



**1968-'69 Ford Torino Big Block Rack Kit Instructions
8012200-01**

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.



- *KIT REQUIRES THE USE OF HOOKER LONG TUBE HEADERS 6113HKR.**
- *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.**
- *DUE TO VARIABLES OUTSIDE OUR CONTROL THESE KITS MAY NOT FIT ALL APPLICATIONS. ALSO, PLEASE VERIFY KIT WILL FIT YOUR APPLICATION BEFORE ALTERING VEHICLE.**



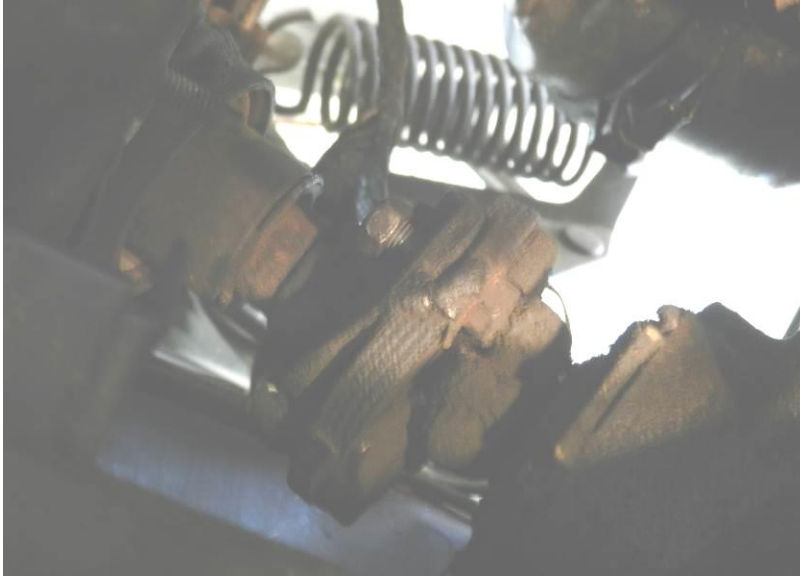
KIT CONTENTS:

| # | Part Number | Description | Qty | Inspected By |
|---|----------------|---|------|--------------|
| 1 | 8012190 | Rack & Pinion | 1 | |
| | --8021320 | - Outer Ends | 2 | |
| | --114550 | - Inner Ends | 2 | |
| | --622790 | - Rack Install Kit | 1 | |
| | -----120410 | --- 7/16"-14 Lock Nut | 2 | |
| | -----120490 | --- 3/8"-16 Lock Nut | 2 | |
| | -----200850 | --- 5/16" Flat Washer | 6 | |
| | -----200860 | --- 7/16" Flat Washer | 4 | |
| | -----231180 | --- 7/16"-14 x 3 1/2" Hex Bolt | 2 | |
| | -----231280 | --- 3/8"-16 x 3 1/2" Hex Bolt | 1 | |
| | -----231670 | --- 3/8"-16 x 3 1/4" Hex Bolt | 1 | |
| 2 | 8061310 | Pump Kit | 1 | |
| | --8061390 | - TC Pump w/ Reservoir | 1 | |
| | --8020630 | - V-Belt Pulley | 1 | |
| | --8022380 | - Pump Mounting Bracket | 1 | |
| | --8027490 | - Pump Stabilizer Bracket | 1 | |
| | --622800 | - Pump Install Kit | 1 | |
| | -----200840 | --- 3/8" Lock Washer | 2 | |
| | -----206180 | --- Pump Stand Off | 1 | |
| | -----207870 | ---Stand Off | 1 | |
| | -----231270 | --- 3/8"-16 x 3" Hex Bolt | 1 | |
| | -----231490 | --- 3/8"-16 x 1 1/2" Hex Bolt | 1 | |
| 3 | 8027510 | 48" #6 Hose | 1 | |
| 4 | 8027520 | 56" #8 Hose | 1 | |
| 5 | 8052790 | Shaft Kit | 1 | |
| | --8051410 | - U-Joint 1"-Smooth x 9/16"-30 (Column) | 1 | |
| | --8050640 | - U-Joint 17mm-DD x 3/4"-DD (Pinion) | 1 | |
| | --205780 | - Column Bushing | 1 | |
| | --5410550 | - 6.25" DD Shaft | 1 | |
| | --545030 | - Column Insert | 1 | |
| | --620630 | - Shaft Install Kit | 1 | |
| | -----220060 | --- 1/4"-1 1/2" Roll Pin | 1 | |
| | -----220070 | --- 5/32" x 1 1/2" Roll Pin | 1 | |
| | -----230600 | --- 1/4" Drill Bit | 1 | |
| 6 | 320010 | 10' Header / Exhaust kit | 1 | |
| | --130420 | - 3" Hose Clamp | 2 | |
| | --320000 | - Exhaust Wrap | 10ft | |
| 7 | 320020 | 8' Header / Exhaust Kit | 1 | |
| | --130420 | - 3" Hose Clamp | 2 | |
| | --320000 | - Exhaust Wrap | 8ft | |

Disassembly

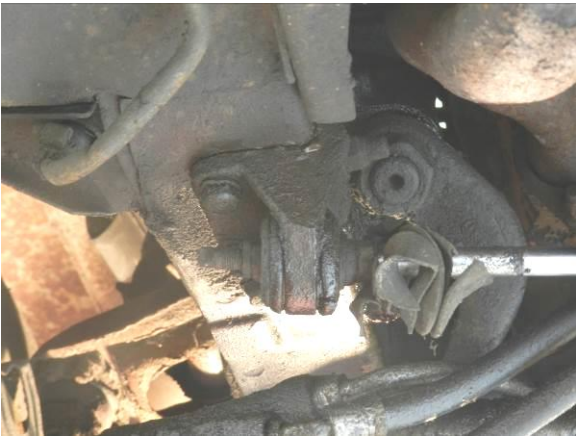
The first step is to disassemble and remove the stock steering linkage, steering box and column.

1. Disconnect steering shaft from steering box at rag joint. Raise vehicle and support it on stands.



2. Remove the cotter pins and nuts from outer tie rod ends and remove tie rods from spindles. Disconnect the center link, power cylinder, idler arm, hoses, and steering box assembly from the frame and remove the entire old steering linkage system.







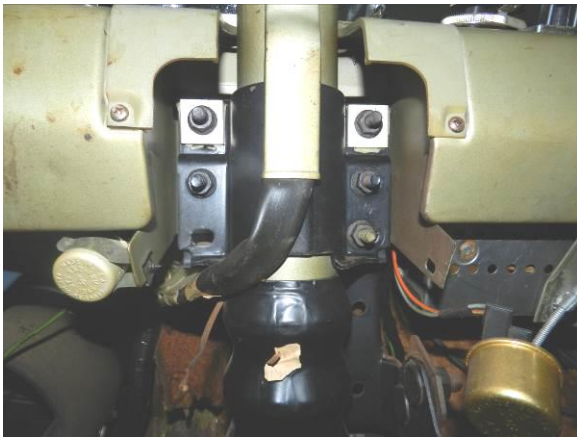
3. If equipped remove the power steering pump, brackets and lines. All the pieces removed will not be used.



Column Modification

4. You need to modify your stock column slightly. Remove the steering column by taking off the floor & dash mount and disconnecting the wiring harness. Do not remove the steering wheel. Pull out the end of the column shaft with the rag joint. Cut off the rag joint assembly at the end closest to the joint itself. Tap the inside column tube into the outer column tube far enough to tap the bearing in. Next install the supplied column tube bearing by tapping it in with a hammer. Then tap the column insert into the hollow shaft you just cut so you can line the u-joint yoke up flush with the end of the column shaft and insert to drill and pin in place. Next slide the brass washer up on the column shaft and u-joint. That is all that is needed for modification to the column.







5. Once you have this done install the appropriate floor plate provided in your kit using the hardware provided. Slide the floor plate over the column tube with the clamp and install the column through the firewall and bolt back in place. Attach the new floor plate with supplied hardware and complete the installation using the factory dash mount.

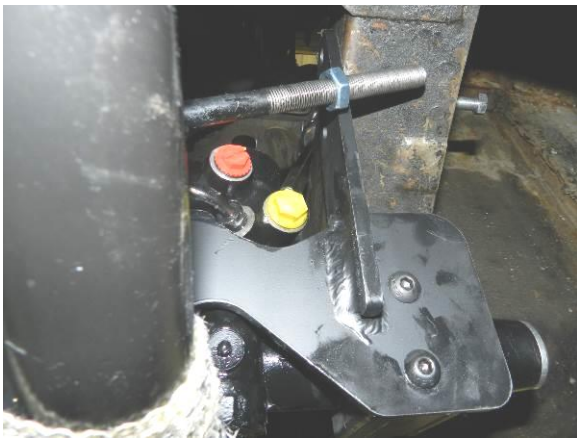


6. Before installing the rack, you must first install the headers if not done already. Whether your headers are installed or not at this time you must also wrap the area the rack boot will be near with heat insulation on the driver's side. There are two lengths of wrap provided. Use the longer length for the bottom set of tubes.



7. Your rack and pinion is centered before shipping and is marked. Make sure not to move it off center or loosen the mounting blocks on the gear itself. You will need to slide the entire rack assembly in the car from the passenger side to the driver's side. This allows you to go in-between the driver's side header. Line the mounting holes up on each side of the rack with the original steering box and idler arm holes on the frame. Then install hardware loosely to hold the rack in place. The lower driver's side mounting bolt will need the washer cut straight on one side. Copy the factory washer for this cut.





8. Once the rack is in place leave the bolts loose and install the shaft and u-joint from the rack and pinion to the steering column with the u-joint already on it. Slide the shaft onto the u-joint on the column and snug the pinch bolt. Run the shaft down to the rack, with the rack u-joint on the shaft, raise the rack into place to spline the lower joint to the pinion. NOTE: It is important that you phase the u-joint 90 degrees out or opposite of each other before you install and tighten. Also make sure that you center your steering wheel before sliding the u-joints together, but do not turn the rack out of center.

Note: MAKE SURE YOUR RACK AND PINION IS CENTERED AND YOUR STEERING WHEEL IS REASONABLY STRAIGHT.



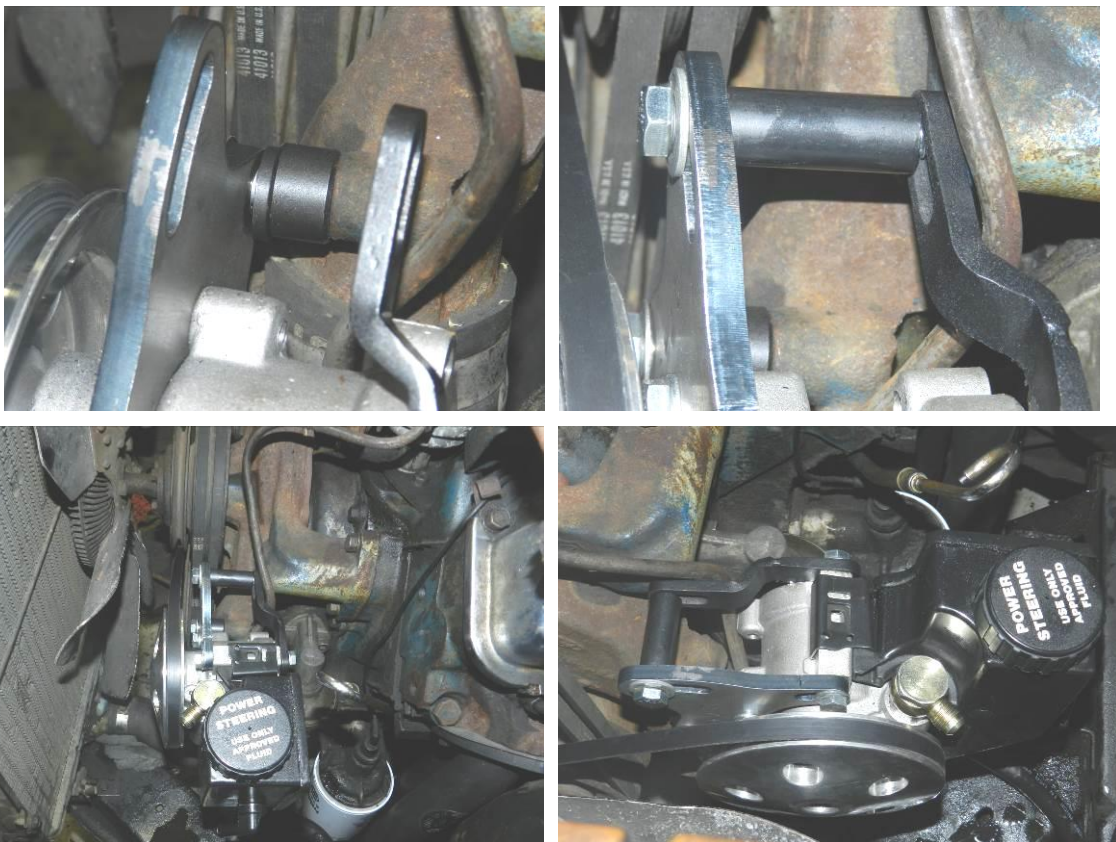
9. You can now torque the mounting bolts for your rack to 65 ft. lbs. Then torque the u-joint bolts to 40ft lbs.



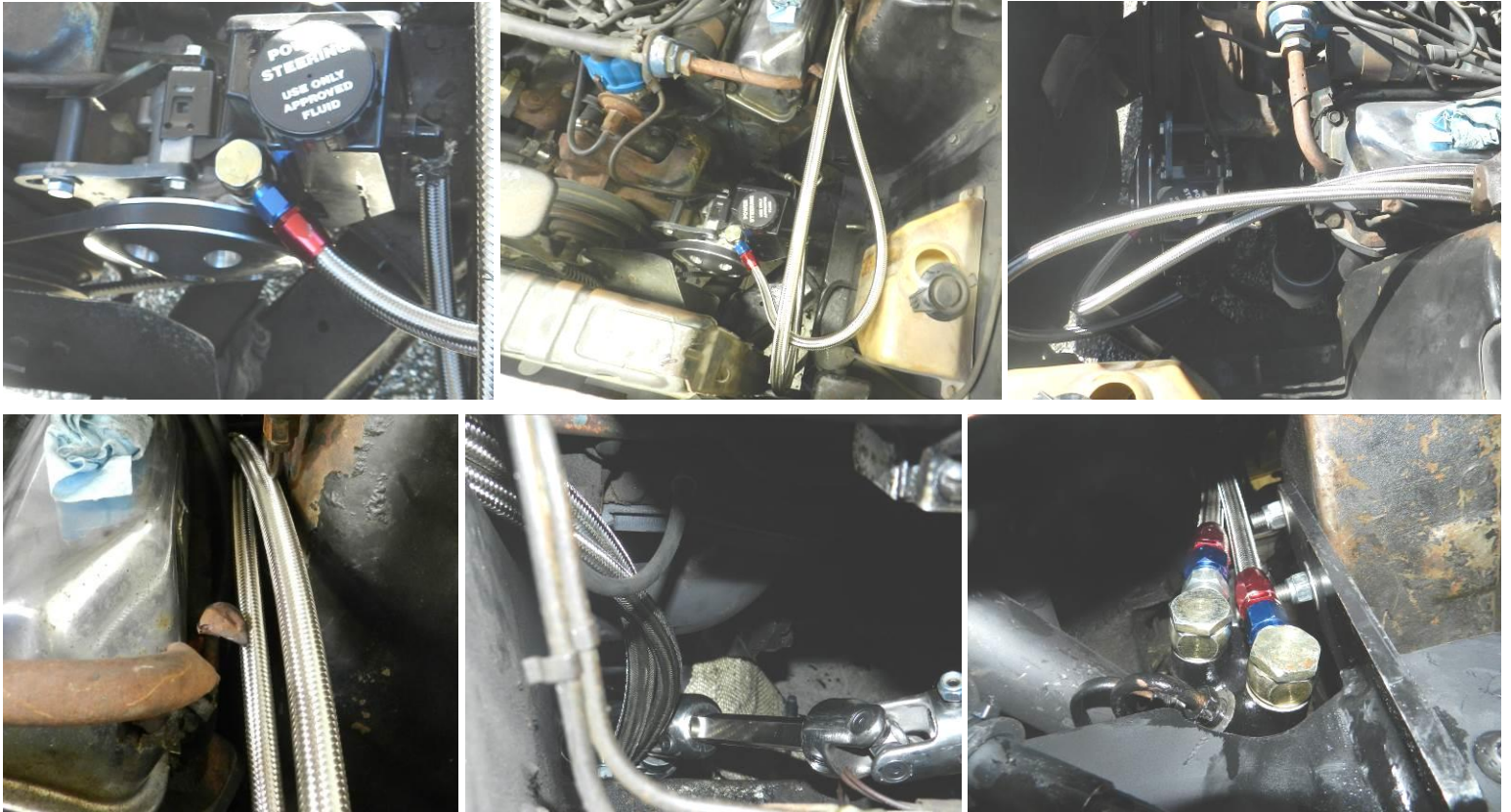
10. Install the outer tie rod ends and tighten lock nut on steering arm to 45 ft. lbs. Adjust the toe by eye so you can drive to an alignment shop. This is done by turning the inner end. You do not have to take off outer end to adjust. Tighten jam nut once toe is set. Screw in Zerk fitting and grease.



11. The power steering pump is an easy install and comes with the pump brackets attached to it. If your car was equipped with power steering, you will need to remove the stock pump and brackets that held it on the motor. Attach the lower short bolt with washer into bracket first and use the short spacer to install it on the lower hole of the water pump. Then in the same way use the long bolt and spacer on the upper hole of the bracket to the upper water pump hole. This large spacer goes in-between the two pump brackets. Measure the belt length and install belt. Tighten the hardware.



12. Now install the power steering hoses. Route hoses from the pump looped over and down to the front of the rack. Connect the hoses to the pump. They can only attach to the pump one way. Make sure the hoses are away from the headers. The smaller diameter hose is the pressure line and mounts to the lower larger port of the rack. The large diameter hose is the return line and mounts to the upper smaller port of the rack. Use the provided hydraulic stop leak on each side of all crush washers and tighten each banjo fitting. Once tight with the stop leak do not break loose. A leak free seal may not be created a second time with the crush washers on the banjo fittings.



14. When your lines are connected, and all hardware is tight you may top off the fluid in the reservoir and start the car. Use only power steering fluid. DO NOT USE ATF.

15. Let the car idle and turn the wheels back and forth slowly to remove air from the system. Start with small turns and gradually make your way out to full lock to lock turns.

16. Shut the car off and make sure you have no leaks, and the level is full.

17. When your install is complete it will be necessary to have an alignment done.



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

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