



1960-65 FALCON / COMET MANUAL RACK AND PINION INSTALLATION MANUAL

8001050-01 & 8001050-02

UniSteer offers a 2-year, unlimited mile warranty against all manufacturer defects of their kits and supplied parts. UniSteer will not honor any warranty on any parts that have been modified or improperly installed. Full refund will NOT be granted to any kits that are damaged, scratched, or altered in any fashion. UniSteer will not reimburse any labor money to the customer to change out the part even under a warranty repair.



Please note that this installation used Hooker Super Comp Headers.

***THIS KIT WILL NOT WORK WITH GRANADA SPINDLES.**

***YOUR FALCON / COMET MUST BE EQUIPPED WITH A V8 FLOOR SHIFTER.**

***ALTHOUGH THIS KIT IS FAIRLY SIMPLE TO INSTALL SOME MODIFICATIONS ARE NECESSARY TO INSTALL.**

***BEFORE STARTING BE AWARE OF THE MODIFICATIONS NEEDED.**

***ALSO BE AWARE THAT THERE ARE APPLICATION/PROVISIONS NEEDED IN ORDER TO INSTALL. PLEASE READ ALL INSTRUCTIONS FIRST.**

***DUE TO VARIABLES OUTSIDE OUR CONTROL THESE KITS MAY NOT FIT ALL APPLICATIONS. ALSO, PLEASE VERIFY KIT WILL FIT YOUR APPLICATION BEFORE ALTERING VEHICLE.**

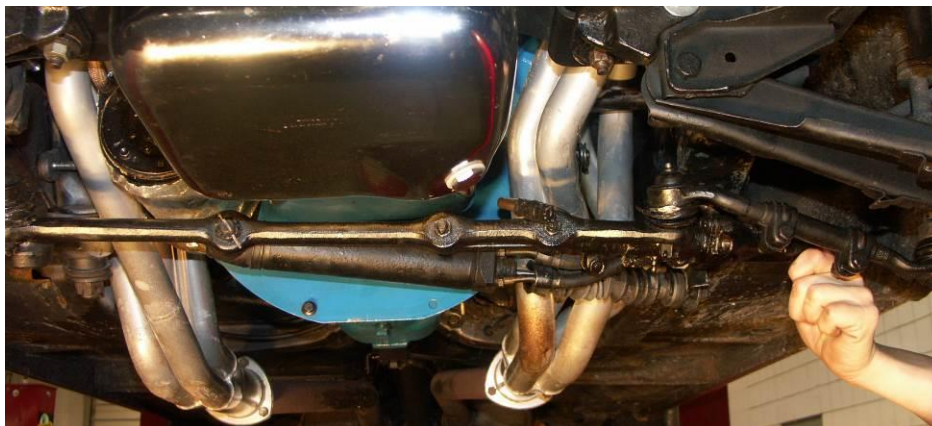


Kit Contents:

#	Part Number	Description	Qty	Inspected By / Date
1	8001040	Rack & Pinion	1	
2	8021970	Column Plate	1	
3	620730	Shaft Install Kit	1	
	--120330	- M16 Jam Nut	1	
	--130350	- Column Clamp	1	
	--205770	- Column Bushing	1	
	--231130	- 1/4"-14 x 3/4" Screw	6	
	--543730	- Upper Shaft	1	
	--8022100	- Column Plate Plug	1	
	--8050230	- U-Joint 9/16"-26 x 3/4"-DD (Pinion)	1	
	--8050440	- U-Joint 9/16"-30 x 9/16"-30 (Column)	1	
4	620670	Install Kit	1	
	--120490	- 3/8"-16 Lock Nut	4	
	--120750	- 1/2"-20 Lock Nut	2	
	--120780	- 3/8"-24 Lock Nut	2	
	--200850	- 5/16" Flat Washer	8	
	--205990	- Stand Off	4	
	--231220	- 3/8"-16 x 5" Hex Bolt	4	
5	543740	Column Shaft	1	
6	206000	Column Gasket	1	

Disassembly:

1. Disconnect negative battery cable and raise vehicle to remove front wheels. Make sure vehicle is high enough. It will be necessary to remove steering box and shaft as one piece.
2. Remove outer tie-rod, cotter pins & nuts. Remove outer ends.



3. On passenger side, remove the three bolts on the idler arm assembly.



4. On driver side, remove attaching nut from linkage to gearbox & remove complete steering linkage from vehicle.



5. From inside vehicle remove steering wheel horn pad to access nut.



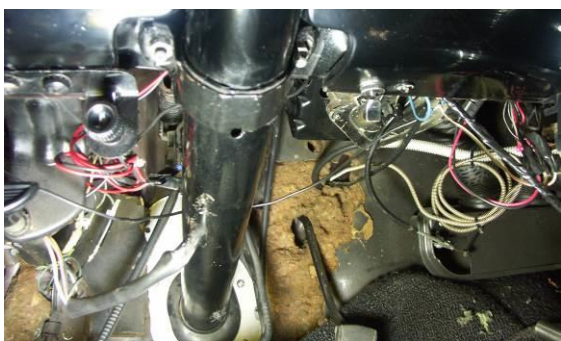
6. Remove nut that retains wheel and remove the wheel. Note: It may be necessary to use a puller to remove wheel. Do Not Pry Off! You may crack the wheel.



7. When wheel is removed go under the dash and disconnect wire harness from column to vehicle. **Note:** If vehicle does not have a hard-shell connector, disconnect one wire at a time and mark with number stickers.



8. Remove two retaining bolts under dash that secure column to dash and remove steering column shell. **Note:** Do not lose ring around shaft.



9. From under car, remove bolts that retain gearbox to frame. Remove gearbox and shaft from vehicle. **Note:** It may be necessary to remove your driver side header if so equipped to gain clearance for gearbox removal.



10. From under dash, remove six sheet metal bolts that retain to column support place to firewall and floor. Remove plate and discard.



Installation:

1. Your stock column must be measured from the bottom and one inch cut off. **Note:** This must be done in a band saw or something that makes an accurate square cut.



2. Install steering column bearing in bottom side of column tube. Tap bearing into place against lip of bearing until it stops against column tube.

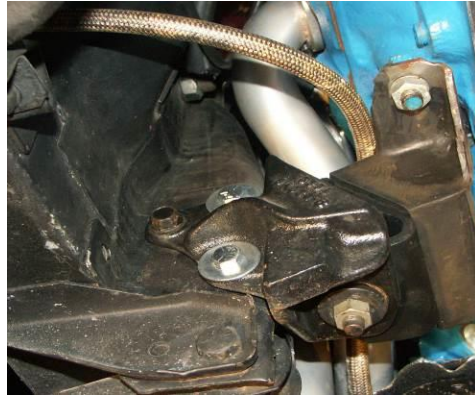


3. Install new column support plate on firewall using new attaching hardware. **Note:** If your car is equipped with a manual transmission, it will be necessary to remove rubber plug from plate to install your clutch pedal linkage rod.

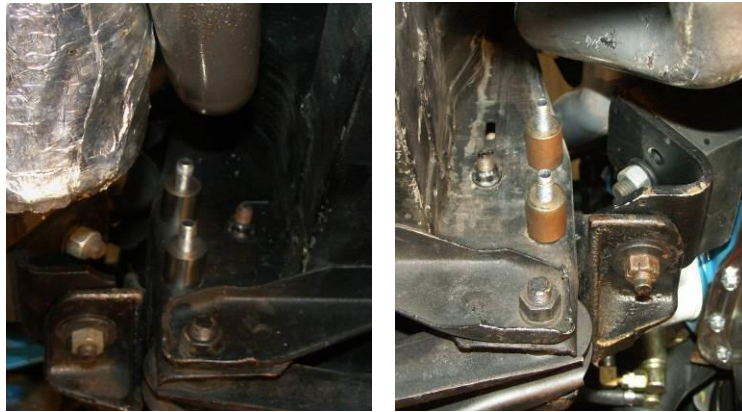


4. Install column tube and hardware (leave loose). **Note:** Do Not Install Shaft Yet. From under car, install column clamp over tabs on column plate and leave loose.

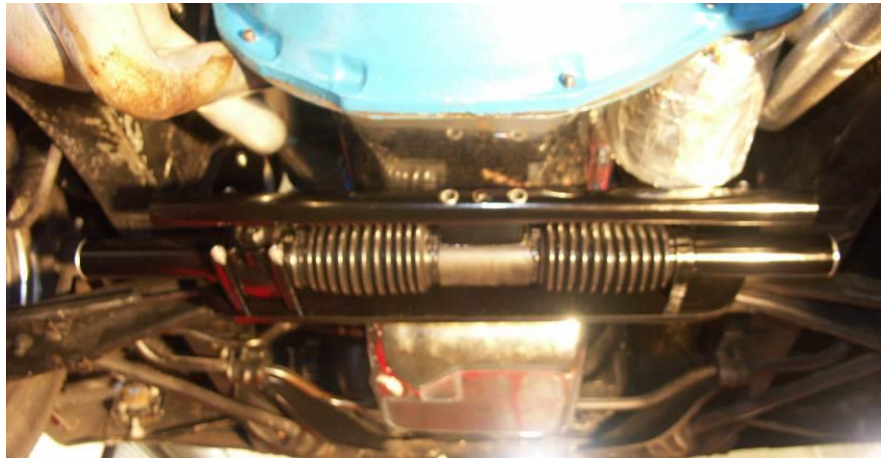
5. From under car, it will be necessary to loosen motor mount nuts. Loosen and remove the four nuts and bolts that hold motor mount to frame. **Note:** Remove one bolt at a time and replace with longer 3/8 bolts supplied in kit. Note: It may be necessary to jack up on engine a little to relieve pressure off bolt for removal and installation. Install the bolts so that bolt heads face front bumper.



6. When you have replaced all four bolts with longer set, install four one-inch standoffs over bolts.



7. Install rack and pinion bracket assembly over four bolts and install flat washers and lock nuts.



8. Install outer tie rod ends in knuckles and leave nuts loose. **NOTE:** Your kit has been shipped with 2 sets of outer tie rod ends. Please check the taper fit on your spindles and use the appropriate ends for your application.



Column Shaft Installation:

1. Your column shaft has been shipped assembled. Install u-joint number 8050230 onto pinion of rack assembly.



2. From inside vehicle install ring removed from old shaft onto new shaft with taper pointing toward column.
3. Slide shaft into column and wiggle through bearing in the column tube.



4. You will need a person on the inside of the car to push and hold shaft in place.
5. As shaft passes through bearing and into engine bay, slide brass washer supplied with bearing kit over shaft against bearing. Then, slide shaft into column u-joint.



6. Make sure you phase u-joints – meaning, they need to be opposite of each other. Tighten both u-joints to 15 ft. lbs.
7. Make sure your pinion is still centered at rack and adjust tie rods as close as you can to point wheels straightforward. Tighten jam nuts and outer tie rod ends.
8. Install front wheels and torque to spec.
9. Lower vehicle to ground and look to see if tires are reasonably straight.

10. From inside vehicle, install steering wheel so spoke is straight and torque nut to 35 ft. lbs.
11. Tighten column support bolts to dash and torque to 35 ft. lbs.
12. Reconnect electrical connector or connections.
13. Reinstall transmission clutch linkage if equipped at pedal.



14. Tighten column clamp onto tabs of column plate.
15. Vehicle will now require an alignment by a professional to set toe adjustment.

Alignment Specs:

Toe In: 0 - 0.125

Camber: O.E. Specs

Caster: O.E. Specs

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