

FITTING YOUR MDU WHEEL TO A 2022 HILUX



LC300-style steering wheel

This guide walks through the fit step by step, then covers the most common problems and how to fix them. Most issues come down to a plug that hasn't fully clicked in, or the wheel sitting one spline off-centre.

Stuck? Skip to page 3 for the fix-it table, or send us photos (last page).

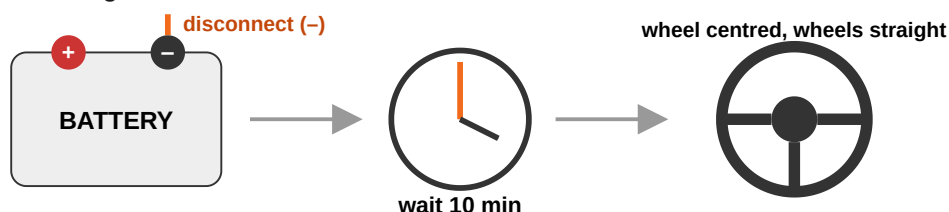
Airbag safety, read first. The steering wheel holds the driver's airbag. If you're not confident with SRS work, have an auto electrician or mechanic fit the wheel. Never probe or test airbag plugs with a multimeter, and always place a removed airbag **face up** on the bench.

WHAT YOU NEED

- Your MDU wheel (and clockspring, if supplied)
- Socket set and breaker bar (wheel nut)
- 19mm socket (wheel nut) and 8mm socket (airbag nuts)
- Small flat screwdriver (airbag clips)
- Marker or masking tape (for alignment marks)
- A steering wheel puller can help on a tight spline
- Your phone, to photograph each plug **before** unplugging it
- About 1–2 hours

01 SET THE CAR UP

1. Park on flat ground with the **front wheels pointing dead straight** and the steering wheel centred.
2. Ignition off and key out (or smart key well away from the car).
3. Disconnect the **negative (-) battery terminal**, then **wait at least 10 minutes** so the airbag system fully discharges.
4. Don't turn the steering from here until the new wheel is on.



02 REMOVE THE FACTORY AIRBAG

1. On the 2015+ HiLux the airbag is held by **3 spring clips** (not screws). Turn the wheel a little to reach each release hole on the back/sides of the wheel, push a small flat screwdriver in to release the clip, and the airbag pops forward on that side. Do all 3, then **return the wheel to centre**.
2. Ease the airbag forward. Photograph the plugs, then unplug the **small black earth wire** (single spade) and the **yellow airbag plug** (lift the yellow tab first). Never pull on the wires.
3. Unplug the **horn wire** and the **button plugs**. Put the airbag face up somewhere safe.

03 REMOVE THE FACTORY WHEEL

1. **Mark the shaft and the wheel** with a marker so you can see where centre is.
2. Loosen the **19mm** centre nut a few turns, but **leave it on**. Rock the wheel off the spline (use a puller if it's tight); the nut stops it flying into your face.
3. Remove the nut and lift the wheel off. Feed the clockspring plugs through carefully.

Don't spin the clockspring. The round clockspring behind the wheel is a coiled ribbon cable. If it gets turned while the wheel is off, it can snap the first time you turn full lock, which kills the airbag, horn and buttons. Tape it in place if you need to.

04 FIT THE MDU WHEEL

1. **Clockspring:** if your HiLux didn't come with steering wheel buttons (base Workmate), or we supplied a clockspring, fit it now **centred**. **Pull out the orange locking tab** only after it's clicked in place.
2. Feed all plugs through the wheel, then slide it onto the spline **lined up with your marks**, spokes level.
3. Fit the 19mm nut and tighten it to the workshop-manual torque. It must be properly tight.
4. Plug in the **button plugs**, and the **small two-wire cruise plug** if your wheel has one (cruise then runs from the wheel buttons). Each must **click**.
5. **Detonator transfer:** the MDU wheel comes with its own new airbag. Move the **detonator** from your factory airbag into the MDU airbag. It's held by **four 8mm nuts**: undo, move it across, line up the studs and tighten. **Handle it face-up, never drop it, never probe it**. If you're not 100% comfortable, have an auto electrician do this step.
6. Plug the **yellow airbag plug** back in (push the tab down to lock), clip on the **single earth wire**, then push the airbag in until all **3 clips click**.

05 POWER UP & CHECK

1. Make sure nobody's sitting in the driver's seat, then reconnect the battery (–).
2. Ignition on: the **airbag (SRS) light should come on for about 6 seconds then go out**.
3. Check: horn, volume/track buttons, phone buttons, cruise buttons (if fitted), dash menu buttons.
4. Aftermarket stereo? If the buttons don't respond, go into the stereo's **steering wheel control settings** and set them up (learn each button).
5. Turn the wheel **full lock both ways** slowly: nothing should click, rub or catch.
6. Short test drive: the wheel should sit **straight** when driving straight.

SOMETHING NOT RIGHT? **FIX IT HERE**

Problem	Most likely cause	What to do
Airbag (SRS) light stays on	Yellow airbag plug not fully clicked or not locked, or clockspring plug loose underneath.	Battery off, wait 10 min, reseal every plug until it clicks (wrong or unplugged clockspring is the usual cause). If the light stays on, the code may need clearing with a scan tool; any auto electrician can do it quickly. Don't drive with the SRS light on.
Horn doesn't work	Horn wire not connected, or the horn contact isn't touching.	Check the horn wire plug and that the airbag sits fully down on all sides.
Some or all buttons dead	Button plugs not connected, or plugged into the wrong socket. On base models, the factory clockspring may not have the button circuits.	Check both switch plugs click into the clockspring. If the car never had buttons, it needs a button-type clockspring (we can supply it).
Cruise buttons do nothing	The car didn't come with cruise control.	Buttons alone don't add cruise. You need our cruise control kit ; talk to us.
Wheel off-centre when driving straight	Wheel went on one spline out.	Remove the airbag and nut, lift the wheel, move it one spline toward straight, and refit. Don't turn the clockspring.
VSC / traction / steering warning lights	Steering angle sensor sees the wheel off-centre, or the battery was disconnected.	Centre the wheel first. Some cars clear after a short drive; otherwise a mechanic can do a steering angle reset.
Clicking or rubbing when turning	Wire pinched, or clockspring damaged or not centred.	Stop and check for pinched wires. If the clockspring was turned while off, it may need replacing.
Wheel won't seat fully on the spline	Wires trapped behind the wheel.	Lift it off and route the plugs through the centre opening before sliding it on.

Still stuck? Send us these and we'll sort it fast:

- ☐ Photo of the back of the MDU wheel (all plugs)
- ☐ Photo of the clockspring and its plugs
- ☐ Photo of the dash with the ignition on
- ☐ Your model and grade (e.g. SR5, Rogue, Workmate)
- ☐ Which buttons work and which don't
- ☐ Your order number



NEED A HAND? TALK TO MDU.

Message us on Facebook (MDU Products) or contact us at www.mduproducts.com. Real people, quick replies.

This is a general guide. Always follow the Toyota workshop manual for torque settings and airbag procedures. If in doubt, use a qualified auto electrician. Airbag/SRS work is at the installer's risk.