

How to: **Steering wheel binding**

For Citroen D Models with bound steering wheels as fitted before 1972.

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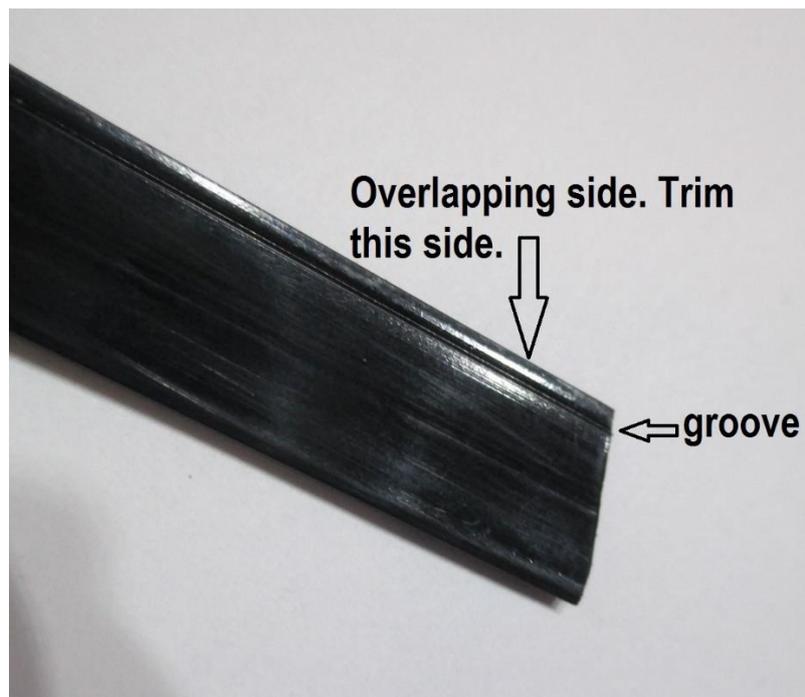
READ ALL OF THIS GUIDE TO MAKE SURE YOU KNOW THE PROCEDURE FULLY BEFORE STARTING.

Things you will need / find useful; Spirit wipe, rag, Steering wheel binding tape, super glue, sharp scissors, sharp knife / scalpel / razor blade, an assistant.

Although it can be done in the car, Re-taping the steering wheel is a lot easier with it removed from the car and clamped in a vice as you can adequately see both sides where you need to. It is also best done in warm conditions, ideally over 15 degrees Celsius so the plastic tape can be stretched and tensioned properly. The tape is long enough for the larger diameter steering wheels fitted to cars without power steering, so for models with power steering you have a bit of extra length in case you make a mistake with the first cut.

First remove the old binding tape and clean up the steering wheel, removing all the old adhesive and any rust which may have formed. Use the spirit wipe (or brake cleaner which you can get in an aerosol) to properly degrease the wheel. The metal was originally painted, but where this has come off it is not necessary to repaint, although you can if you wish. Make sure any fresh paint is thoroughly dry before proceeding.

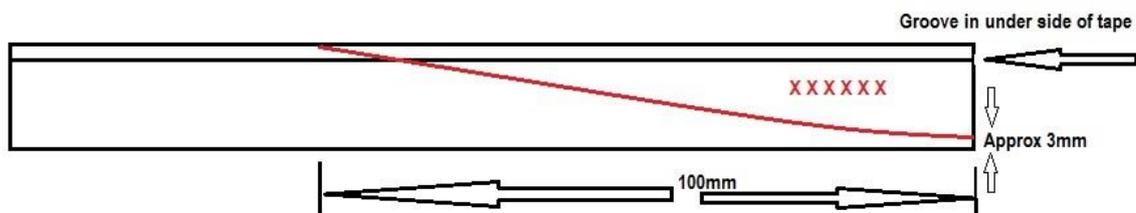
Carefully examine the new tape to determine which way around it goes. If you look at the underside, you will see a line / groove along one edge. This is the edge of the tape which overlaps the preceding bit. You might find that it is rolled up the wrong way for what you need and it might be the end in the centre of the roll that you need to start with. If this is the case unroll it and roll it up again (either as it was or onto an old reel of some kind) so the end you need to start with is in the right place.



You will notice that the stainless steel part of the steering wheel spoke is shaped around the two holes which locate the ends of the binding tape and this dictates which direction the tape is to be wound in.



You now need to taper the starting end of the new tape so it looks like the end of the old tape you just removed, assuming at least one end was still intact! It is the overlapping side with the groove which must be trimmed off for a distance of 100mm, as in the diagram below. Cut along red line and discard bit marked with red crosses.



It is the edge you have just cut which faces the stainless steel part.

It is at this stage where the help of an assistant is very useful. They can hold and control the roll of tape, moving it through the wheel as you wind, preventing it going everywhere and tangling up. Trial fit the end of the tape by pushing it into the hole as far as you can, but at least 15mm. If you can't get it in that far, remove it and trim it slightly narrower so that you can.

Push it into the hole and then wind it around the wheel a couple of turns, keeping the cut edge against the edge of the stainless steel part. You will find that after one complete turn the tape will be back to full width and lead on, overlapping the thinner edge of the preceding bit of tape.



Picture shows the trimmed end of tape pushed into the hole and ready to begin winding down and away from us.

Once you are happy with the fit of the end against the stainless all the way around and are confident to proceed, remove the tape again and apply super glue sparingly around the wheel where the first wind of tape goes and then a couple of thin lines of glue for the first 75mm or so around the circumference of the wheel. I usually put one thin line of glue on the outside circumference and the other on the inside circumference. Too much glue will cause the tape to become slippery and may ooze through the overlap of the tape, making a mess. You do not need to glue the tape continuously, I use it sparingly about 50mm at a time every 150mm or so of the circumference and that seems to work OK.

When winding the tape, you need to keep it very tight, stretching it slightly as you wind it. Be careful in warmer conditions as it stretches easier, so may stretch too far. You will feel the slight stretch in the tape when you pull it and when it is applied with this stretch, it will grip the metal wheel better and clamp itself on. The glue is really only needed at the ends and is just a precaution elsewhere.



Picture shows how the tape looks when fitted

Wind the tape all the way around the wheel, paying close attention to the overlap and applying the glue sparingly every so often. Just overlap the thinner edge of the preceding bit of tape and try to keep the overlap amount even around the whole circumference of the wheel. This may have to be adjusted at the end though, as you will see shortly.

Do not be tempted to overlap the tape too much as you will run out of tape before the end. I tried this as an experiment and overlapped the tape by about half its width. It made for a rougher feeling, grippier finish and larger diameter, easier to hold wheel rim, both of which were pleasing to my eye and hand, but the tape just isn't cut long enough for that and I ran out with about 2 inches of wheel circumference to go!

Now, the starting of the tape is the easy bit, once you have it fitting right. The tricky bit is the finish as you need the tape to meet the stainless steel part about where the hole is, so the last turn after that can be tapered to match the edge of the stainless and poke into the hole, just like you did at the beginning. If you are lucky, this will fall into place nicely, if not and you are left with a gap that is too narrow for another full turn, you will have to unwind half a dozen turns of tape and overlap it a bit more, or a bit less (you will have to experiment here) so that it meets the stainless in the right place. For this reason, do not apply glue to the last 100mm of circumference until you have this bit right. It's a good idea to have your assistant grip the steering wheel tightly about 100mm back from the end to prevent the tape you've just put on from loosening whilst you get the finishing bit sorted out.



Picture shows where the tape must meet the stainless. Notice how I had to overlap the last turns of tape less to make this happen. When the tape was overlapped fully, it left too large a gap at the end, but how yours works out depends on how much or little you overlapped it all the way around and how consistent you were.

Once you have the tape meeting the stainless nicely by the hole, you can cut it off 100mm past that point and taper it like you did at the other end. Remember to taper it by cutting off the side which is against the stainless, not the side against the tape.

Once you are happy with the fit of the finish and checked that the end fits snugly into the hole with the tape sitting right, you can unwind it as far as you need to and apply the glue sparingly, especially at the last turn or two of the tape and at the hole. Then re-tape it and poke end into the hole, which should hold it from loosening.

The binding is now complete and you can refit the steering wheel, although I'd tend to leave it overnight for the glue to go off properly, just to be sure.