



1982-2004 2-WHEEL DRIVE GM S-SERIES TRUCKS & SUV'S

('82-95) 8000990-01 & 8000990-02

('96-04) 8001020-01 & 8001020-02

Unisteer offers a limited warranty against all manufacturer defects of their kits and supplied parts. Unisteer will not honor any warranty on any parts that have been modified or improperly installed. Full refund will NOT be granted to any kits that are damaged, scratched, or altered in any fashion. Unisteer will not reimburse any labor money to the customer to change out the part even under a warranty repair.

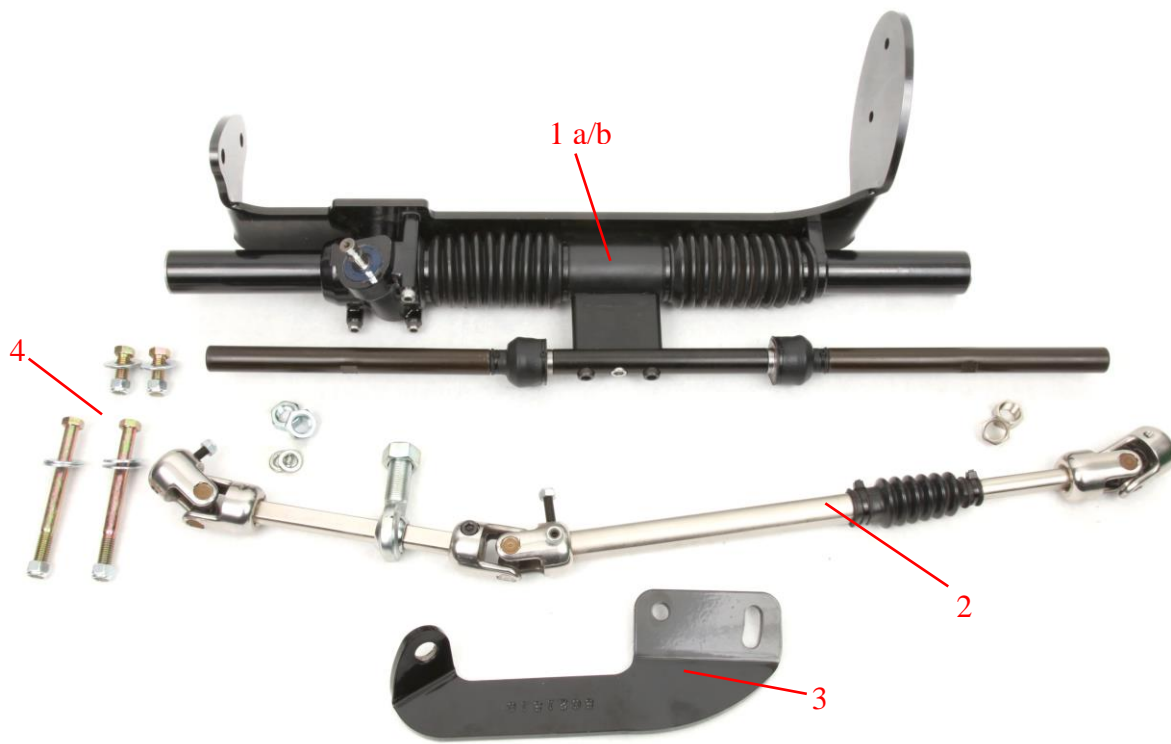


Although this kit is fairly simple to install some simple modifications are needed.

Before starting, read the entire manual or instruction booklet to avoid problems.

DUE TO VARIABLES OUTSIDE OUR CONTROL THESE KITS MAY NOT FIT ALL APPLICATIONS. ALSO, PLEASE VERIFY KIT WILL FIT YOUR APPLICATION BEFORE ALTERING VEHICLE.

This kit is designed to fit 1982-04 two wheel drive GM S-Series pick-ups and SUV's w/stock 4 or 6 cylinder engines and even Small Block Chevrolet V8 conversions. On our V8 test vehicle, we used Hedman "Shorty-Style" headers for our installation.

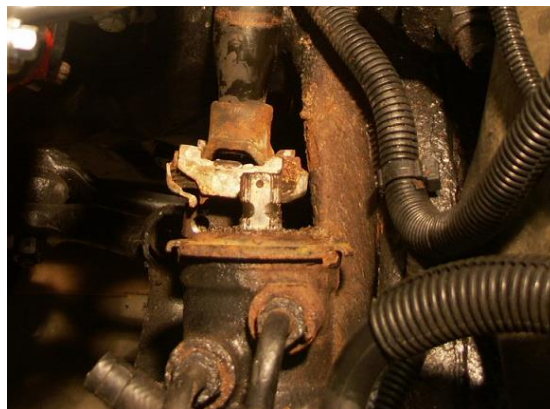


KIT CONTENTS:

#	Part Number	Description	Kit Available In	Qty	Inspected By
1a	8000980	Manual Rack & Pinion 82'-95'	8000990	1	
1b	8001030	Manual Rack & Pinion 96'-04'	8001020	1	
2	8051270	Shaft Assembly	All	1	
3	8021810	Shaft Stabilizing Bracket	All	1	
4	620650	Install Kit	All	1	
	--120150	- 5/8"-18 Jam Nut		2	
	--120400	- 11/16" Jam Nut		2	
	--120410	- 7/16"-14 Lock Nut		4	
	--200860	- 7/16" Flat Washer		6	
	--200920	- 7/16" Lock Washer		2	
	--231420	- 7/16"-14 x 1 1/4" Hex Bolt		2	
	--231430	- 7/16"-14 x 5" Hex Bolt		2	
	--600500	- Tie Wrap		2	

Disassembly

1. Before starting, center and lock steering wheel in place. In order to perform this installation, the front of the vehicle must be off the ground. A lift works best, however jack stands will work. There are no special tools required.
2. Remove pinch-bolt from steering-shaft to steering box and separate shaft from steering box.



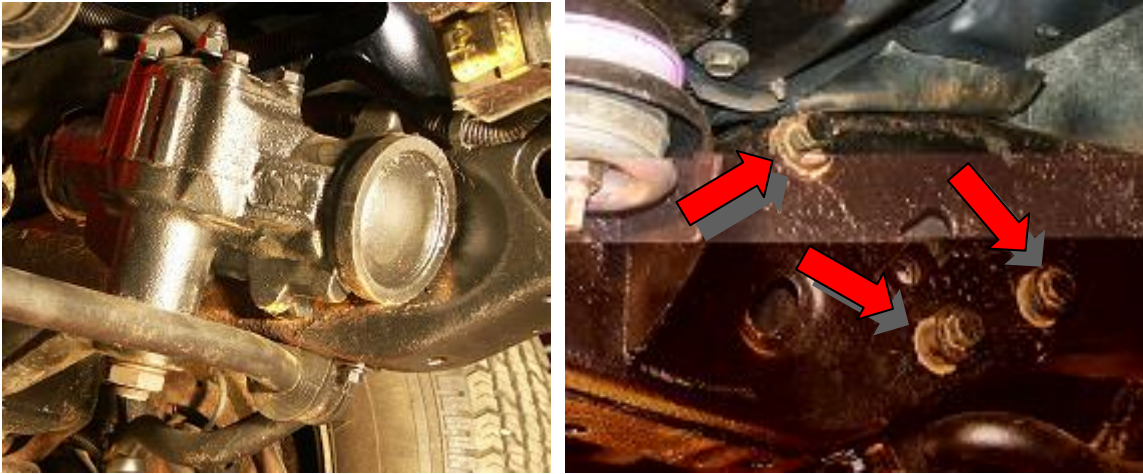
3. Remove front wheels, cotter pins and nuts on outer tie-rod ends.
4. Remove the two bolts on the passenger side of frame rail securing idler-arm to frame.



5. Remove center-link nut and remove the steering-linkage from the vehicle.



6. Remove the three bolts on driver side that retain steering box, and remove the entire steering box. **Note:** If vehicle is equipped with power steering, it will be necessary to remove pressure lines from pump or steering-box before removal. **(If your vehicle is equipped with power steering it will be necessary to remove the power steering pump as well)**



7. Pull the lower steering column shaft from upper column shaft, and remove from the vehicle.



8. Once your stock steering is removed you are ready to begin the installation of your Rack and Pinion.

Installation of Rack and Pinion

1. Your new Rack and Pinion has been shipped assembled to mounting bracket. It will be necessary to remove the Rack and Pinion from the mounting bracket **or** remove the four stabilizer-bar bushing bolts for installation. (**Note:** If you choose to remove the stabilizer-bolts, it will **not** be necessary to remove the Rack and Pinion from the mounting-bracket, proceed to step 3.)
2. If you choose to remove the Rack and Pinion from the mounting bracket, make a note of how the Rack and Pinion is mounted to the bracket. Then remove mounting hardware and remove rack from bracket.
3. Place the bracket in position and use supplied hardware to attach the bracket to the frame. The bracket attaches to the frame using the holes from the idler-arm and the steering box. Install the passenger side bolts first and leave them loose. Next slide provided hardware through driver-side frame through bracket and install shaft-support bracket over top of mounting bracket. Install nuts and tighten assembly. (**NOTE**) *If you had removed the Rack and Pinion, you can now remount the Rack and Pinion to the bracket using blue loctite on attaching hardware.)



(Passenger Side Bracket shown above)



(Driver's side bracket shown above and below)



4. It will be necessary to use two stock right hand thread outer tie-rod ends. Thread the new tie-rods into the new rack ends.



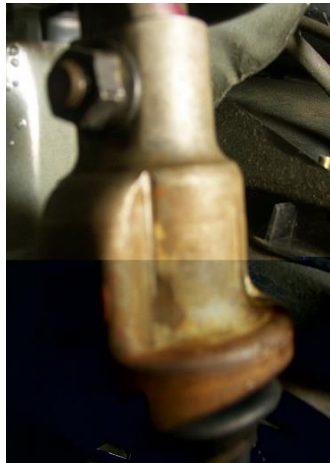
5. You will need to make sure that you center your wheels forward as best you can by eye and install the ends into the spindle. Install nuts and torque to 35 ft.lbs. and then install cotter pins.
6. Re-Install wheels on vehicle and lower the vehicle to the ground.

Steering-Shaft Installation

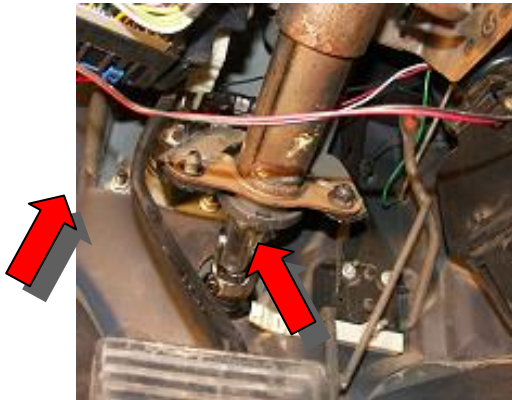
1. Remove lower dash trim on the driver's side. It may be necessary to disconnect the emergency brake release and cigarette lighter power wire to remove the panel depending on your application.



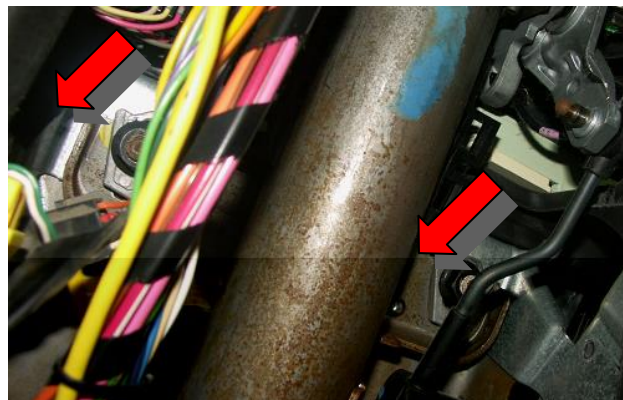
2. Remove single thru-bolt on steering column closest to firewall.



3. Loosen two lower mounting bolts or nuts and remove two upper mounting screws or nuts towards top of steering column. Pull column towards you to allow room to disconnect joint at firewall from steering column.

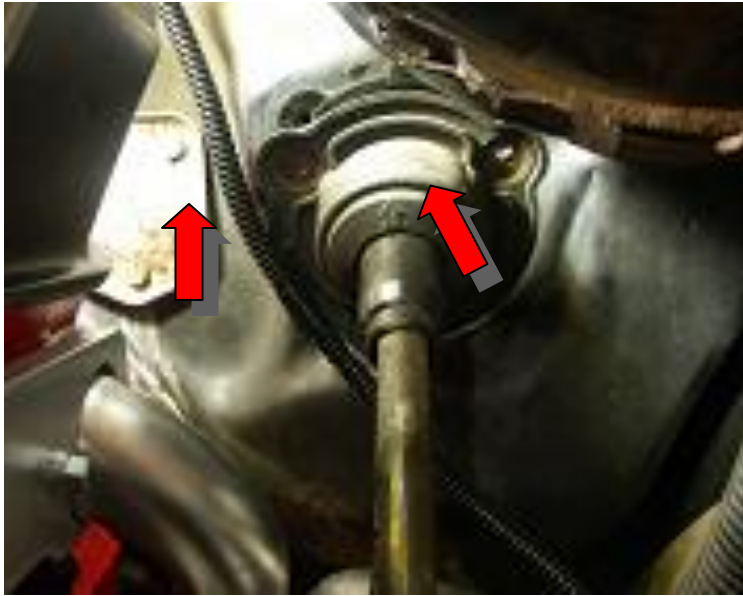


(Loosen)



(Remove)

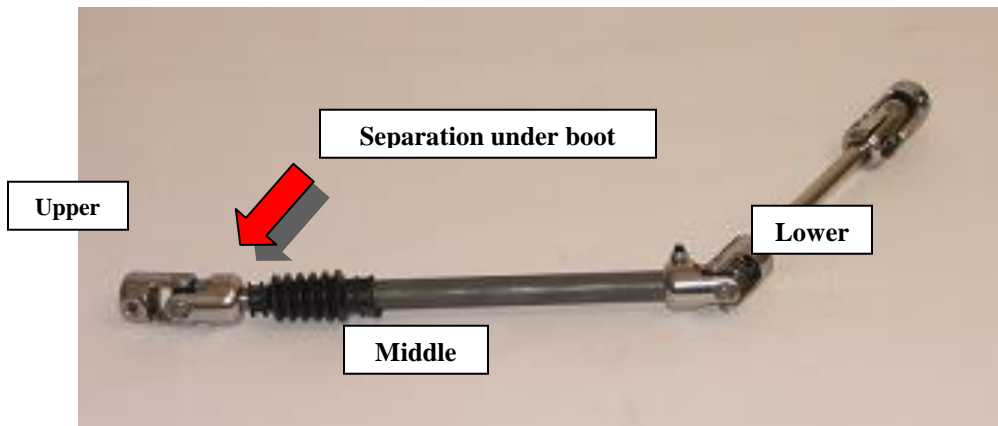
4. From under-hood area, remove three attaching bolts that hold the steering-shaft cover to the firewall and slide the cover off of the steering-shaft. **Note:** You will need to reuse this cover.



5. From inside the vehicle, remove the steering-shaft.



6. Because the steering-shaft is delivered to you assembled, you will need to disassemble a portion of it. **Note that it is very important that you do not mix up u-joints or position of them on reassembly.**



7. Separate the upper shaft from middle shaft.

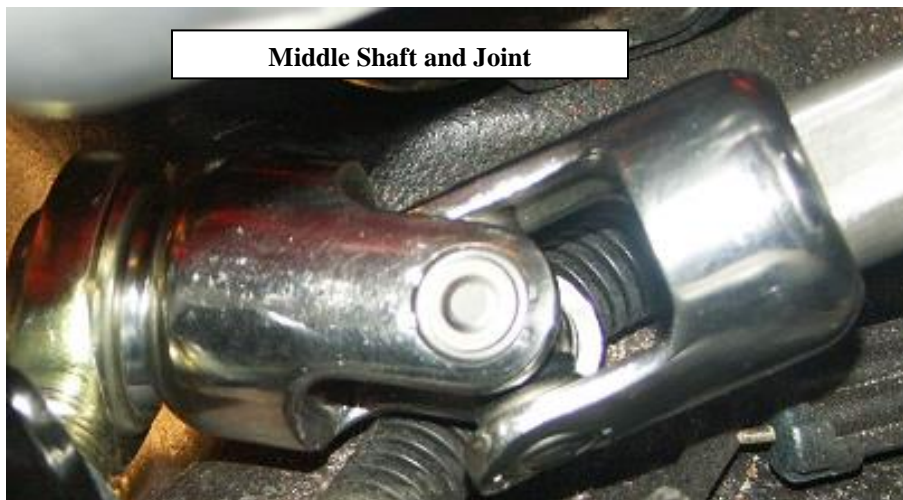
8. From inside vehicle, slide the upper portion through the firewall and connect the u-joint from the shaft to the steering column and tighten bolt.



9. From under-hood, slide shaft seal over upper column shaft and attach to the firewall using old hardware.

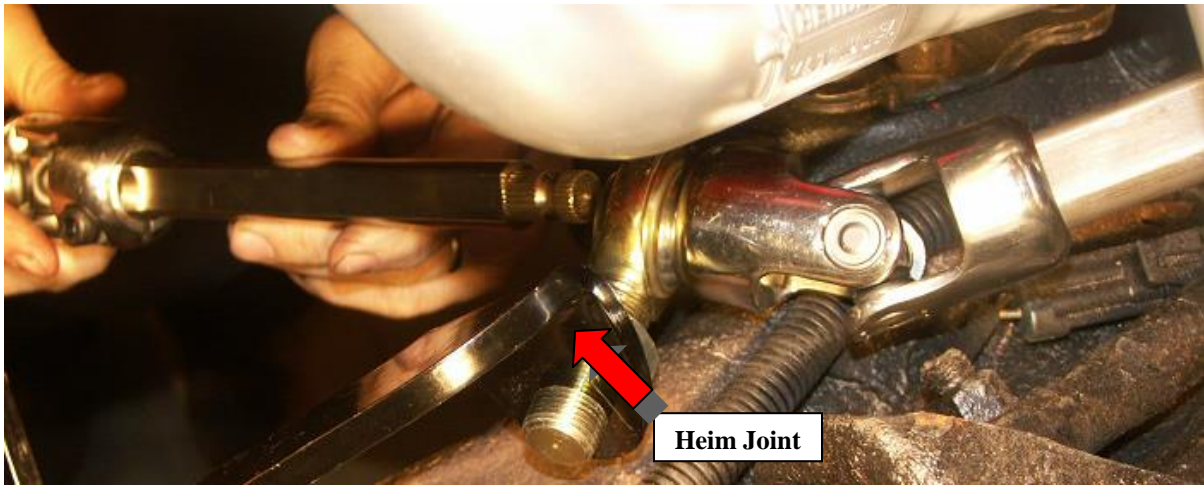


10. Slide the middle shaft back into the upper column shaft leaving the u-joint attached.



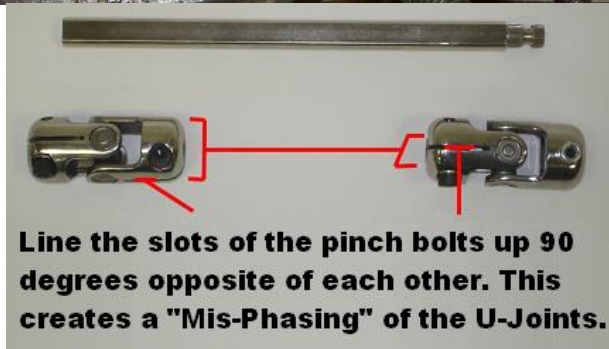
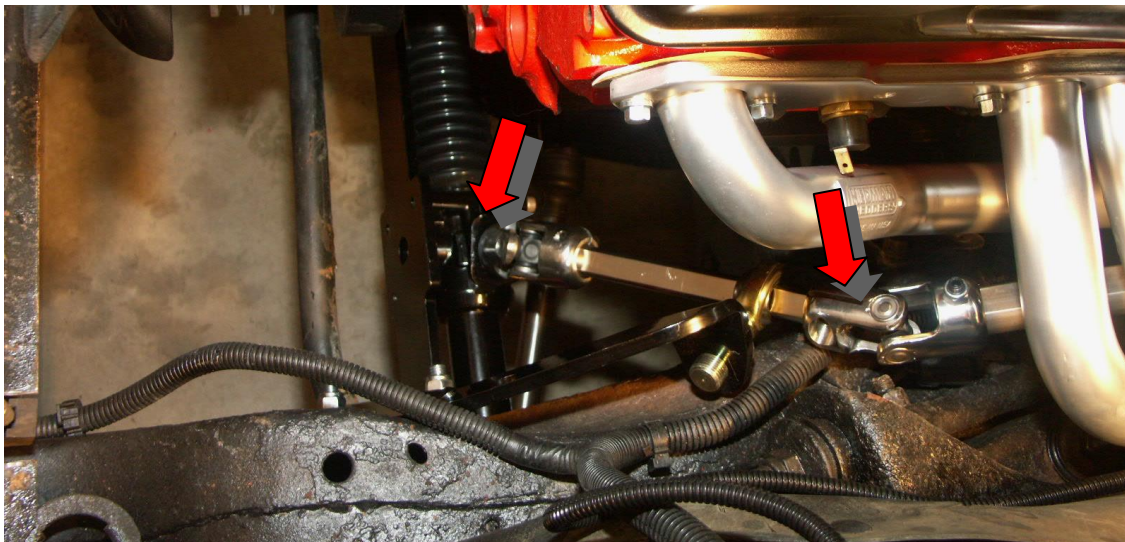
11. Thread the jam nut onto the heim-joint then insert heim joint into the hole on the column support bracket approx. 10 turns.

12. Insert the lower shaft through heim-joint and into u-joint on middle shaft.



13. Connect lower u-joint to *Rack and Pinion* gear.

14. U-joint Mis-Phasing: (To provide proper turn, U-joints will need to be 90 degrees opposite of each other)



15. Reinstall and torque hardware previously removed or loosened on steering column.

16. Reinstall trim panel inside the vehicle.

Once installation is complete, note the position of the front tires making sure that they are somewhat straight and steering wheel is centered. It will be necessary to have your vehicle aligned by a professional to re-adjust toe spec.

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