



'65-'66 Impala Rack & Pinion Kit Instructions
8010280-01

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.



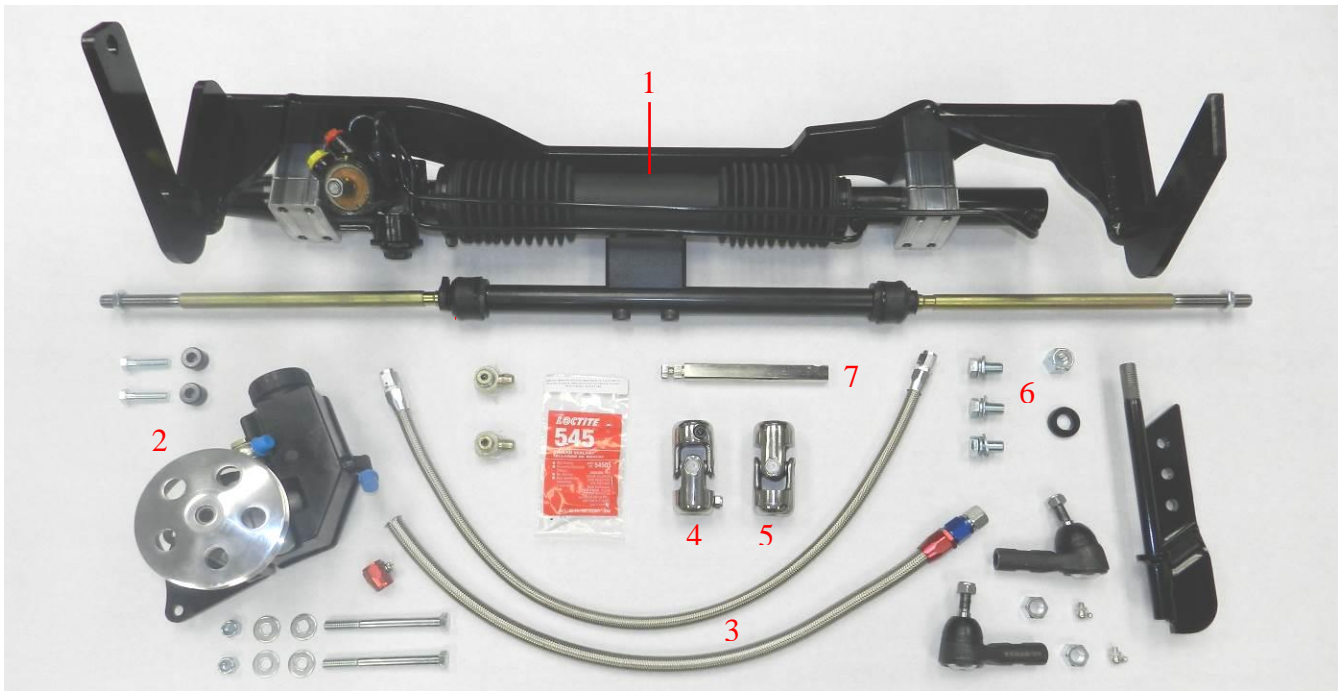
***USE ONLY POWER STEERING FLUID IN SYSTEM. DO NOT USE ATF.**

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

***BEFORE STARTING INSTALLATION, PLEASE BE AWARE OF THE MODIFICATIONS THAT ARE NEEDED TO INSTALL.**

***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.**

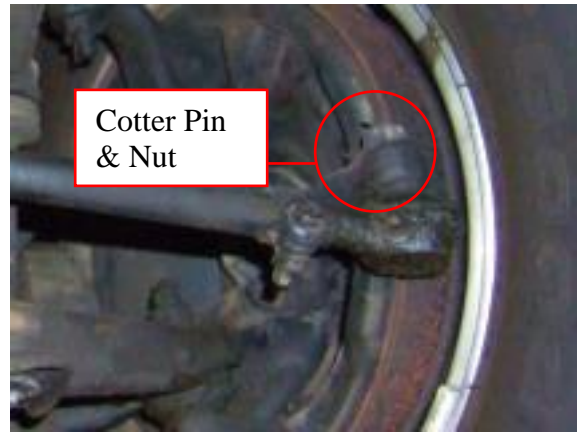
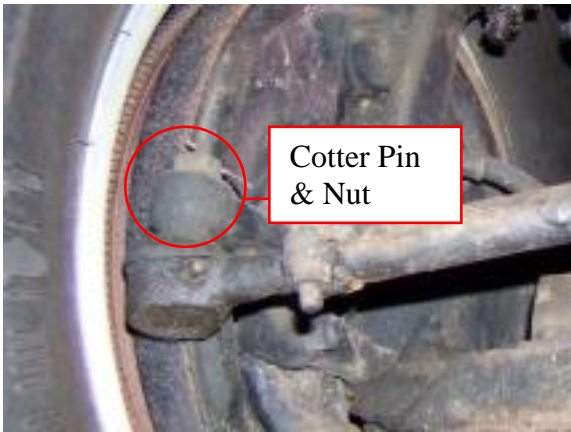
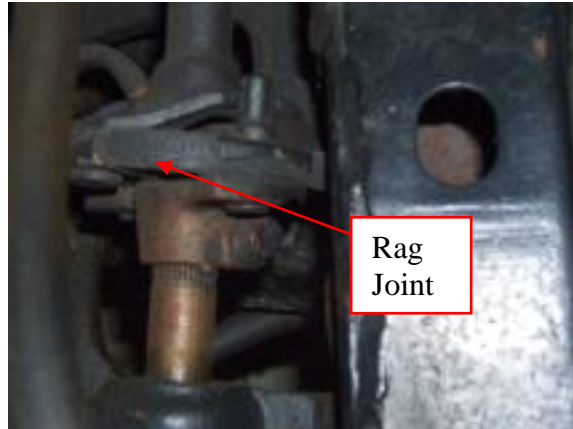


KIT CONTENTS:

#	Part Number	Description	Qty	Inspected By
1	8012130	Rack & Pinion	1	
	--8020940	- Outer Ends	2	
	--622720	- Rack Install Kit	1	
	-----8027090	--- Right Side Bracket	1	
	-----120390	--- 5/8"-11 Lock Nut	1	
	-----120410	--- 7/16"-14 Lock Nut	2	
	-----200880	--- 1/2" Flat Washer	3	
	-----200990	--- 3/8" Flat Washer	4	
	-----207740	--- 1/2" Lock Washer	3	
	-----207820	--- Washer	1	
	-----231530	--- 7/16"-14 x 4 1/2" Hex Bolt	2	
	-----233650	--- 1/2"-20 x 1" Hex Bolt	3	
2	8060730	Pump Kit	1	
	--8060470	- C-5 Pump w/ Reservoir	1	
	--8020630	- V-Belt Pulley	1	
	--8022450	- Pump Mounting Bracket	1	
	--8022430	- Pump Stabilizer Bracket	1	
	--201000	- 1/4" Flat Washer	1	
	--205810	- Pump Stand Off	2	
	--230460	- M8 Bolt	2	
	--231490	- 3/8"-16 x 1 1/2" Hex Bolt	2	
	--231680	- 5/16"-18 x 3/4" Hex Bolt	1	
3	8021310	Line Kit	1	
4	8050350	U-Joint 1"-48 x 9/16"-30 (Column)	1	
5	8050640	U-Joint 17mm-DD x 3/4"-DD (Pinion)	1	
6	8020820	Column Adapter Kit	1	
7	544220	6.812" DD Shaft	1	

Disassembly

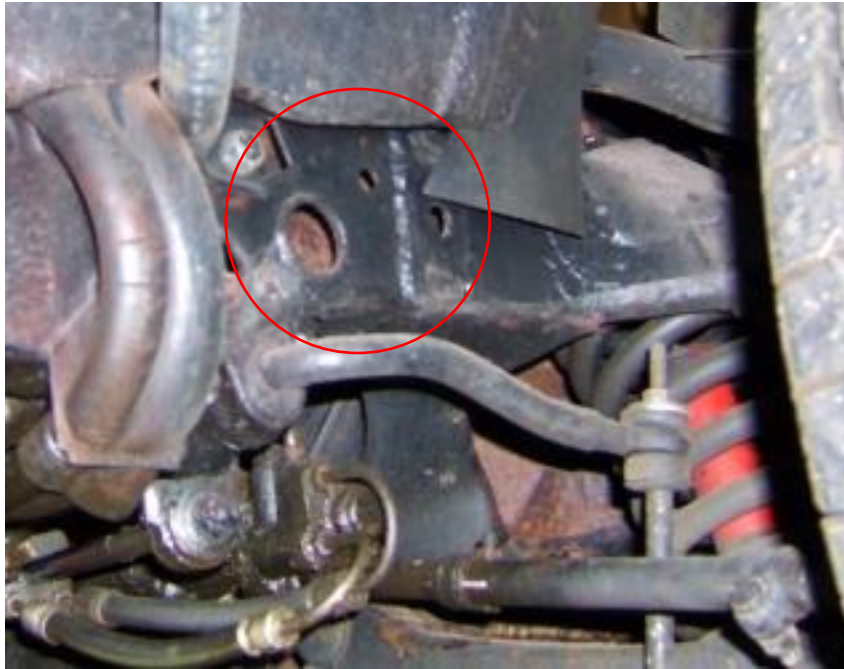
1. From under the hood remove the bolts holding the rag joint together so that it will come apart. Remove the outer tie rod cotter pins and nuts. Remove the outer tie rods.



2. Remove the one nut on top of the passenger side frame rail that retains the idler arm assembly. It has a long stud coming up through the frame and will slide down once the nut is off.

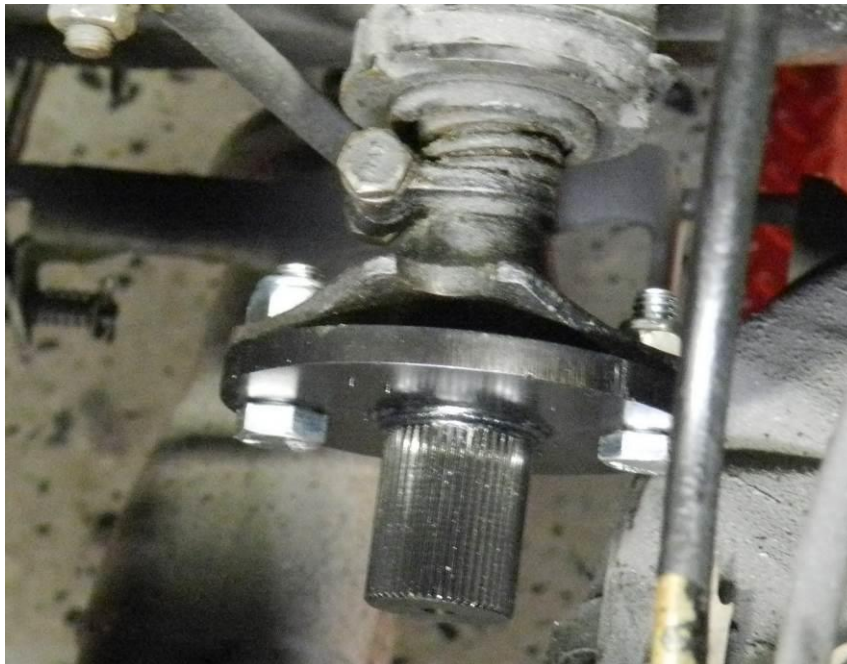


3. Remove the 3 bolts on the driver side frame rail that retains the steering box to the frame. Unscrew the factory steering hoses from box. Remove the steering box and steering linkage assembly from the vehicle.



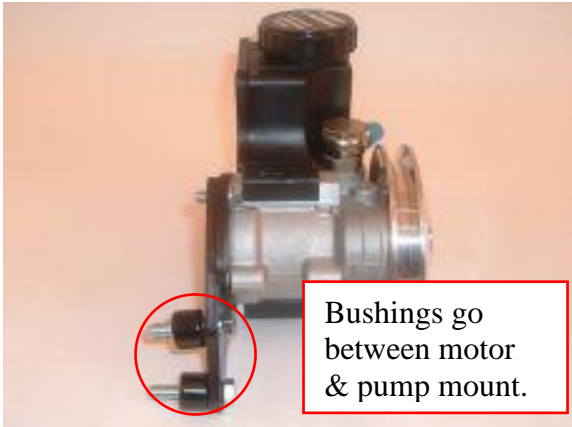
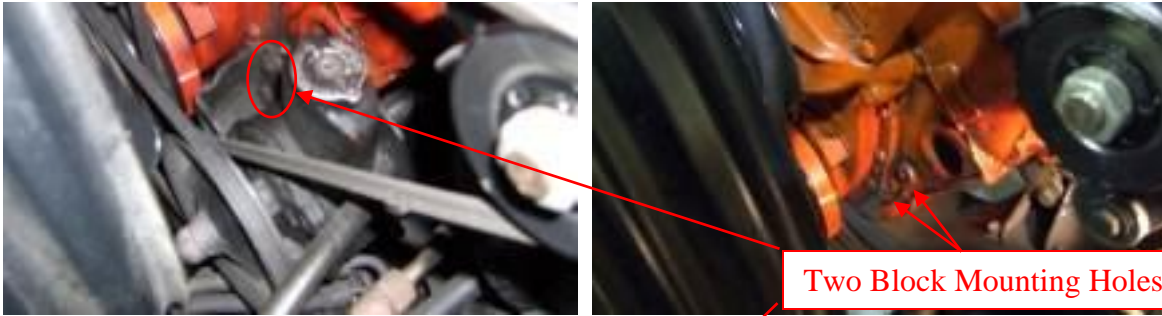
Assembly

4. Start by bolting the rag joint adapter to the end of the column shaft as pictured. Note: You will need to drill 1 hole on the stock column piece to 3/8" for adaptor to fit.

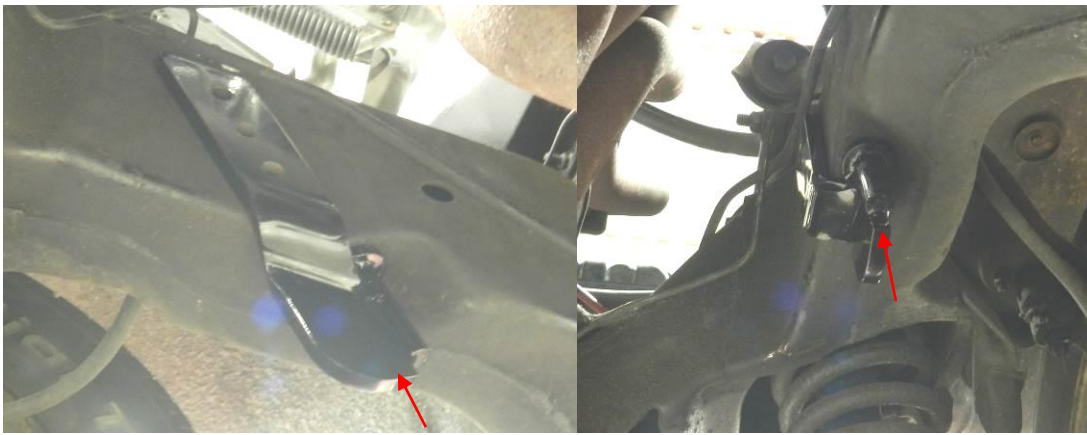


5. Next take off the old power steering pump, brackets, and hoses. Then install the new power steering pump kit by using the same two lower holes on the block that the old pump used. New hardware and brackets are provided. Torque the bolts down. Measure around the pulleys to find what size belt you will need. We used a 34.5" belt but you may require a different size.

Install the belt and tighten the belt with the adjustment on the pump bracket. It may be necessary to change your pulley drive orientation. You have to determine your set up per application depending on your vehicle's accessories.



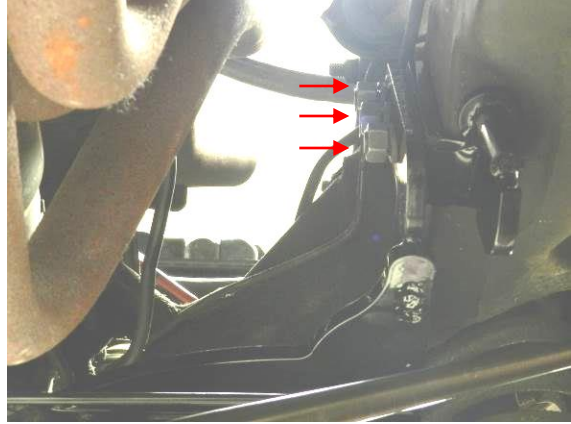
6. Now install the passenger side mounting bracket into the same place as the original idler arm by sliding it up through the hole in the frame rail. From the top of the frame bolt it down using the thick washer and the large lock nut provided. Position it as pictured.



7. From the outside of the driver's side frame rail slide two provide mounting bolts with washers through the two pictured original steering box bolt holes.



8. You are now ready to install the rack and pinion. Your rack has come assembled to the main mounting bracket. Put the rack and bracket up in place, sliding the passenger side onto the bolts sticking through the frame rail. Add washers and nuts to bolts. Then bolt the rack bracket to the passenger side bracket already installed by using the supplied three bolts and washers. The passenger side bracket is threaded so you can just bolt the rack bracket right to it. Torque all hardware to 45ft. lbs.



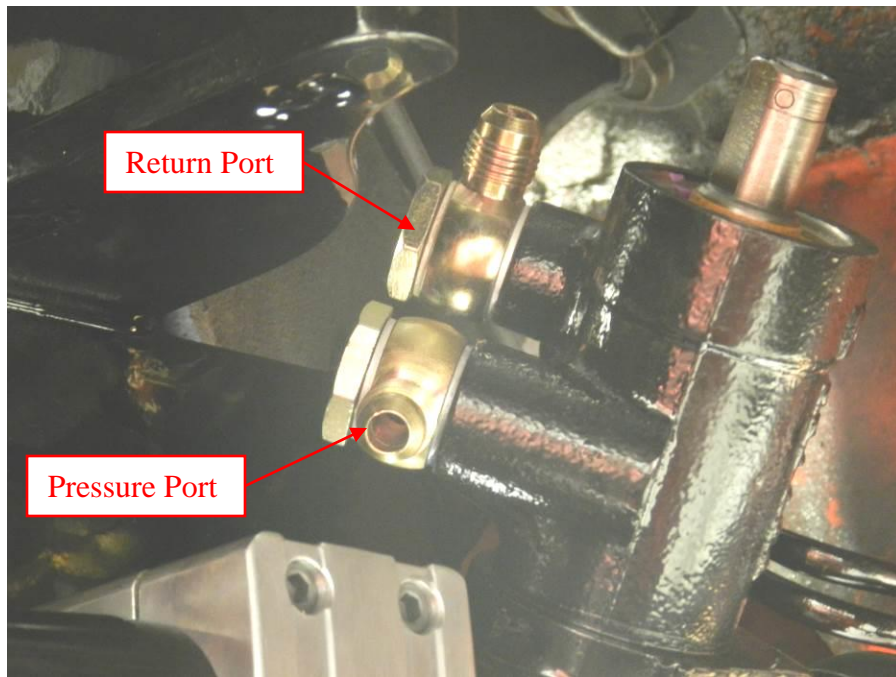
9. Next install a jam nut from each of the outer tie rod ends on the end of the rack. After that screw the outer tie rod on each end. A zerk fitting is supplied with each end and can be put on now or later.



10. Install the outer ends into the steering arm off the spindle by turning the end until it is adjusted correctly to fit. Torque the top lock nut to 45 ft. lbs.



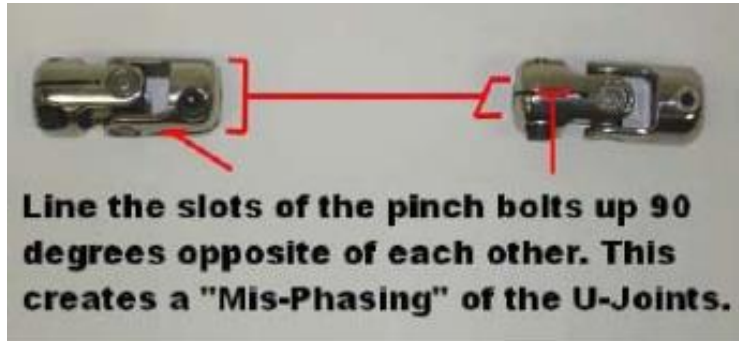
11. Once your pump and rack are installed you are now ready to install the hoses. Banjo fittings and sealer come with the rack and will need to be installed and tightened down pointing in the correct position that works best for your car all at one time. Once seal is tightened down and broken it may not seal up again.



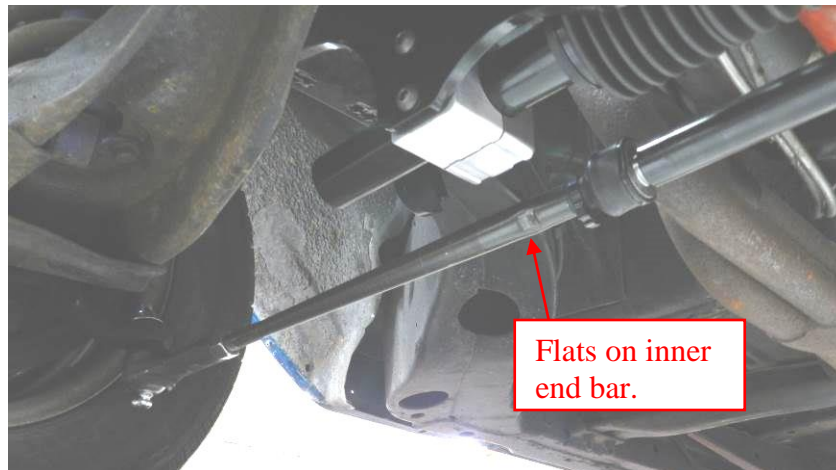
12. The pressure line is installed from the lower larger port on the rack to the threaded top banjo fitting on the pump. The return line then goes from the upper smaller port on the rack to the slip-on fitting on the side of the reservoir. Snug down all fittings.



13. You are now ready to install the shaft. Make sure your steering wheel is centered and locked. Your rack and pinion have been shipped centered, so make sure it still is. (Hint: the outer ends should be threaded in about the same amount on each side.) From under the hood slide the lower u-joint and intermediate shaft onto the rack & pinion. Next slide the upper u-joint onto the intermediate shaft and the rag joint adapter with the two joints phased 90 degrees apart from each other. Finally insert the pinch bolts to the u-joints and torque to 45 ft. lbs. If the pinch bolt on the rack and pinion does not tighten down at this torque it may be necessary to use a socket and torque down until u-joint is tight on rack.



14. Align the front wheels somewhat so that you can drive the car to a shop to have a professional align the vehicle. To do this leave the jam nuts loose at the outer tie rods and at the flats turn the inner end bar with a wrench. Once the toe is set on each side torque the jam nut down. Double check all hardware for tightness.



15. Fill the reservoir with fluid. Start the car and let idle. Turn car immediately off and do not turn steering wheel. Refill reservoir and restart car. Slowly turn wheel in small increments left to right to purge air from system. Turn car off and recheck reservoir. Top off, restart, and turn wheel from stop to stop.



16. Drive your car to an alignment shop and enjoy the road!

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

UNISTEER® *Performance Products*

1555 Enterprise Parkway

Twinsburg OH 44087

800-338-9080

WWW.UNISTEER.COM

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