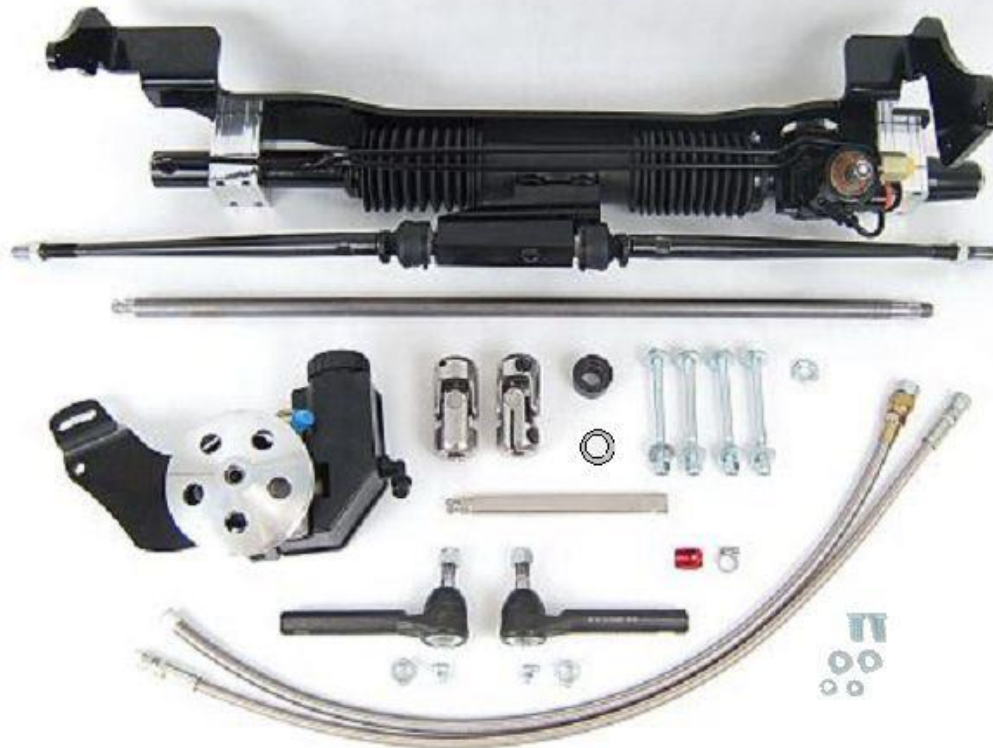




1960-1964 Full Size Ford Rack & Pinion Kit Instructions # 8011410 & 8011440

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.

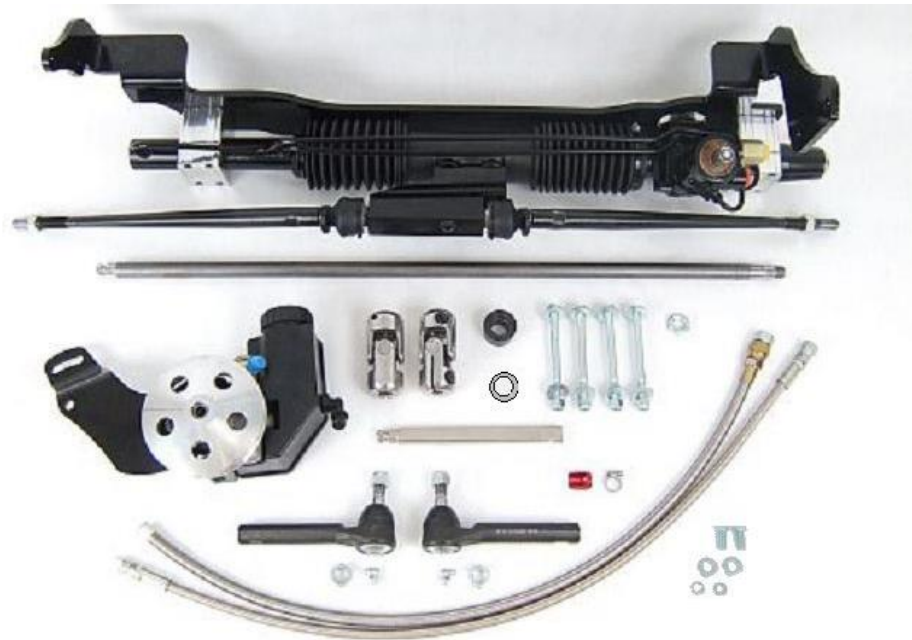


***USE ONLY POWER STEERING FLUID IN SYSTEM. DO NOT USE ATF.**

***ALTHOUGH THIS KIT IS FAIRLY SIMPLE TO INSTALL, SOME MODIFICATIONS MAYBE NECESSARY.**

***BEFORE STARTING INSTALLATION, PLEASE BE AWARE OF THE MODIFICATIONS THAT ARE NEEDED TO INSTALL.**

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

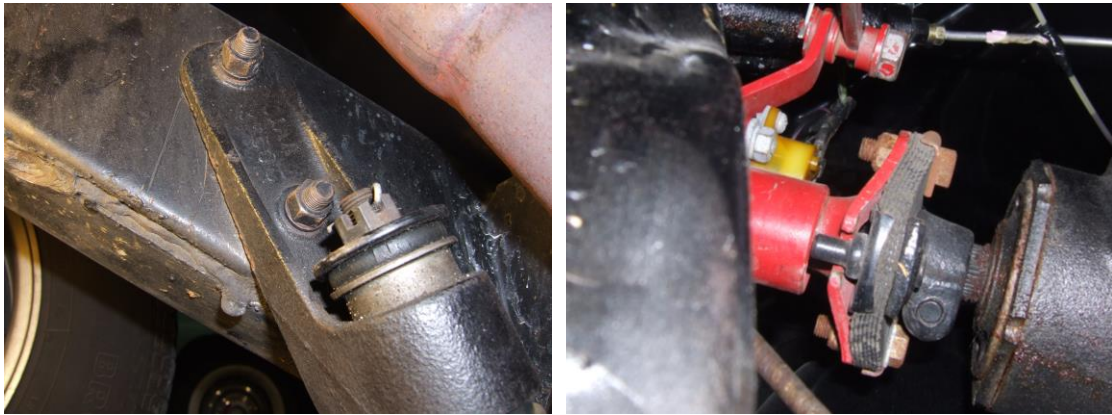
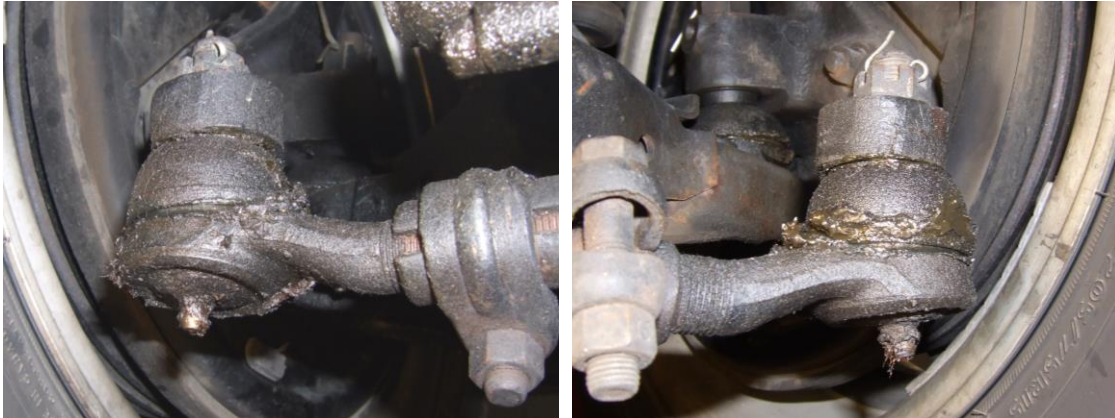


KIT CONTENTS:

#	Part Number	Description	Included In Kit	Qty	Inspected By
1	8011420	Rack & Pinion	Both	1	
2a	8025430	BB Parts Kit	8011410	1	
	--8061020	- BB Pump Assy.		1	
	--8025440	- Line Kit		1	
	--8021250	- Outer Ends		2	
	--621780	- Shaft Kit		1	
	----8050640	--- U-Joint 17mm-DD x 3/4"-DD (Pinion)		1	
	----8050440	--- U-Joint 9/16"-30 x 9/16"-30 (Column)		1	
	----546210	--- 9" DD Shaft		1	
	----206710	--- Column Bushing		1	
	----200100	--- Shim Washer		1	
	----120330	--- M16 Jam Nut		1	
	--621710	- 16mm & 18mm Banjo Fittings		1ea	
	--546200	- Column Shaft		1	
	--231210	- 3/8"-16 x 4 1/2" Hex Bolt		4	
	--200990	- 3/8" Flat Washer		8	
	--120490	- 3/8"-16 Lock Nut		4	
2b	8025470	SB Parts Kit	8011440	1	
	--8061410	- SB Pump Assy.		1	
	--8025440	- Line Kit		1	
	--8021250	- Outer Ends		2	
	--621780	- Shaft Kit		1	
	----8050640	--- U-Joint 17mm-DD x 3/4"-DD (Pinion)		1	
	----8050440	--- U-Joint 9/16"-30 x 9/16"-30 (Column)		1	
	----546210	--- 9" DD Shaft		1	
	----206710	--- Column Bushing		1	
	----200100	--- Shim Washer		1	
	----120330	--- M16 Jam Nut		1	
	--621710	- 16mm & 18mm Banjo Fittings		1ea	
	--546200	- Column Shaft		1	
	--231210	- 3/8"-16 x 4 1/2" Hex Bolt		4	
	--200990	- 3/8" Flat Washer		8	
	--120490	- 3/8"-16 Lock Nut		4	

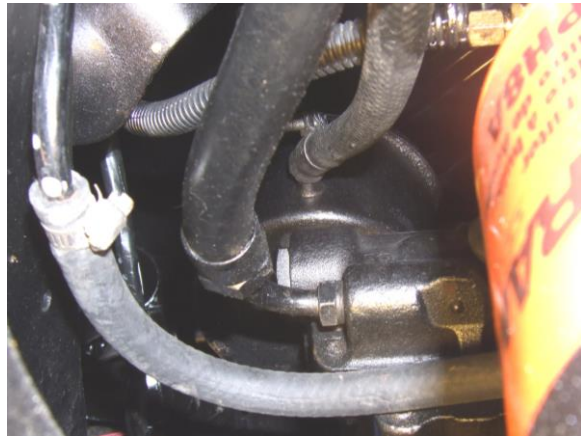
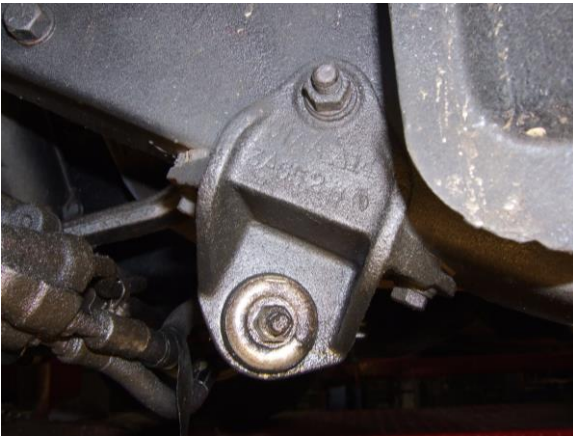
1960–1964 Ford Galaxie Installation Instructions

1. Raise front of car off of ground and place stands under car frame and let suspension hang. Remove front wheels.
2. From under car, remove the cotter pins and nuts from outer tie rod ends. Remove the idler arm bolts. Remove the 2 bolts and nuts that retain the rag joint to the steering box. Remove the steering box bolts.



3. Remove the steering linkage from the car. If the car has power steering remove the lines from the assist unit and remove it with the linkage.





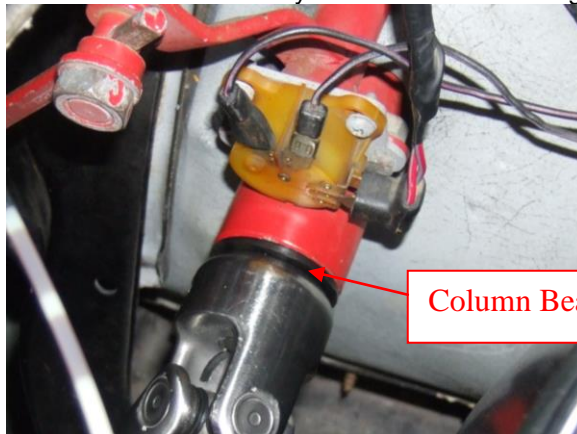
4. From inside the car remove the steering wheel with a steering wheel puller. After the wheel is removed, remove the snap ring that is on the topside of the steering shaft.



5. From under the hood slide the steering shaft out of the column tube as far as you can get it and cut it off with a reciprocating saw or similar saw. Once removed slide more of the stock shaft out of the column and cut off another piece. Repeat this procedure until you have completely removed the stock shaft.

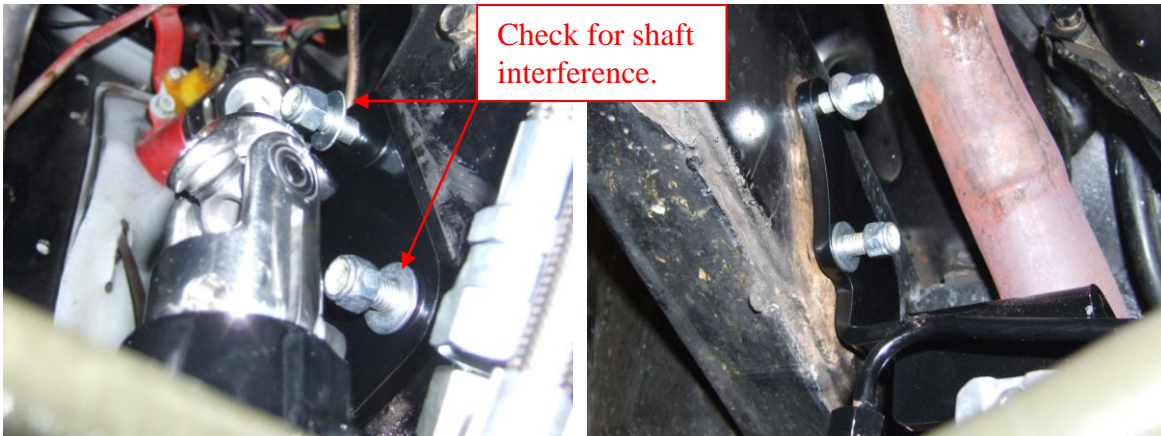
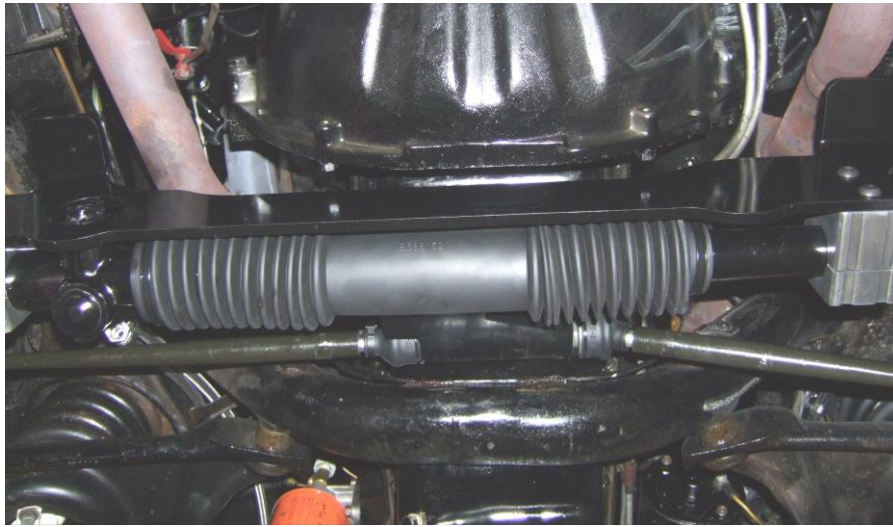


6. Once the complete shaft is out you can now install the supplied bearing into the bottom of the column. Do this by centering the bearing inside the tube and tapping it in with a hammer evenly around until it seats against the tube.

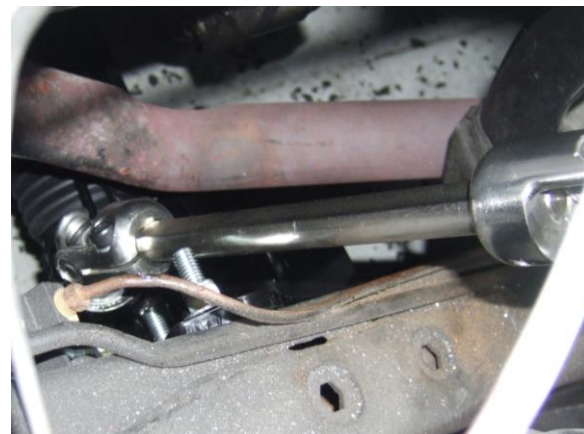


Column Bearing

- Next install the snap ring you removed earlier and install it in the groove on the new shaft. Slide the shaft into the steering column and allow the snap ring to bottom out on the column bearing.
- From under the vehicle, install the new rack and pinion assembly in place by using the supplied 3/8 bolts in the kit. Hold the bracket in place and install the bolts, washers, and nuts, through the bracket and frame. Note if you have interference with the shaft and bolts you may have to insert them from the inside of the frame out. Do not tighten the mounting bolts at this time.



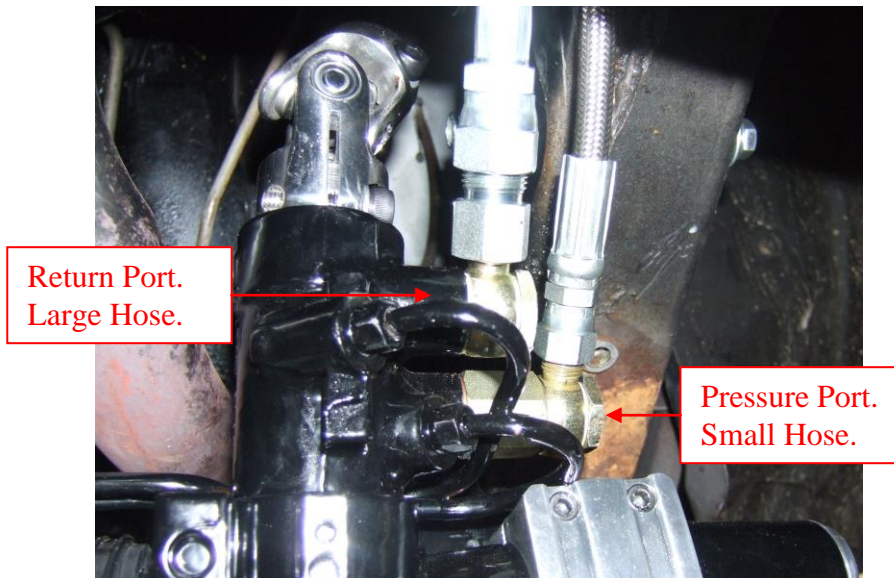
- Now install your upper and lower u-joint and assemble the intermediate shaft assembly. Slide the provided plastic washer over the column shaft and install the column joint. Next install the lower pinion joint on the rack. Lower the driver side of the rack to install the intermediate shaft. Note when doing this step make sure you orient the u-joints **out of phase** 90 degrees opposite of each other. Once connected tighten the main mount bolts to 50 ft lbs.



10. You can tighten your allen pinch bolts on the u-joints to 45 ft lbs. They are 6mm allens.
11. You can now connect your outer ends to the steering arms. Knowing that your rack is centered your front wheels need to be centered and as you connect the outer ends you can get your toe adjustment close. Once they are close you can install the lock nuts provided. Also you may install the grease fittings in the outer ends and fill with grease. With the wheels straight you can install the steering wheel and torque to 35 ft lbs.

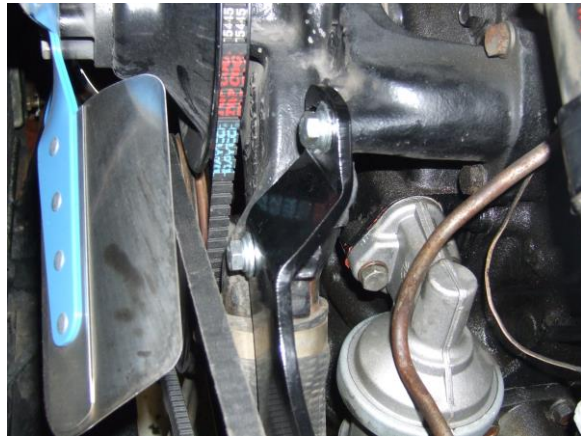
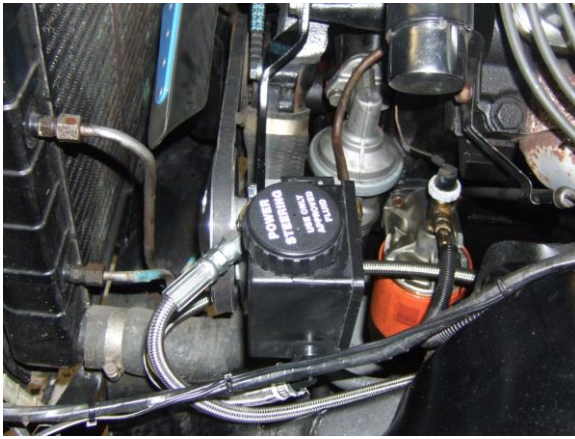


12. From under the car you can install the pressure and return line in place. The larger hose is the return line and goes on the top port closest to the pinion. The smaller line is the pressure line and goes to the lowest port on the rack. Route the lines up the frame in the shortest route to get to the new pump.

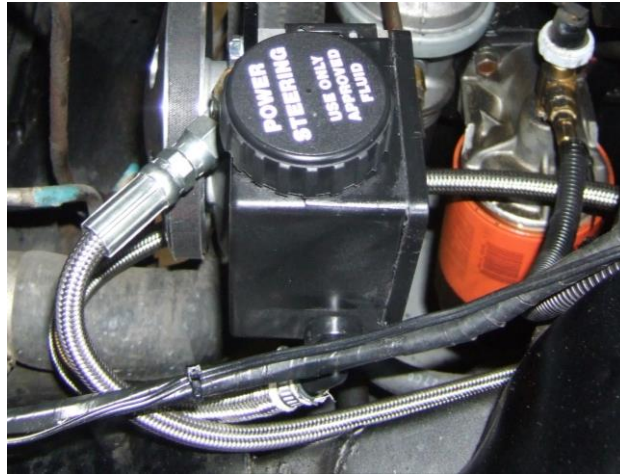


13. Your kit comes with a new pump and bracket. If your car had power assist you can remove the stock pump and bracket from the engine. Your new bracket goes in the same place and uses the hardware provided in the kit to install it. You will need to take a belt measurement around the pulleys and purchase a new v-belt. If your car did not come with power assist you will need to purchase a crank pulley from a Ford shop or an aftermarket company.





14. Once you have your belt installed and tightened you will need to connect your lines. The return line goes to the plastic nipple on the side of the reservoir. The pressure line goes to the fitting on the top of the pump. Once the lines are on and tight you can top off the reservoir with power steering fluid.



15. Start the vehicle and let idle for 10 seconds and shut it off. Do not turn the steering wheel while the vehicle is running. Top off the reservoir and start the vehicle again turn the wheels both ways slowly to purge air from the system and check for leaks. Recheck fluid level and top off as needed.
16. You will need to have your vehicle aligned at a shop. Congratulations on a perfect install.

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