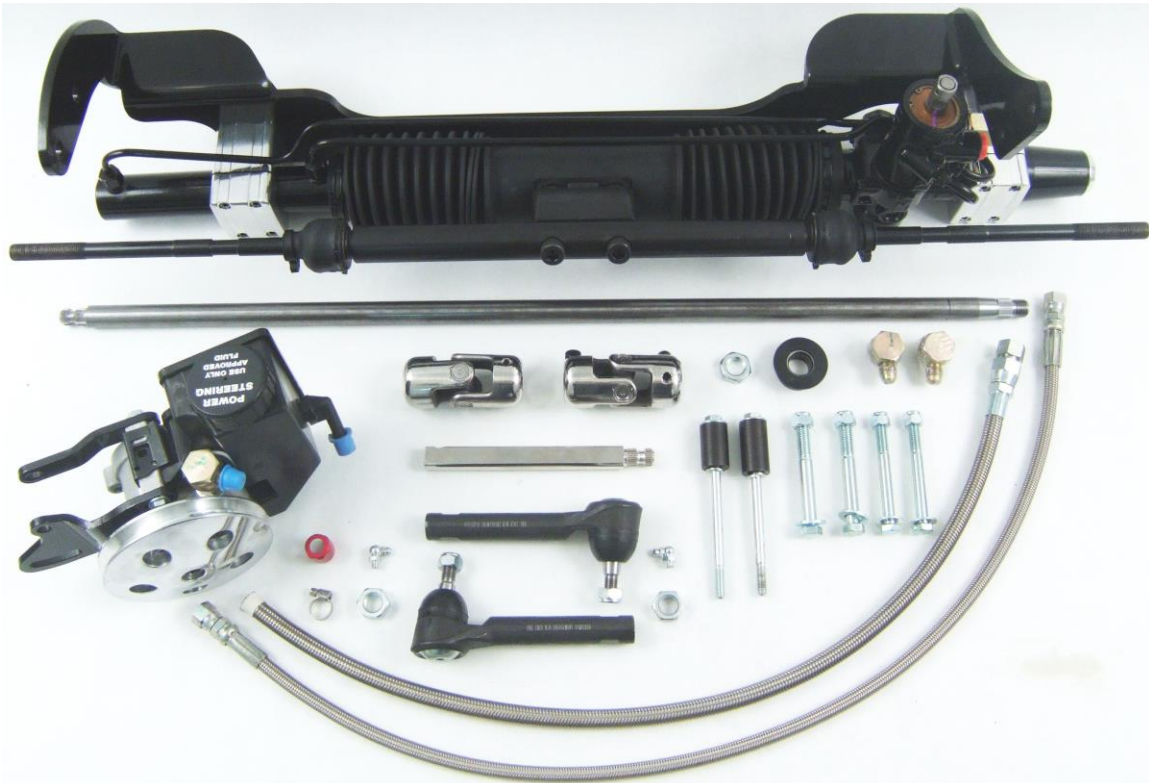




1963-1965 Ford Fairlane Rack & Pinion Kit Instructions

8011570

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.

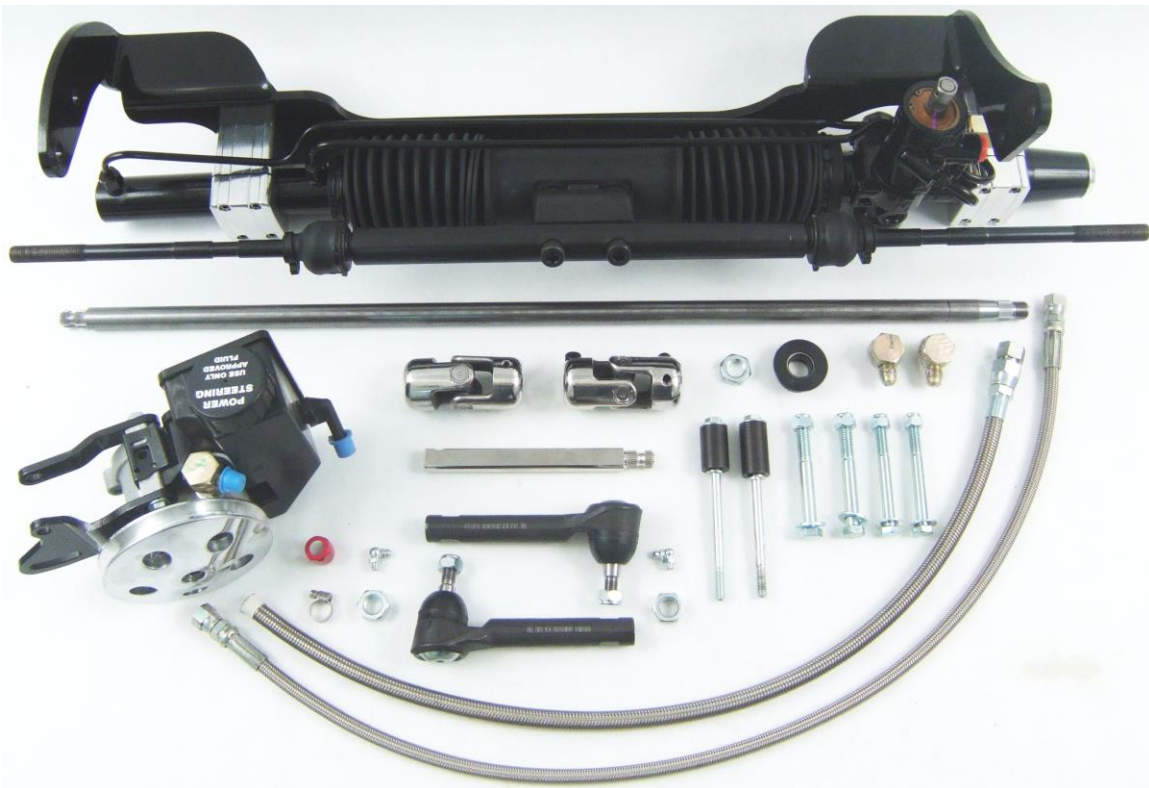


***USE ONLY POWER STEERING FLUID IN SYSTEM. DO NOT USE ATF.**

***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	Qty	Inspected By
1	8011560	Rack & Pinion	1	
	--115430	- Inner Ends	2	
	--621710	- 16mm & 18mm Banjo Fittings	1ea	
	--621890	- Rack Install Kit	1	
	----120410	--- 7/16"-14 Lock Nut	2	
	----120490	--- 3/8"-16 Lock Nut	2	
	----200850	--- 5/16" Flat Washer	2	
	----201160	--- M12 Flat Washer	2	
	----231180	--- 7/16"-14 x 3 1/2" Hex Bolt	2	
	----231280	--- 3/8"-16 x 3 1/2" Hex Bolt	2	
2	8025740	Parts Kit	1	
	--8061410	- SB Pump Kit	1	
	----8061390	--- TC Pump w/ reservoir	1	
	----8020630	--- V-Belt Pulley	1	
	----8022480	--- Stabilizer Bracket	1	
	----8022490	--- Mounting Bracket	1	
	----231780	--- 5/16"-18 x 5 1/2" Hex Bolt	2	
	----206270	--- 1.365" Stand Off	1	
	----206070	--- 1 5/8" Stand Off	1	
	----201090	--- 5/16" Lock Washer	2	
	----200850	--- 5/16" Flat Washer	2	
	--8025730	- Line Kit	1	
	--8052020	- 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" DD Shaft	1	
	----206770	--- Column Bushing	1	
	----120330	--- M16 Jam Nut	1	
	--8021320	- Outer Ends	2	
	--546620	- Column Shaft	1	

1963 – 1965 Ford Fairlane Power Steering Install Instructions

1. Raise vehicle on appropriate stands to access under car area.



2. Remove front tires. Remove outer tie rod ends, cotter pins, and retaining nuts. Remove outer ends from spindle.

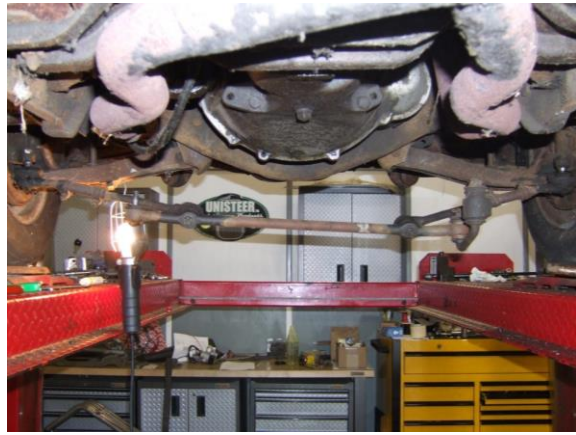


3. Remove the steering column pinch bolt at the rag joint. Remove the center link point at the pitman arm. Remove the three retaining bolts that hold the gearbox to the frame. Remove the gearbox.



4. Remove the 2 retaining bolts on the idler arm assembly. Remove the idler arm and the rest of the steering linkage.





5. From inside the vehicle remove the horn pad and retaining nut then remove the steering wheel. From under dash remove the 2 main mounting bolts. At the firewall, remove the plate that holds the column in place. Mark and disconnect the wires from the vehicle to the column. Remove the steering column
6. At the top of the column there is a bearing. On top of the bearing there is a snap ring to remove. Once it is removed slide the column shaft down out of the column tube. Once it is out you need to install the provided column bearing in place. Align the 2 flats on the bearing with the tabs on the inside of the column and install the bearing using a hammer to tap it in place until fully seated against the tube.



7. You can now install the column tube into the car and put it back to the stock location.
8. You are now ready to install the rack and pinion assembly. First verify that the rack is centered. Then you can put the rack up in place. Install the lower bolt on the driver side of the bracket from the outside of the frame in. Do not tighten.



9. Then install the 2 bolts on the passenger side from the outside of the frame in and install the flat washers and lock nuts but do not tighten.



10. From under the car locate the 4 bolts that retain the mounting blocks to the main mounting bracket. **NOTE: DO NOT REMOVE THE BOLTS THAT HOLD THE MOUNTING BLOCKS TOGETHER.** You need to remove the 2 on the driver side and the upper on the passenger side; these are button head 3/8" bolts. When you have done that swing the driver side of the rack down. In the down position, install the supplied 7/16" bolt from the inside of the frame out. Then remove the lower one installed earlier on the driver side and turn it around and install it from the inside of the frame out.



11. After that is done reinstall the mounting block bolts applying locktite to the threads and torque to 30 ft lbs.
12. Install the flat washers and locknuts to the outside of the frame. Once the bracket is in the car hold it parallel to the ground and tighten the bolts to 50 ft lbs.



13. You can now eye up your tires toward the straight position and connect your outer tie rod ends and install supplied cotter pins. Install grease fittings.
14. Install the supplied pinion joint onto the pinion and start the 6 mm pinch bolt. Install the supplied column shaft into the column and slide it down till the end of the shaft just pokes through the column bearing. Install the intermediate shaft into the pinion joint and start the pinch bolt. Next have someone hold the column joint in place over the top of the spline on the intermediate shaft making sure the u-joints are out of phase 90 degrees. Next aim the top part of the joint toward the column shaft and have someone slide the shaft down through the joint and engage it with the pinch bolt.



15. Next tighten up the pinch bolts to 40 ft lbs. making sure nothing is binding or rubbing when turning. Pay close attention to the driver side mounting bracket to make sure the joint or shaft is not rubbing the bracket or the bolt.



16. Last we need to install the pump. The bracket and pump were shipped assembled you need to remove your old pump and bracket assembly if equipped. Install the main mount bracket and pump in place using the 2 standoffs and longer 5/16" bolts. You must remove the 2 water pump/ timing cover bolts and install the bracket and standoffs in their place with the longer bolts.



17. Next install the pressure and return line. Note the pressure line has the 1 female end on each end. That line runs to the lower port on the rack and the top port of the power steering pump. The return hose goes to the upper port of the rack and the slip on end goes over the reservoir plastic nipple with a hose clamp. Tighten all lines to 15 ft lbs. Make sure your line routing is good. Do not route lines so they kink or come in contact with hot or sharp surfaces.



18. Next install you steering wheel, nut, and horn pad.

19. Top off the reservoir with power steering fluid. Start the motor and let idle to purge air from system. Do not turn wheel. Top off fluid again right away. Restart vehicle and turn wheel right to left without going to stops to purge air. Verify full reservoir and verify no leaks.

20. You will now need to take the vehicle to a qualified shop for an alignment.

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