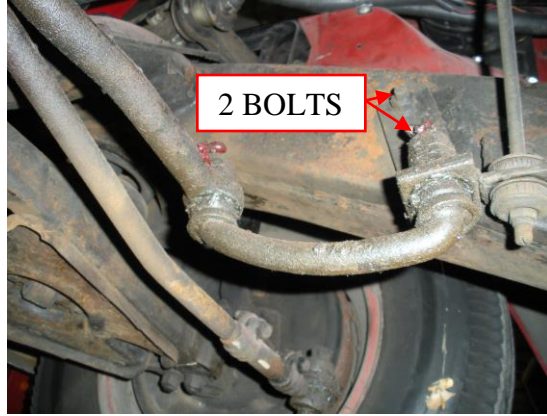


KIT CONTENTS:

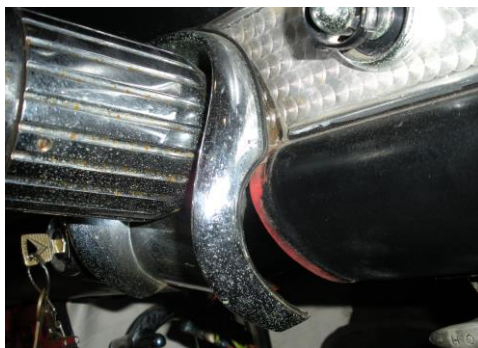
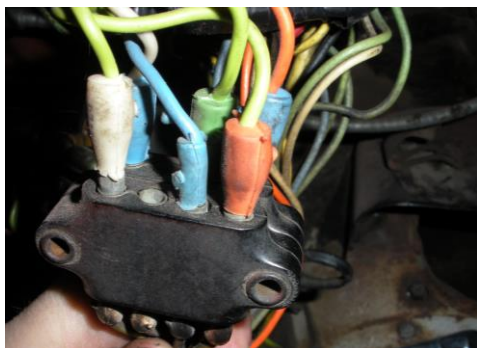
#	Part Number	Description	Qty	Inspected by / Date
1	8011680	Rack & Pinion	1	
2	8061150	Pump kit	1	
	--8061140	- C-5 Pump	1	
	--8020630	- V-Belt Pulley	1	
	--8026030	- Stabilizer Bracket	1	
	--8026060	- Mounting Bracket	1	
	--622050	- Install Kit	1	
	-----200840	--- 3/8" Lock Washer	1	
	-----201090	--- 5/16" Lock Washer	2	
	-----206070	--- 1 5/8" Stand Off	1	
	-----230820	--- 5/16"-18 x 1" Hex Bolt	1	
	-----232610	--- 3/8"-16 x 1 1/4" Bolt	1	
	-----232750	--- 5/16"-18 x 2 3/4" Hex Bolt	1	
3	8026230	Line Kit	1	
	--8024520	- 32" #6 Hose	1	
	--8024560	- 26" #8 Hose	1	
4	8050640	U-Joint 17mm-DD x 3/4"-DD (Pinion)	1	
5	8050440	U-Joint 9/16"-30 x 9/16"-30 (Column)	1	
6	8026000	Horn Kit	1	
7	8025990	Column Support Bracket	1	
8	622150	Install Kit	1	
	--8020960	- Outer Ends	2	
	--232600	- 3/8"-16 x 4 1/4" Bolt	3	
	--231210	- 3/8"-16 x 4 1/2" Hex Bolt	2	
	--200850	- 5/16" Flat Washer	10	
	--120490	- 3/8"-16 Lock Nut	5	
9	547470	Column Shaft	1	
10	547340	6.15" DD Shaft	1	
11	480260	Thrust Bearing	1	
12	207180	Steering Wheel Bushing	1	
13	207010	Column Bushing Assy.	1	
14	206990	Column Bushing	1	
15	130400	Column Clamp	1	
16	120330	M16 Jam Nut	1	

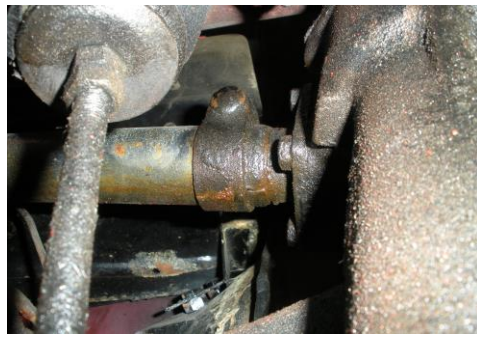
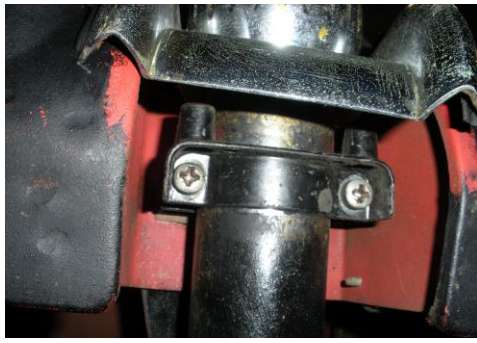
Installation Instructions for 1955-1957 Ford Thunderbird

1. Raise car off ground. Remove the outer tie rod end cotter pins. Remove tie rod nuts. Remove the idler arm mounting bolts off of the passenger side of the frame by removing the thru bolts.



2. From inside the car remove the steering wheel horn pad. Remove the nut under the horn pad and remove the steering wheel using a puller so you don't crack the wheel. Next label and remove the wire harness going from the steering column to the car. You can now remove the mounting point of the column to the dash. From under the hood remove the clamp surface on the column tube going to the steering box. Remove the steering column tube from inside the car. The only piece in the car should be the steering shaft going to the gearbox.

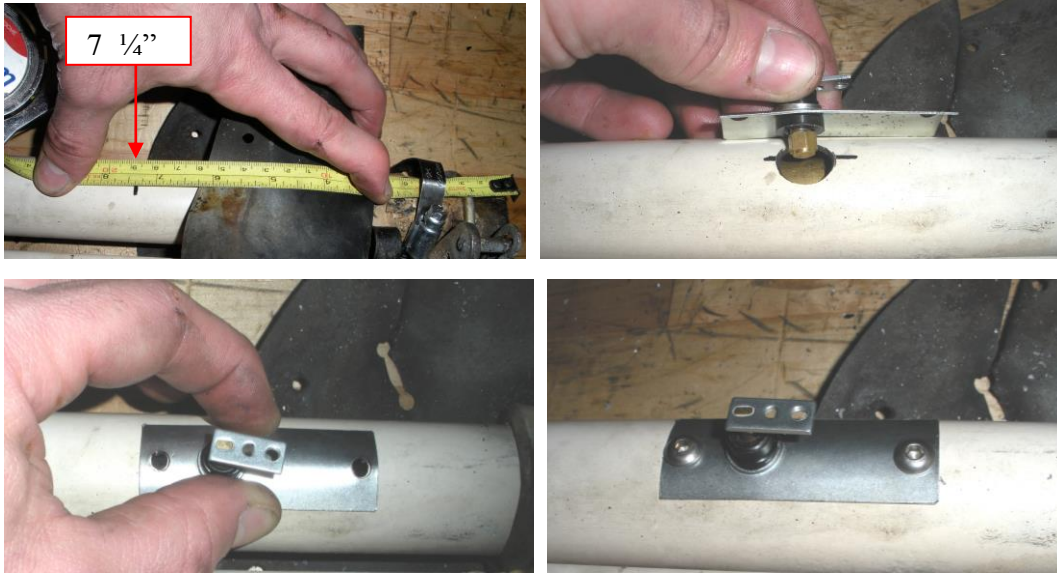




3. Next remove the steering box bolts on the driver side of the frame and remove the gearbox entirely with the shaft. Next you will need to modify your column tube. First measure up from the bottom of the column tube that was connected to the gearbox 5.5" and cut off that portion using a tube cutter or band saw. Make sure to do this accurately and squarely.



4. With the column tube out of the vehicle. Measure up from the bottom of the column, "from the edge that you have just cut." Make a mark on the column tube at 7 1/4". Verify that this where the horn contact will run inside the column. Drill a 5/8" hole for the horn contact switch to fit into. Drill the 5/8" hole on this mark. With the horn contact switch in the hole you have just drilled, place horn contact switch onto column tube and mark the tube where the small rivet holes will be located. Drill 2 .200" diameter holes into the column. Slide steering shaft up into column from the bottom and check to make sure your horn contact switch is making contact with the brass sleeve preinstalled on the steering shaft. Rivet the horn contact switch in place.



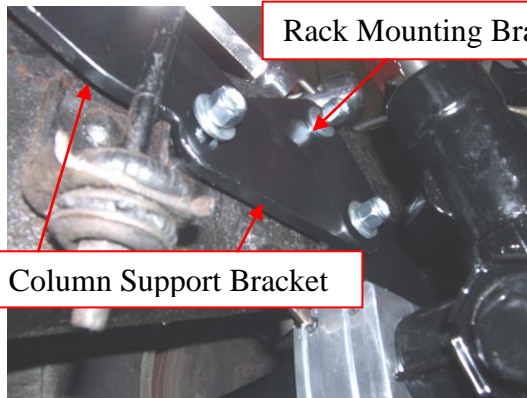
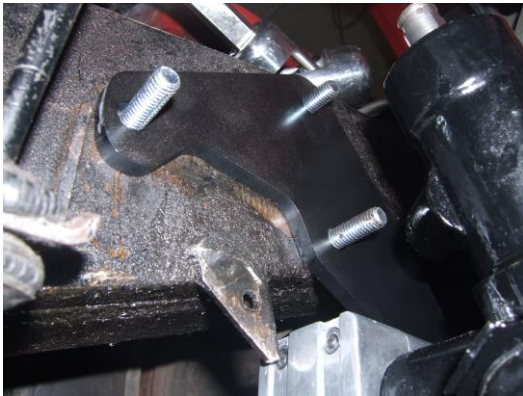
5. You can now install the provided bushing and bearing into the bottom of the column by centering it over the opening and tapping it into place lightly with a hammer. Do this with the new column shaft in the column tube.



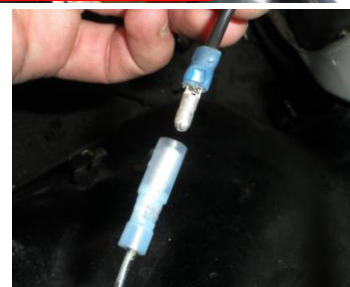
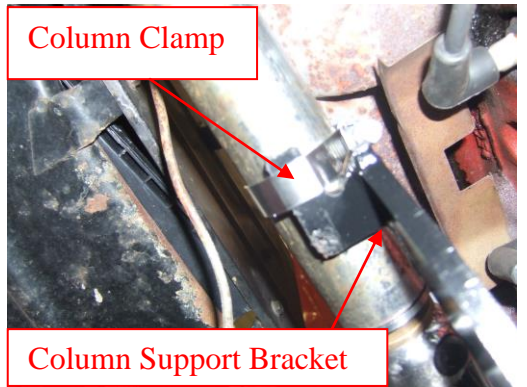
6. Next install the new upper column bearing. Install this in the same manner as the lower bearing and install the original snap ring to hold it in place.



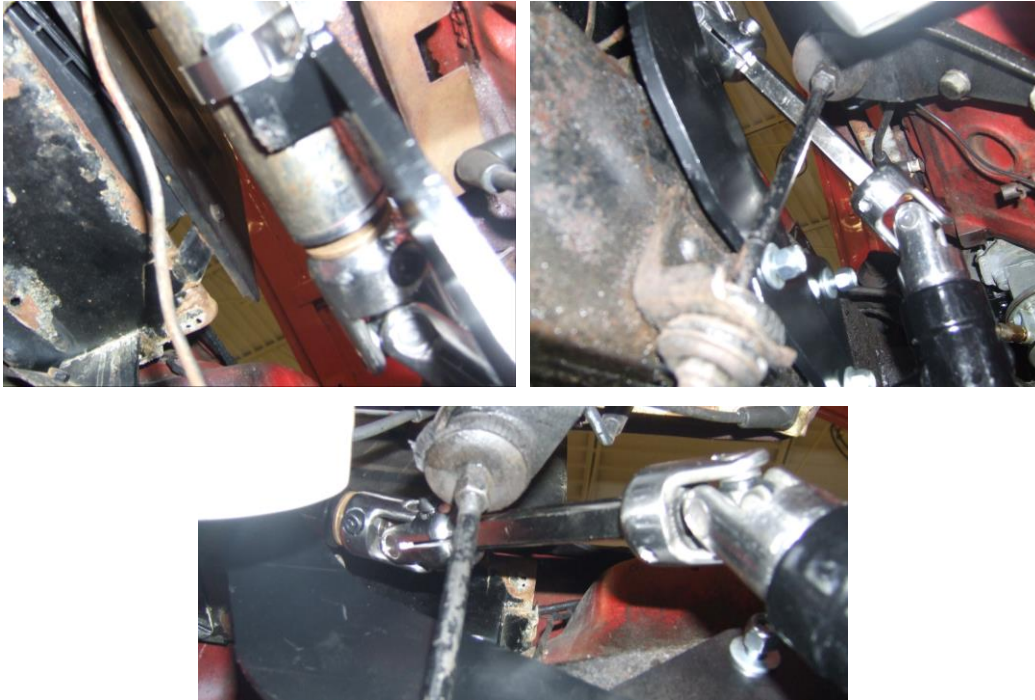
7. You are now ready to install the rack. First be sure the rack is centered. There is a mark on the pinion and the housing that will line up when centered. When that is done, from under the car you can install the mount bracket between the frame rails. Slide two of the 4 1/4" bolts through the passenger side and the third through the upper hole on the driver side. Slide the two longer 4 1/2" bolts through the two lower holes on the driver side. Once you have the bolts through you can install the column support bracket over the rack bracket using the longer lower 2 bolts on the driver side. Install the flat washers and lock nuts at this time but do not tighten.



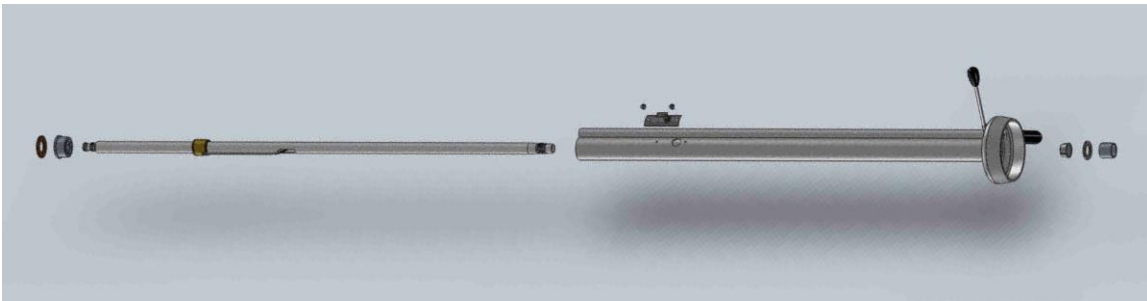
8. Connect the included horn wire into the column horn contact switch. You can now install the steering column tube and mount it where it was originally at the dash point. The tube should be sitting on the column support bracket or very close to it. You can now install the provided clamp over the column to the support and tighten in place. Plug the horn wire into existing vehicle horn wire after cutting to length. (You may use your old horn wire but new wire and connectors are provided if needed.)



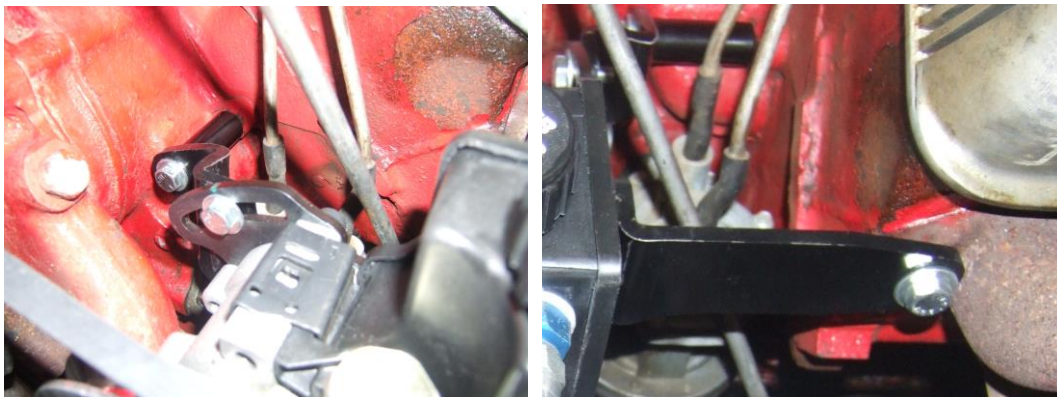
9. Now its time to hook the steering shaft to the new rack and pinion. Place the provided brass washer over the shaft and up against the bearing and install the provided u-joint to the column shaft and snug the thru bolt. At this time you need to install the provided u-joint on the pinion and install the intermediate DD shaft when you are installing the column shaft. That way you can push it all together at once. You must phase the u-joints 90 degrees out meaning the top and the bottom joint yokes must face opposite of each other.



10. Tighten the wheel nut to 40 ft. lbs. From under the car you can connect your outer tie rod ends and torque them to 65 ft. lbs. You can now tighten the main mounting bracket and shaft support bracket to 65 ft. lbs. Note that the shaft support is slotted on one end which allows it to rotate up and down a little for column angle and u-joint angle.



11. Once the rack unit is installed you can now move to the engine compartment and install your new power steering pump and brackets. First, remove the bolt from the water pump and install the new pump bracket in place. Install the provided spacer and bolt in its place as pictured. You will also need to remove the 1st exhaust manifold bolt on the driver side. Once the bracket is installed you need to install the provided new bolt through the bracket and the manifold into the head.



12. When that is complete you are now ready to take a measurement on your belt. We usually take a tape measure and go around the pulleys to get a rough idea and then get a couple of belts that are around that measurement.

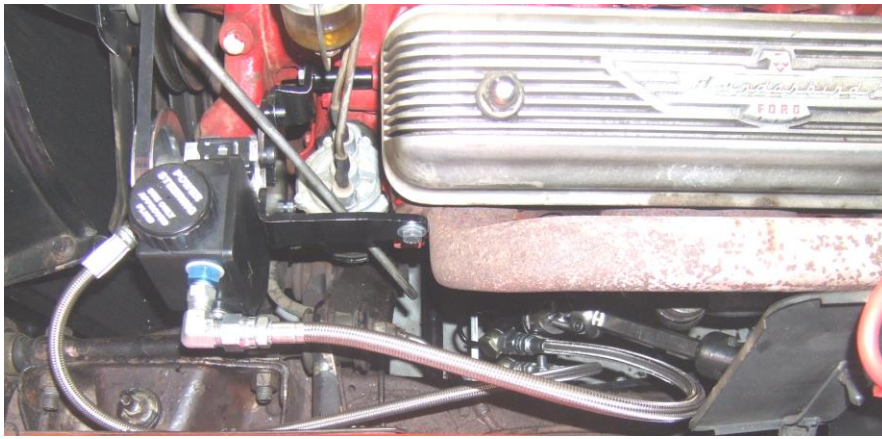


13. From under the car you are now ready to install the power steering pressure and return line. The pressure line has two straight ends on it and is smaller in diameter. The pressure line has to be connected to the lower port on the rack and pinion assembly and goes to the banjo fitting on the top of the power steering pump.

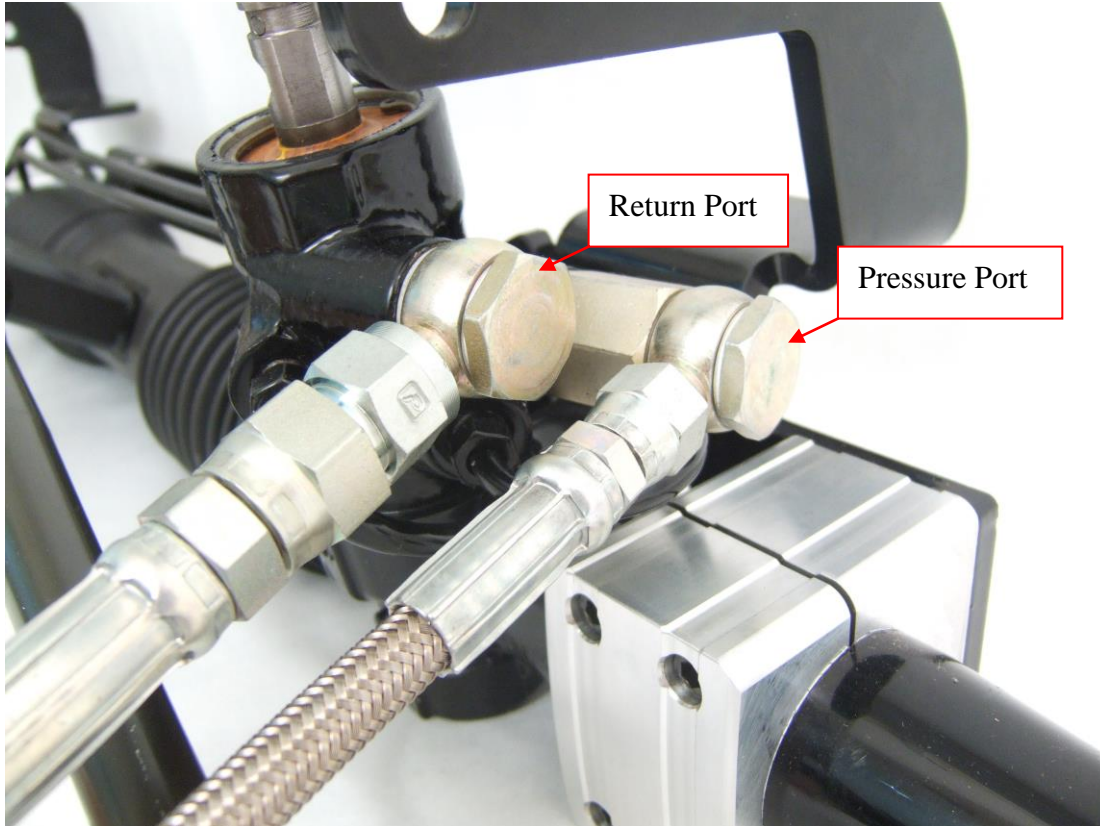


14. The straight fitting on the return line gets connected to the upper port on the rack and pinion assembly and the 90° fitting goes onto the straight blue fitting on the top of the reservoir. Then tighten all connections on both lines. Do not adjust the banjos on the rack because they will leak if moved. You can now fill the pump with power steering fluid. Start and run the engine for 5 seconds and shut it off. Do not turn the steering wheel. Top off the fluid and restart vehicle. While running turn the wheel slightly right to left and shut vehicle off. Check for leaks at this point and top off fluid level again. Start vehicle and turn SLOWLY right to left to bleed air from system. Check for leaks. Verify fluid is topped off and get vehicle to a qualified shop for an alignment.





Note: There is a tube inside the pump reservoir, on the return side, that may make the reservoir cap a little difficult to reinstall.



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