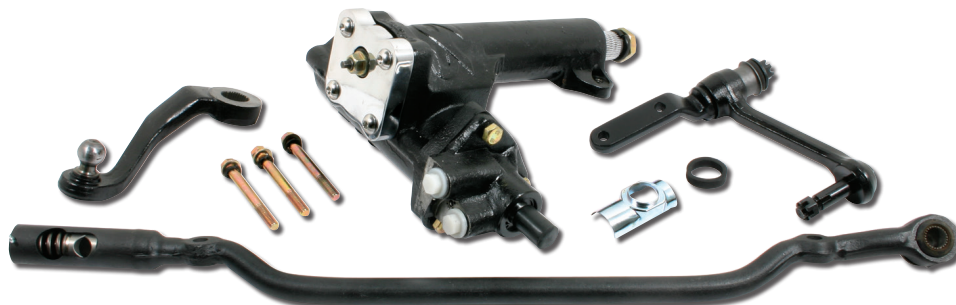


#5557PSU-K Installation Instructions

1955-57 Chevy Car Power Steering Upgrade Kit



Parts List:

- | | |
|------------------|----------------|
| (1) Steering Box | (1) Centerlink |
| (1) Idler Arm | (1) Pitman Arm |

Notes:

CPP's 500 Series™ power steering boxes are the key components to a high performance modern-style power steering system. The #CP50000 features a 14:1 ratio unit which provides superior directional control and road feedback, as well as a more stable feel to the driver. CPP engineered the recirculating ball gears for low friction and increased steering response. An open centered, rotary type valve provides smooth operation throughout the steering range while retaining excellent road feel. For the 1955-57 full-size Chevrolet, the 500 Series is a direct replacement for the manual steering box and is "bolt on" easy to install. Another unique feature is the mounting bosses which are integrated into the casting, eliminating the need for an external bracket and lining up perfectly to your column without shims. This is the very best gearbox available on the market today to convert your full-size Chevrolet to power steering.

Note: You will not be able to re-use the stock steering column without some modifications. CPP sells OE style shortened steering columns or you may choose to use an aftermarket steering column.

Caution: Before attempting to do any suspension work, be sure your vehicle is supported correctly and safely on jack stands or a lift. Failure to do so could cause serious injury.

Instructions:

1. Start with removing the factory steering box and column. Since the column and gear box are one piece, you will need to disassemble the column in order to remove it. You will need to remove the steering wheel along with the turn signal housing and shift collar. Unbolt the column from the floor plate and under dash bracket. There are two bolts at the end of the column by the gear box that hold the column to the inner shaft. Remove them and the outer column tube is ready to slide out from inside the car.

Unbolt the inner tie rod ends from the center link. Remove the center link from the pitman arm and idler arm. Also remove the idler arm from the frame rail. Remove the three bolts that hold the factory steering box to frame and carefully slide the old box and shaft out from the bottom.

Note: It's best to replace any worn out tie rods, ball joints or control arm bushings at this time. Not replacing any worn out items will have a huge affect on how the front end of your car will handle.

2. Install the new CPP steering box to the frame. The new CPP box will bolt up using the three factory mounting holes.



3. Install the new CPP pitman arm to the steering box. It's best to use an impact gun to properly seat the arm on the steering box.



4. Next install the new idler arm on the frame rail.



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#5557PSU-K Installation Instructions (Continued)



5. Install the center link onto the pitman arm ball stud and onto the idler arm shaft. To install the new center link, unscrew the end cap and slide back the spring and bushing then push the center link onto the pitman arm ball stud. Once the pitman arm is seated re install the bushing and spring and tighten the end cap screw and install the cotter pin. Install the washer and nut along with the cotter pin on the idler arm. Install the tie rod ends onto the new center link. Once all your toe adjustments are done, tighten the castle nuts and install the cotter pins. Make sure you grease the zerk fittings on the ball joints, idler arm and tie rod ends.



8. All CPP power steering boxes include the aluminum dress up cover. Remove the four bolts and install the cover with the new hardware supplied.



9. After a front end upgrade it is best to take it to the alignment shop and have them align it to specifications.

PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

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GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.