



**'60-'72 Chevrolet C10 Power R&P w/ Disc Brakes Instructions
8011650-01**

**'73-'87 Chevrolet C10 Power Rack & Pinion Instructions
8012380-01**

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.**

***A TWO GROOVE WATER PUMP PULLEY IS REQUIRED.**

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

Uninstall

1. Raise car off ground. Start with the removal of the cotter pin from the nut connected to the tie rod end. Once the pin is removed the nut may come off with a ratchet and socket. To remove the tie rod end, it may require a few taps from a hammer on the knuckle that supported the tie rod end. **(Don't hit the threads these will be reused.)** Remove both the passenger side and the driver side tie rod ends.



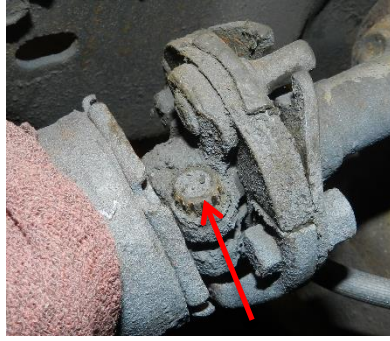
2. The next component to be removed is the idler arm. The idler arm is just a support bracket that supports the linkage and hold creates a swivel point on the steering system. 2 bolts and 2 nuts support it. This may require a wrench, ratchet and socket.



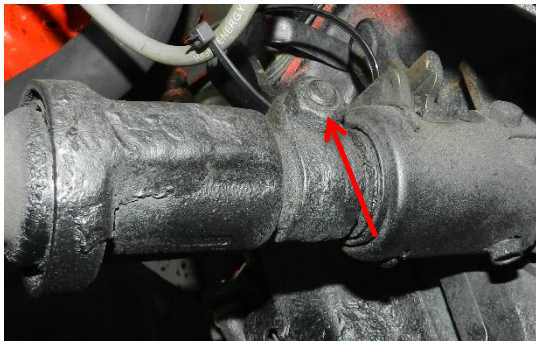
3. The next component to be removed is the center link connecting to the gearbox. This component has a cotter pin in it to be removed. Then the nut can be removed with a wrench or ratchet. This may have to be tapped out with a hammer. The linkage should then be removed from the vehicle.



4. To remove the gearbox, the steering wheel shafts have to be disconnected. This is done on top of the car. There is a pinch bolt that connects the shaft to the steering gearbox. The bolt is a 12-point bolt head. Loosen the pinch bolt and proceed to the gearbox. To remove the gearbox there are four bolts. Remove three bolts and while removing the fourth one support the gearbox.



5. Once the gearbox is removed, the steering shaft can be removed. Remove the coupler at the top of the column. Loosen the nut then the stock shaft can be removed.



Installation

1. The new steering system bracket straddles the outside of the frame rails. The bolt holes line up with the original gearbox and idler arm mount holes. The Metal Ear (#15) fits between the frame and the Bracket on the passenger side of the frame. Once this is all tightened up you can move to the steering shafts. Use the original tie rod ends with the new rack and pinion.



2. To install the shaft support bracket, the bolt closest to the front of the car and connected to the motor mount has to be removed. Take the support bracket and hold it in location to mark the second hole. Make sure this is in line with the frame. The location that is marked will have to be drilled to supply a 3/8 bolt. Once drilled apply the bracket into location. Under the front of the bracket use a 3/8 flat washer and on the back use the 3/8 tall spacer. Using the spacers and lock nuts tighten the bolts.



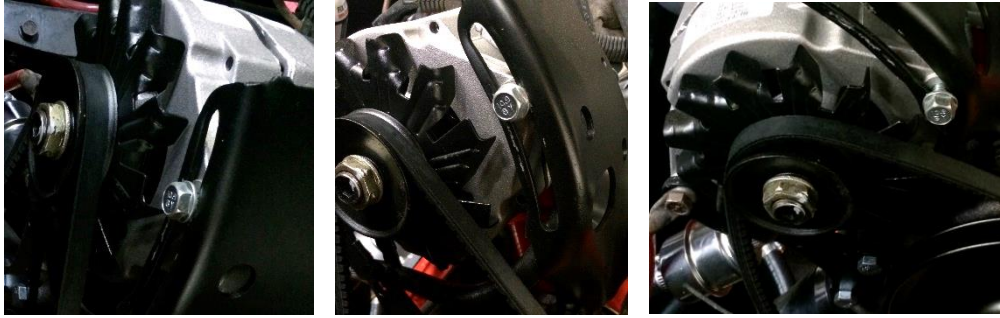
3. Now that the support is on apply the part 8050300 to the rack and pinion male shaft. Tighten the bottom allen head bolt. Next screw in the shaft support. This length may depend on angle. Screw it in and apply the angle to ensure it won't bind or hit anything. Once the desired thread length is found, apply the Jam nut and tighten. Measure the 10 5/8 long steering shaft and slide through the support into the swivel with rectangular end into the swivel.



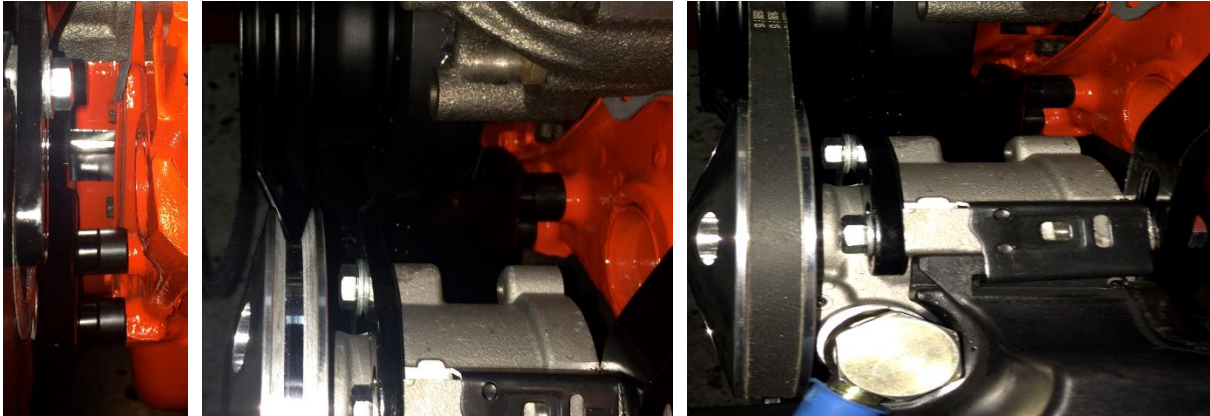
4. Next, connect U-Joint #8050250 to the shaft end. Make sure the splines line up. Connect the final U-Joint, (#8050760) which couples to the steering shaft, to the column shaft. Ensure the side with more splines connects to the steering shaft. Slide the last shaft into the U-Joint closest to the shaft support, ensuring all the shafts are fully engaged into the U-Joint. Slide the last shaft into the U-Joint closest to the support bracket, then slide the shaft into the steering column U-Joint. Once this is done, slide the shafts into their locations with the notches aligned with the pinch bolt holes. Tighten the rest of the allen head pinch bolts to 55in-lbs.



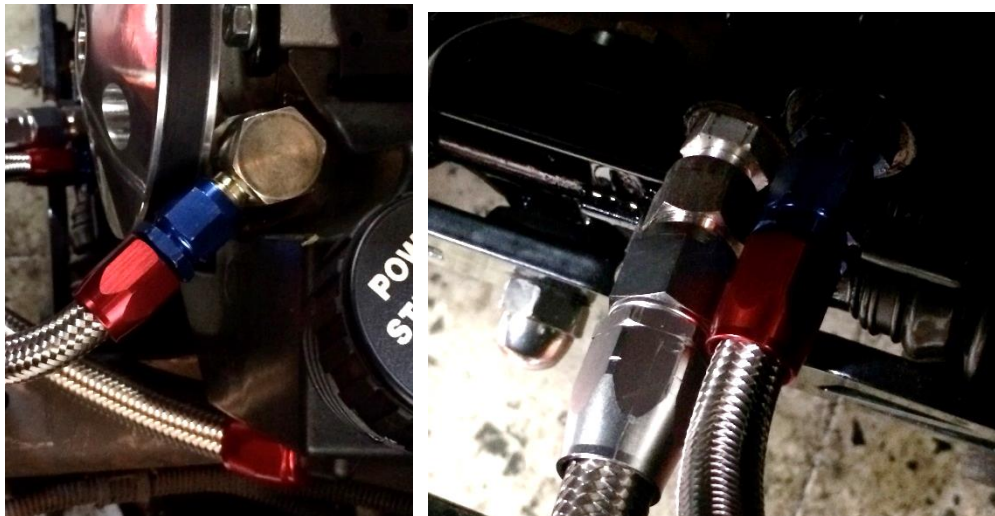
5. The next step is the installation of the power steering pump. First remove the belt that connects the fan and the alternator. To remove the belt, the tensioner lock bolt has to be loosened.

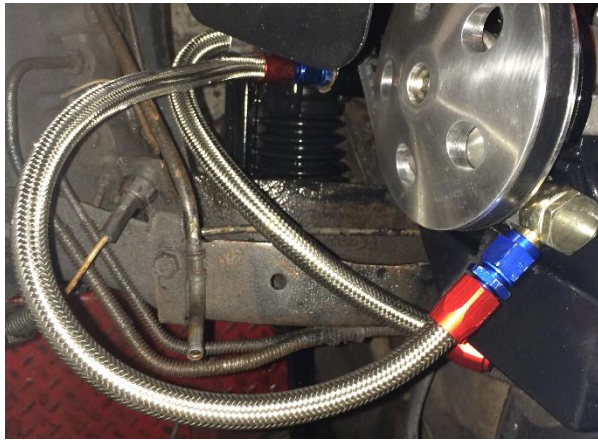


6. Once the belt is removed, loosen the bolts on the water pump connected to the bracket. The support does not require spacers so it can be bolted with #231880. Leave the bolt loose to make it easier to install the rest of the bolts and the belt. Insert the bolts one at a time with the two spacers between the pump and block. The spacer numbers are 205800 and 205810. Spacers will be used one of each on the bottom bolts part number 231490. Once these are on, install the power steering belt, make sure to tighten the bolts and belt. The top and middle bolts are the adjustment bolts for belt tension.



7. Once the bolts are all tightened on the pump and belt is in place, the new lines can be installed. The lines should be installed on the pump first. The return line is the closest to the frame rail; this is just a slip-on fitting with a hose clamp. The blue one is the pressure line, which connects to the fitting on the pump and is threaded on. Use a wrench to tighten these. Then move to the rack and pinion ports. The pressure hose with the blue fitting threads onto the upper port and the hose coming from the reservoir threads lower port, both of which are located on the pinion housing. Pay special attention to this, accidentally switching these lines will destroy the rack and pinion and will also result in a voided warranty.





8. Once these are connected, fill the reservoir with fluid and turn the steering wheel left and right to move fluid through the system. Double check the fluid and fill again. Before starting the car install the alternator belt again and ensure both belts are tight. Once everything is tightened up, start the vehicle and turn the wheel left and right to ensure that all air is removed from the system. Double check everything to ensure everything is tight and nothing had come loose. We suggest to have to car aligned after and ensure the jam nuts on the inner ends are tightened.

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

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