

#	Part #	Description	Qty	Inspected By
1	<b>8011840</b>	<b>Rack &amp; Pinion</b>	1	
	--8020940	- Outer Ends	2	
	--116280	- Inner Ends	2	
	--622280	- Rack Install Kit	1	
	----120490	--- 3/8"-16 Lock Nut	4	
	----200850	--- 5/16" Flat Washer	8	
	----207210	--- Stand Off	4	
	----231730	--- 3/8"-16 x 2 1/2" Hex Bolt	4	
	----621710	--- 16mm & 18mm Banjo Fittings	1ea	
2	<b>8061210</b>	<b>Pump Kit</b>	1	
	--8061230	- TC Pump	1	
	--8026370	- Mounting Bracket	1	
	--8020630	- V-Belt Pulley	1	
	--622260	- Pump Install Kit	1	
	----200850	--- 5/16" Flat Washer	2	
	----205800	--- Frame Stand Off	2	
	----230810	--- 3/8"-16 x 1" Hex Bolt	2	
	----232610	--- 3/8"-16 x 1 1/4" Hex Bolt	1	
	----8026420	--- Reservoir Bracket	1	
3	<b>8020790</b>	<b>Remote Reservoir</b>	1	
4	<b>8026740</b>	<b>Line Kit</b>	1	
	--8026660	- 17.25" #6 Hose	1	
	--8026720	- 21" #6 Hose	1	
	--8026730	- 26" Return Hose	1	
5	<b>8052240</b>	<b>Shaft Kit</b>	1	
	--8050880	- U-Joint 3/4"-36 x 3/4"-DD (Column)	1	
	--8050640	- U-Joint 17mm-DD x 3/4"-DD (Pinion)	1	
	--8050440	- U-Joint 9/16"-30 x 9/16"-30 (Middle)	1	
	--8026450	- Column Bracket Inner	1	
	--8026440	- Column Bracket Outer	1	
	--8026430	- Shaft Support Bracket	1	
	--622290	- Shaft Install Kit	1	
	----120490	--- 3/8"-16 Lock Nut	2	
	----120660	--- 1/2"-20 Lock Nut	7	
	----130350	--- Column Clamp	1	
	----201000	--- 1/4" Flat Washer	14	
	----231360	--- 1/4"-20 x 1 1/4" Hex Bolt	2	
	----231490	--- 3/8"-16 x 1 1/2" Hex Bolt	2	
	----232350	--- 1/2"-20 x 1" Hex Bolt	5	
	----8050770	--- Shaft Support w/ Nut	1	
	--547630	- 10" DD Shaft	1	
	--547620	- 6.625" DD Shaft	1	
6	<b>8026700</b>	<b>Support Kit</b>	1	
	-8026380	- Core Support Plate	1	
	-622300	- Install Kit	1	
	----120490	--- 3/8"-16 Lock Nut	4	
	----200850	--- 5/16" Flat Washer	8	
	----230810	--- 3/8"-16 x 1" Hex Bolt	2	
	----231490	--- 3/8"-16 x 1 1/2" Hex Bolt	2	

## Disassembly

**Note:** Entire project is more accessible with the hood removed from the vehicle.

1. Drain coolant from radiator. Disconnect upper coolant line from both the radiator and the engine.



2. Remove the upper and side fan shrouds.



3. Remove the fan and pulleys from front of engine.



4. Remove the lower fan shroud.

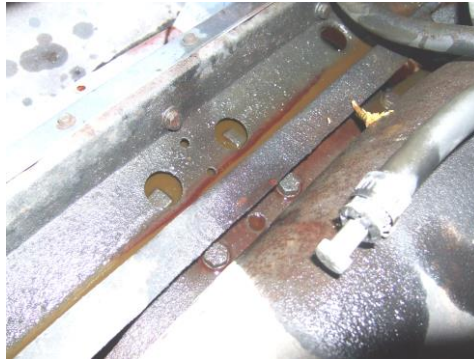




5. Disconnect the lower coolant line from the radiator.



6. Depending on your trans cooler routing, you may have to disconnect them to remove the radiator.
7. Unbolt the radiator from the core support and slide up and out of the vehicle.
8. Carefully unbolt the core support from the body. Make sure the body is supported before removing the bolts. If the body is not supported it may crack.
9. Now that the radiator is out of the way, you can get to the two bolts coming thru the core support down into the steering arm assembly.



10. Remove all the bolts from the lower steering arm assembly, as well as the tie rod ends from the spindles and the steering linkage to the gear-box.



11. Remove steering arm assembly.

12. Remove the steering wheel.



13. Now, with the steering linkage and arm assembly removed. Remove the firewall plates holding the steering column in place. Also remove the clamp bolts holding the column to the underside of the dashboard.



14. Unbolt the Steering gear box from the frame.
15. With all the wiring unplugged, remove the entire steering column/gearbox assembly. To remove from the vehicle the column/gearbox must come out thru the engine side of the firewall.



16. Remove stock exhaust manifolds if replacing with Hooker Competition Headers.



## Assembly:

1. Bolt Core support back together using supplied core support plate. (Note: you will only use enough rubber spacers to allow the plate to be flat against the frame while still taking up the gap on the core support.



2. Bolt body back to core support at all fastening points.

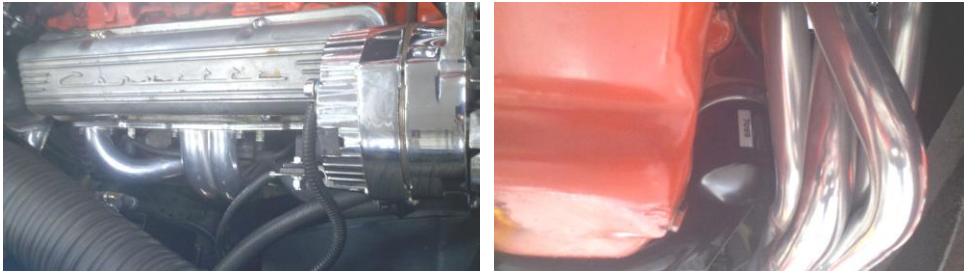


3. Install Headers or keep original exhaust manifolds. (Suggested Headers: Hooker Competition Series).

Part # 2456-1HKR (metallic ceramic)

Part# 2546HKR (black)

**Note:** with Hooker Competition Headers it will be necessary to use a short oil filter.



4. Remove the lower engine bolts and install Power Rack into same holes.

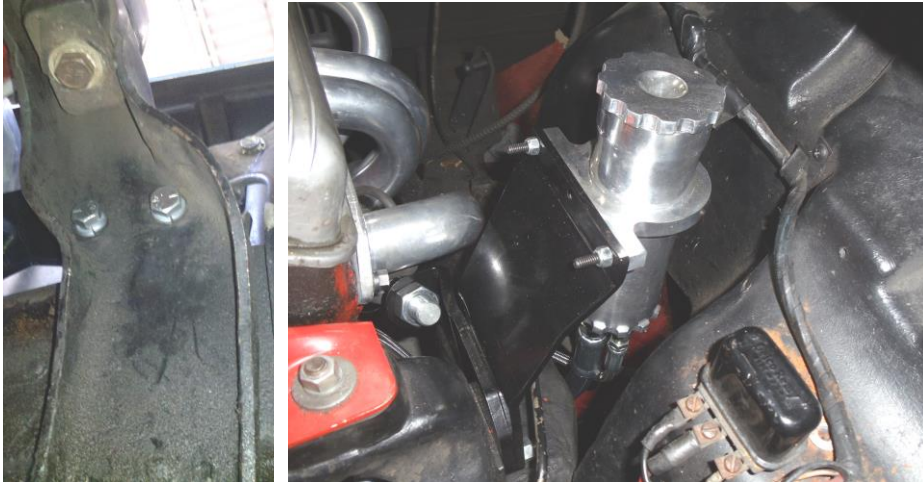


5. With kit bolted up in chassis, make sure the bracket is perpendicular to the bottom of the frame. Notice that on the mounting bracket, there are two round holes and two slots. The slots allow this adjustment. When bracket is set to correct angle (90 Degrees perpendicular to bottom of chassis) Tighten bracket bolts down to the suggested: 36 ft lbs.

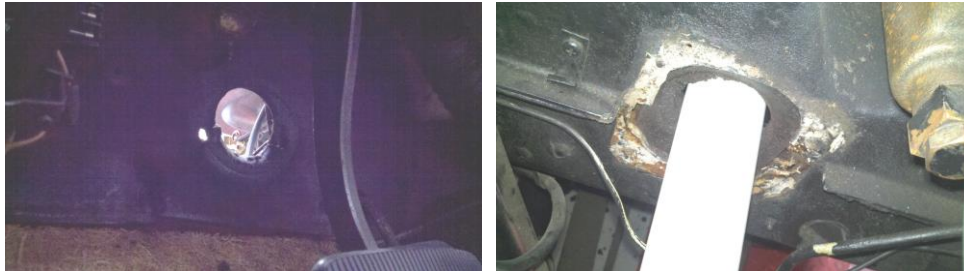
6. With rack & pinion centered, hook up tie rod ends to the spindles. Keep jam nuts loose at this point as we will come back and align the vehicle after.



7. With lower engine mounting bolts tight securing both the engine and the new rack, remove the driver side upper engine mount bolts and install the power steering reservoir & steering shaft support bracket using supplied bolts. Leave loose at this point as you will be tightening bolts after the steering column is in place.



8. Place (Ididit) column in place with inboard firewall plate over steering column tube (it won't fit after the column is thru the firewall). Begin by installing the column clamp under the dash, directly behind where the steering wheel will be. Mount steering column in factory location (with the bell of the column approx 1/8" away from making contact with the dash).





9. Install the firewall plates. The outer plate is flat and the inner plate has 3 formed tabs that will be inside the vehicle, facing the driver. Begin by installing the two center bolts directly to the left and right of the column tube. Snug these two bolts 1<sup>st</sup>, then drill all the remaining holes in the firewall plates, thru the firewall to allow clearance for all bolts. Holes are 1/4" diameter. After all holes are drilled, tighten them all. Don't over tighten (so as not to damage the fiberglass body between the firewall plates).



10. With column in correct location in vehicle, tighten the upper clamp bolts and the supplied tube clamp on the inner firewall plate. At this point you can install the steering wheel as well.



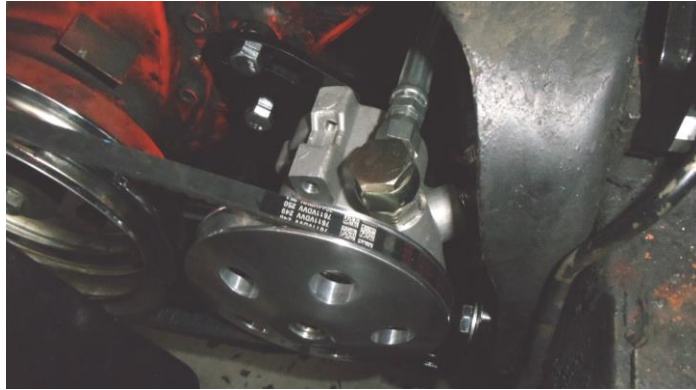
11. Now begin installing the intermediate shaft kit in between the column and the rack. The lower shaft will pass through the hiem joint, notice the adjustability on the shaft support bracket (both the slotted mounting holes and the ability to thread the hiem joint in and out of the bracket). This adjustability will allow you to route the lower shaft up from the rack and in between the header tubes with out any interference. Install lower u-joint at this time.
12. With the lower shaft in place, bolt the upper shaft into place using the middle u-joint. Make sure the u-joints are phased 90 degrees off of one another. Slide the upper u-joint onto the steering shaft. Mark the shaft where the pinch bolt hole on the u-joint is located. It is necessary to grind a notch in the steering shaft, to allow clearance for the u-joint pinch bolt. Check that steering wheel and rack are centered before final adjustment.



13. Make sure entire shaft assembly is routed without interference. Tighten u-joints and the shaft support bracket. Make sure the jam nut on the hiem joint is tight as well.



14. With supplied hardware, bolt the power steering pump assembly to the engine block. Use the two 3/8 accessory holes on the front of the block on the driver side.



15. With power steering pump bolted in place, install the correct v-belt to fit your application. You will have to measure the length of belt you need. It is best to get a few sizes and then return the ones you don't use to limit trips.
16. Route the power steering lines as shown in the below photos. The pressure line is a #6AN line measuring 21"; it goes from the power steering pump to the lower port on the Rack. The Return line is a #6AN line measuring 17 1/2" and goes from the upper port on the rack to the smaller fitting on the bottom of the reservoir. Last the Reservoir line is a #10AN line measuring 26" and goes from the reservoir to the back of the power steering pump.



17. Make sure all lines are free from rubbing anything that can harm them and tighten all the fittings.
18. Align your toe as close as possible and tighten all nuts.
19. 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 slowly 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 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.
20. At this point, double check to make sure all nuts and bolts are tight and get the vehicle to a qualified shop for an alignment. Toe is adjusted by leaving outer tie rod loose at jam nut and by just turning inner tie rod end.

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