well.

Doug Conran

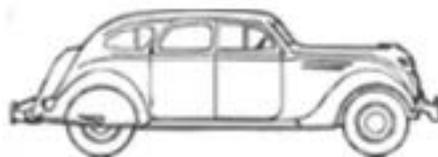
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(2) We just went through pulling the steering wheel on our '34 Airflow CU this past summer and tried many methods to get the wheel loose over several weeks. We only had success when we carefully drilled holes in the steel portion of the steering wheel near the steering shaft, tapped the holes and mounted a modern steering wheel puller. It popped right off.

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> Ray Corder

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Pulling the Steering Wheel Without the Proper Adapter

Phil Putnam sez,

The first time I needed to pull a steering wheel on my Airflow, it seemed impossible. I read in the shop manual about this special adapter that goes around the wheel. I doubt if there are any in existence. So I discovered that if you drill two holes opposite of each other near where the center shaft comes through the steering wheel, then tap threads in the holes. (*You will need to figure out the correct size hole for the tap, I think a 5/16" bolt thread will be about right.*) Then just use a small puller, or steering wheel puller, and it comes right off. You will need to put something over the threads of the shaft, as not to destroy them. Also be careful not to drill completely through and come out the side of the wheel.

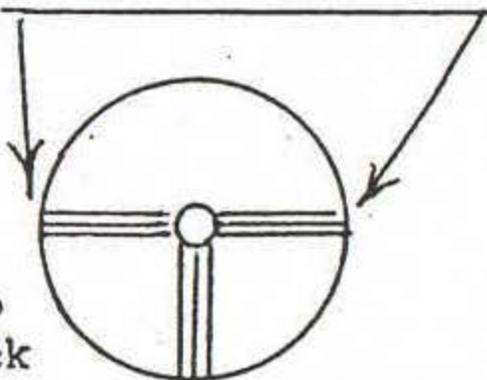
Airflow NEWSLETTER

HOW I REMOVED MY STEERING WHEEL

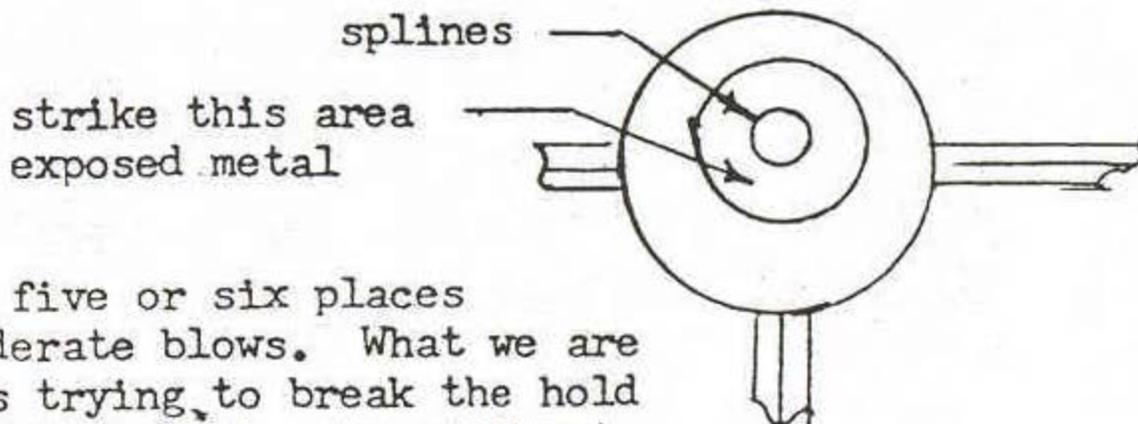
- Disconnect horn wire
- Remove horn button and large nut holding the steering wheel.
- Apply penetrating oil around the spline and grasp wheel on each side at the points where the spoke meets the rim

and with a moderate pull alternately on one side then the other giving a wiggling effect.

Note: Don't pull too hard as you may crack the rubber! If the



wheel does not come off, get a punch with a flat end approx $\frac{1}{4}$ " to $\frac{3}{8}$ " in diameter and on the steering wheel hub on the metal away from the splines (so they won't be damaged). Strike this



area in five or six places with moderate blows. What we are doing is trying to break the hold of corrosion, rust, etc. without driving the wheel on further. One note of caution! Use vice-grip pliers to hold the punch so it won't fly off after it is hit. This could be disastrous to either you or your Airflow. Mark your steering wheel so you get it back on in the same position. My wheel was off in less than 15 minutes without any marks from the time I started!

O. P. Higbee
