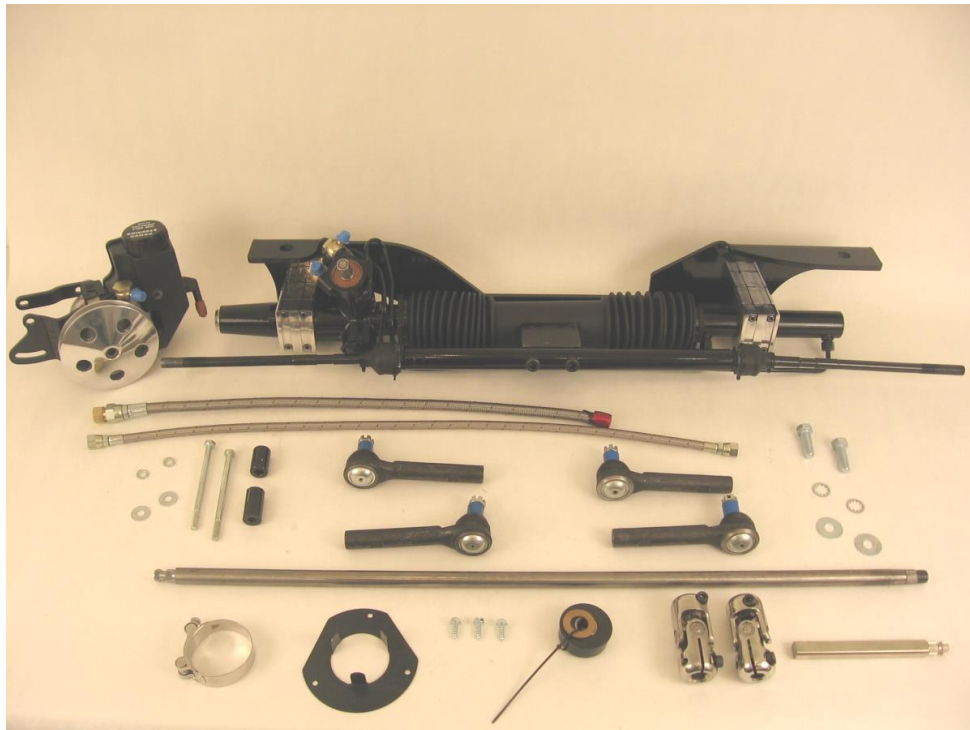


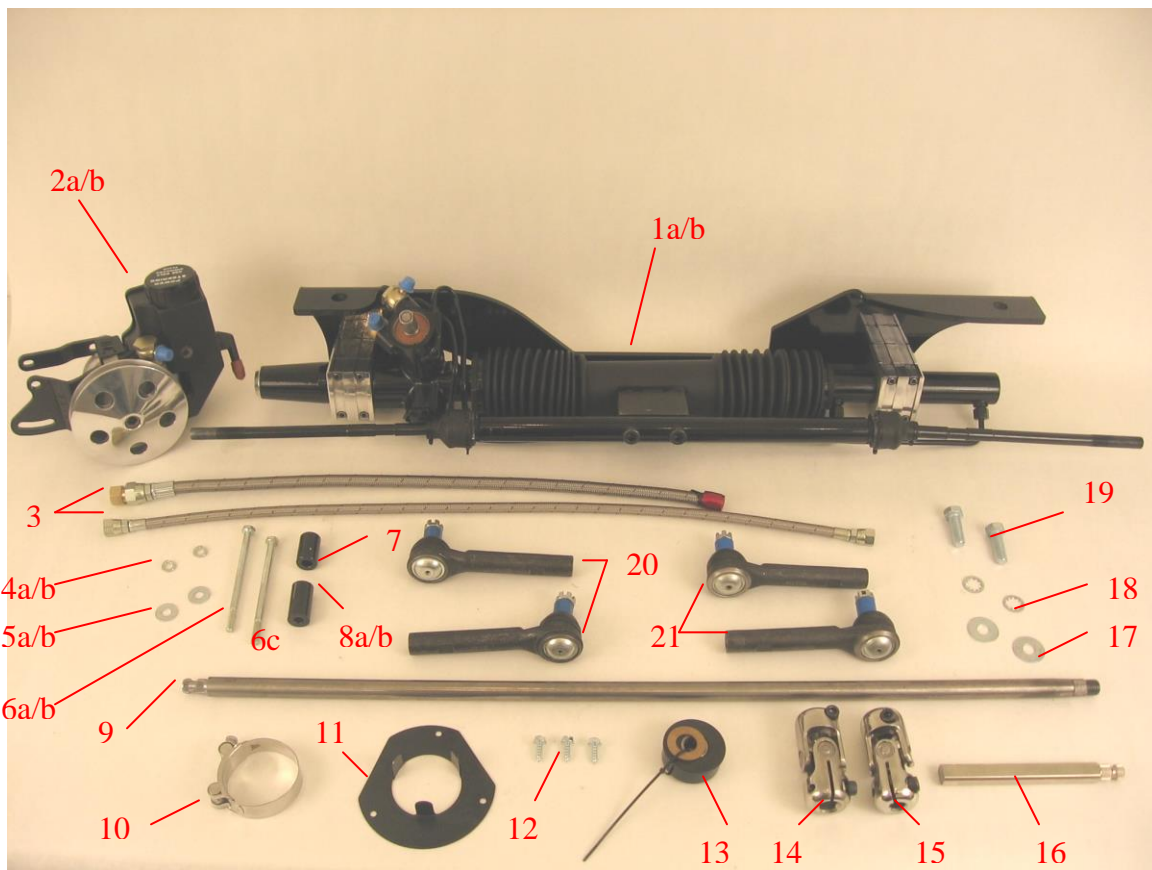


1965 - Early '67 Mustang Rack & Pinion Kit Instructions
8010820-01, 8010890-01, 8010900-01, & 8010910-01

Full refund will NOT be granted to any kits that are damaged, scratched, or altered in any fashion.



- *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.**
- *MUST USE A MINI STARTER (I.E. POWER MASTER) ON SMALL BLOCK EQUIPED CARS**
- *USED HOOKER SUPER COMPS HEADERS ON BIG AND SMALL BLOCK WITH FACTORY FOUR SPEED TRANSMISSION AND LINKAGE**
- *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:

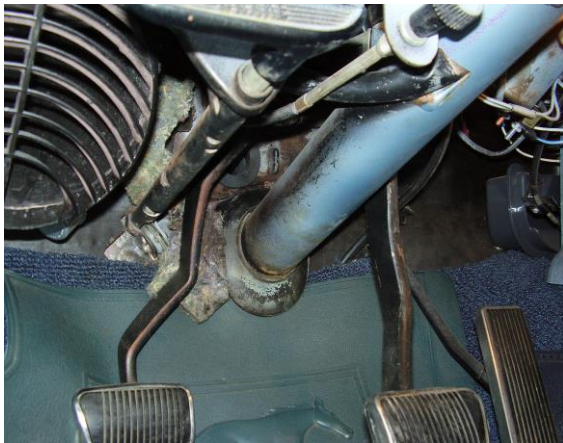
#	Part Number	Description	Quantity
1a	8010950-01	Rack and Pinion Unit w/bracket for 65-66	1
1b	8010810-01	Rack and Pinion Unit w/bracket for early 67	1
2a	8060710	Pump Assembly for Small Block	1
2b	8060670	Pump Assembly for Big Block	1
3	8021310	Pump Line Kit	1
4a	201090	5/16" Lock Washer for Small Block	2
4b	200840	3/8" Lock Washer for Big Block	2
5a/b	200850	5/16" Flat Washer for Small & Big Block	2
6a	231780	5/16-18 x 5 1/2" hex bolt for Small Block	2
6b	230660	3/8"-16 x 1" bolt for Big Block	1
6c	231660	3/8"-16 x 2 1/4" bolt for Big Block	1
7	206270	Pump Assembly Standoff-1.365" for Small Block only	1
8a	206070	Pump Assembly Standoff-1.625" for Small Block	1
8b	205990	Pump Assembly Standoff for Big Block	1
9	543740	Column Shaft	1
10	130330	Column Clamp	1
11	8021270	Column Bracket (gasket 205720)	1
12	231130	Screws 1/4" x 14 x 3/4"	3
13	205770	Column Bushing Assembly	1
14	8050440	U-joint 9/16-30 x 9/16-30	1
15	8050640	U-joint 17mmdd x 3/4dd	1
16	544220	Shaft 3/4dd x 6.812" - 9/16-30 spline	1
17	200860	7/16" Flat Washer	2
18	200150	1/2" Internal Star Washer	2
19	231120	Bolt 1/2" x 13 x 1 1/2"	2
20	8021120	Outer Tie Rod Small Taper	2
21	8021300	Outer Tie Rod Large Taper	2
Not pictured	120330	M16 x 2.0 wheel nut	1

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

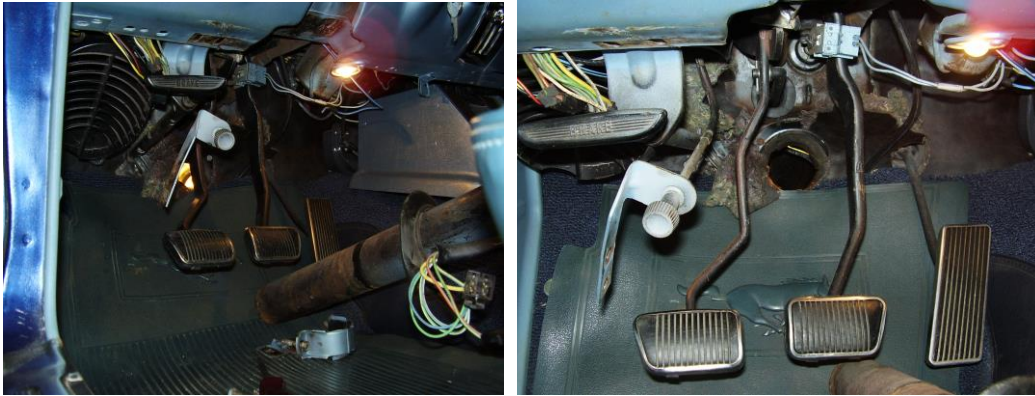
1. Raise vehicle and support it on stands. Note be sure not to put the stand in a location by the stock round cross member.
2. Remove the cotter pins and nuts from outer tie rod ends and remove tie rods from spindles. Disconnect the center link and idler arm assembly from the frame and remove the entire steering linkage.



3. Remove bolts retaining the gear box to the frame and remove the box. If equipped remove the power steering pump, brackets and lines. All the pieces removed will not be used.
4. The steering column tube needs to be modified by first removing the steering wheel and the column tube bolts. Then disconnect the wiring, making note of their location to ease reinstallation.



5. Remove the column tube assembly.

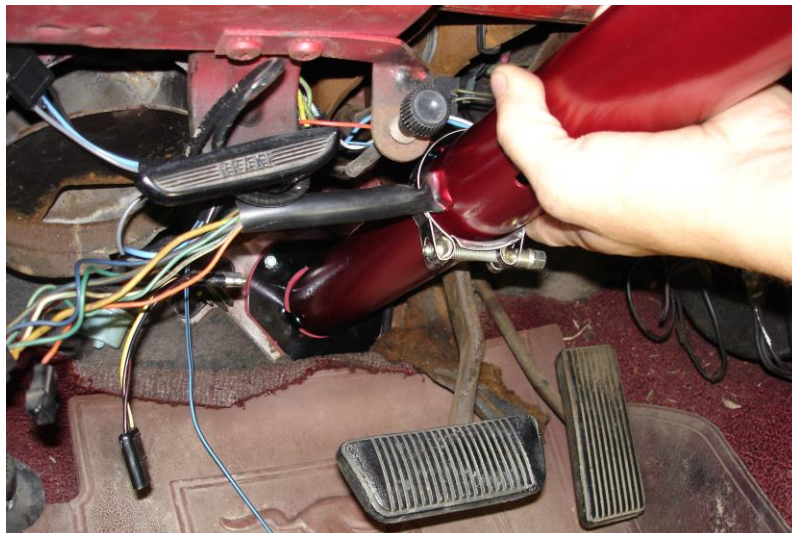


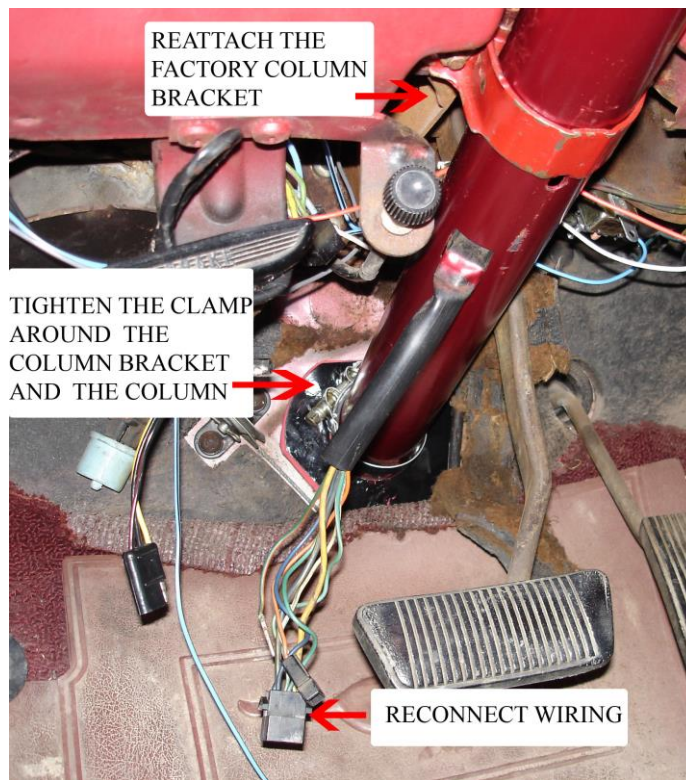
6. From under the car remove the gear box and shaft assembly, (all one piece.)

7. Place your column tube on a flat surface and measure from the very bottom of the column towards the steering wheel 3-1/8". Mark the column check the measurement again and cut the tube off squarely at you mark. Next install the supplied column bearing into the bottom of the tube by tapping it into place with a hammer.



8. 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.





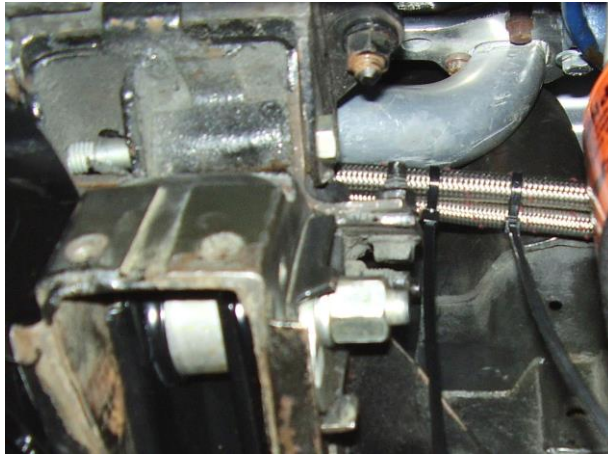
9. Install the brass bearing collar from the old steering shaft onto the new steering shaft and slide the new shaft through the column tube and wiggle through the bearing hole. Then install the steering wheel and finger tighten the nut only.

10. From under the hood you can now install the provided brass washer and shaft u-joint to the splined end. Once the brass washer and u-joint are in place and tight, finish securing the steering wheel. This will seat the tapered piece in your column and you should have minimal movement up and down on the steering wheel.

11. From under the car remove the stock round cross member from the frame rail to frame rail. Install the new power rack and bracket in place using the stock holes where the cross member was and install new hardware provided. Note: Always check to make sure that your bracket is clear of the control arms and the lip of the frame around the camber adjusting bolts. If the bracket rubs or hits anywhere it is necessary to grind a little of the edge of the rolled lips of the metal on these parts. **DO NOT GRIND ON THE SUPPLIED BRACKET.**



12. Your rack has been shipped with the pressure and return line ports connected to it. You will need to install the pressure and return line to the ports and install the rack with them connected. The lower larger port on the rack is the pressure port and the higher smaller port is the return. As you are going up into place with the bracket you will need to position the lines around the motor mounts and header. This may take some time to find the angle you need but position the lines where you need so that clearance is provided. Your rack and pinion is also centered before shipping and is marked make sure not to move it off center or loosen the mounting blocks on the gear itself.

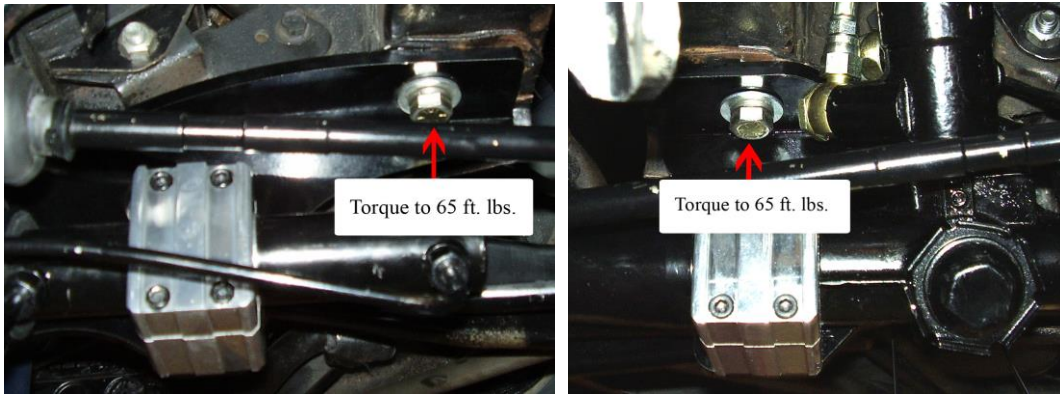


13. Once the rack is in place leave the bolts loose and install the shaft and joint from the rack and pinion to the steering column. Slide the shaft onto the u-joint on the column and snug the pinch bolt. Run the shaft down to the pinion, with the pinion joint on the shaft, raise the rack into place 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. Torque the u-joint bolts to 40ft. lbs.

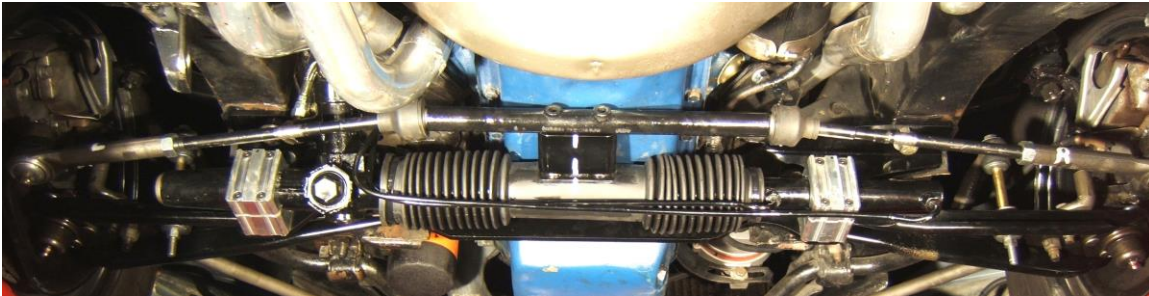
Note: MAKE SURE YOUR RACK AND PINION IS CENTERED AND YOUR STEERING WHEEL IS REASONABLY STRAIGHT.



14. You can now torque the mounting bolts for your rack to 65 ft. lbs.



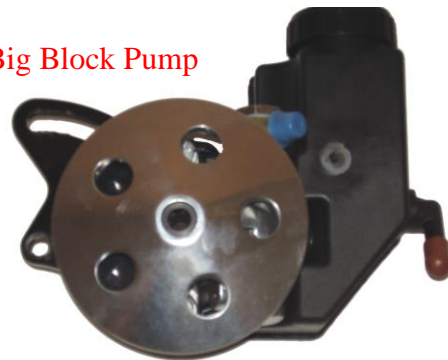
15. Install the outer tie rod ends and tighten to 45 ft. lbs. Adjust the toe by eye so you can drive to an alignment shop. Align cotter pin hole and install provided cotter pin and crimp.



16. 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.



Big Block Pump

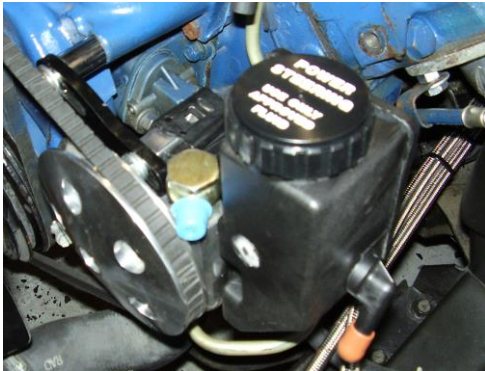


Small Block Pump



17. Once removed, install the new pump and bracket in place and attach it with supplied hardware and standoffs provided in kit.

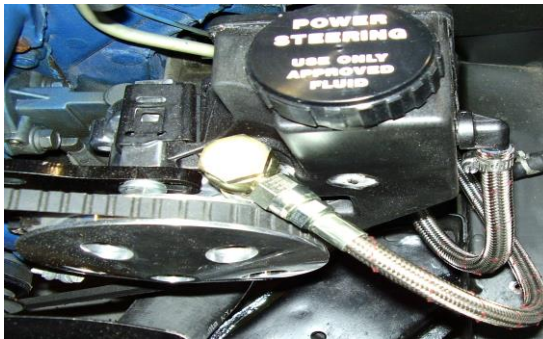
Big Block Pump



Small Block Pump



18. The power steering lines have fittings on them that can only be installed one way at the pump. If you are unclear at all you can trace the lower port on the rack and pinion following the lineup to the pump. This is the pressure line. The top port at that rack is the return port, which goes to the plastic reservoir. Be sure to tighten the clamp.

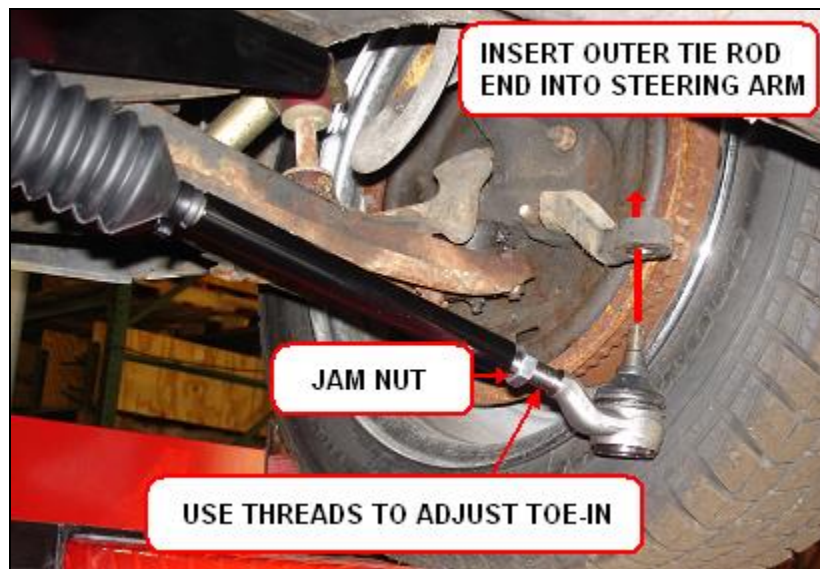


19. When your lines are connected and the top bolt on the pressure port is torque to 20 ft. lbs. You may top off the fluid in the reservoir and start the car.

20. Let the car idle and turn the wheels back and fourth slowly to remove air from the system.

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

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



Alignment Instructions

Toe In: 0 - 0.125
Camber: O.E. Specs
Caster: O.E. Specs

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

UNISTEER® *Performance Products*

1555 Enterprise Parkway

Twinsburg OH 44087

800-338-9080

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Last Revised 6/16/2014

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