



## **FS Power Steering Hose Kit Installation Instructions**

### **Gen V LT Truck Engines**

These instructions cover L83 and L86 Gen V LT engines in C10 Chevy pickups and other similar front steer vehicles.

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. Install the conversion fittings that convert metric and/or SAE threads to 37 degree AN or JIC threads.



Install a straight conversion fitting in the power steering pump.

This converts 16mm o-ring to dash 6 AN.



**Gear Box Conversion Fittings: Metric or SAE to AN/JIC**

**Left: 1980 and later metric O-ring**

**Right: 1979 and earlier SAE inverted flare**

- 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.

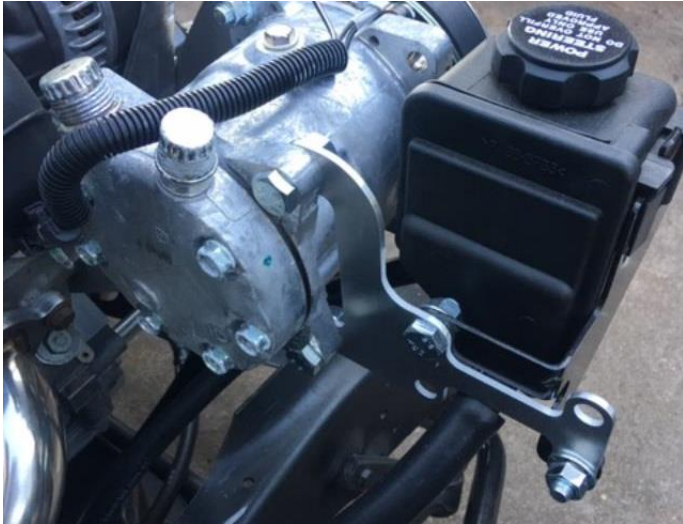


**Gear Box Hoses: Pressure hose port on left in photo, return hose port on right**

- C. Install the high pressure 3/8" hose with the straight fitting connecting to the conversion fitting at the pump and the 90 degree fitting connecting to the larger conversion fitting at the gear box.

- D. Install the low pressure return line on 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 and the large barb on the reservoir. Secure with two 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.

Check tightness of all fittings. Fill system with power steering fluid. 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 LT-powered fun.

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

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