

KIT CONTENTS:

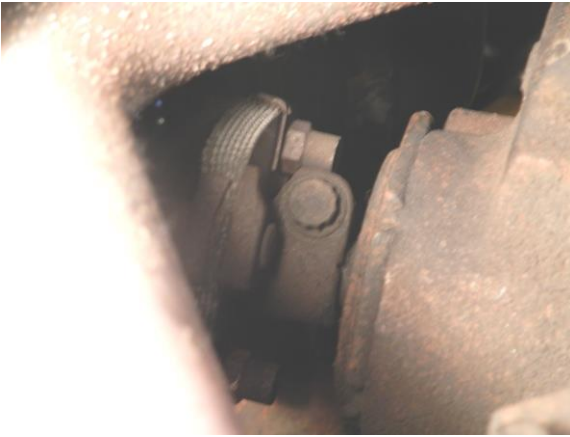
#	Part Number	Description	Qty	Inspected By
1	8012250	Rack & Pinion	1	
	--8023730	- P.S. Outer End	1	
	--8023740	- D.S. Outer End	1	
	--117490	- Inner Ends	2	
	--622870	- Rack Install Kit	1	
	-----207740	--- 1/2" Lock Washer	2	
	-----233690	--- 1/2"-13 x 1 1/4" Head Bolt	2	
2	8061320	Pump Kit	1	
	--8061390	- TC Pump w/ Reservoir	1	
	--8020630	- V-Belt Pulley	1	
	--8027540	- Pump Mounting Bracket	1	
	--8027550	- Pump Stabilizer Bracket	1	
	--622880	- Pump Install Kit	1	
	-----200850	--- 5/16" Flat Washer	2	
	-----201070	--- Bellow Washer	1	
	-----201090	--- 5/16" Lock Washer	2	
	-----206270	--- 1.365" Stand Off	1	
	-----231780	--- 5/16"-18 x 5 1/2" Hex Bolt	2	
3	8027620	Line Kit	1	
	--8027600	- 41" #6 Hose	1	
	--8027610	- 31" #8 Hose	1	
4	8050640	U-Joint 17mm-DD x 3/4"-DD (Pinion)	1	
5	8051410	U-Joint 1" -Smooth x 9/16"-30 (Column)	1	
6	207900	Column Bushing	1	
7	5410700	7.125" DD Shaft	1	
8	545030	Column Insert	1	
9	620630	Shaft Install Kit	1	
	--220060	- 1/4" x 1 1/2" Roll Pin	1	
	--220070	- 5/32" x 1 1/2" Roll Pin	1	
	--230600	- 1/4" Drill Bit	1	

Disassembly

The first step is to disassemble and remove the stock steering linkage, steering box and column.

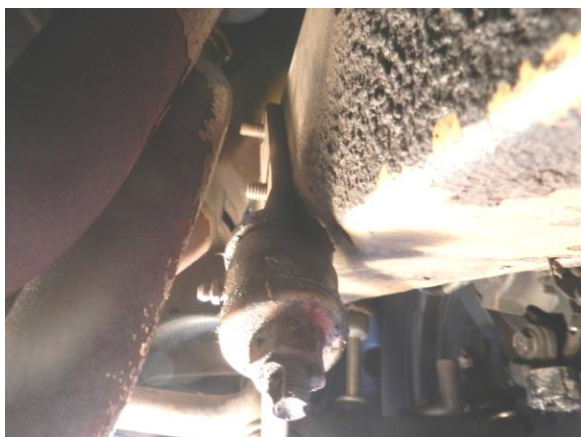
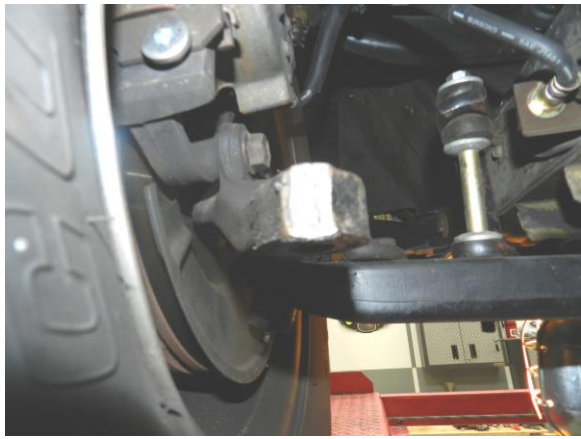
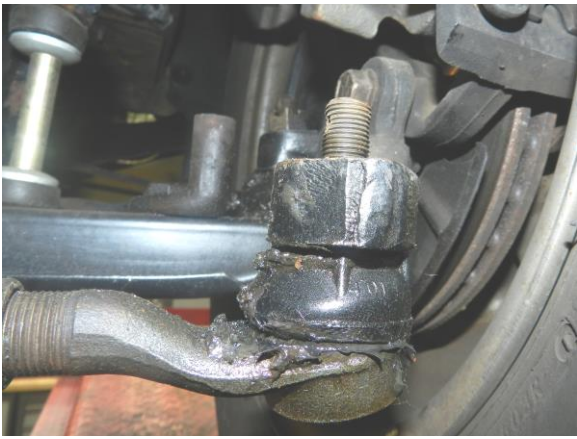
1. Disconnect steering shaft from steering box at rag joint by taking out the pinch bolt. Raise vehicle and support it on stands.

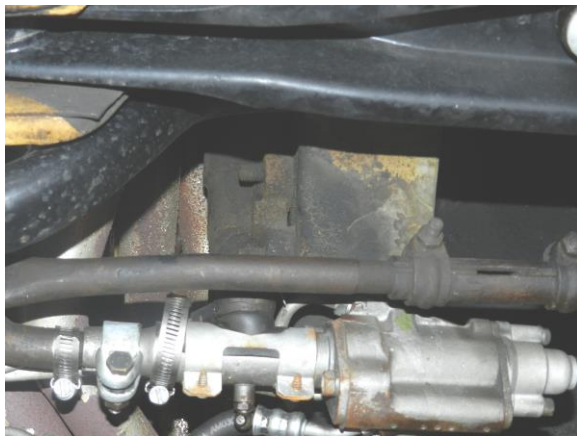
Note: Be sure not to put the stand in a location by the stock round cross member.

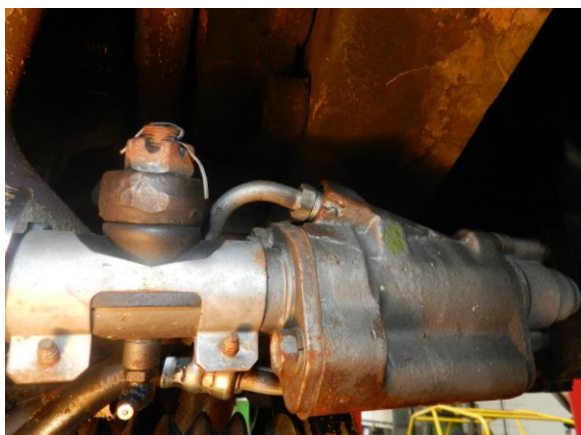


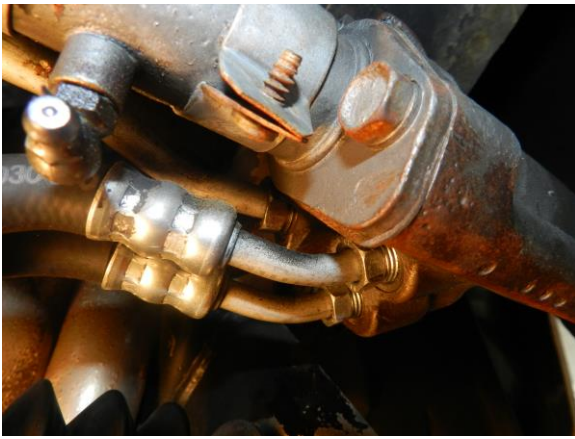
2. Remove the cotter pins and nuts from outer tie rod ends and remove tie rods from spindles. Unbolt the Idler Arm from the frame. Unbolt the power assist assembly from the frame and unbolt the four bolts on the gear box. Last remove the hoses and then remove the entire steering linkage.







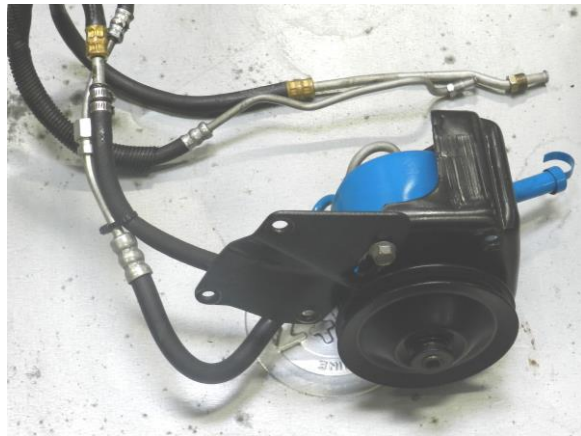




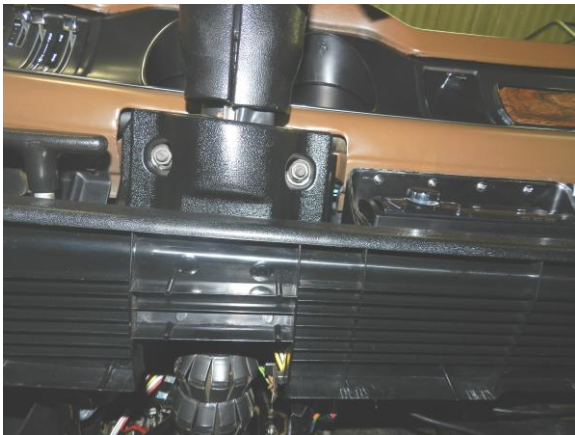
3. While you are under the car pull the cross-bar off by taking off the one bolt on each side. This is where the rack mounting bracket will be mounted later.

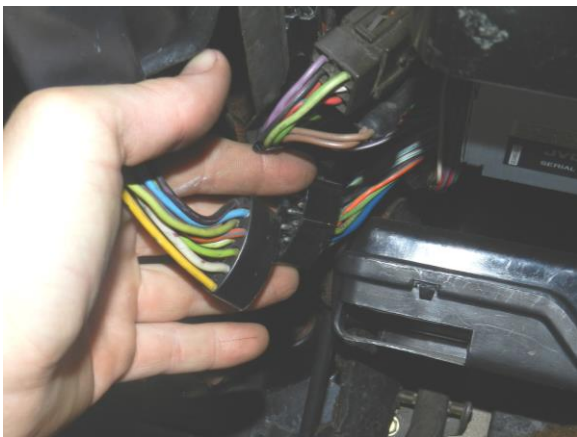
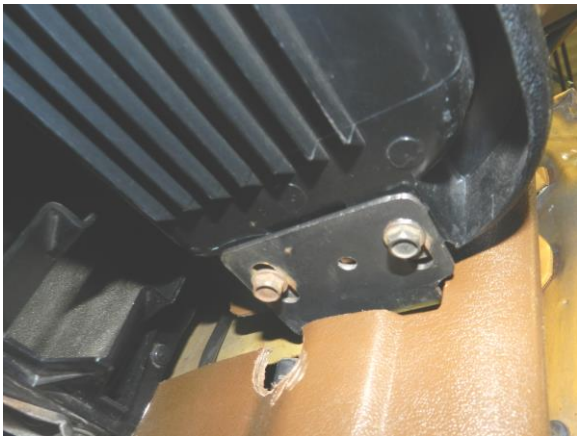


4. If equipped, remove the power steering pump, brackets and lines. All the pieces removed will not be used.



5. You need to modify your stock column slightly. Remove the steering column and tube assembly in one piece. Do not remove the steering wheel. Cut off the rag joint assembly at the end closest to the joint itself.







Assembly

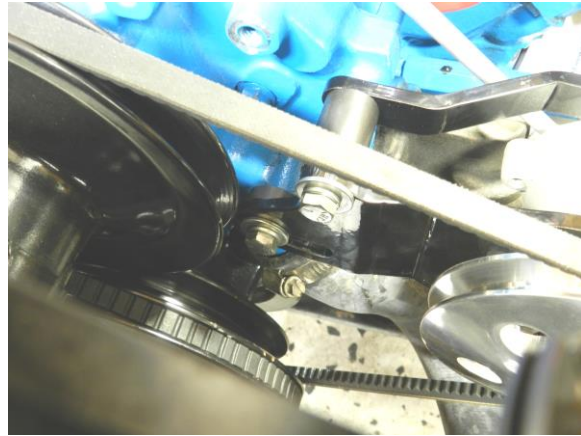
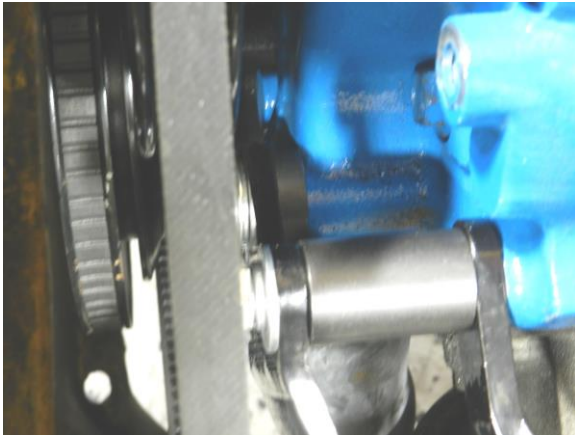
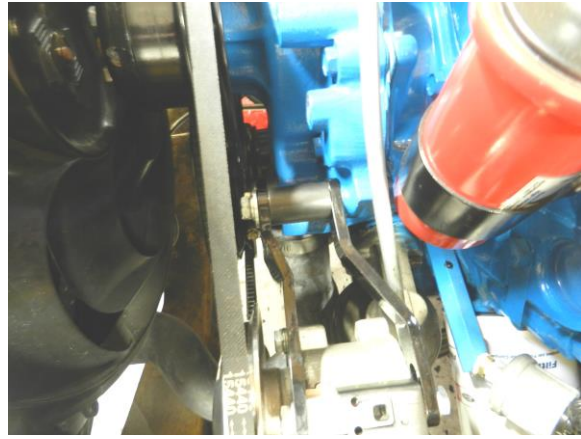
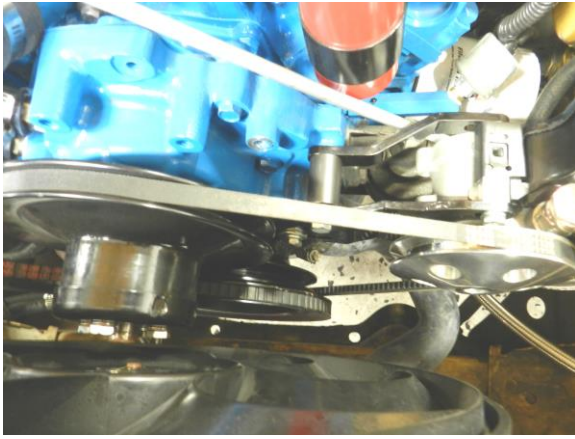
6. To start the assembly, first install the supplied column tube bearing by tapping it evenly in with a hammer. Next install the shaft insert at the very end of column shaft. Then install the supplied U-joint so that the shaft is flush to the inside of the new joint. Drill and pin the joint shaft, and shaft insert in place with the provided bit and roll pins. Finally slide the shaft through the bearing and turn until it slides down on the internal column shaft. The u-joint should be up against the bearing when total install is finished.



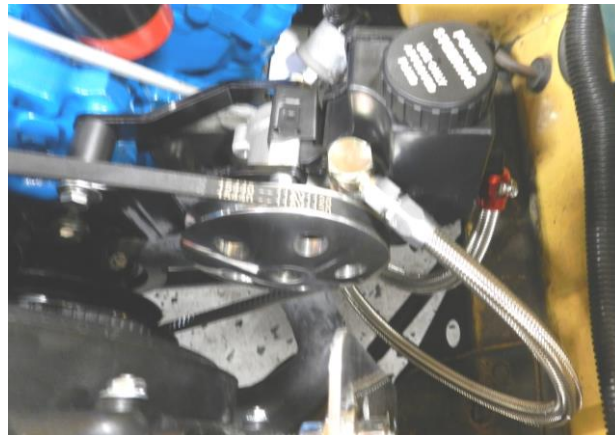
7. Once you have this done reinstall the column using all of the original components and hardware.
8. Install the new power rack and bracket loosely in place using the stock holes where the cross member was with the new hardware provided. Your rack and pinion is also centered before shipping and is marked; make sure not to move it off center or loosen the mounting blocks on the gear itself.



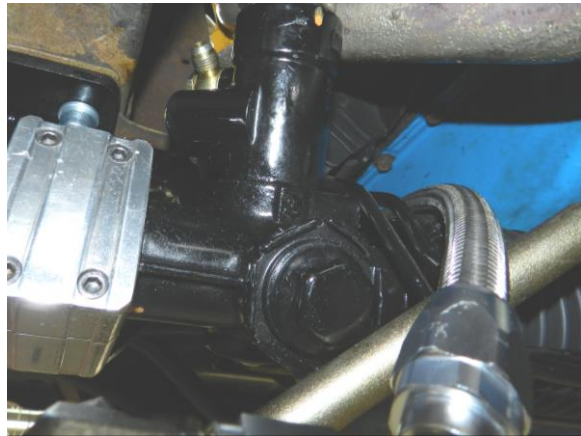
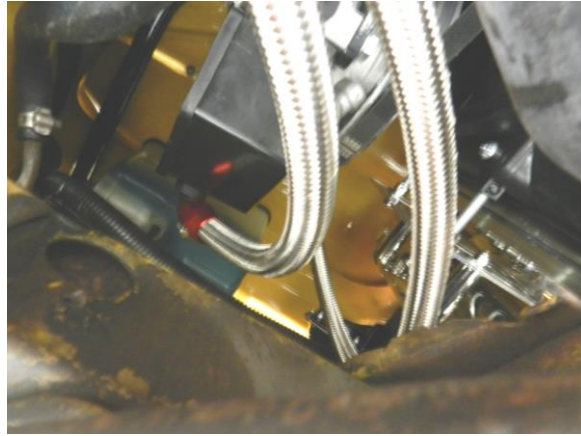
9. The power steering pump is an easy install and comes with the pump brackets attached to it. Install it as pictured using the provided hardware and standoffs. Measure the length the belt needs to be. You will need to purchase this separately. Install the belt and tighten it.



10. The power steering lines have fittings on them that can only be installed one way at the pump. Install these now and be sure to tighten the clamp and the fitting.



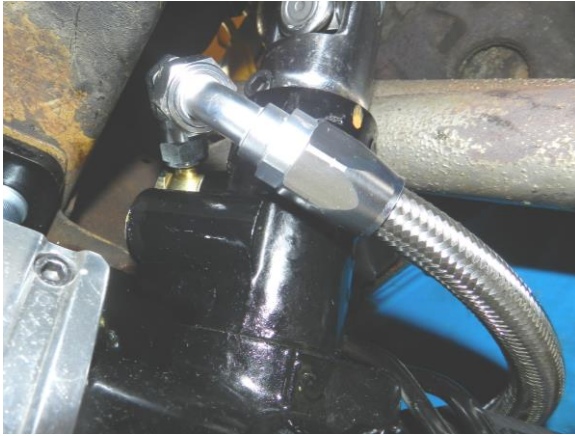
11. Route the lines together down to the rack and pinion where they will connect. Make sure they have a safe distance away from anything hot, sharp, or moving.



12. Next, connect the hoses to the proper ports on the rack. Connecting hoses backwards will cause damage to the rack and is not warranted so pay special attention. Assemble the banjo fittings, line fittings, and lines so that they will hook up smoothly to the rack. Once you get the right angle for the banjo fittings coming out of the rack use the provided tube of hydraulic sealer and spread it evenly on each side of each crush washer and torque banjos down. Once banjos are set in place do not loosen them.

Pressure hose – smaller diameter hose – lower larger port

Return hose – larger diameter hose – higher smaller port

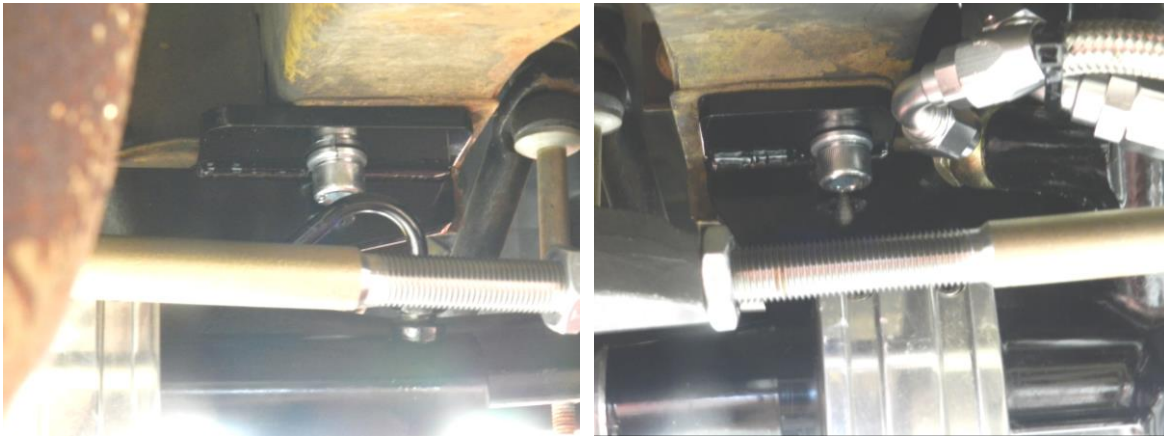


13. Once the rack is in place leave the bolts loose and install the shaft and joint from the rack and pinion to the steering column u-joint. Slide the shaft onto the u-joint on the column and snug the pinch bolt. Run the shaft down to the pinion, with the pinion joint on the shaft; raise the rack into place to spline the lower joint to the pinion. NOTE: It is important that you phase the u-joint 90 degrees out or opposite of each other before you install and tighten. Also make sure that you center your steering wheel before sliding the u-joints together. Torque the u-joint bolts to 40ft. lbs.

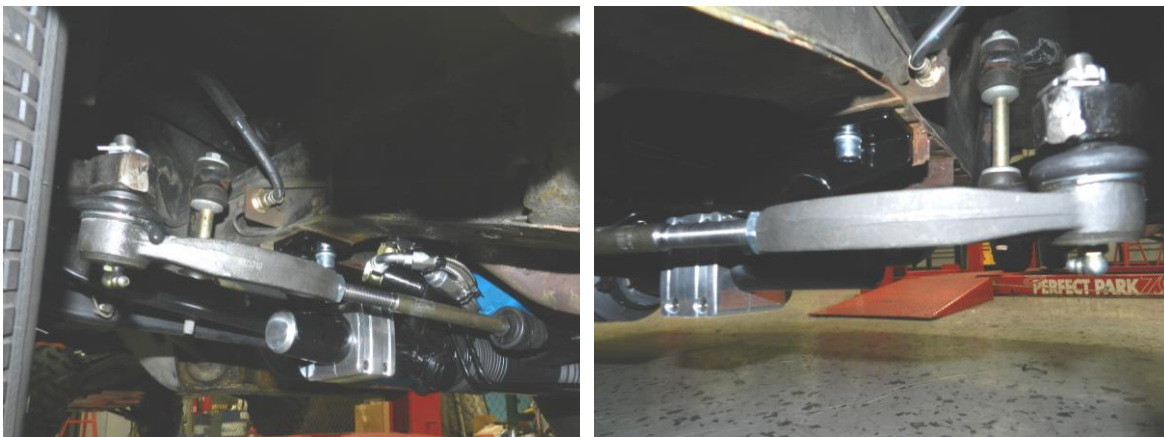
Note: MAKE SURE YOUR RACK AND PINION IS CENTERED AND YOUR STEERING WHEEL IS REASONABLY STRAIGHT.



14. You can now torque the mounting bolts for your rack to 65 ft. lbs.



15. Install the outer tie rod ends and tighten to 45 ft. lbs. Adjust the toe by eye so you can drive to an alignment shop. Tighten down the jam nut. Toe is adjusted with everything together by leaving the jam nut loose and turning the rack inner end. Outer ends are installed with the curve pointing towards the rear of the car.



16. When your lines are connected and the all hardware and fittings are torqued to spec you may top off the fluid in the reservoir and start the car.

17. Let the car idle and turn the wheels back and forth slowly using small increments until you are turning from lock to lock to remove air from the system.

18. Shut the car off and make sure you have no leaks and the level is full.

19. When your install is complete it will be necessary to have a professional alignment done.

UNISTEER® *Performance Products*

No part of these materials can be reproduced or utilized in any form or by any means, electronic or mechanical, including photocopying, recording or by any information storage and retrieval system, without permission in writing from Unisteer Performance Products.