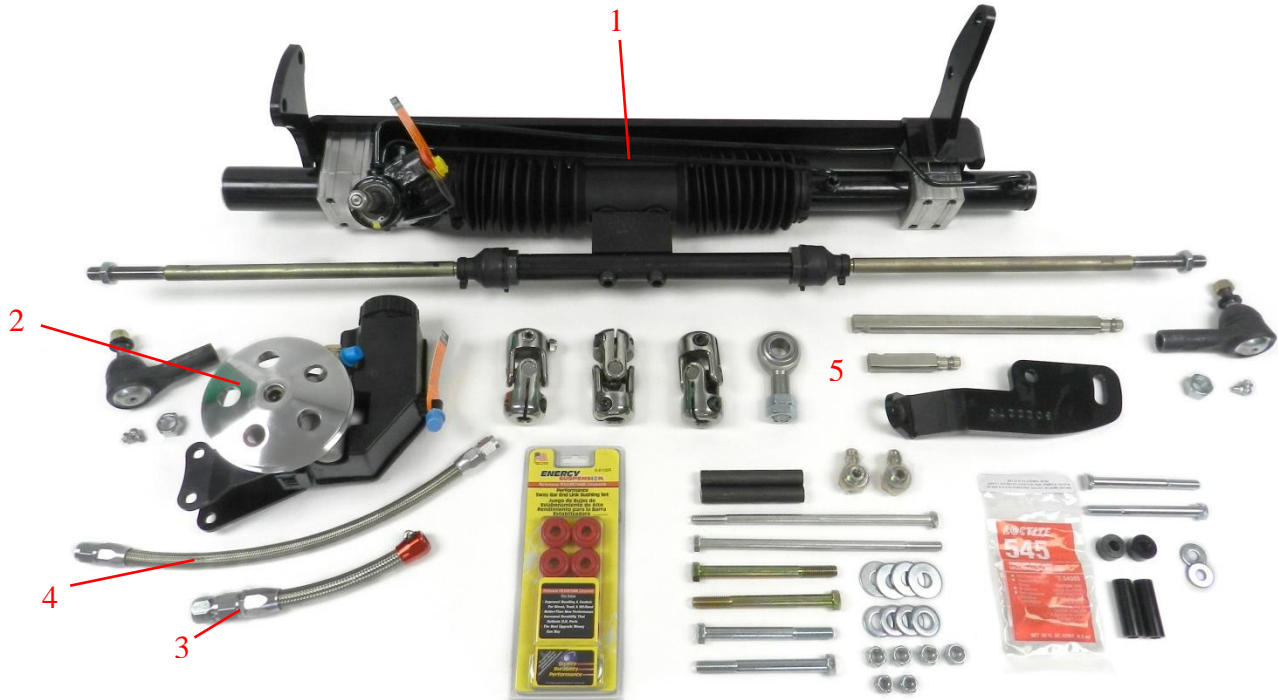


KIT CONTENTS:

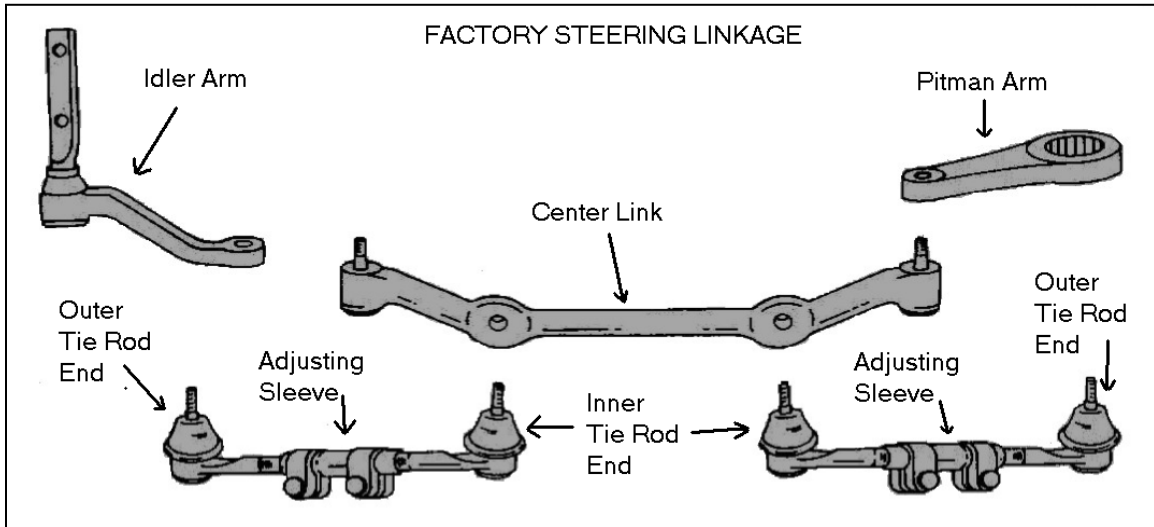


| # | Part Number | Description | Qty | Inspected By |
|---|-------------------|---------------------------------------|-----|--------------|
| 1 | 8012410-01 | Rack & Pinion | 1 | |
| | --8020940 | - Outer Ends | 2 | |
| | --114040 | - Inner Ends | 2 | |
| | --623240 | - Rack Install Kit | 1 | |
| | ----120410 | --- 7/16"-14 Lock Nut | 4 | |
| | ----120490 | --- 3/8"-16 Lock Nut | 2 | |
| | ----200860 | --- 7/16" Flat Washer | 4 | |
| | ----200880 | --- 1/2" Flat Washer | 4 | |
| | ----208080 | --- Sway Bar Link Bushing | 1 | |
| | ----231430 | --- 7/16"-14 x 5" Hex Bolt | 2 | |
| | ----231530 | --- 7/16"-14 x 4 1/2" Hex Bolt | 2 | |
| | ----233870 | --- 3/8"-16 x 9" Hex Bolt | 2 | |
| | ----244450 | --- Stabilizer Link Tube | 2 | |
| | ----621710 | --- 16mm & 18mm Banjo Fittings | 1ea | |
| 2 | 8061360 | Pump Kit | 1 | |
| | --8060470 | - C-5 Pump | 1 | |
| | --8020630 | - V-Belt Pulley | 1 | |
| | --8022450 | - Pump Mounting Bracket | 1 | |
| | --8022440 | - Pump Stabilizer Bracket | 1 | |
| | --623250 | - Pump Install Kit | 1 | |
| | ----200850 | --- 5/16" Flat Washer | 2 | |
| | ----205810 | --- Support Stand Off | 2 | |
| | ----206190 | --- 5/8" Stand Off | 2 | |
| | ----231280 | --- 3/8"-16 x 3 1/2" Hex Bolt | 2 | |
| 3 | 8028160 | 12" #8 Hose | 1 | |
| 4 | 8028170 | 15.125" #6 Hose | 1 | |
| 5 | 8053040 | Shaft Kit | 1 | |
| | --8050240 | - U-Joint 3/4"-36 c 3/4"-DD (Pinion) | 1 | |
| | --8050250 | - U-Joint 9/16"-30 x 3/4"-DD (Middle) | 1 | |
| | --8050760 | - Shaft Support w/ Nut | 1 | |
| | --8051280 | - U-Joint 1"-DD x 9/16"-30 (Column) | 1 | |
| | --8022270 | - Shaft Support Bracket | 1 | |
| | --5412230 | - 3.611" DD Shaft | 1 | |
| | --5412220 | - 10.875" DD Shaft | 1 | |

Disassembly

The easiest way to install this kit is to have the car on a lift or at least on jack stands. There is no need to have the front wheels off of the ground. In fact, if you do not lift the wheels off of the ground the alignment should not be affected by the installation.

Take a minute to familiarize yourself with the stock steering components of your car:



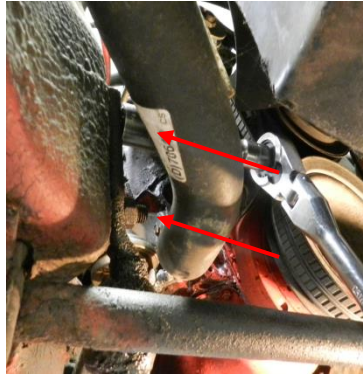
1. Remove the Nut holding the outer tie rod end. Remove both nuts on each tie rod end.



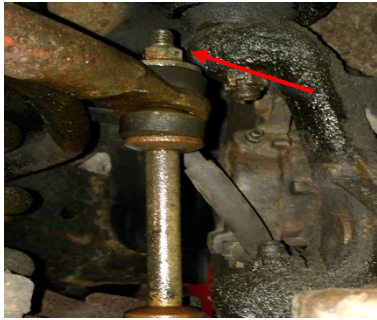
2. Remove the nut holding the pitman arm to the center link.



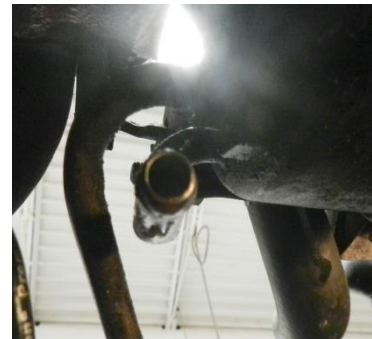
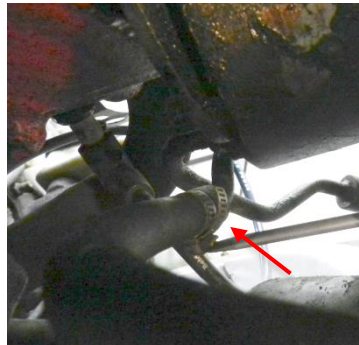
3. Unbolt the idler arm from the passenger side of the vehicle. The whole steering linkage should be removed from the car.



4. Remove the sway bar stabilizers.



5. To remove the Gear Box disconnect the hose clamps and remove the hose lines out of the way. The second line, remove with a wrench.



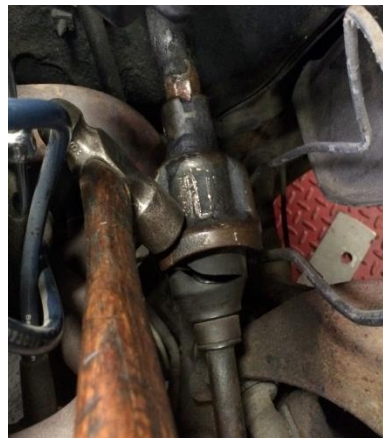
6. Remove the pinch bolt that connects the steering shaft to the gear box. Once loosened slide the steering shaft towards the steering wheel.



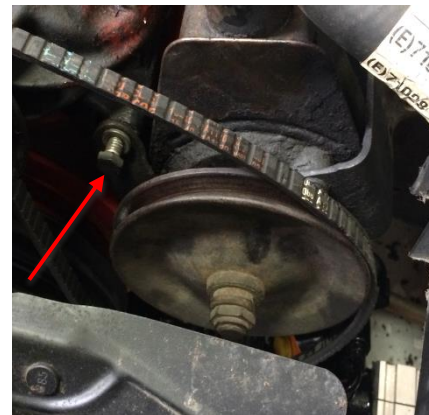
7. Remove the bolts holding the gear box in location. They are located on the frame wall. Once bolts are removed the Gear box will be able to be removed from the vehicle.



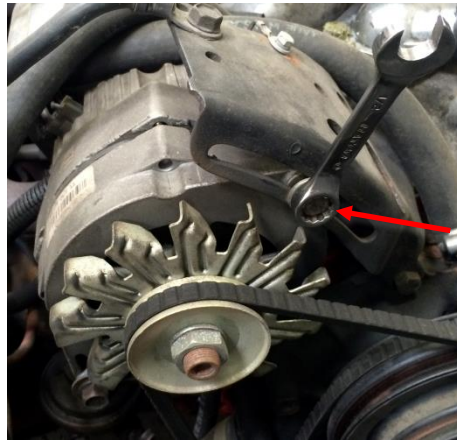
8. Remove the steering shaft by removing the bolt at the top of the steering shaft. Tap lightly to slide off the original shaft.



9. Remove the Hydraulic pump from the block. There are 2 bolts, one next to the header and one in the front of the block.



10. To remove the power steering belt, the alternator belt has to be removed. Loosen the bolt that holds the alternator belt tension. Once loose, remove both belts.



Installation

1. The rack and Pinion is installed into the location of the gearbox and the idler arm. Slide bracket into location and apply bolts. On the passenger side, slide the bolts through the frail rail.



2. Install the shaft support bracket. Use the same location as the rack and pinion on the gearbox bolt holes.



3. Install the U-Joint to the pinion off the rack (#)



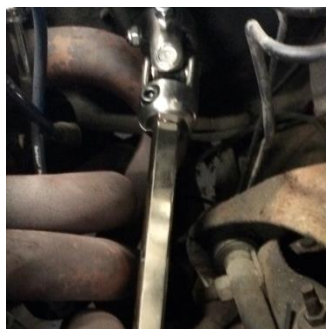
4. Install the shorter shaft into the U-Joint.



5. Install the U-Joint onto the steering column shaft. Tighten the set screw and nut flush with each other.



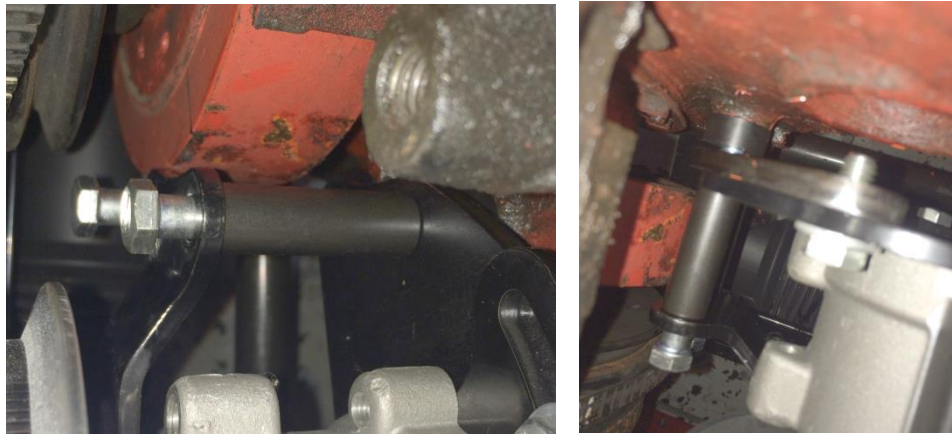
6. Install the longer steering shaft into the U-Joint.



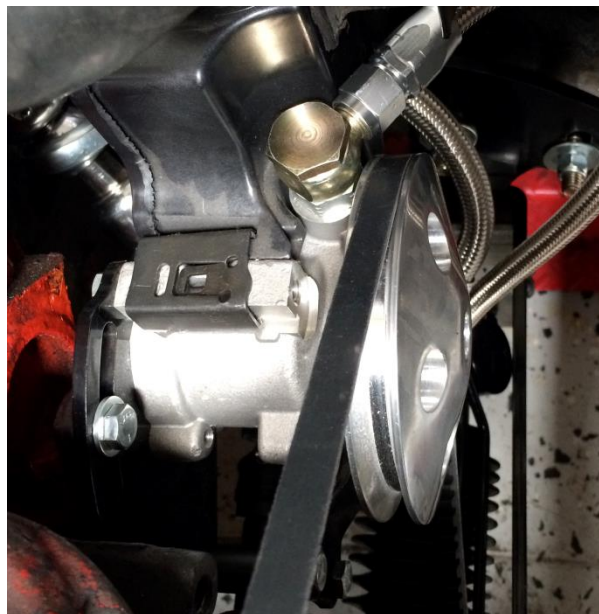
7. Slide the last U-Joint onto the steering shaft, ensure the steering wheel is straight and connect the U-Joint to the shaft coming from the pinion.



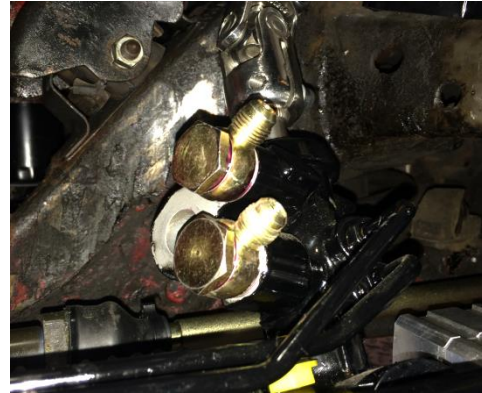
8. Put the spacers in location on the water pump, between the brackets and on the backside with the bolts holding them. Bolt the pump onto the car.



9. Install the belt for the pump and tighten up the bolts and the tensioner bolt with the belt tight.



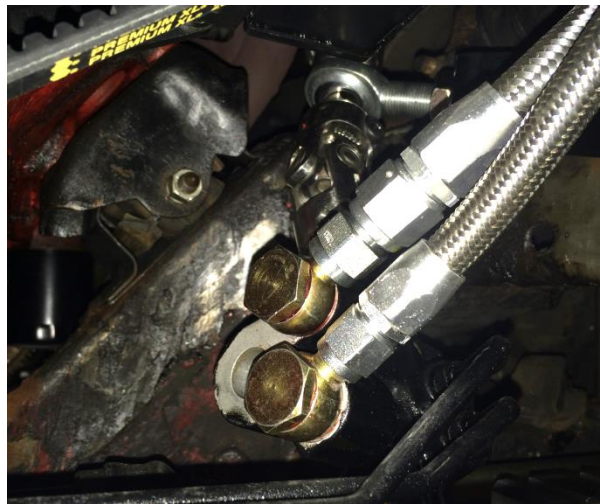
10. Install the fittings onto the ports on the housing. Pre assemble the fittings with the provided lock tight. At a 2 O'clock setting.



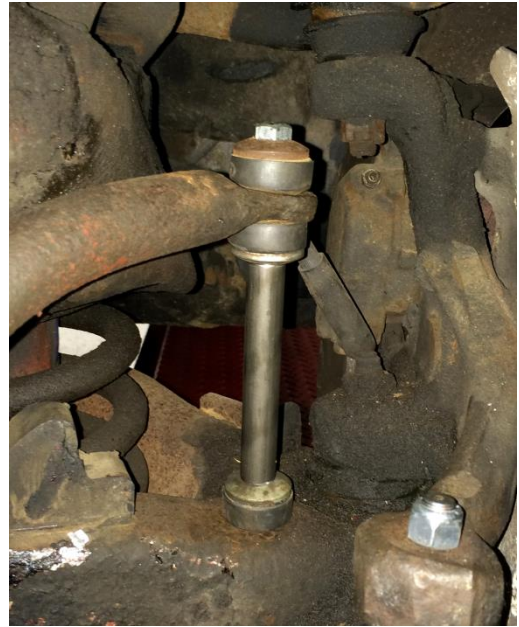
11. Install the hoses onto the pump and the rack. Thread the longer hose onto the port out the top of the pump. Hose clamp the shorter line to the reservoir.



12. Connect the hoses to the rack and pinion ports. The high-pressure port is marked on the rack. Ensure the hoses are not connected to the wrong ports.



13. Reinstall the stabilizers with the provided ones.
14. Install the tie rod ends. Ensure the rack is centered and the steering wheel is centered.



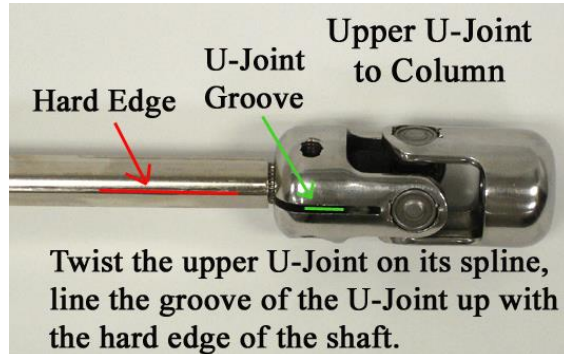
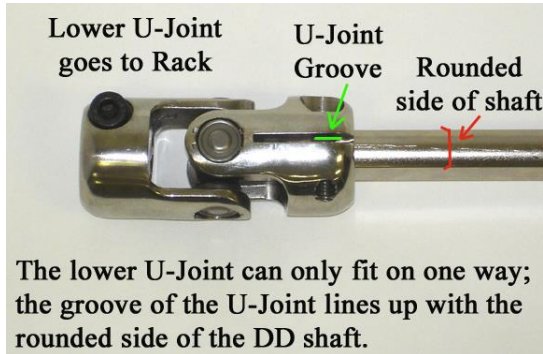
Notes

To Mis-Phase U-Joints, line up the grooves of the U-Joints (red), 45 degrees opposite of each other



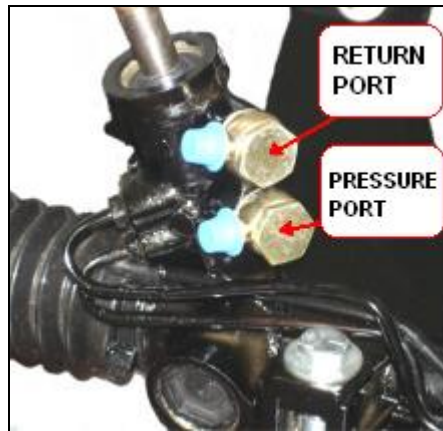
Lower U-Joint
Fits the DD end of shaft

Upper U-Joint
Fits the Spline end of shaft



To Mis-Phase the U-Joints, the Groove of the upper U-Joint must be aligned or rotated 45° away from the Groove of the lower U-joint as shown in the illustration below.

DO NOT REVERSE THE LINES! THIS WILL BLOW THE SEALS OUT OF THE RACK AND VOID YOUR WARRANTY.



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