



GM Power Steering Hose Kit Installation Instructions

These instructions cover typical GM passenger car chassis with LS engine conversions:

- Chevelle, Malibu, Camaro and other A-body, G-body and F-body GM chassis which have the steering gear box in front of the front axle line.
- Early Camaro, Nova, Tri-Five Chevy and other chassis which have the steering gear box behind the front axle line.

These instructions cover Kwik Performance power steering kits or others using a Type II power steering pump with a remote reservoir. This is a 3-hose system:

1. High pressure 3/8" hose from the pump to the gear box
2. Low pressure 3/8" hose from the gear box to the reservoir
3. Gravity/suction 5/8" hose from the reservoir back to the pump

Be sure all ports and mating surfaces are clean. If gearbox is used, we recommend a complete flush. Install the conversion fittings that convert metric and/or SAE threads to 37 degree AN or JIC threads.

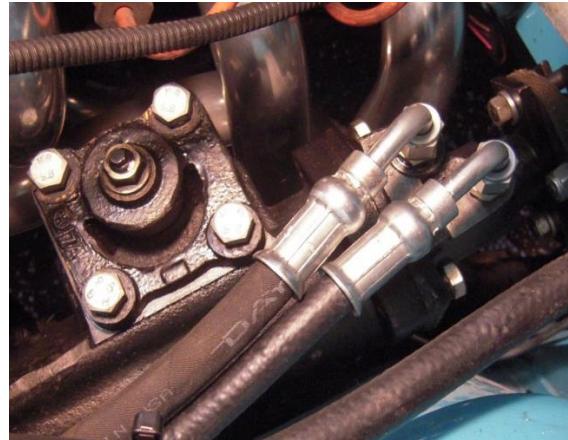


Above Left: Power Steering Pump Banjo Fitting: 16mm to AN/JIC Dash 6 (3/8")

- A. Install the 16mm banjo fitting on the pressure fitting of the pump. One crush washer goes between the banjo and the bolt head, the other goes between the banjo and gear box.

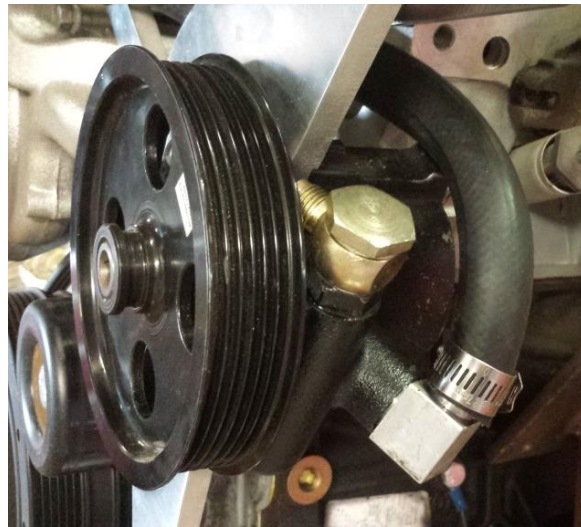
Above Right: Gearbox conversion fittings, 1980 and later metric, left. 1979 and earlier SAE inverted flare, right. Both styles are included in the kit, be sure to select the ones that match your gearbox.

- A. Install the 11/16" SAE or 18mm AN conversion fitting in the larger or pressure port on the gear box.
- B. Install the 5/8" SAE or 16mm AN conversion fitting in the smaller or return port of the gear box.



Gear Box Hoses: Pressure hose port on left in photos, return hose port on right

- C. Connect the high pressure 3/8" hose with the straight fitting to the banjo fitting at the pump and connect the 90 degree fitting to the larger conversion fitting at the gear box.
- D. Connect the low pressure return line to the smaller conversion fitting at the gear box. Route the hose to the small barb on the reservoir and trim to length. Use a worm-drive clamp to secure the hose to the reservoir.

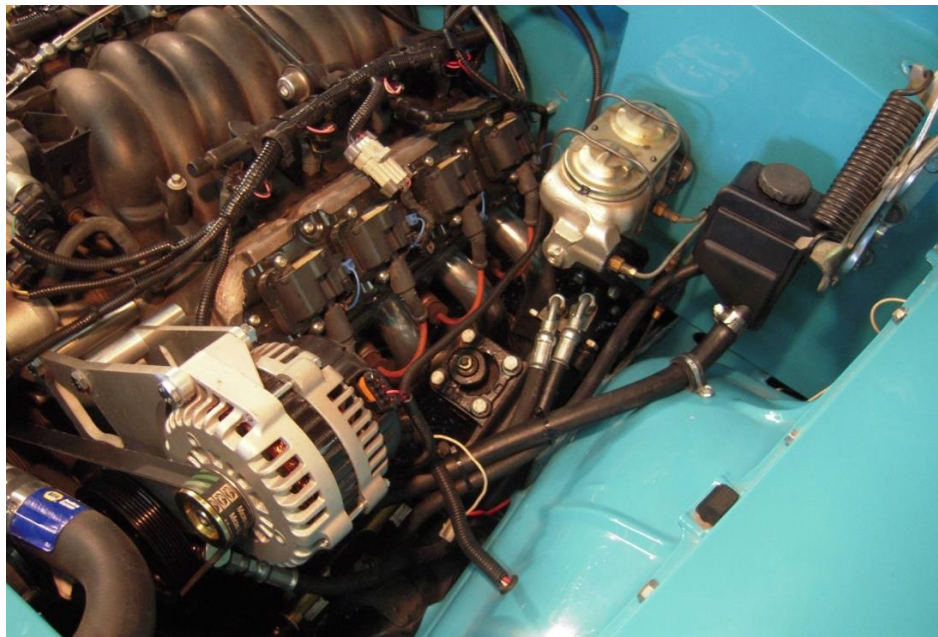


Install the 5/8" suction hose onto the hose barb on the pump. The hose will probably need to be shortened slightly to avoid any kinks after it is attached to the hose barb on the bottom of the reservoir. A 12" length is typical but we supply extra length in case your routing is different. Secure with worm-drive hose clamps.

The 5/8" 90 degree hose barb we install in our pumps can be re-clocked or rotated to adjust the angle to match your return hose. Place a wrench over the flats on the barb and turn. The barb is installed with a slight press fit and has non-hardening sealer which will not be damaged by re-adjustment.



Left above: Conventional reservoir front mount. Right above: Spring mounting clip can be reversed for mounting on firewall, inner fender, core support, etc.



Above: Firewall mounting on 1955 Chevy.

Check tightness of all fittings. Fill system with power steering fluid, either conventional or synthetic. Raise vehicle until front wheels are off the ground. Rotate steering wheel from left to right several times to help remove air from system. Start engine and again turn steering wheel from lock to lock several times. Re-check system for leaks.

Carefully test drive. Re-check for leaks. If OK, go have some LS-powered fun.

We're always available for technical assistance. Contact us at:

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