Truck disassembly.
1. 48 truck steering wheel.
2. Remove cap and keep.
3. Remove center nut and horn accuator assembly. Keep.
4. Remove contact plunger and keep.
5. Remove wheel from steering shaft.

GM tilt/telescope disassembly (based on 82 Cady Eldorado)

1. Remove horn button (two hex screws on back. Push on wire housing and twist CCW to disengage wire. These parts are not used.
2. Remove telescope lever. Not used.
3. Remove telescope lock, it threads out CCW. Keep the lock and any shims.
4. Remove steering wheel. Keep the plastic bushing/spacer for reference later on.
5. Remove back housing with the large spring (three hex screws). Keep.
6. Remove steering wheel center spoke cover. Keep.

How the horns work.

The Chevy Truck horn works my providing a path to ground for the horn relay circuit. When the horn button is depressed it closes the circuit from the steering shaft which is grounded to the body, thru the plunger which rides on the bearing housing. A wire runs from the bearing housing to the horn relay.

The later GM column works on the same principle. Pushing the horn button closes the circuit from the steering shaft thru a wire that is connected to the large spring in the housing behind the steering wheel. The spring rides on 3 contacts in the column that are connected to a wire to the horn relay.

Here is how I got the two to work together.

1. Get a washer (I got mine from Ace) that has an outer diameter that will fit inside the 48 steering wheel back recess and inner diameter that does not interfere with the spacing shim.
2. Drill three holes in the washer, and drill and tap three matching holes in the column. I tapped for 8x32 screws.
3. Insert the plunger and measure how far it is above the bottom of the recess. Cut three spacers to match this dimension, I used ¼" copper tubing.
4. Install the washer with the spacers. The wire from the later GM trim will screw to one of the screws. The washer is taking the place of the bearing housing on the stock 48 column.
5. Modify the GM spoke cover by removing the spoke portion and so you end up with a flat surface as shown in the photo. I used a jig saw and assortment of wood working files to get the rough shape, then 80 to 400 grit sand paper to smooth and radius the exposed edge.
6. Screw the modified cover to the larger trim cover and horn spring retainer. Cut off the factory wiring spade and replace it with a round connector.
7. I did not like the look of the column cover trim where it meets the steering wheel. I found that the rubber gasket that fits between the a toilet tank and base makes a nice transition. It is beveled and flexible rubber. Get the larger 4" size. Trim off the excess material.
8. There is a 1.25" shim that limits how far the telescope column will push in. The stock one is about ¼" thick. I found by trial and error that an additional 1" piece of hose the same diameter is needed to keep the trim housing from rubbing on the main column extrusions.

Assemble the column like this:

9. Place the 1" piece of hose over the steering shaft.
10. Place the spring and trim assembly over the shaft.
11. Place the rubber trim.
12. Attach the wire from the sping/trim to one of the washer screws.

13. Install the steering wheel, you will need to pull the telescope shaft all the way up.
14. Install the electrical plunger, horn accuator assy and steering wheel nut.
15. Install the telescope adjustment piece, screw it all the way down, then back it off. Adjust the depth of the column then tighten the adjuster.
16. Verify that the trim ring is not rubing on the main column. Since it is a tight press fit you might need to adust it. The rubber trim will need adusted to match the plastic. You might need to trim it a little bit at the back of the spokes too. Once you have it where you like it a few dabs of silicone will keep it in place.
17. Install the horn cap.
18. Push to hear beep!