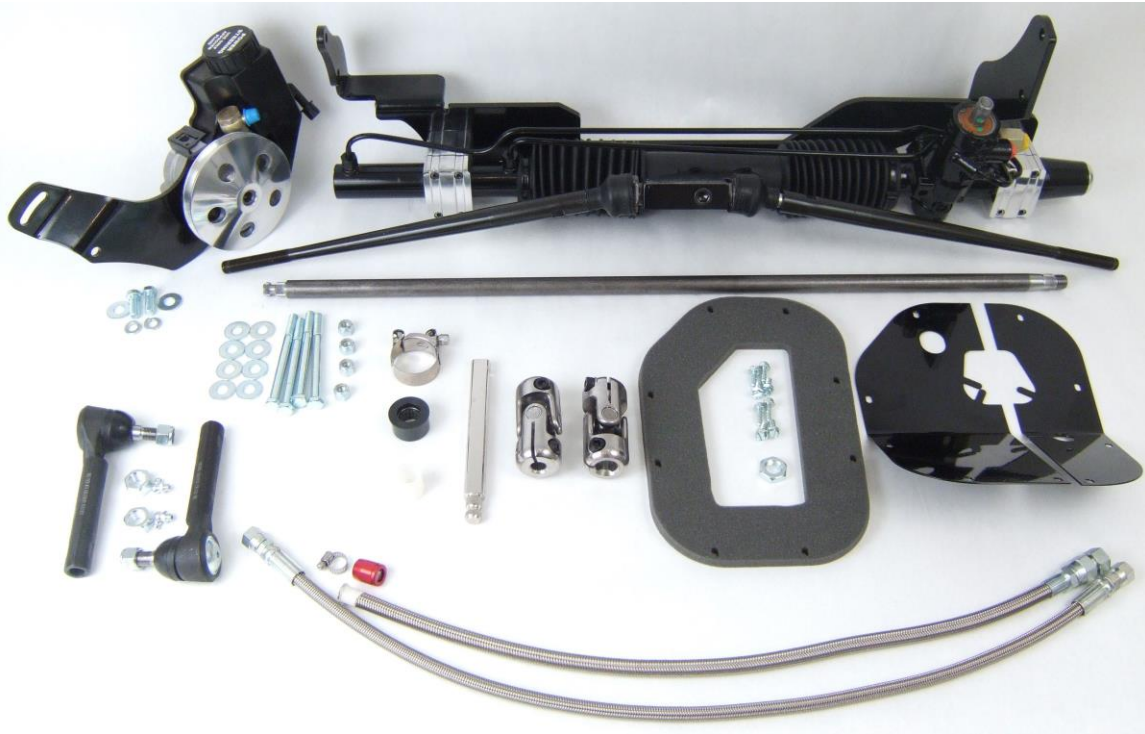




## 1957-1959 Full Size Ford Rack & Pinion Kit Instructions

Part #: 8011400 & 8011430

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.

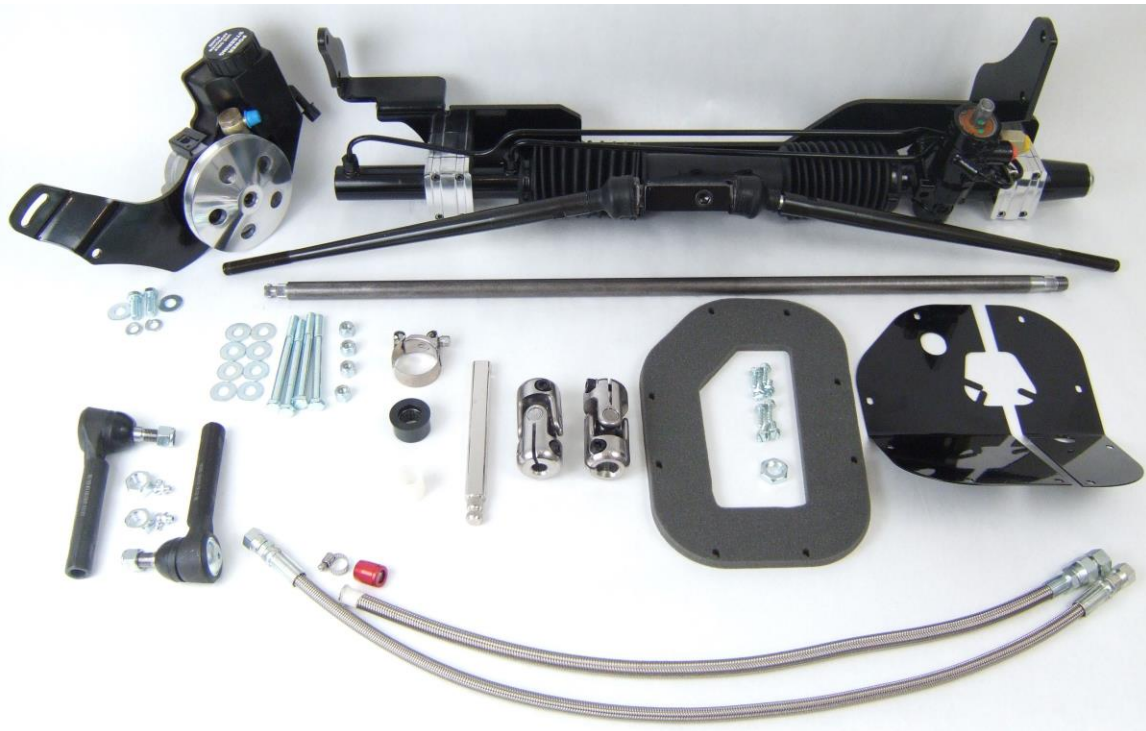


**\*USE ONLY POWER STEERING FLUID IN SYSTEM. DO NOT USE ATF.**

**\*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  | <b>8011230</b> | <b>Rack &amp; Pinion</b>                 | Both            | 1    |              |
| 2a | <b>8025410</b> | <b>BB Parts Kit</b>                      | 8011400         | 1    |              |
|    | --8061020      | - BB Pump Assy.                          |                 | 1    |              |
|    | --8021310      | - Line Kit                               |                 | 1    |              |
|    | --8025390      | - Floor Plate                            |                 | 1    |              |
|    | --8025400      | - Floor Plate Gasket                     |                 | 1    |              |
|    | --8021250      | - Outer Ends                             |                 | 2    |              |
|    | --621760       | - Column 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    |              |
|    | ----543360     | --- 7 1/8" Shaft                         |                 | 1    |              |
|    | ----231130     | --- 1/4"-14 x 3/4" Screw                 |                 | 8    |              |
|    | ----206730     | --- Column Bushing Insert                |                 | 1    |              |
|    | ----206710     | --- Column Bushing                       |                 | 1    |              |
|    | ----130370     | --- Column Clamp                         |                 | 1    |              |
|    | ----120330     | --- M16 Jam Nut                          |                 | 1    |              |
|    | --621710       | - 16mm & 18mm Banjo Fittings             |                 | 1ea  |              |
|    | --546190       | - 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 | <b>8025460</b> | <b>SB Parts Kit</b>                      | 8011430         | 1    |              |
|    | --8061410      | - SB Pump Assy.                          |                 | 1    |              |
|    | --8021310      | - Line Kit                               |                 | 1    |              |
|    | --8025390      | - Floor Plate                            |                 | 1    |              |
|    | --8025400      | - Floor Plate Gasket                     |                 | 1    |              |
|    | --8021250      | - Outer Ends                             |                 | 2    |              |
|    | --621760       | - Column 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    |              |
|    | ----543360     | --- 7 1/8" Shaft                         |                 | 1    |              |
|    | ----231130     | --- 1/4"-14 x 3/4" Screw                 |                 | 8    |              |
|    | ----206730     | --- Column Bushing Insert                |                 | 1    |              |
|    | ----206710     | --- Column Bushing                       |                 | 1    |              |
|    | ----130370     | --- Column Clamp                         |                 | 1    |              |
|    | ----120330     | --- M16 Jam Nut                          |                 | 1    |              |
|    | --621710       | - 16mm & 18mm Banjo Fittings             |                 | 1ea  |              |
|    | --546190       | - 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    |              |

### 1957 – 1959 Full Size Ford 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 pitman arm from the steering box or remove the joint at the pitman arm to ease in the removal of the stock box.



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 steering box bolts and remove the box and column shaft from the vehicle. It may be necessary to remove the exhaust pipe at the manifold to gain clearance.



5. From inside the car remove the trans indicator trim piece. From under the dash remove the u clamp supporting the column to the dash. Label the wires from your column to the vehicle so they get put back the same way you took them out.
6. Remove the 8 bolts at the firewall plate and remove the 2 pieces around the column tube. Remove the speedo cable from the dash area. From under the hood disconnect the neutral safety switch at the column and remove the trans shift linkage from the column. Remove the column housing from the vehicle.
7. Once the stock parts are removed, mark the column measuring from the bottom of the tube outside firewall end, make a mark at 2" up and cut off squarely that amount. Note it may be necessary to remove the neutral safety switch to do this.



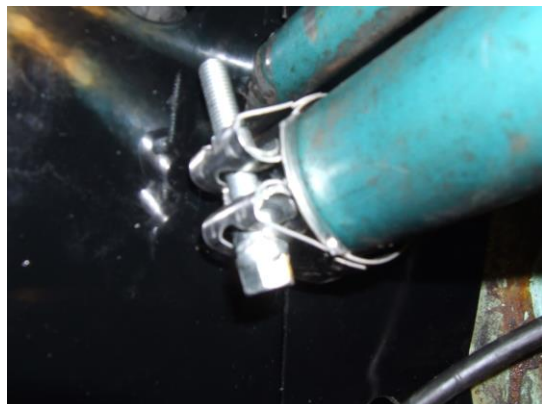
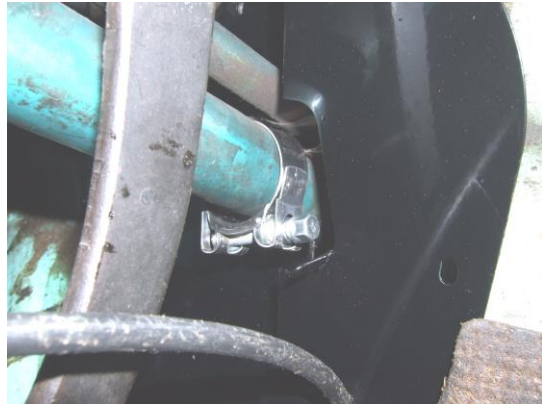
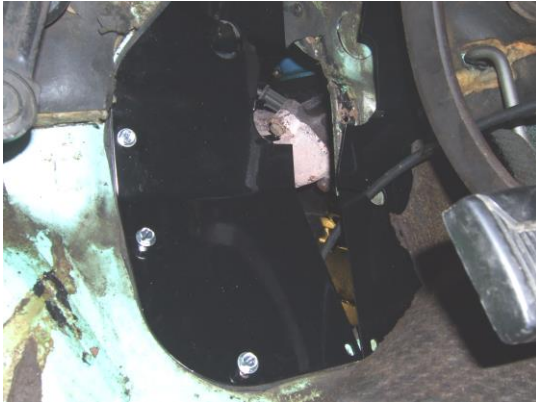
8. Once the cut is made, install the provided bearing into place by tapping it and walking it around with a hammer until it is seated flush in place at the base of the column tube. At this time also it is necessary to install the provided stainless clamp over the large part of the column tube only. To do this you can pry up on the shifter linkage and slip the clamp between the tubes and restart thread on clamp.



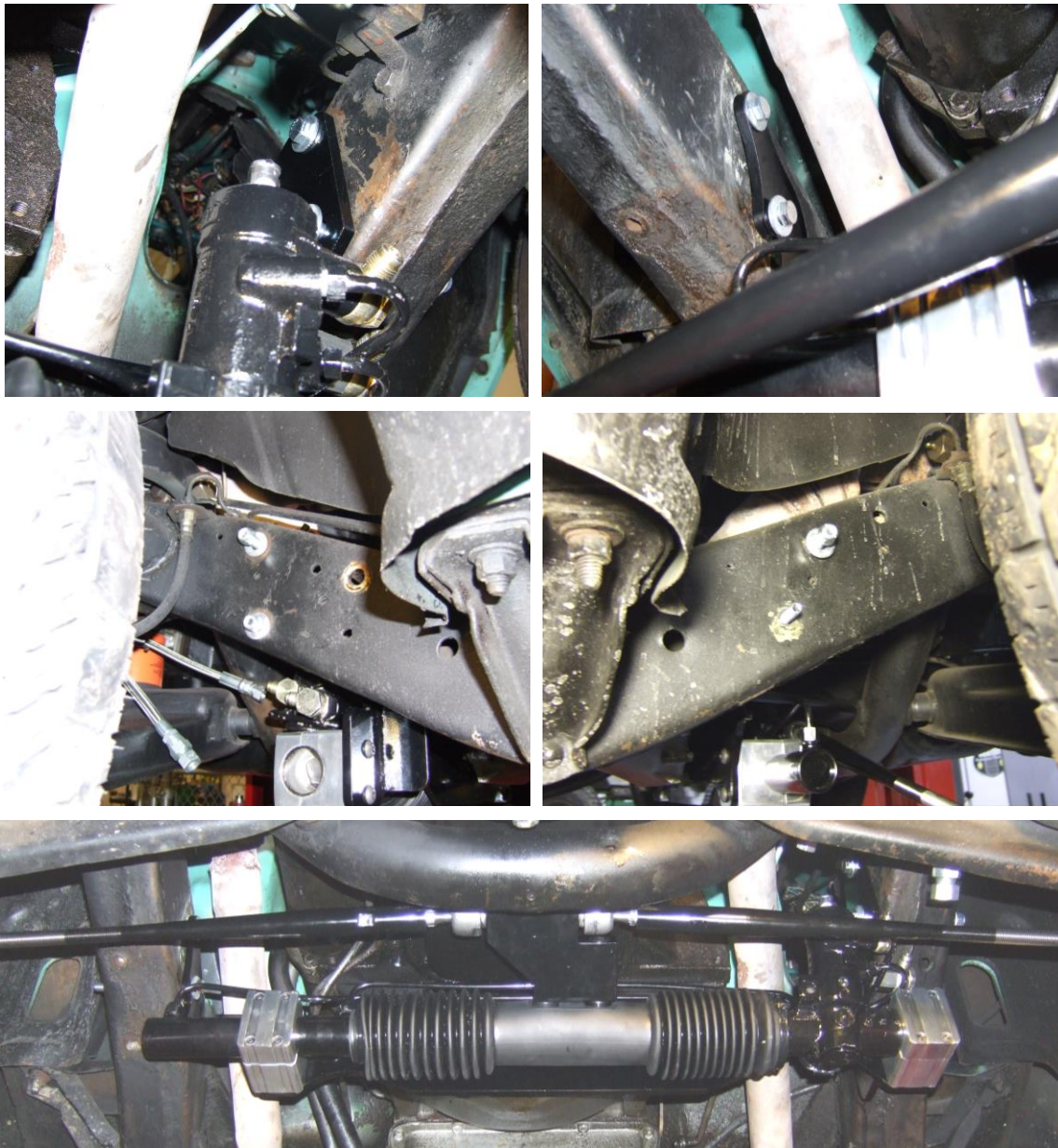
9. Once that is done you can reinstall the column tube in place. Using the new floor plate align your column using the stock u clamp at the top under dash to hold it in place while you assemble the floor plate. Before installing the floor plate you will need to take a pair of pliers and bend the 3 tabs on the plate toward the inside of the car. These tabs will now support the column at the firewall and allow the clamp on the column to squeeze the tabs on the plate.



10. Using the provided sheet metal screws install the new foam gasket and the left side of the column plate and snug it. Run a bead of silicone on the overlap seam. Poke a hole for your speedo cable to go through the gasket and install your speedo cable through the hole on the right side of the floor plate. Note the hole is slotted in case the attaching nut is bigger than the hole. You can slide the cable between the slot to put the cable in place. Reconnect the cable. Install the right side of plate and secure it to the floor using hardware. Note there is a slight gap at the top right of the plate. You can silicone the gap shut. Make sure the column tube is in the proper position and slide the clamp you installed earlier over the tabs on the new plate and tighten clamp in place. Reconnect wiring on column to car and reinstall indicator plate.



11. 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 from the inside of the bracket through the frame and put the nut and washer on the outside of the frame rail. Note: failure to follow this procedure will cause shaft interference. Do not tighten the mounting bolts at this time.



12. Next assemble the pinion u-joint, intermediate shaft, and upper column joint. Note the 2 joints must be opposite of each other or out of phase so that they do not bind as you turn the wheel. Install the assembly onto the pinion and leave loose. Make sure your rack is still centered. You can determine this by looking at the pinion and housing and lining up the marks. Once you have done this you can now install the provided column shaft assembly through the column tube and through the bearing in the bottom of the tube. While someone is out under the hood holding the u-joint in place, you can slide the shaft into that joint and install the pinch bolt. Slide the provided white plastic bushing over the column shaft with the taper side down and tap it down evenly until it seats in the brass bushing inside the column tube.

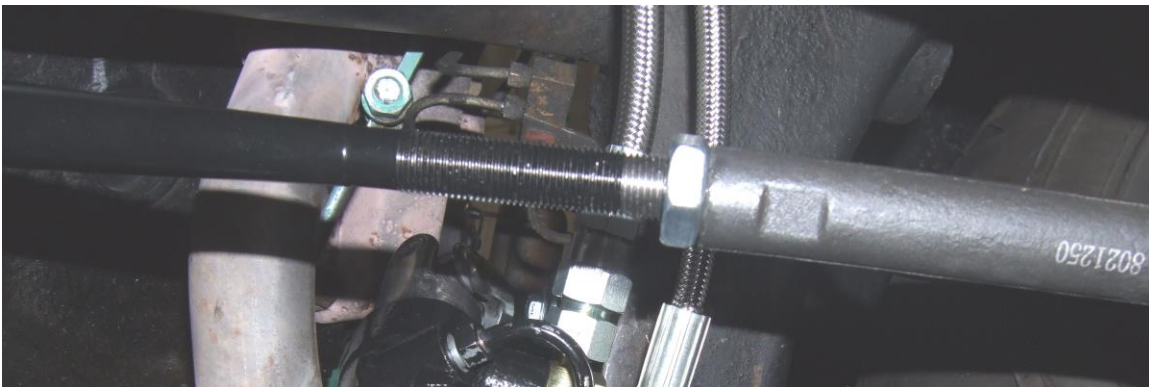
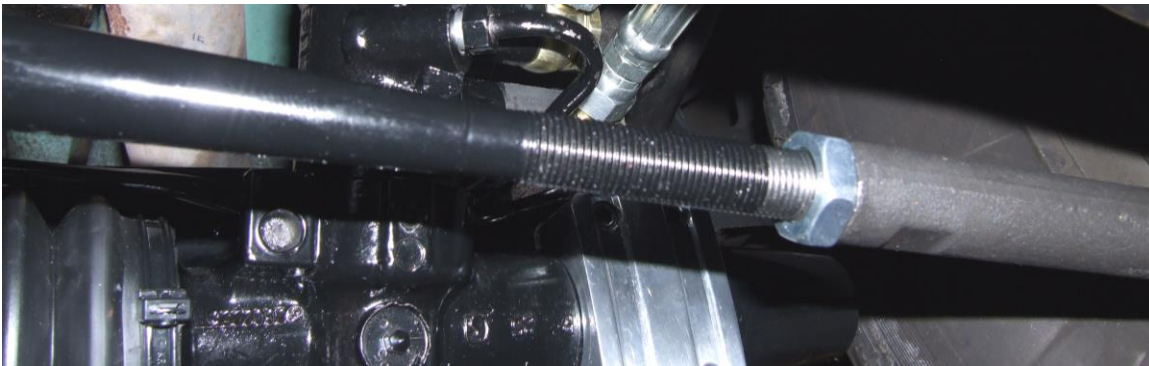


13. You can now make sure your bracket is straight up and down in the car and tighten up the attaching hardware at the frame rails and torque to 50 ft lbs.

14. You can tighten your allen pinch bolts on the u-joints to 45 ft lbs. They are 6mm allens.



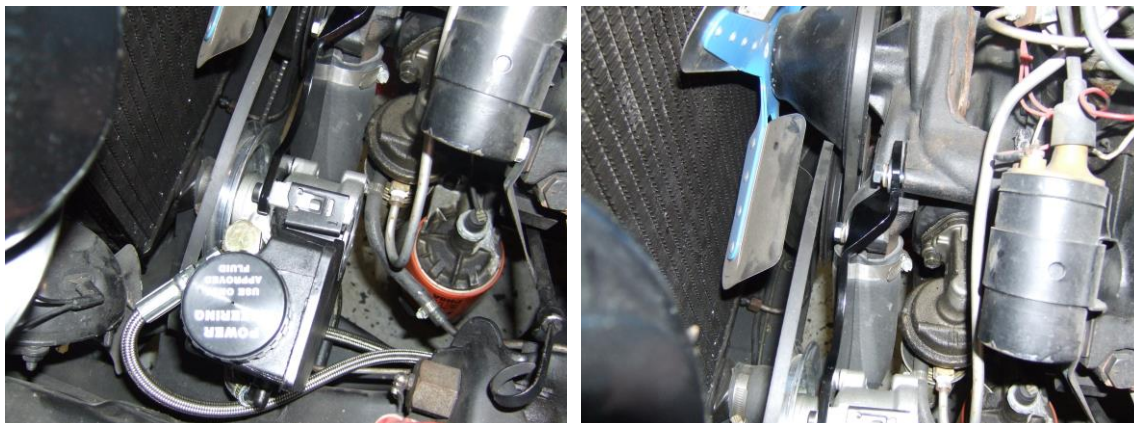
15. You can now connect your outer ends to the steering arms. Knowing that your rack is centered your front wheels need to be centered and as you connect the outer ends you can get your toe adjustment close. Once they are close you can install the lock nuts provided. Also you may install the grease fittings in the outer ends and fill with grease. With the wheels straight you can install the steering wheel and torque to 35 ft lbs.



16. 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 hose is the pressure line and goes on the lowest port of the rack. Route the lines up the frame to the new pump in the shortest route. You will need to install the two banjo fittings first on the rack. Torque to 18 ft lbs and only torque down once or fittings will leak.



17. 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 new hardware provided in the kit to install it. You will need to take a measurement of the pulleys you need to go around and purchase a v belt to drive the pump. 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.



18. 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.
19. Start the vehicle with the reservoir topped off and 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.
20. You will need to have your vehicle aligned at a shop. Congratulations on a perfect install.

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