Instructions: WP300 Heavy Duty Steering Wheel Puller

Assemble the puller by screwing the 3/8-16 studs *through* the aluminum plates approximately ¹/₄" to allow locknuts to be screwed on, locking the studs in place. Insert steel spacers over the studs. Unit is now ready for use.

Step 1: Remove steering wheel retaining nut.



Step 2: Install supplied nut on shaft to just above the threaded shaft. Be sure no threads protrude above nut. A wrench is normally not required for this step.

NOTE: Installation of this nut is critical to prevent the steering wheel from flying off the shaft with great force AND to protect the threads of the steering shaft.

Step 3: Remove the turn signal switch if so equipped.

Step 4: Attach the wheel puller main body around the steering column. Snug bolts up.



Step 5: Attach top bar. Snug nuts up.



Step 6: Using a wrench, tighten pushing screw against the supplied nut/shaft. A few taps on the pusher bolt head between wrenching may be needed. (Don't murder the bolt, just taps).

Step 7: After the wheel has "popped", remove the retaining nut and try to pull the wheel off by hand. If it won't come off, repeat steps 2 and 6.

Step 8: Once the wheel has "popped" and still won't come off, remove the retaining nut, lay a piece of aluminum or other soft material between the steering shaft and the pusher disc and use the wheel puller to pull the wheel off. Once the wheel "pops" the potential to get hit in the teeth with the wheel goes away so the nut is not really necessary at this point.

Several Notes:

Protect the threads of the shaft at all costs. They will distort if you aren't careful. Install the supplied nut fully on the threaded shaft, yet with no threads exposed above the nut.

Not screwing it down far enough will almost guarantee distorted threads Penetrating oil on the splines will go a long way toward making your life easier. Oil on the moving parts of the puller will make life easier. (Pusher screw and pusher disc)

Questions or comments:

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