



1965-'67 Ford Galaxie 500 Rack & Pinion Kit Instructions 8012350-01

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 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 | Qty | Inspected By / Date |
|----|-------------------|--|-----|---------------------|
| 1 | 8012360-01 | Rack & Pinion w/ Mounting Bracket Kit | 1 | |
| | --8012370-01 | - Rack & Pinion Assembly | 1 | |
| | --8027450 | - Outer Ends | 2 | |
| | --117840 | - Inner Ends | 2 | |
| 2 | 8027750 | Line Kit | 1 | |
| | --8027730 | - 40" #6 Hose Assembly | 1 | |
| | --8027740 | - 34" #8 Hose Assembly | 1 | |
| 3 | 8050640 | U-Joint 17mm-DD x 3/4"-DD (Pinion) | 1 | |
| 4 | 8051410 | U-Joint 3/4" x 9/16"-30 (Column) | 1 | |
| 5 | 8061330 | Pump Kit | 1 | |
| | --8061390 | - TC Pump w/ Reservoir High Flow | 1 | |
| | --8022380 | - Pump Mounting Bracket | 1 | |
| | --8020630 | - V-Belt Pulley | 1 | |
| | --623130 | - Pump Install Kit | 1 | |
| | -----200840 | - 3/8" Lock Washer | 2 | |
| | -----200850 | - 5/16" Flat Washer | 4 | |
| | -----208030 | - 5/8" x 1.312" Stand Off | 1 | |
| | -----231490 | - 3/8"-16 x 1 1/2" Hex Bolt | 1 | |
| | -----231660 | - 3/8"-16 x 2 1/4" Hex Bolt | 1 | |
| | --156220 | - Plastic Plug | 1 | |
| | --8021560 | - 16mm Banjo Fitting | 1 | |
| | --230460 | - M8 x 1.25" x 25mm Bolt | 1 | |
| | --200030 | - M8 Flat Washer | 3 | |
| 6 | 623120 | Install Kit | 1 | |
| | --233830 | - 3/8"-24 x 1 1/4" Hex Bolt | 2 | |
| | --231530 | - 7/16"-14 x 4 1/2" Hex Bolt | 2 | |
| | --200860 | - 7/16" Flat Washer | 4 | |
| | --200850 | - 5/16" Flat Washer | 2 | |
| | --200840 | - 3/8" Lock Washer | 2 | |
| | --200180 | - M10 Lock Washer | 2 | |
| | --120410 | - 7/16"-14 Lock Nut | 2 | |
| 7 | 620630 | Shaft Install Kit | 1 | |
| | --220060 | - 1/4" x 1 1/2" Roll Pin | 1 | |
| | --220070 | - 5/32" x 1 1/2" Roll Pin | 1 | |
| | --230600 | - 1/4" Drill Bit | 1 | |
| 8 | 545030 | Column Insert | 1 | |
| 9 | 543800 | Lower Steering Shaft | 1 | |
| 10 | 320020 | 8 Ft. Header Exhaust Kit | 1 | |
| 11 | 320010 | 10 Ft. Header Exhaust Kit | 1 | |
| 12 | 205780 | Column Bushing Assy. | 1 | |

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.

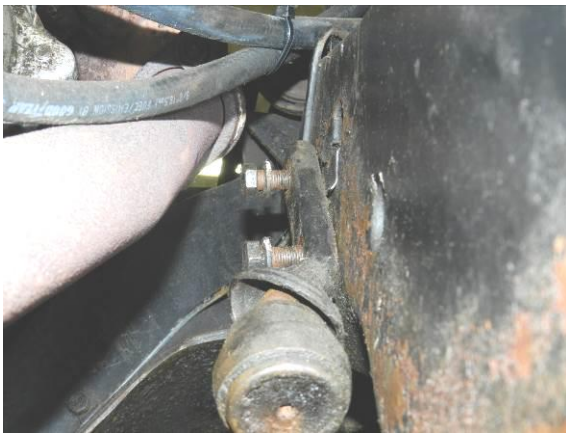


2. Remove the cotter pins and nuts from outer tie rod ends.



3. Disconnect the center link, power cylinder, idler arm.





4. Remove tie rods from spindles.



5. Disconnect the steering lines from the steering box and power steering pump.



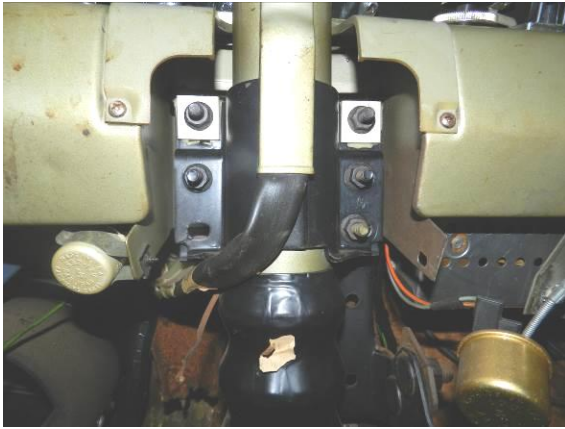
6. Remove three bolts that hold the steering box to frame.



7. Remove power steering brackets and pump.



8. You need to modify your stock column. Remove the steering column by taking off the floor & dash mount and disconnecting the wiring harness. Do not remove the steering wheel. Using a hammer, tap out the end of the column shaft with the rag joint.



NOTE: This is a slip shaft and will slide out of the column.

9. Cut off the rag joint assembly at the end closest to the joint itself.



10. Tap the inside column tube into the outer column tube far enough so you can install the provided bearing.



11. Take the end of the Rag Joint Shaft that you cut and deburr the inside of the tube. Next, insert the steel slug provided in the kit into the Rag Joint Shaft. Tap the slug into position so it is flush with the stock shaft.



12. Next, install the Rag Joint Shaft back into the column. Slide the provided bearing over the shaft and tap into the column housing until seated on shoulder. Install the supplied column tube bearing by tapping it in with a hammer.



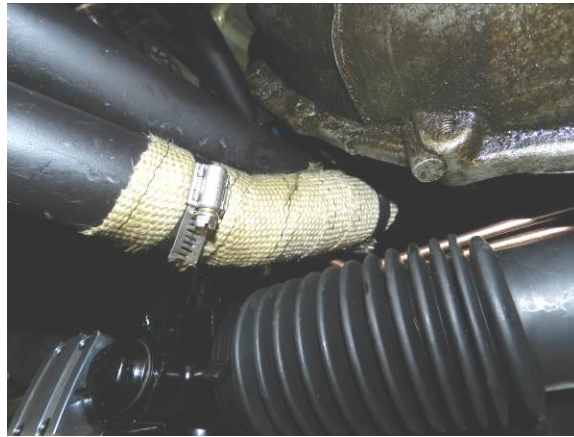
NOTE: You have to align the stock shaft and make sure the bearing slides easily over the shaft. Damage to the needle bearings and bindings of the shaft will occur if not done properly.

13. Install the brass washer and then the U-Joint with the set screws over the end of the shaft. Make the shaft flush with the inside yolk of the U-Joint and tighten the set screw. Next, with the drill bit provided, drill into the thru hole on the joint and through the shaft and out the other side of the joint. Install the provided 1/4" Roll Pin and install the 1/8" Roll Pin inside the 1/4" Pin.





14. Once you have this done reinstall your steering column.
15. Before installing the rack, you must first install the headers. You must wrap the area the rack boot will be near with heat insulation on the driver's side.



16. Your rack and pinion are centered before shipping and is marked. Make sure not to move it off center or loosen the mounting blocks on the gear itself. Slide the entire rack assembly with bracket into place aligning the mounting holes 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.

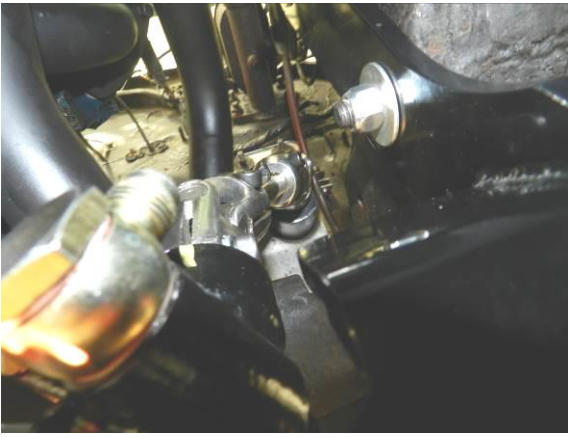


17. Once the rack is in place leave the bolts loose and install the shaft and u-joint from the rack and pinion to the steering column with the u-joint already on it. Slide the shaft onto the u-joint on the column and snug the pinch bolt. Run the shaft down to the rack, with the rack u-joint on the shaft, 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.

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





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



19. 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.



20. The power steering pump is an easy install and comes with the pump brackets attached to it. Bolt on the pump using the provided hardware with the longer spacer on the lower bolt and the shorter spacer up top in-between the two mounting brackets. Measure the belt length and install belt. Tighten the hardware.



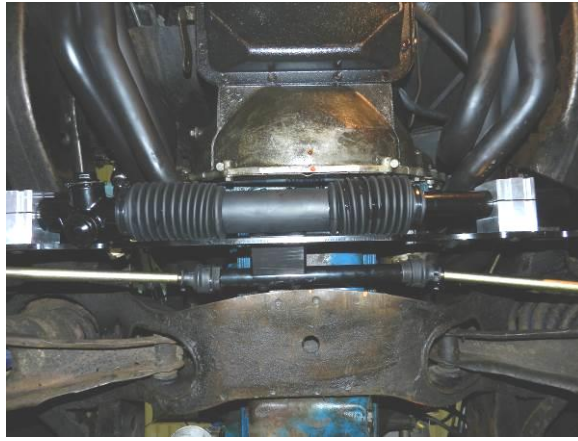
21. Now install the power steering hoses. Route hoses from the pump looped over and down to the front of the rack. Connect the hoses to the pump. They can only attach to the pump one way. Make sure the hoses are away from the headers. The smaller diameter hose is the pressure line and mounts to the lower 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.

WARNING: Incorrect Installation of the Pressure Port Will Damage Gear & Void All Warranties.



22. 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.
23. 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.
24. Shut the car off and make sure you have no leaks, and the level is full.

25. 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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