



#6066PSK - Power Steering Kit Installation Instructions for 1960-66 Chevy Truck

Required Items:

Power steering pitman arm from a 1969-1987 C10, #FA694.
Power steering gear box from a 1969-1987 C10, #CP7501C constant ratio, or #CP7501V variable ratio.
Power steering pump, #PSP.
Power steering pump mounting bracket #PS301.
Power steering hoses, #CPHUK.
Rag joint assembly #RJC-836R.
Intermediate shaft assembly #CSS-LG.

Note:

Some or all of these items may be included depending on which kit was purchased. Refer to your CPP catalog for more information.

Instructions:

- 1) Remove the pitman arm from the steering box.
- 2) Separate the 2 flanges from the rag joint assembly.
- 3) Remove the steering box from the frame.
- 4) Using the new hardware, install the new steering box mounting bracket and reinforcing bracket onto the frame. The forward upper and rear lower mounting holes will line up with the mounting holes that are already in the frame. Install the bolts thru these 2 holes with the bolt heads to the engine side of the frame rail, and the nuts on the wheel side of the frame rail.
- 5) Using the new mounting brackets as a guide drill the remaining bolt holes thru the frame rail. Do not drill the frame for the lower forward most bolt hole.

WARNING: Be careful; do not drill through any wires, hoses, hard lines, etc. while drilling through the frame!

- 6) With a 7/16" drill bit, drill out the threads on the lower forward mounting boss of the steering box. The bolt will be installed thru this hole on the steering box and thread into the forward lower mounting hole on the new mounting bracket.
- 7) Install the steering box onto the frame. You may need to hold the box in its approximate position and mark where to cut the steering shaft before the steering box can be bolted onto the frame. If you are cutting the shaft now, make the shaft as long as possible, after the new rag

joint (#RJC-836R) is on the steering box input shaft you can make the final measurement and cut the steering column shaft to its finished length.

Note: On some applications the steering box may interfere with the bumper bracket. If it does, remove a small amount of material from the top of the bumper bracket.

WARNING: Do not grind on the steering box!

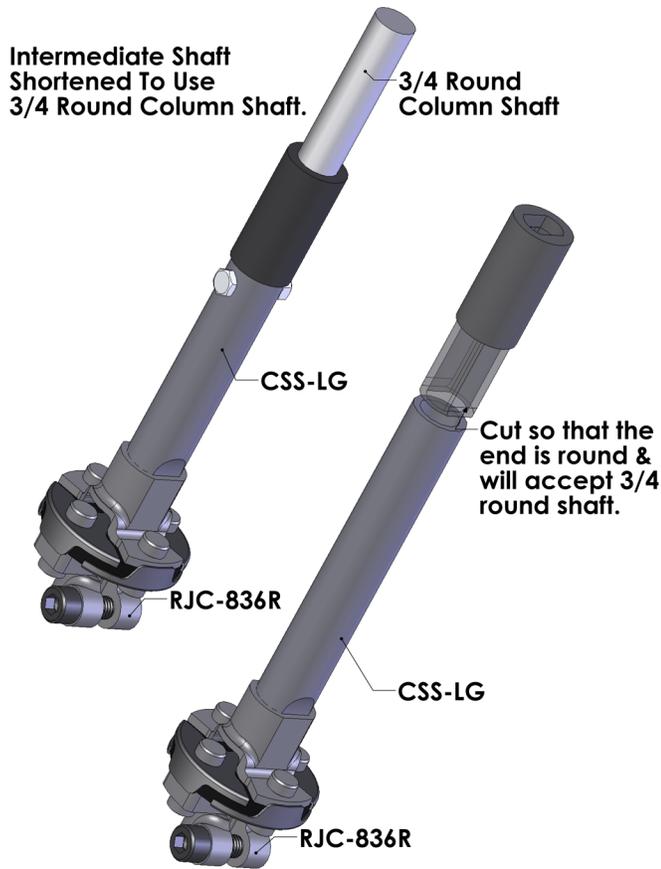
- 8) Connect the hoses to the steering box and power steering pump. Take care when routing the hoses, it may be necessary to slightly bend or trim the lower inner fender lip in order to safely route the hoses.
- 9) Install the rag joint flange (#RJC-836R) onto the new steering box. The spline on the steering box should be 13/16-36.
- 10) Center the steering box in it travel. Connect the pitman arm to the steering box.
- 11) Position the steering wheel in the straight ahead position.
Note: If the steering wheel is not in the straight ahead position when the steering shaft is connected to the steering column and steering box, the turn signals may not cancel correctly.

12) **Original columns:**

If you are using an aftermarket steering column skip this step. In order to connect the new steering box to the old steering shaft you will need to cut the double "D" portion off of the end of the new intermediate shaft with flange. Cut the flange off of the end of the original steering column shaft. (This may already be cut off.) Slide the new intermediate shaft over the newly cut end of the original steering column shaft. Assemble the new intermediate shaft onto the rag joint flange (#RJC-836R) already attached to the steering box. If the steering column shaft is too long, measure how much more the steering column shaft needs to be shortened, remove the new intermediate shaft and shorten the steering shaft the appropriate amount. Double check the steering wheel is in the straight ahead position, the tires and wheels are steered straight ahead, and the box is centered in its travel. Check the gap between the steering wheel and the top of the steering column. You may need to push down on the steering wheel to adjust the gap between the top of the steering column and the steering wheel (a 1/8" gap is recommended) while the new intermediate shaft is attached

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#6066PSK - Power Steering Kit Instructions (Continued)



Original columns (con't):

to the steering column shaft. Secure the steering column shaft to the new intermediate shaft. This can be done several ways. CPP recommends drilling thru the new intermediate shaft and the steering column shaft, and then bolt them together. This will allow you to simply unbolt them in order to remove any part of the assembly in the future. They can also be secured with a 1/4 " roll pin, or they may be welded together. A welded assembly is much more difficult to remove, replace, or service.

If you are using the original steering column skip this step. Slide the new intermediate shaft flange over the 3/4 double DD steering shaft. Connect the rag joint to the steering box.

13) After market and custom columns:

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.