PS LINE REPAIR KIT INSTRUCTIONS

PSRK UPPER DRAWER CONTENTS

PSR-010
PS Line Adapter
3/8" x 7" Straight O-Ring

PSR-002
PS Line Adapter
3/8" x 6" Straight 5/8-18 INV

PSR-009
PS Line Adapter
5/16" x 7" Straight O-Ring

PSR-006
PS Line Adapter
5/16" x 6" Straight 5/8-18 INV

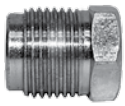
PSR-013
PS Tube Nut
3/8" x 5/8-18 INV

PSR-014
PS Tube Nut
5/16" x 5/18-18 INV

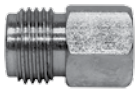
PSR-015
PS Tube Nut
5/16" x 1/2-20 INV

PSR-016
PS Tube Nut
3/8" x M16x1.5mm
14.75mm Long

PSR-017
PS Tube Nut
3/8" x M18x1.5mm
22mm Long



PSR-018
PS Tube Nut
3/8" x M16x1.5mm
26mm Long



PSR-019
PS Tube Nut
3/8" x M16x1.5mm
55.5mm Long

PSRK LOWER DRAWER CONTENTS

PSR-001
PS Line Adapter
3/8" x 3" Straight 5/8-18 INV

PSR-005
PS Line Adapter
5/16" x 3" Straight 5/8-18 INV

PSR-004
PS Line Adapter
3/8" x 3" 90° 5/8-18 INV

PSR-007
PS Line Adapter
5/16" x 3" 45° 5/8-18 INV

PSR-501
PS KLEDGE-LOK® Connector
5/16" x 5/8-18 INV

PSR-502
PS KLEDGE-LOK® Connector
3/8" x 5/8-18 INV

PSR-003
PS Line Adapter
3/8" x 3" 45° 5/8-18 INV

PSR-008
PS Line Adapter
5/16" x 3" 90° 5/8-18 INV

ACR-005
Aluminum Union
5/16"

ACR-006
Aluminum Union
3/8"

PSR-011
PS Heat Shield
2-1/2" x 16"

ACR-028
Abrasive Pad

ACR-029
Sealant

PSRK-1 CONTENTS

PSRH-606
PS Hose Assembly
3/8" x 6"

PSRH-612
PS Hose Assembly
3/8" x 12"

PSRH-618
PS Hose Assembly
3/8" x 18"

PSRH-624
PS Hose Assembly
3/8" x 24"

PSRH-630
PS Hose Assembly
3/8" x 30"

PSR-012
Convoluted Split PS Shield
1" x 20"

SLK-2
KLEDGE-LOK® Repair Tool with Jaws
**Not included with PSRK-1A*

** For detailed instructions with images, see KLEDGE-LOK® instructions included with SLK-2 tool or use the QR code to the left to see a how-to video.*

KLEDGE-LOK® REPAIR INSTRUCTIONS*

WARNING — The repair described in these instructions is for power steering systems that use steel tubing and power steering hose. The KLEDGE-LOK® system can also be used with aluminum, PolyArmour®, hard and soft copper, and NiCopp®. Never use on automotive braking systems or hydraulic clutch systems.

1. It is assumed that a leak has been discovered in the steel tube and the system has been evacuated.
   NOTE: All work should be done by a certified technician.
2. Remove the entire leaking portion of the tube with a tubing cutter. NOTE: If the removed tubing portion is greater than 1", it will be necessary to use two KLEDGE-LOK® unions and a separate piece of steel tubing to fill the gap.
3. Use a file to square the tube ends and make sure to remove any burrs and/or flakes. This will allow the tube ends to fit securely and squarely into the KLEDGE-LOK® unions.
4. Rotate the supplied abrasive cleaning pad around the entire circumference of the tube ends to remove corrosion, dirt, or foreign contaminants. NOTE: Avoid abrading in the direction of the tube and only use a circular motion.
5. Wipe tube ends with a clean cloth to remove residue left from abrasive pad and use cotton swabs to remove any flakes or chips that may have entered the tube ends.
6. Apply one small drop of KLEDGE-LOK® Anaerobic Sealing Compound to the cut end of the tubing and spread over the entire circumference with a clean, gloved fingertip, leaving a small clean area (1/8") at the end of the tube. NOTE: Using more than a small drop of the compound can cause 'hydraulic lock' and make closing the KLEDGE-LOK® union impossible.
7. Select the correct KLEDGE-LOK® union for your repair and slide one end of the center body over one of the cut and prepared ends, rotating to spread the compound inside of the union. Repeat with the other end.
8. Insert the KLEDGE-LOK® union body and collar into the KLEDGE-LOK® tool jaws. Make sure that the steps of the jaws and the steps of the union body and collar are lined up and snug. Hand tighten the cross screw to hold the KLEDGE-LOK® union body and collar in place. NOTE: Make sure the hex side of the cross screw is seated firmly in the support pillar and cannot catch on the edge of the chrome leg.
9. Slip the KLEDGE-LOK® union body and collar over the first tube end (collar toward tube). NOTE: Make sure the tube end is bottomed out inside the union body or the connection could leak.
10. Rotate the cross drive screw clockwise using either the supplied T-bar, a 3/8" ratchet drive or 3/4" (19mm) wrench, or a 3/8" pneumatic/electric tool until the first collar has slid completely over the end and stopped at the center rib. NOTE: Overtightening can cause damage to both the KLEDGE-LOK® tool and the KLEDGE-LOK® unions.
11. Rotate cross drive screw counter-clockwise and remove the KLEDGE-LOK® tool from the now compressed union.
12. Repeat steps 8 through 11 above on the remaining tube end to complete the repair.
13. KLEDGE-LOK® hose connectors follow the same procedure but utilizes only one KLEDGE-LOK® connection as the other end of the line is screwed into the hose assembly.

POWER STEERING REPAIR KIT INSTRUCTIONS

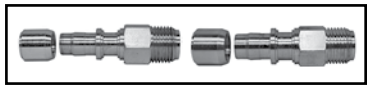
The PSRK-1 and its 5 repair hoses can quickly and easily repair sections of a damaged power steering line right on the vehicle. This eliminates the need for complete replacement (with one of the more than 1,300 replacement power steering hose assemblies) and makes for a faster and less expensive repair.

The PSRK-1 kit contains Power Steering Line Adapters, Power Steering Tube Nuts, and 5 lengths of Power Steering Repair Hose. These repair parts, along with the KLEDGE-LOK® repair pieces and the KLEDGE-LOK® tool (SLK-2), allow most damaged and leaking lines to be repaired quickly and easily.

The following example shows how to assemble a complete power steering assembly line. In most cases, not all of these steps will be required to complete a repair.

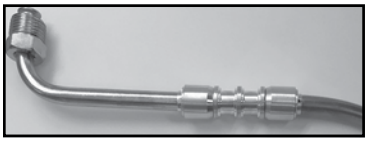
1. First select the correct size hose assembly (6", 12", 18", 24", or 30") matching the hose you are replacing as closely as possible.

2. Depending on the size of the line required, choose either the 5/16" or 3/8" KLEDGE-LOK® screw-in fittings to mate to the hose assembly ends.

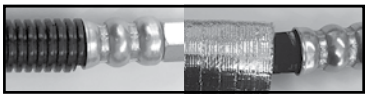


3. A power steering line adapter or a length of steel, Poly-Armour®, or NiCopp® line can be directly connected to the other end of the KLEDGE-LOK® fitting using the SLK-2 tool (see the KLEDGE-LOK® instructions above). The line can then be sized and bent to best match the application.

4. A tube-to-tube KLEDGE-LOK® fitting may be used to attach a power steering adapter to the end of the steel, Poly-Armour®, or NiCopp® line or to splice together two ends of any line (see the KLEDGE-LOK® instructions above).



5. Once the line is completely assembled, heat shield or convoluted plastic wrap can be added for protection in high-wear and/or high-heat areas before the line is installed.



With the PSRK-1 in your shop, 5 repair hoses give you the power to repair power steering assemblies on almost any vehicle quickly and easily. It's like stocking 1,000 replacement lines right in your shop. Don't wait for and install expensive OE-replacement lines. Use the KLEDGE-LOK® PSRK-1 Power Steering Line Repair Kit to save time and make more money – for both you and your customer.