



Flushing and Bleeding Instructions

1. Disable ignition system using recommended procedure in your service manual.
2. Raise front wheels until just clear of ground.
3. Place drain pan under power steering pump return port. Disconnect return line from power steering pump and place it in drain pan. Flush the power steering pump reservoir by pouring new fluid into the reservoir until the fluid runs clear. Be sure to use the fluid recommended for your vehicle. **NOTE: DIRTY FLUID WILL VOID THE WARRANTY.**
4. Leave return line in drain pan. Cap the pump reservoir return port to prevent leakage.
5. Fill power steering pump with new fluid recommended for your vehicle.
6. While having someone watch the fluid level and adding fluid to the pump (**Keep fluid above top of pump casting**) crank the engine over using the ignition switch. (**To prevent excessive starter wear; crank engine over for less than 20 second intervals.**) Continue to add new fluid until return line runs clear. Reconnect pump return line.
7. This completes the flushing procedure. Now begin bleeding the system.
8. Fill power steering pump with new fluid recommended for your vehicle.
9. While having someone watch the fluid level and adding fluid to the pump (**Keep fluid above top of pump casting**) crank the engine over using the ignition switch. (**To prevent excessive starter wear; crank engine over for less than 20 second intervals.**)
10. While you are cranking the engine over, turn the steering wheel lock to lock slowly at least 4 times to bleed the system. If you see any bubbles and/or foam enter the pump; stop and let the system rest until all of the bubbles and/or foam has dissipated. Repeat steps 8-10 until bubbles and/or foam no longer enter the pump.
11. Reconnect ignition system. Lower wheels to the ground. Start engine and test drive car. If assist is smooth, bleeding is complete. If assist is erratic, whines or fluid is foaming; repeat steps 8-10.
12. Drain core and using plugs provided, return core in original packaging and box.

CHEVROLET POWER STEERING CONTROL VALVE

This control valve has been tested and balanced in our factory. However, if hard steering in one direction or steering turns by itself the control valve will need to be balanced. With the piston rod disconnected from the frame bracket and the engine running, the piston rod will be fully extended or retracted if the control valve is out of balance. If piston rod remains retracted turn adjustment nut (located under metal cap) clockwise until begins to move out, then turn nut counter-clockwise until rod begins to move in. (If rod remains extended, turn nut counter-clockwise). Then turn the nut exactly one-half the rotation needed to change direction of the shaft movement. CAUTION: Do not turn nut back and forth more than absolutely necessary to balance the valve.

**THIS UNIT HAS BEEN PROPERLY LUBRICATED AT OUR FACTORY.
DO NOT ADD GREASE.**

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This unit has been properly lubricated at our factory. Do not add grease.