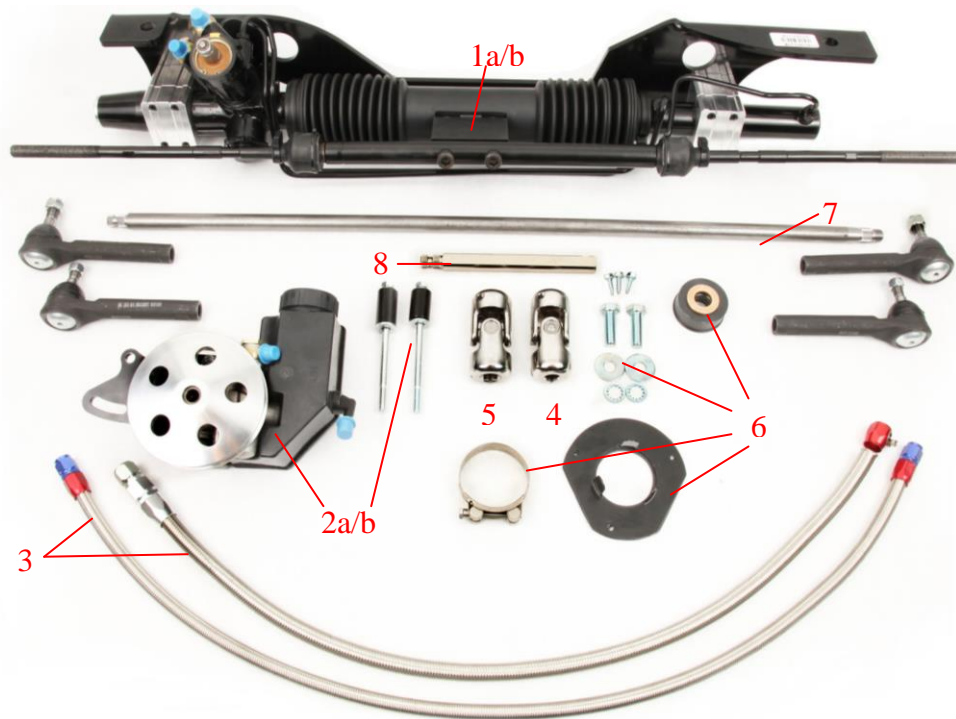




8010820-01, 8010890-01, 8010900-01, & 8010910-01



KIT CONTENTS:

#	Part Number	Description	Kit Included	Qty	Inspected By
1a	8010810-01	Power Rack & Pinion	8010820-01, 8010910-01	1	
	--8021320	- Outer Ends 67'-69'		2	
	--8021330	- Outer Ends 70'		2	
	--620810	- Rack Install Kit		1	
	-----200150	--- 1/2" Star Washer		2	
	-----200860	--- 7/16" Flat Washer		2	
	-----231120	--- 1/2"-13 x 1 1/2" Bolt		2	
1b	8010950-01	Power Rack & Pinion	8010890-01, 8010900-01	1	
	--8021120	- Outer Ends 66' 6cyl		2	
	--8021300	- Outer Ends 66' 8cyl		2	
	--620810	- Rack Install Kit		1	
	-----200150	--- 1/2" Star Washer		2	
	-----200860	--- 7/16" Flat Washer		2	
	-----231120	--- 1/2"-13 x 1 1/2" Bolt		2	
2a	8061410	SB Pump	8010820-01, 8010890-01	1	
	--8061390	- TC Pump w/ Reservoir		1	
	--8022490	- Pump Belt Tension Bracket		1	
	--8022480	- Pump Stabilizer Bracket		1	
	--620910	- Pump Install Kit		1	
	-----200850	--- 5/16" Flat Washer		2	
	-----201090	--- 5/16" Lock Washer		2	
	-----206070	--- 1 5/8" Stand Off		1	
	-----206270	--- 1.365" Stand Off		1	
	-----231780	--- 5/16"-18 x 5 1/2" Hex Bolt		2	
2b	8060670	BB Pump Kit	8010900-01, 8010910-01	1	
	--8061390	- TC Pump w/ Reservoir		1	
	--620820	- Pump Install Kit		1	
	-----200840	--- 3/8" Lock Washer		2	
	-----200850	--- 5/16" Flat Washer		2	
	-----205990	--- Stand Off		1	
	-----230660	--- 3/8"-16 x 1" Bolt		1	
	-----231660	--- 3/8"-16 x 2 1/4" Hex Bolt		1	
3	8027750	Line Kit	All	1	
	--8027730	- 40" #6 Hose Assembly		1	
	--8027740	- 34" #8 Hose Assembly		1	
4	8050440	U-Joint 9/16"-30 x 9/16"-30 (Column)	All	1	
5	8050640	U-Joint 17mm-DD x 3/4"-DD (Pinion)	All	1	
6	620950	Column Install Kit	All	1	
	--120330	- M16 Jam Nut		1	
	--130330	- Column Clamp		1	
	--205720	- Column Gasket		1	
	--205770	- Column Bushing Assy.		1	
	--231130	- 1/4"-14 x 3/4" Screw		3	
	--8021270	- Mustang Column Bracket		1	
7	543740	Column Shaft	All	1	
8	544220	6.812" DD Shaft	All	1	

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

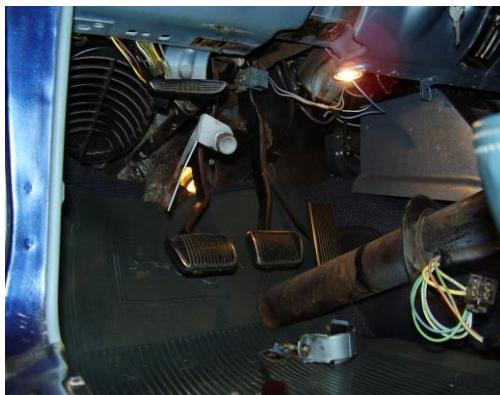
1. Raise vehicle and support it on stands. Note be sure not to put the stand in a location by the stock round cross member.
2. Remove the cotter pins and nuts from outer tie rod ends and remove tie rods from spindles. Disconnect the center link and idler arm assembly from the frame and remove the entire steering linkage.



3. Remove bolts retaining the gear box to the frame and remove the box. If equipped remove the power steering pump, brackets and lines. All the pieces removed will not be used.
4. The steering column tube needs to be modified by first removing the steering wheel and the column tube bolts. Then disconnect the wiring, making note of their location to ease reinstallation.



5. Remove the column tube assembly.

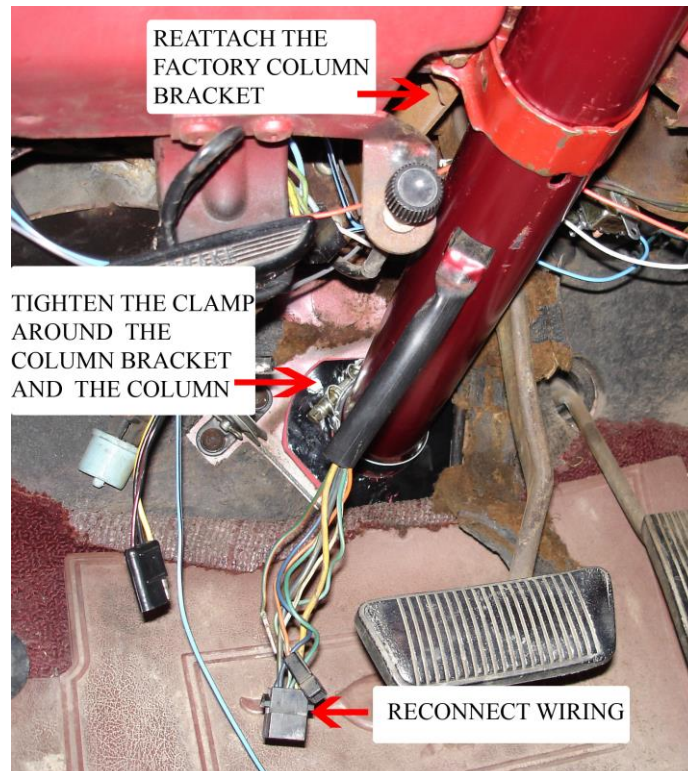
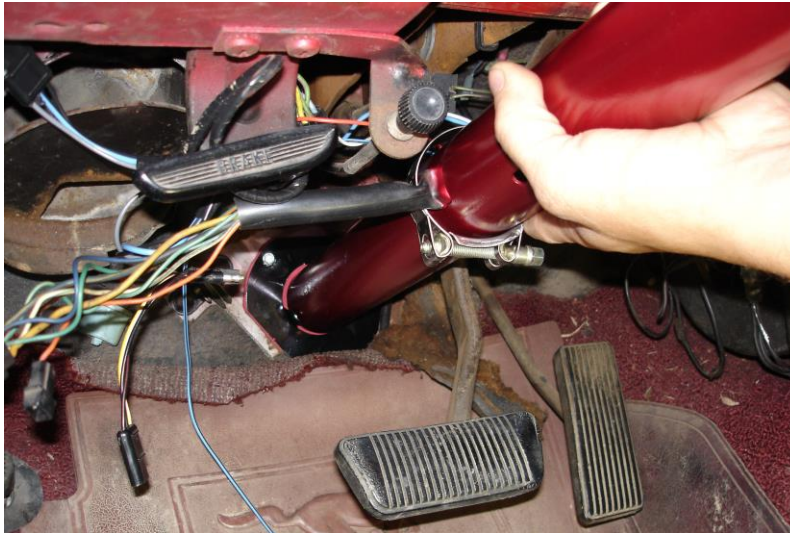


6. From under the car remove the gear box and shaft assembly, (all one piece.)

7. Place your column tube on a flat surface and measure from the very bottom of the column towards the steering wheel 3-1/8". Mark the column check the measurement again and cut the tube off squarely at you mark. Next install the supplied column bearing into the bottom of the tube by tapping it into place with a hammer.



8. Once you have this done install the appropriate floor plate provided in your kit using the hardware provided. Slide the floor plate over the column tube with the clamp and install the column through the firewall and bolt back in place. Attach the new floor plate with supplied hardware and complete the installation.



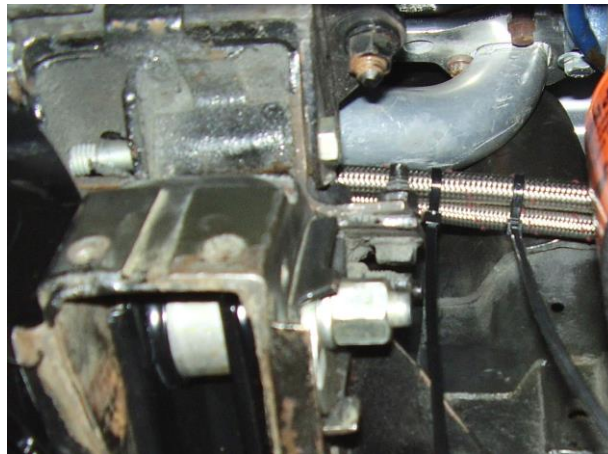
9. Install the brass bearing collar from the old steering shaft onto the new steering shaft and slide the new shaft through the column tube and wiggle through the bearing hole. Then install the steering wheel and finger tighten the nut only.

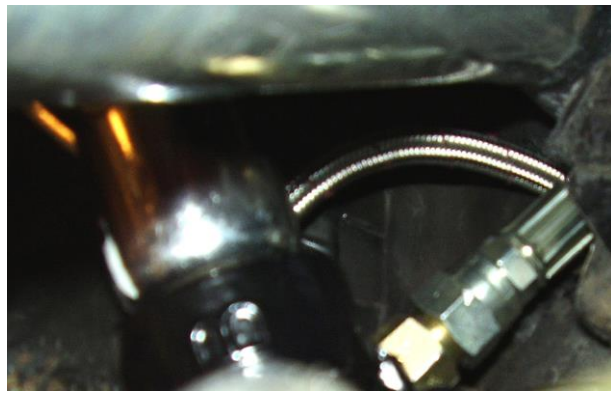
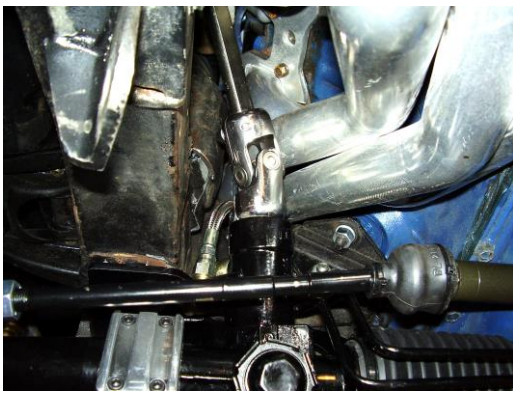
10. From under the hood you can now install the provided brass washer and shaft u-joint to the splined end. Once the brass washer and u-joint are in place and tight, finish securing the steering wheel. This will seat the tapered piece in your column and you should have minimal movement up and down on the steering wheel.

11. From under the car remove the stock round cross member from the frame rail to frame rail. Install the new power rack and bracket in place using the stock holes where the cross member was and install new hardware provided. Note: Always check to make sure that your bracket is clear of the control arms and the lip of the frame around the camber adjusting bolts. If the bracket rubs or hits anywhere it is necessary to grind a little of the edge of the rolled lips of the metal on these parts. **DO NOT GRIND ON THE SUPPLIED BRACKET.**



12. Your rack has been shipped with the pressure and return line ports connected to it. You will need to install the pressure and return line to the ports and install the rack with them connected. The lower larger port on the rack is the pressure port and the higher smaller port is the return. As you are going up into place with the bracket you will need to position the lines around the motor mounts and header. This may take some time to find the angle you need but position the lines where you need so that clearance is 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.



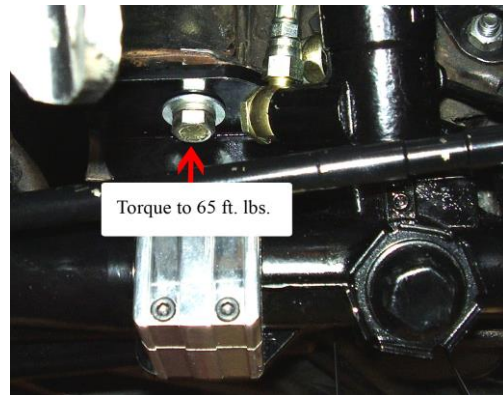
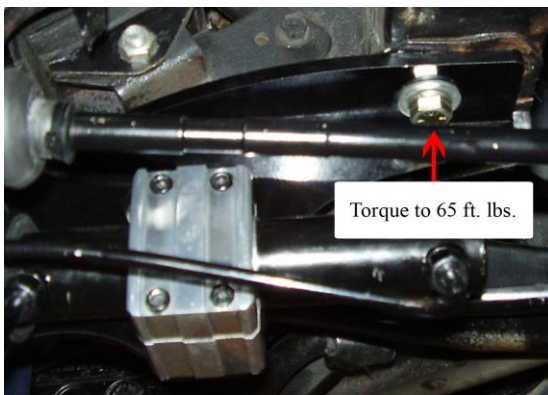


13. Once the rack is in place leave the bolts loose and install the shaft and joint from the rack and pinion to the steering column. Slide the shaft onto the u-joint on the column and snug the pinch bolt. Run the shaft down to the pinion, with the pinion joint on the shaft, raise the rack into place 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 RESONABLY STRAIGHT.



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

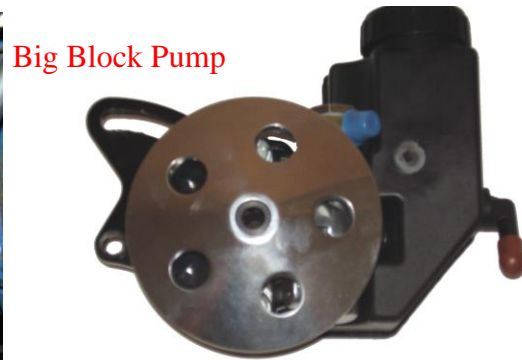
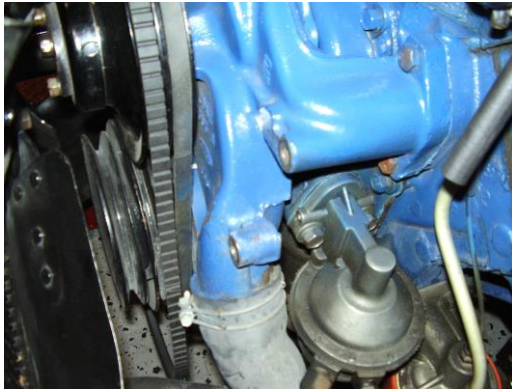


15. Install the outer tie rod ends and tighten to 45 ft. lbs. Adjust the toe by eye so you can drive to an alignment shop. Align cotter pin hole and install provided cotter pin and crimp.





16. The power steering pump is an easy install and comes with the pump brackets attached to it. If your car was equipped with power steering you will need to remove the stock pump and brackets that held it on the motor.



Big Block Pump



Small Block Pump

17. Once removed, install the new pump and bracket in place and attach it with supplied hardware and standoffs provided in kit.

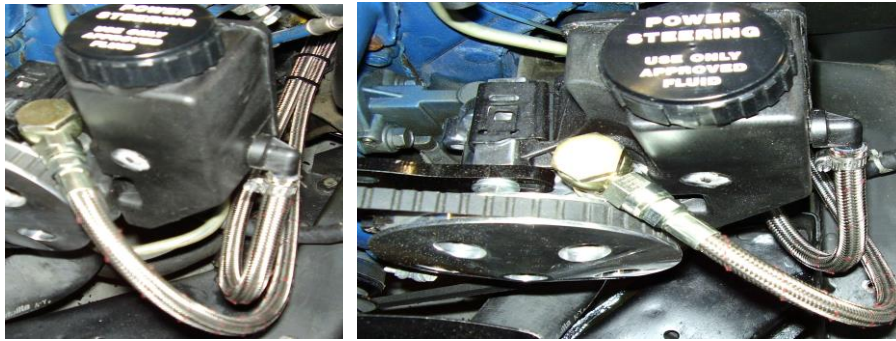
Big Block Pump



Small Block Pump



18. The power steering lines have fittings on them that can only be installed one way at the pump. If you are unclear at all you can trace the lower port on the rack and pinion following the lineup to the pump. This is the pressure line. The top port at that rack is the return port, which goes to the plastic reservoir. Be sure to tighten the clamp.

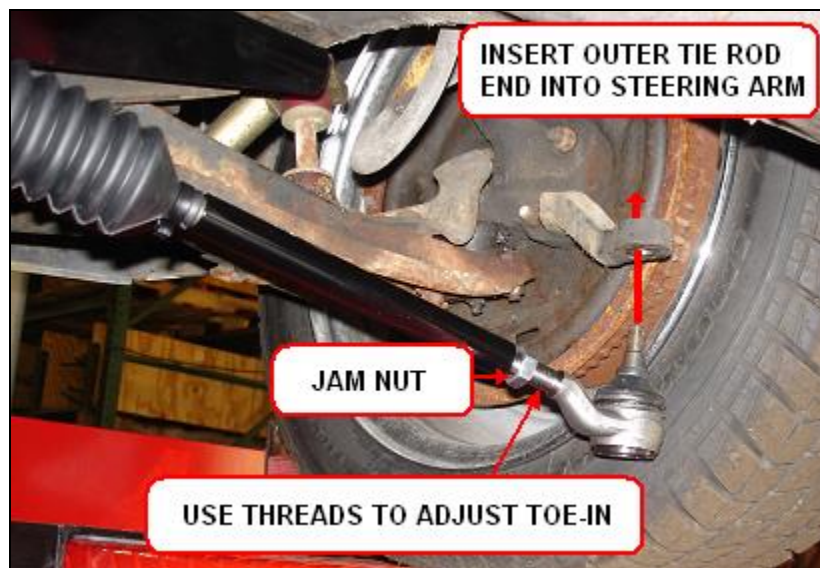


19. When your lines are connected and the top bolt on the pressure port is torque to 20 ft. lbs. You may top off the fluid in the reservoir and start the car.

20. Let the car idle and turn the wheels back and fourth slowly to remove air from the system.

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

22. When your install is complete it will be necessary to have an alignment done.



Alignment Instructions

Toe In: 0 - 0.125

Camber: O.E. Specs

Caster: O.E. Specs

If you have any questions or problems regarding this product please contact:

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