

The obsession with looks and performance

The Steering wheel install menu



It began like this; I loved the overall look of the Porsche 911, its smooth curves, the exaggerated flared arched hips, the almost sensuous quality of the body line. However all was not perfect in Porsche-land. Some elements definitely were missing from the stylists list when the car was created. The steering wheel became another story, and this is how the search went.

Eventually my local OPC managed to confirm to me the interior colour of the car as being Classic Grey for dashboard, door capping and other, whilst all carpets and seats were light grey.

So I contacted Simon of Essential Styling, and he made some enquiries on my behalf about sourcing a Classic Grey Club sport steering wheel, it could be obtained from Stuttgart, and the cost, well about £300. It's about at this point when some smart Alec suggested I evaluate a Black steering wheel. Talk about throw me; I'd all but made my mind up on Grey as the colour.

I then contacted Simon again and asked if I could visit reference the black steering wheel as opposed to the grey, we agreed a time and I popped round. Pity about the snow it was a blinder. Then ending is thus, I chose the 993RS steering wheel in Black, not the club sport in Classic Grey, why? Well because after visiting Simon and putting them in the car, the RS looks better against the light grey trim of the seats and interior. It also has a better looking finish to the wheel centre, which again suits the colour of the car interior. This is the old steering wheel, isn't she a beauty, a thing of joy to behold.



At least if you're short sighted that is. To me it's ugly and cumbersome.

The old steering wheel is quite simple to remove, providing you do the right thing, and have a strong heart. It is a case of gripping the edges arrowed here in red, and then flexing the two edges toward you and then pulling with a degree of effort.



Once this is off, you will need to remove the horn wire, which is black in colour, I decided not to disconnect the battery as the horn only works when the ignition is on, and providing you do this with the ignition off, there should be no problems. Then it's a case of un-doing the 24mm nut (or 15/16 for older of us) and removing the wheel. (The usual disclaimers apply i.e. if it goes wrong, don't blame me)



After removing the wheel you will see the backside of it like so. That's the old one above



This is the new one, make sure yours has the brass ring, its used as the return for the earth on the horn wiring.

So with the old wheel off, it's time to fit the new one. This is the one I eventually chose. It comes in two parts that require assembly once the main wheel has been mounted.

As you may have already seen it's a genuine 993RS wheel in black leather from Porsche.



Pictured above are the integral inset, and the wheel rim. the black wire in the rim goes to one part of horn on the inset, the earth wire which is separate goes from the internal tab in the wheel boss to the other horn fitting on the inset.

But before this you have to make sure the front wheels are still pointing straight forward, and then fit the new wheel to the hub with the 24mm nut and appropriate washer. Make it is tight as this is the only way you control direction :-)

After all that which shouldn't take more that 20 minutes you should end up with something like below, these two pictures show the inside of the car.



Which IMNSHO (not so humble opinion) is a major improvement.