



1949-1951 Ford Full-Size Rack & Pinion Kit Instructions # 8011660

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.



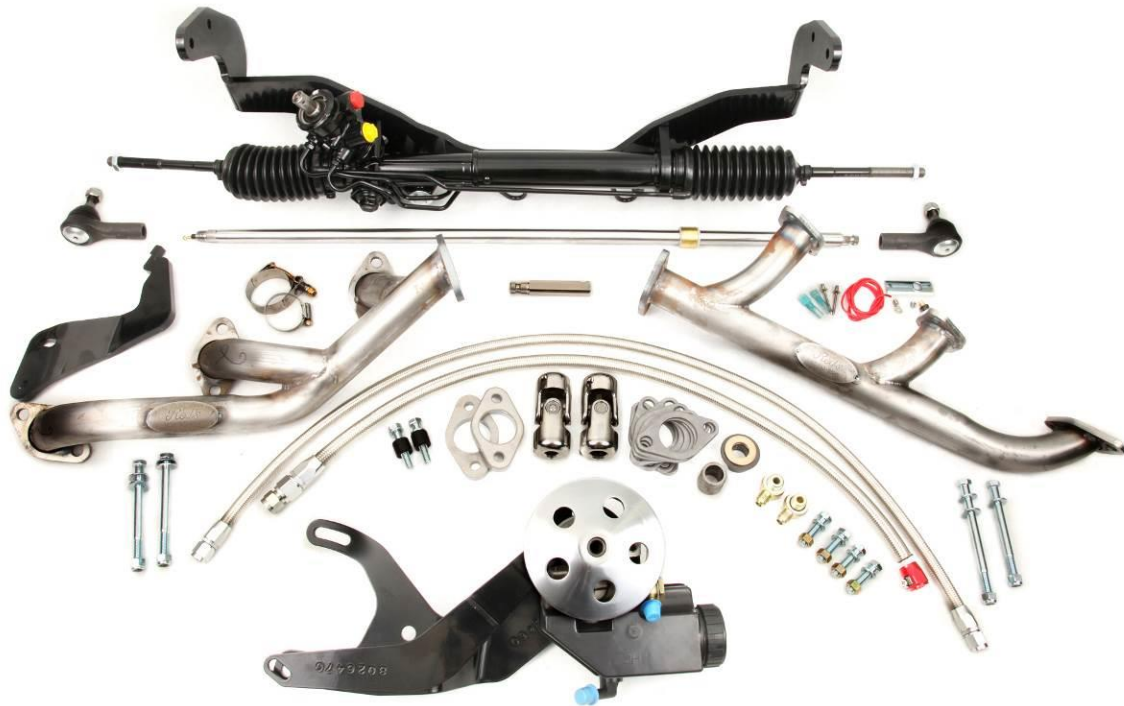
***USE ONLY POWER STEERING FLUID IN SYSTEM. DO NOT USE ATF.**

***THIS KIT WILL ONLY WORK WITH FORD FLATHEAD V8 MOTORS UNLESS ARRANGED DIFFERENTLY UPON ORDERING. YOU MUST USE THE SUPPLIED HEADERS, MODIFY EXHAUST PIPES, AND WELD FLANGES.**

***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:

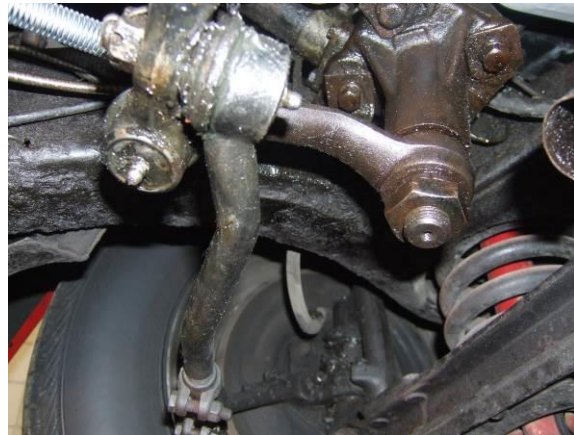
#	Part Number	Description	Qty	Inspected By
1	8011820-01	Rack & Pinion	1	
	--116450	- Inner Ends	2	
	--622370	- Rack Install Kit	1	
	-----8020960	--- Outer Ends	2	
	-----120100	--- 9/16"-18 Jam Nut	2	
	-----120490	--- 3/8"-16 Lock Nut	4	
	-----200850	--- 5/16" Flat Washer	8	
	-----231210	--- 3/8"-16 x 4 1/2" Hex Bolt	2	
	-----231220	--- 3/8"-16 x 5" Hex Bolt	1	
	-----232600	--- 3/8"-16 x 4 1/4" Bolt	1	
	-----621710	--- 16mm & 18mm Banjo Fittings	1	
2	8026770	Parts Kit	1	
	--8026760	- Header Kit	1	
	--8061220	- Pump Kit	1	
	-----8060300	--- TC Pump w/ Reservoir	1	
	-----8020630	--- V-Belt Pulley	1	
	-----8026460	--- Pump Mounting Bracket	1	
	-----8026470	--- Pump Stabilizer Bracket	1	
	-----622350	--- Pump Install Kit	1	
	-----200840	----- 3/8" Lock Washer	2	
	-----207310	----- .625" Stand Off	2	
	-----231500	----- 3/8"-16 x 2" Hex Bolt	2	
	--8026780	- Line Kit	1	
	-----8026790	--- 43" #6 Hose	1	
	-----8026800	--- 33" #8 Hose	1	
	--8052260	- Shaft Kit	1	
	-----120330	--- M16 Jam Nut	1	
	-----130400	--- Column Clamp	1	
	-----130410	--- Column Clamp	1	
	-----206770	--- Column Bushing	1	
	-----207350	--- Steering Wheel Bushing	1	
	-----480260	--- Thrust Bearing	1	
	-----547880	--- 3.919" DD Shaft	1	
	-----548270	--- Column Shaft	1	
	-----8026000	--- Horn Kit	1	
	-----8026600	--- Column Support Bracket	1	
	-----8050440	--- U-Joint 9/16"-30 x 9/16"-30 (Column)	1	
	-----8050640	--- U-Joint 17mm-DD x 3/4"-DD (Pinion)	1	

Disassembly:

1. Unbolt the stock tie rod ends from the spindles.



2. Unbolt the stock steering linkage from frame and steering gear box.



3. Remove bolts from steering gear box.



4. Mark the location of the steering column in the car by placing a mark indicating where the upper clamp is located on the column tube.



5. Remove shifting linkage from column tube.



6. Peel interior carpet back and remove floor plates around steering column.



7. Remove Steering Wheel.



8. Loosen clamp bolts on steering column tube.



9. With steering column loose, steering wheel removed, and all bolts holding steering gear box removed. Unplug the horn wire and pull entire gearbox and steering shaft assembly out from under vehicle.



10. Remove the steering column tube. (It is necessary to unplug wiring from under column tube, take note of where each wire is plugged in, as you will have to plug them in the same way upon assembling new kit).

11. Remove Stock exhaust manifolds.

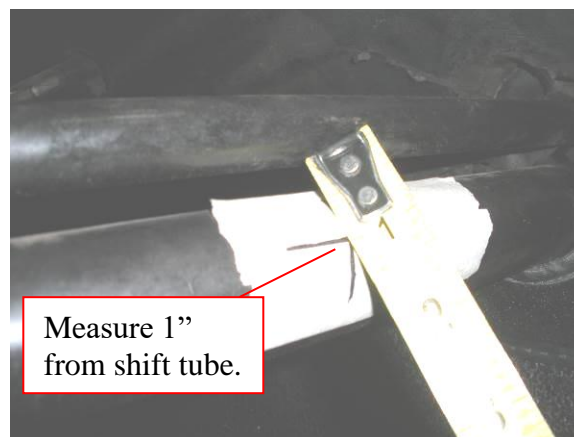
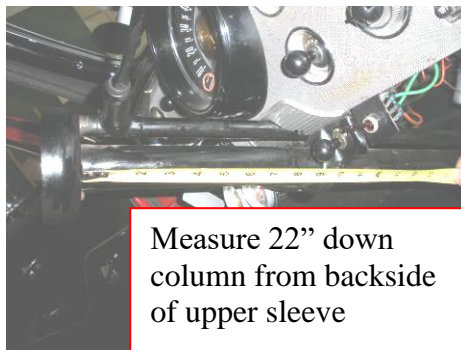


Modifications to Stock components:

1. On column tube, measure 5 5/8" up from the bottom flange and make a mark. This mark is where you will cut the tube. Cut the column tube on the 5 5/8" mark.



2. Measure down from backside of the steering wheel end of column, 22". Now make a mark 1" from the shift tube. Where these two marks intersect is where you will make the 9/16" diameter hole that the horn contact switch will fit in.



3. With hole in column tube. Set the horn contact switch into hole and make a mark showing the location of the bottom hole in the contact switch on the column tube.
4. Drill a #9 (.196") diameter hole on mark.



5. Install supplied shaft into column tube from the bottom up.



6. Press supplied bearing collar into bottom of column tube. (Trapping Steering shaft inside of column tube).

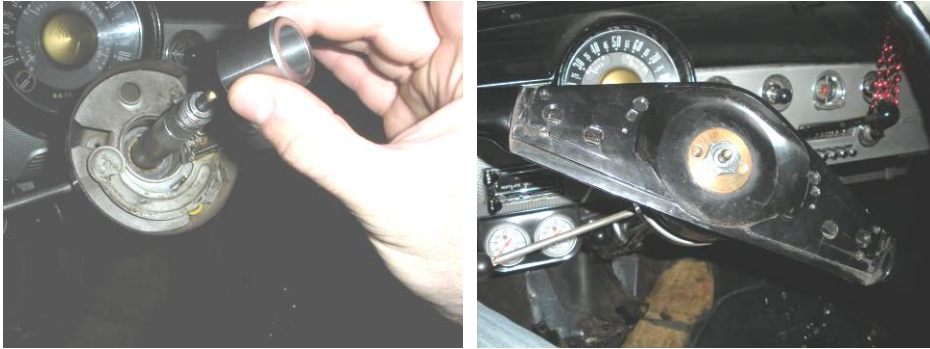


7. Install horn wire contact switch by riveting the lower hole and using the supplied hose clamp, fasten the upper part of the contact switch to the column tube.

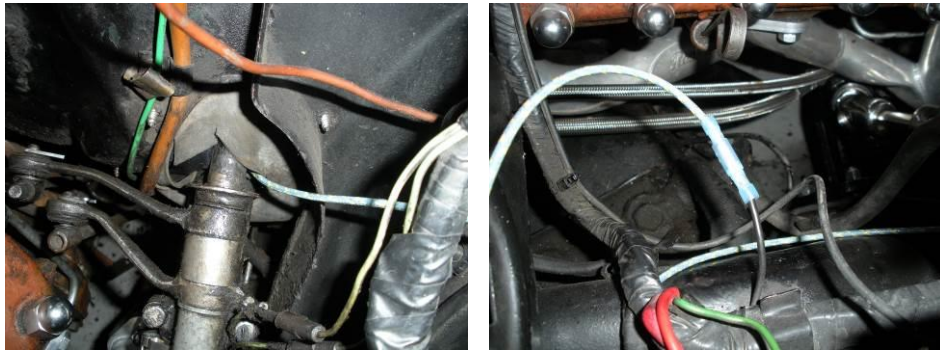


Installation Directions:

1. Install supplied headers.
2. With column tube modifications complete and steering shaft installed in column tube. Place column tube assembly back into vehicle (only bolt upper clamp back in place, keep loose at this point).
3. Install supplied steering wheel spacer and fasten steering wheel onto new shaft.



4. Route supplied horn wire through the firewall connecting the horn contact switch and the connector on the stock wiring harness. (Located on inside of driver side front fender).



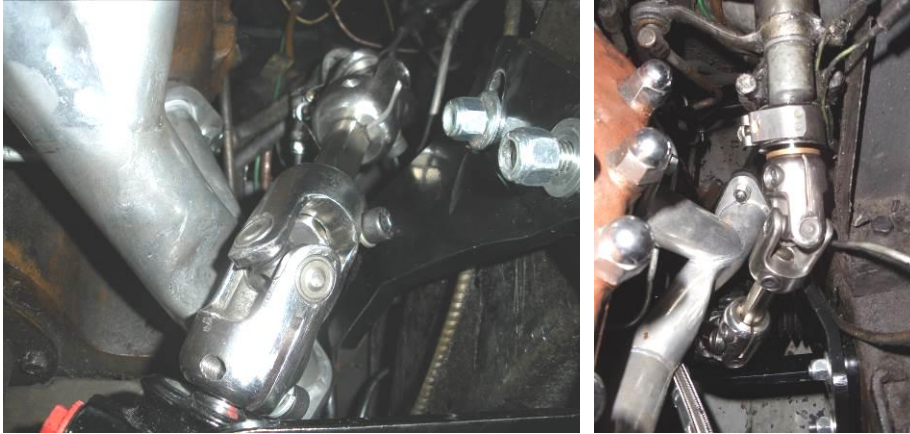
5. Bolt new Power Rack and Pinion kit up from under vehicle. Using 2 holes on each side of frame, (driver side = two of the three holes that held steering gear box to chassis, Passenger side = Two holes that held steering linkage bracket to chassis). Do not tighten bolts yet.



6. Install steering column tube support bracket onto driver side of kit on the inboard of the rack bracket. Do not tighten yet.



7. Install supplied intermediate shaft kit, including 1 splined shaft, 2 u joints, and 1 bronze washer. Make sure u joints are phased 90 degrees off one another and that the steering wheel is in the straightforward position.



8. With intermediate shaft kit installed, begin bolting the floor plates back into the interior of the vehicle. This will ensure that your column is in the correct location.
9. At this point you can tighten the column tube clamp, make sure the column tube is lining up with the column tube clamp.
10. Now from under the vehicle, install the supplied tubing clamp around the column tube and the column support bracket. Make sure there are no binding issues with the support bracket and the column tube. At this point you can tighten the 4 main bolts fastening the rack bracket to the chassis.
11. With rack centered in its travel, hook up the supplied inner ends and tie rod ends to the stock spindles. Tighten the tie rod ends into the spindles but leave the jam nuts on the inner ends loose.
12. Now its time to install the new power steering pump. Unbolt the driver side water pump (Two 3/8" bolts located behind the pulley). With supplied spacers and brackets, bolt the new kit into the two water pump mounting holes.



13. Install new v belt to drive power steering pump. You will need to measure and purchase your own.
14. With supplied power steering lines. Hook up the pressure and return lines as follows: 6AN line (43" long line with a fitting on both ends) from the banjo bolt on the power steering pump down to the Rear most hole on the rack. 8AN line (33" long line with only 1 fitting on one end) from the front hole on the rack housing up to the return inlet fitting on the power steering pump reservoir.



15. Align vehicle to factory specs. Make sure the jam nuts on the inner ends are tightened and that all other connections are together and tight.
16. Fill up power steering fluid.
17. 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 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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