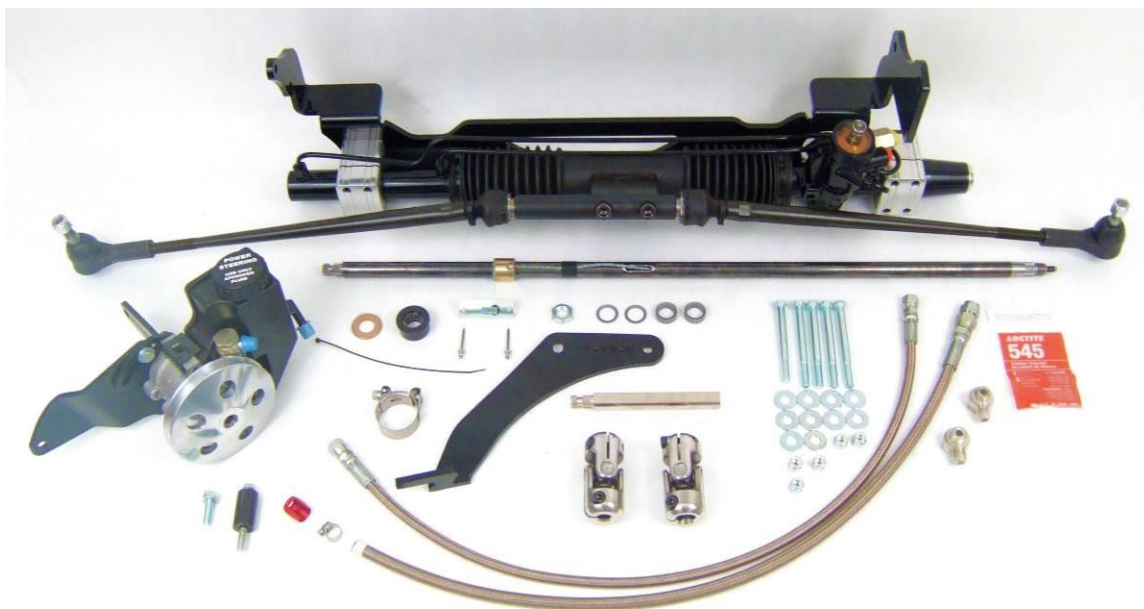




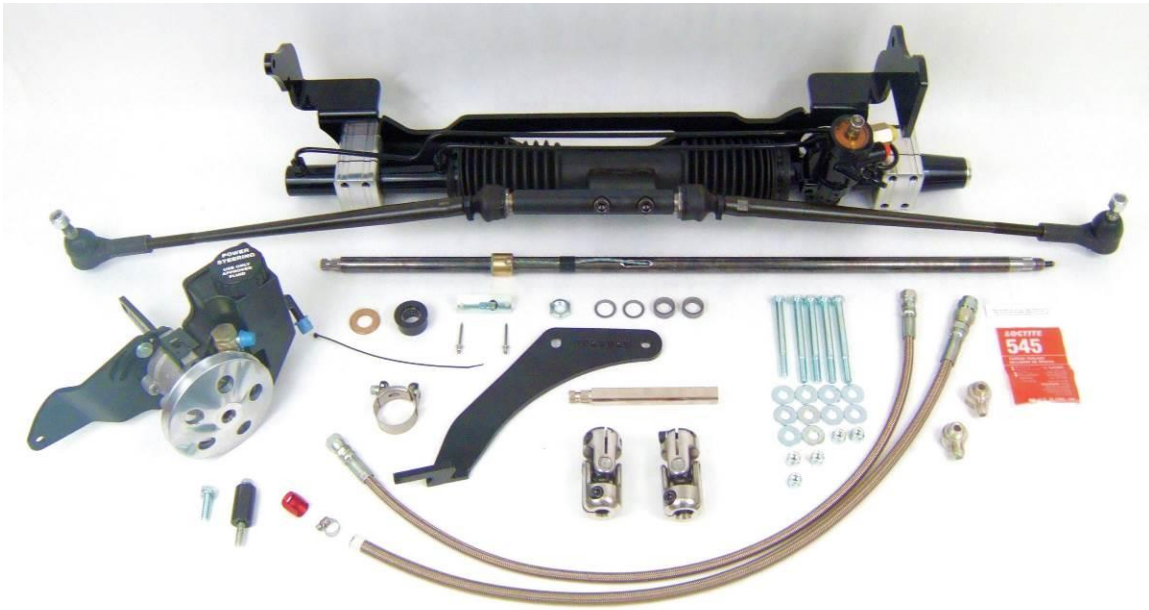
1955-1956 Ford Full-Size Rack & Pinion Kit Instructions

8011640

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.**
- *THIS KIT WILL ONLY WORK WITH FORD Y-BLOCK V8 MOTORS UNLESS ARRANGED DIFFERENTLY UPON ORDERING. (239, 256, 272, 292, & 312)**
- *THIS KIT WILL NOT WORK WITH A MANUAL SHIFT COLUMN.**
- *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.**
- *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:

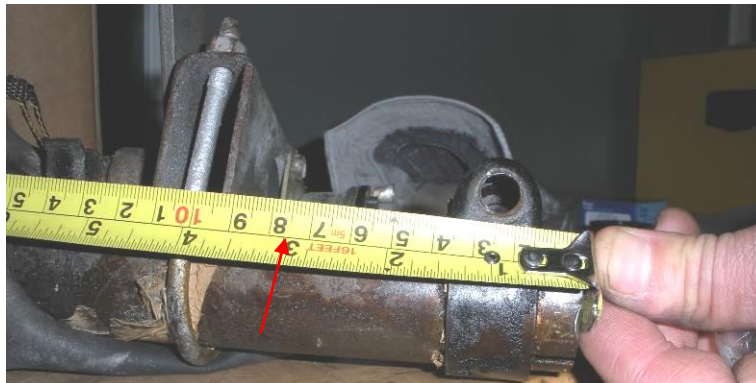
#	Part Number	Description	Qty	Inspected By
1	8011610	Rack & Pinion	1	
2	8026110	Parts Kit	1	
	--8061130	- Pump Kit	1	
	-----8061390	--- TC Pump w/ Reservoir	1	
	-----8020630	--- V-Belt Pulley	1	
	-----8026030	--- Support Bracket	1	
	-----8026040	--- Mounting Bracket	1	
	-----232750	--- 5/16"-18 x 2 3/4" Hex Bolt	1	
	-----232610	--- 3/8"-16 x 1 1/4" Bolt	1	
	-----230820	--- 5/16"-18 x 1" Hex Bolt	1	
	-----206070	--- 1 5/8" Stand Off	1	
	-----201090	--- 5/16" Lock Washer	2	
	-----200840	--- 3/8" Lock Washer	1	
	--8025440	- Line Kit	1	
	--8020960	- Outer Ends	2	
	--8052120	- Shaft Kit	1	
	-----8050640	--- U-Joint 17mm-DD x 3/4"-DD (Pinion)	1	
	-----8050440	--- U-Joint 9/16"-30 x 9/16"-30 (Column)	1	
	-----8026000	--- Ford Horn Kit	1	
	-----622210	--- Shaft Hardware	1	
	-----543100	--- 6.5" DD Shaft	1	
	--8026020	- Column Support Bracket	1	
	--621710	- 16mm & 18mm Banjo Fittings	1	
	--547480	- Column Shaft	1	
	--232600	- 3/8"-16 x 4 1/4" Bolt	4	
	--231510	- 3/8"-16 x 4" Hex Bolt	1	
	--200990	- 3/8" Flat Washer	10	
	--120490	- 3/8"-16 Lock Nut	5	

Installation Instructions for 1955-1956 Ford

1. Raise car off ground. Remove the outer tie rod end cotter pins. Remove tie rod nuts. Remove the idler arm mounting bolts off of the passenger side of the frame by removing the thru bolts.
2. From inside the car remove the steering wheel horn pad. Remove the nut under the horn pad and remove the steering wheel using a puller so you don't crack the wheel. Next label and remove the wire harness going from the steering column to the car. You can now remove the mounting point of the column to the dash. From under the hood remove the clamp surface on the column tube going to the steering box. Remove the steering column tube from inside the car. The only piece in the car should be the steering shaft going to the gearbox.



3. Next remove the steering box bolts on the driver side of the frame and remove the gearbox entirely with the shaft. Next you will need to modify your column tube. First measure up from the bottom of the column tube that was connected to the gearbox 3" and cut off that portion using a tube cutter or band saw. Make sure to do this accurately and squarely.



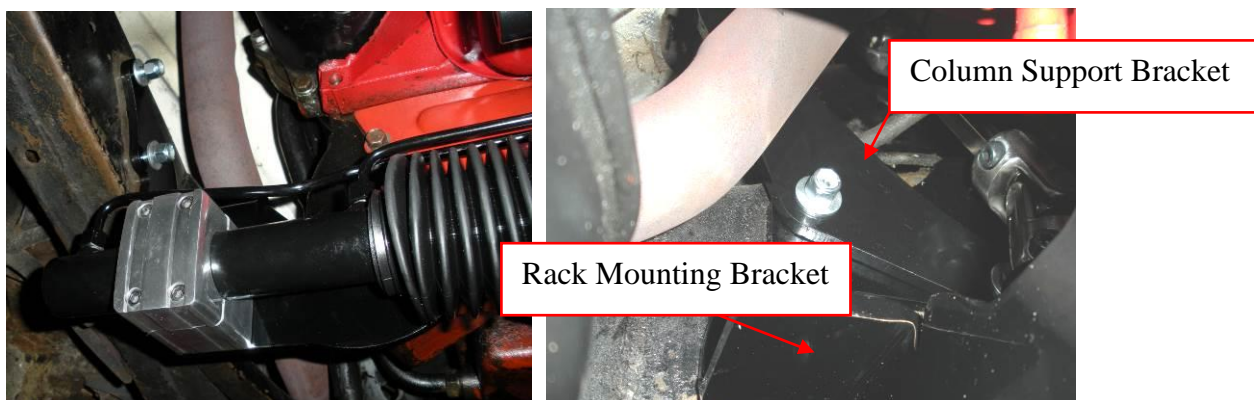
4. With the column tube out of the vehicle. Measure up from the bottom of the column, “from the edge that you have just cut.” Make a mark on the column tube at $7 \frac{1}{4}$ ". Also make a mark $1 \frac{1}{8}$ " from the outside of the shifter tube above the column tube. Where these two marks intersect is where you will drill a $\frac{5}{8}$ " hole for the horn contact switch to fit into. Drill the $\frac{5}{8}$ " hole on this mark. With the horn contact switch in the hole you have just drilled, place horn contact switch onto column tube and mark the tube where the small rivet holes will be located. Drill 2 $.200$ " diameter holes into the column. Slide steering shaft up into column from the bottom and check to make sure your horn switch is making contact with the brass sleeve preinstalled on the steering shaft. Rivet the horn contact switch in place.



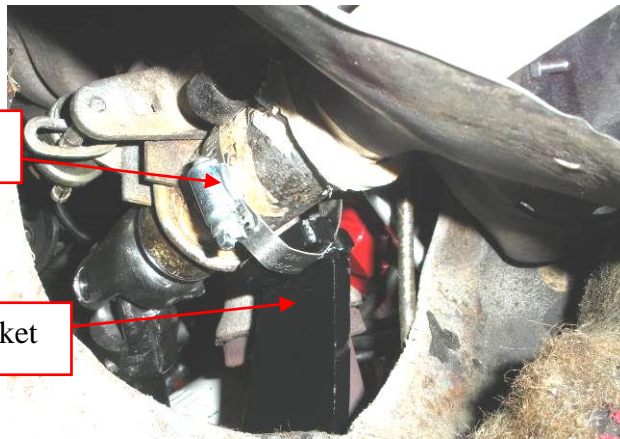
5. You can now install the provided bushing and bearing into the bottom of the column by centering it over the opening and tapping it into place lightly with a hammer. Do this with the new column shaft in the column tube.



6. You are now ready to install the rack. First be sure the rack is centered. There is a mark on the pinion and the housing that will line up when centered. When that is done, from under the car you can install the mount bracket between the frame rails and using the provided hardware install the 4-1/4" long bolts through the frame rails on the driver and passenger side. Note the only hole that gets the shorter 4" bolt is the very top bolt on the driver side. Once you have the bolts through you can install the column support bracket over the rack bracket using the lower 2 bolts on the driver side. Install the flat washers and lock nuts at this time but do not tighten.



7. Screw the included horn wire into the column horn contact switch. You can now install the steering column tube and mount it where it was originally at the dash point. The tube should be sitting on the column support bracket or very close to it. You can now install the provided clamp over the column to the support and tighten in place. Plug the horn wire into existing vehicle horn wire after cutting to length.



Column Clamp

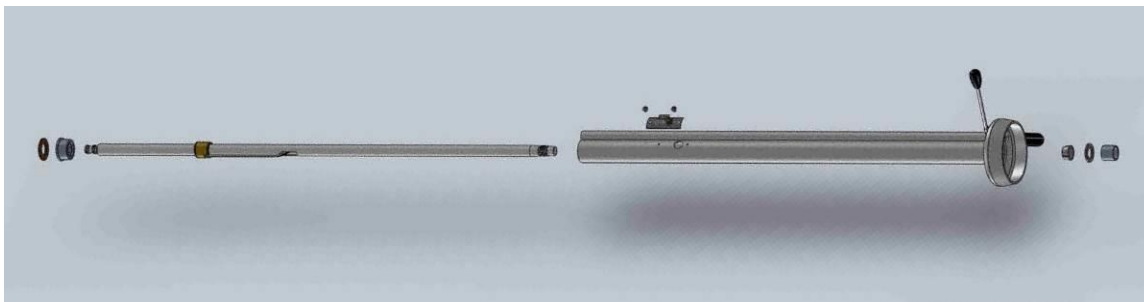
Column Support Bracket



8. Now its time to hook the steering shaft to the new rack and pinion. Place the provided brass washer over the shaft and up against the bearing and install the provided u-joint to the column shaft and snug the thru bolt. At this time, you may be able to install the provided u-joint on the pinion and install the intermediate shaft when you are installing the column shaft. That way you can push it all together at once. You must phase the u-joints 90 degrees out meaning the top and the bottom joint yokes must face opposite of each other.



9. You can now install the tapered cone ring that was on your stock shaft and install the provided spacers over the new steering shaft and install your steering wheel assembly. Use whichever spacers are needed. Tighten the wheel nut to 40 ft. lbs. From under the car, you can connect your outer tie rod ends and torque them to 65 ft. lbs. You can now tighten the main mounting bracket and shaft support bracket to 65 ft. lbs. Note that the shaft support is slotted on one end which allows it to rotate up and down a little for column angle and u-joint angle.



10. Once the rack unit is installed you can now move to the engine compartment and install your new power steering pump and brackets. First, remove the bolt from the water pump and install the new pump bracket in place and install the provided spacer and bolt in its place. You will also need to remove the 1st exhaust manifold bolt on the driver side. Once the bracket is installed you need to install the provided new bolt through the bracket and the manifold into the head.

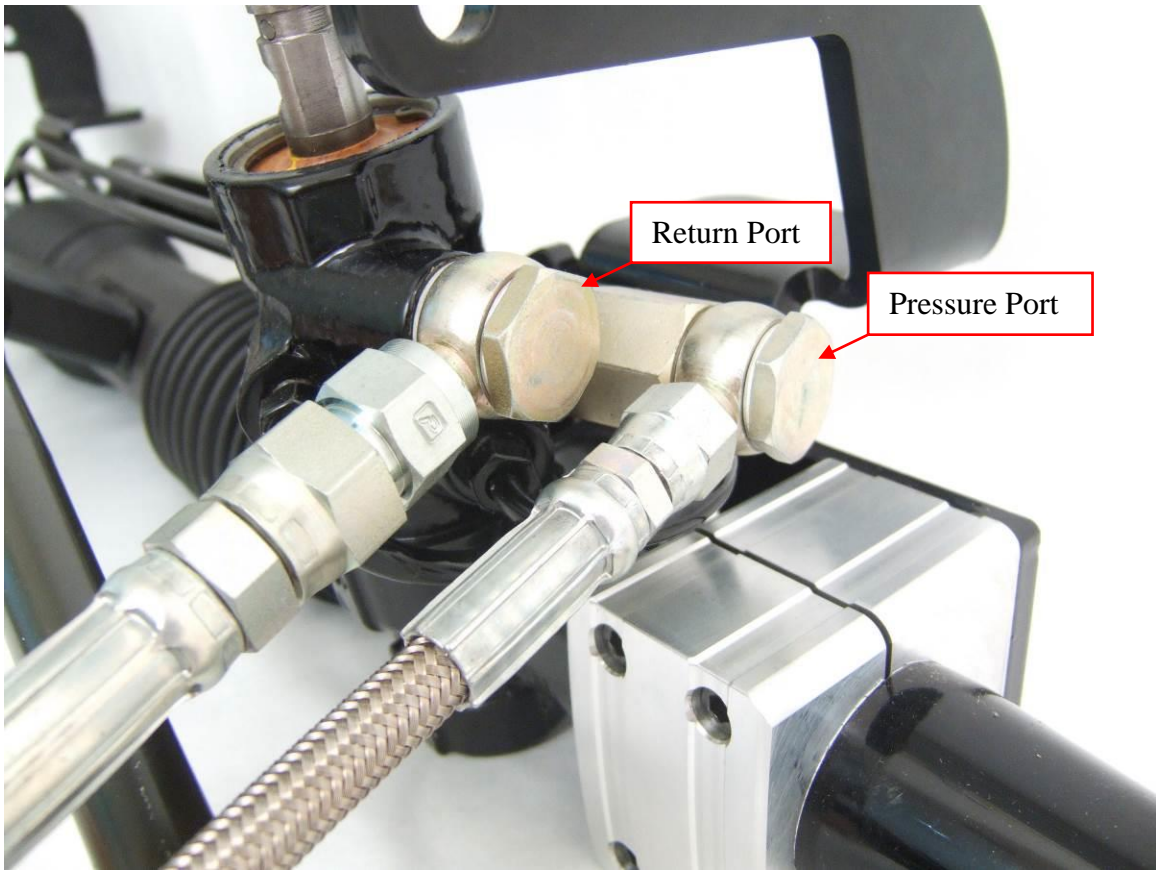


11. When that is complete you are now ready to take a measurement on your belt. We usually take a tape measure and go around the pulleys to get a rough idea and then get a couple of belts that are around that measurement.



12. From under the car, you are now ready to install the power steering pressure and return line. The pressure line has 2 threaded ends on it. The pressure line has to be connected to the lower port on the rack and pinion assembly and goes to the top port on the power steering pump assembly. The return line gets connected to the upper port on the rack and pinion assembly and pushes on over the nipple of the plastic reservoir of the pump, then tighten all connections. 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 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 SLOWLY 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.





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

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