

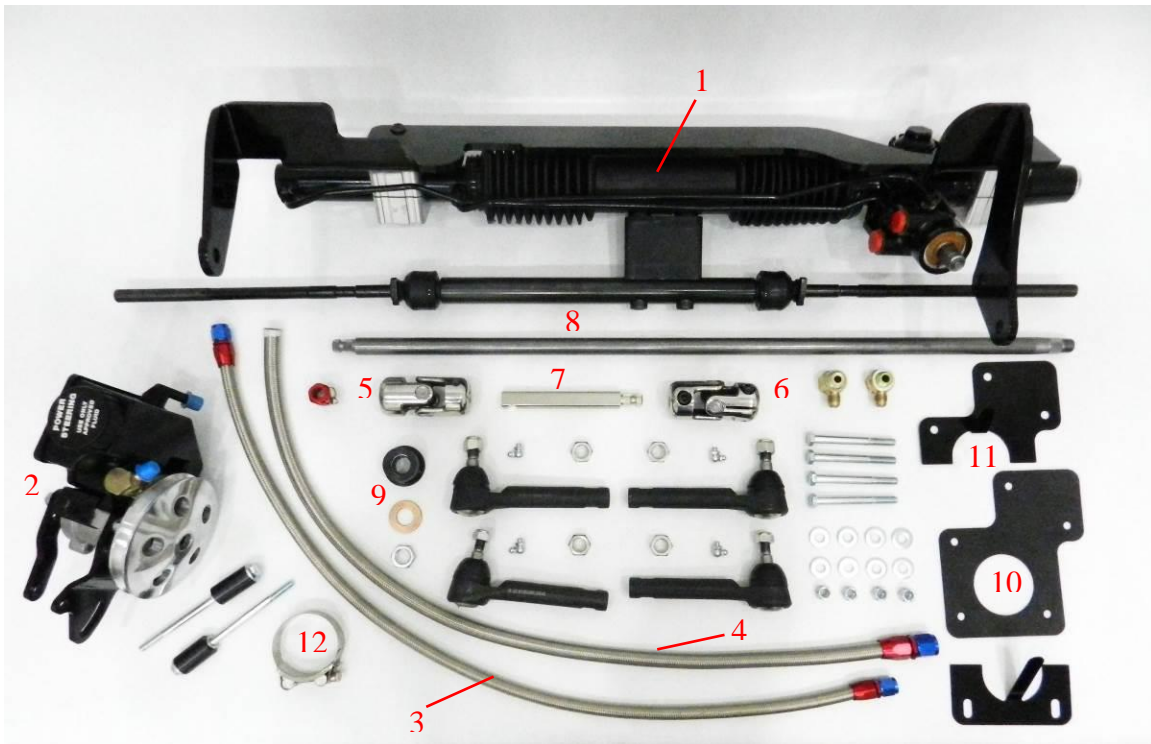


**1966-'67 Ford Fairlane & Ranchero Rack & Pinion Kit
8011960-01 & 8012000-01**

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.



- *THOUGH THE INSTALLATIONS ARE ALMOST THE SAME THESE ARE DIFFERENT VEHICLES.
- *USE ONLY POWER STEERING FLUID IN SYSTEM. DO NOT USE ATF.
- *INSTALLS HAVE BEEN DONE WITH 289 & 302 MOTORS.
- *RANCHERO: HEDMAN ELITE BLOCK HUGGER HEADERS ARE RECOMMENDED FOR SMOOTH INSTALLATION.
- *FAIRLANE: STOCK MANIFOLDS, & HOOKER LONG TUBE, OR COMPETITION HEADERS ARE RECOMMENDED FOR SMOOTH INSTALLATION.
- *ALTHOUGH THIS KIT IS FAIRLY SIMPLE TO INSTALL, SOME MODIFICATIONS MAY BE 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 | Included In Kit | Qty | Inspected By |
|----|----------------|---|-----------------|-----|--------------|
| 1 | 8011970 | Rack & Pinion | Both | 1 | |
| | --8021320 | - 67"-69" Outer Ends | | 2 | |
| | --8021330 | - 70" Outer Ends | | 2 | |
| | --114930 | - Inner Ends | | 2 | |
| | --622550 | - Rack Install Kit | | 1 | |
| | ----120330 | --- M16 Jam Nut | | 1 | |
| | ----120490 | --- 3/8"-16 Lock Nut | | 4 | |
| | ----200850 | --- 5/16" Flat Washer | | 8 | |
| | ----231280 | --- 3/8"-16 x 3 1/2" Hex Bolt | | 4 | |
| 2 | 8061410 | Pump Kit | Both | 1 | |
| | --8061390 | - TC Pump | | 1 | |
| | --8020630 | - V-Belt Pulley | | 1 | |
| | --8022490 | - Pump Mounting Bracket | | 1 | |
| | --8022480 | - Pump Stabilizer Bracket | | 1 | |
| | --620910 | - Pump Install Kit | | 1 | |
| | ----200850 | --- 5/16" Flat Washer | | 2 | |
| | ----201090 | --- 5/16" Lock Washer | | 2 | |
| | ----206070 | --- 5/8" Stand Off | | 1 | |
| | ----206270 | --- 1.365" Stand Off | | 1 | |
| | ----231780 | --- 5/16"-18 x 5 1/2" Hex Bolt | | 2 | |
| 3 | 8027040 | 36" #6 Hose | Both | 1 | |
| 4 | 8027050 | 36" #8 Hose | Both | 1 | |
| 5 | 8050440 | U-Joint 9/16"-30 x 9/16"-30 (Column) | Both | 1 | |
| 6 | 8050640 | U-Joint 17mm-DD x 3/4"-DD (Pinion) | Both | 1 | |
| 7 | 549400 | 6" DD Shaft | Both | 1 | |
| 8 | 549390 | Column Shaft | Both | 1 | |
| 9 | 207540 | Column Bushing | Both | 1 | |
| 10 | 8026970 | Ranchero Column Bracket | 8012000 | 1 | |
| 11 | 207520 | Ranchero Column Gasket | 8012000 | 1 | |
| 12 | 130330 | Column Clamp | 8012000 | 1 | |

Install Instructions

1. Raise vehicle on appropriate stands to access under car area.
2. Remove front tires. Remove outer tie rod ends, cotter pins, and retaining nuts. Remove outer ends from spindle.



3. Remove the steering column pinch bolt at the rag joint. Remove the center link point at the pitman arm. Remove the three retaining bolts that hold the gearbox to the frame. Remove the gearbox.
4. Remove the 2 retaining bolts on the idler arm assembly. Remove the idler arm and the rest of the steering linkage along with the power cylinder if equipped.





5. From inside the vehicle remove the horn pad and retaining nut then remove the steering wheel. From under dash remove the 2 main mounting bolts. At the firewall, remove the plate that holds the column in place. Mark and disconnect the wires from the vehicle to the column. Remove the steering column.
6. **Fairlane only.** At the top of the column there is a bearing. On top of the bearing there is a snap ring to remove. Once it is removed slide the column shaft down out of the column tube. Once it is out you need to install the provided column bearing in the bottom of the column using a hammer to tap it in place until fully seated against the tube.

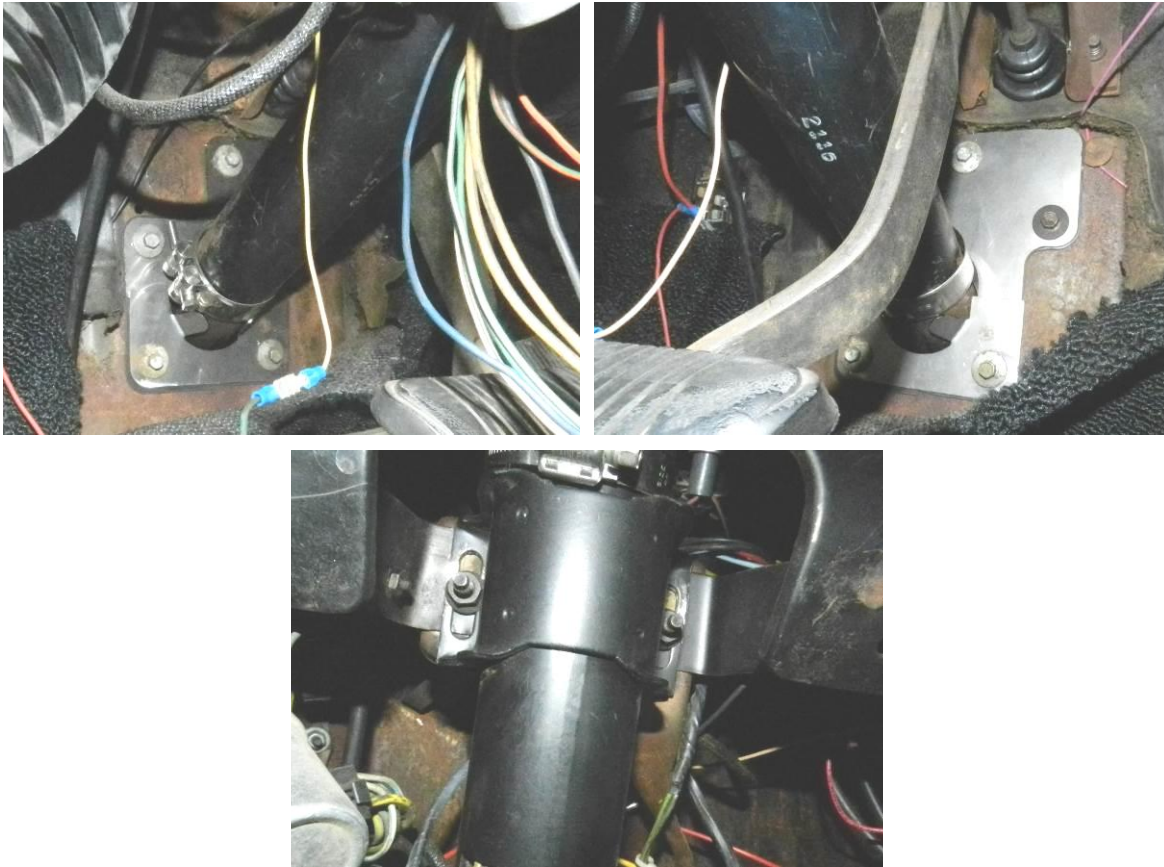


7. **Fairlane only.** You can now install the column tube into the car and put it back to the stock location.

6. **Ranchero only.** Slide the column shaft down out of the column tube. Once it is out you need to cut the column tube back to the shifter arm which is about 2.5" as pictured. Once it is out you need to install the provided column bearing in place in the bottom of the column. Install the bearing using a hammer to tap it in place until fully seated against the tube.



7. **Ranchero only.** Slide the provided column clamp and gasket onto the column then install the column into the car. Loosely bolt the dash mount. Install the provided 2-piece floor plate and tighten the hardware along with the dash mount and clamp around the floor mount tabs.



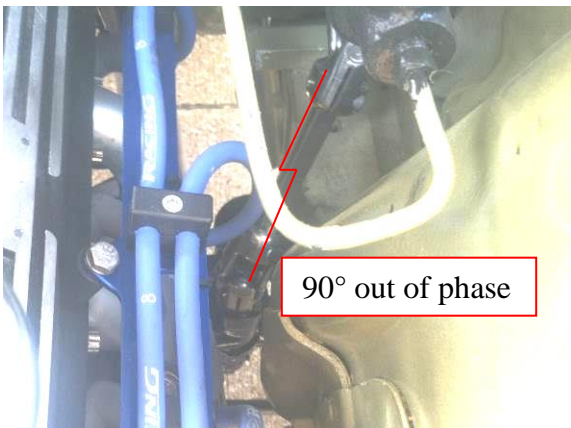
8. You are now ready to install the rack and pinion assembly. First verify that the rack is centered. Then you can put the rack up in place. Then install the 2 bolts on the passenger and the 2 bolts on the driver side from the outside of the frame in and install the flat washers and lock nuts but do not tighten. Once all hardware is in hold the bracket & rack so that the bracket is square to the ground at ride height and tighten the bolts to 50 ft lbs.



9. You can now eye up your tires toward the straight position and connect your outer tie rod ends and install supplied cotter pins. Install grease fittings.



10. Install the supplied pinion joint onto the pinion and start the 6 mm pinch bolt. Install the supplied column shaft into the column and slide it down till the end of the shaft just pokes through the column bearing. Install the intermediate shaft into the pinion joint and start the pinch bolt. Next have someone hold the column joint in place over the top of the spline on the intermediate shaft making sure the u-joints are out of phase 90 degrees. Next, aim the top part of the joint toward the column shaft and have someone slide the shaft down through the joint and engage it with the pinch bolt.

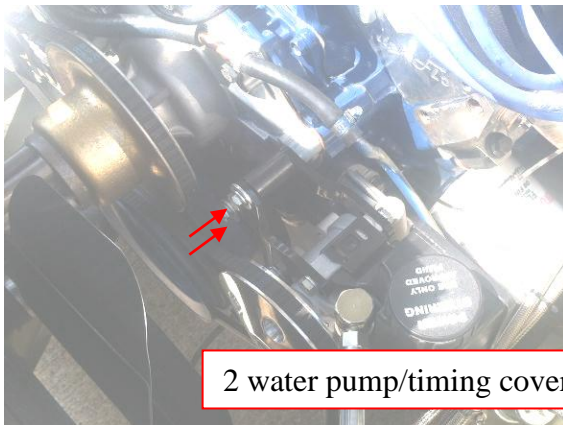


90° out of phase

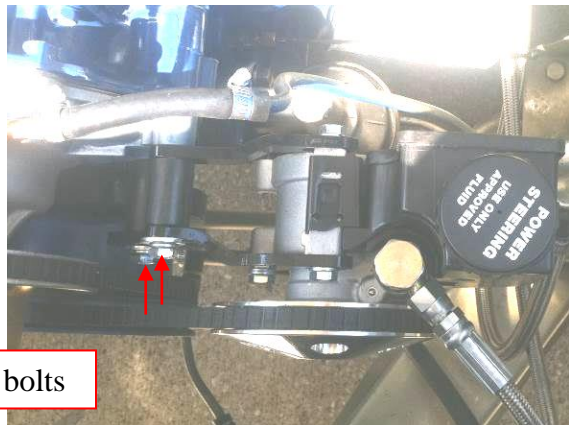


11. Next tighten up the pinch bolts to 40 ft lbs. making sure nothing is binding or rubbing when turning. Pay close attention to the driver side mounting bracket to make sure the joint or shaft is not rubbing the bracket or the bolt.

12. Next, we need to install the pump. The bracket and pump were shipped assembled you need to remove your old pump and bracket assembly. Install the main mount bracket and pump in place using the 2 standoffs and longer 5/16" bolts. You must remove the 2 water pump/timing cover bolts and install the bracket and standoffs in their place with the longer bolts.



2 water pump/timing cover bolts



13. Then install the pressure and return line. Note the pressure line has the 1 female end on each end and is the smaller diameter. That line runs to the lower port on the rack and the top port of the power steering pump. The return hose, larger diameter, goes to the upper port of the rack and the slip-on end goes over the reservoir plastic nipple with a hose clamp. Tighten all lines to 15 ft lbs. Make sure your line routing is good. Do not route lines so they kink or come in contact with hot or sharp surfaces.



14. Last, install your steering wheel, nut, and horn pad.



15. Measure the length of the new belt and purchase from local shop. Install and tighten belt.
16. Top off the reservoir with power steering fluid. Start the motor and let idle to purge air from system. Do not turn wheel. Top off fluid again right away. Restart vehicle and turn wheel right to left without going to stops to purge air. Verify full reservoir and verify no leaks.

WARNING: IF PRESSURE AND RETURN LINES ARE BACKWARDS SEALS WILL INSTANTLY BLOW OUT OF RACK.

17. You will now need to take the vehicle to a qualified shop for an alignment. NOTE: Toe adjustment is made by turning the inner tie rod ends with outer ends installed and jam nuts loose. Once toe is adjusted tight the outer tie rod jam nuts.



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

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