Grant Your Turn Signals Some Life

BY MIKE BASSE, COLORADO, WWW.STRATADROME.COM/BRONCO

If you install any of the Grant Steering wheels, your torn signal cancelers are likely to break off on the first cold day (if they haven't all ready). After several expensive replacements, I finally discovered what was happening. Your stock steering wheel had a cam to contact the cancelers while the Grant horn kit comes with two roll pins to contact the cancelers. When you turn the steering wheel in the direction of the turn the roll pins usually work well. However, when the steering wheel returns the roll pins catch a very small tab on the backside of the canceler causing a distinct clicking. This clicking is the roll pin snagging, and on colder days when the plastic canceler arm is more brittle, they snap off and there goes another eighty some odd dollars.

In order to have your turn signals still function properly you must make the following adjustments:

First, you have to file or grind off the canceling arms. I found a Die-Grinder worked the best while the switch was on the vehicle although taking the canceler assembly off is preferable. In any case, you may have to do final grinding or filing after installing the assembler to obtain proper and equal clearance between the steering shaft and the cancelers. The overall length of the arm should end up about 7/8" on the top canceler arm and 13/16" on the lower. You may have to experiment a bit for your particular vehicle. You should be able to pass a 3/8" bolt in between the steering shaft and the canceler.



Remember to grind or file the cam off both sides of each canceler.



Most of the Grant Steering Wheel designs have too shallow a dish to provide room for the turn signal arm and the driver's hand. If you did not purchase a "deep dish" style steering wheel you will have to bend the turn signal arm back toward the dash. Use a piece of wood, cut to the correct length to fit between the steering wheel and dash for support. Use a piece of cloth or cardboard to protect the dash. Make sure the shaft is all of the way screwed in and tight, then carefully bend the knob away from the wheel to give enough clearance that your hand or fingers do not hit the knob while turning the wheel.

Last, the wire on the supplied horn kit is too long so it will need rerouting below the steering shaft nut. You may need to use a piece of electrical tape to help hold it in place.

I use Hockey tape for electrical connections and wire bundling as FMC does in late model vehicles.



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