Steering, Brake & Suspension Specialists

#CP50003 & #RJC-605L - Installation Instructions

for 1958-64 Fullsize GM Car Power Steering Box & Rag Joint Coupler

Parts List:

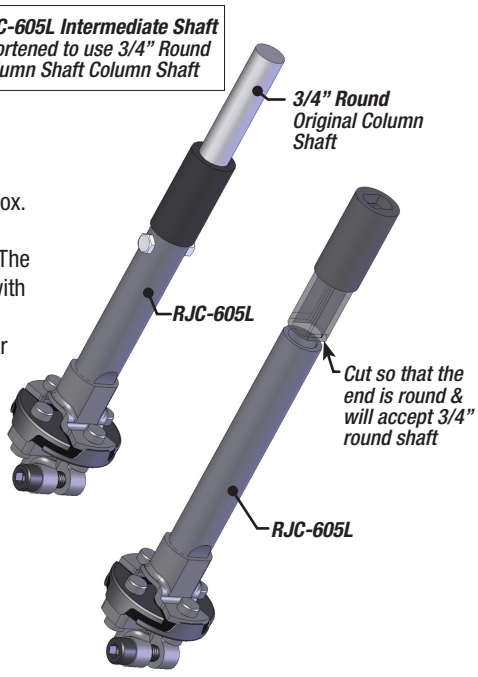
1 ea	CP50003 Steering Box
3 ea	7/16-14x 3 1/2"Bolt
3 ea	7/16 Lock Washer
3 ea	7/16 Flat Washer

Notes:

* This kit is designed to work with manual steering center link and pitman arm.
* Power steering cars can use the center link adapter (#5864CLA), or the manual center link (#6364CL) and the manual pitman arm (#CP20111).
* May require modifications or notched radiator depending on your car.
* CPP **highly** recommends adding an inline power steering filter whenever a used power steering pump is used with your gear box. This simple step will ensure that you will not contaminate your new sttering gear and will keep your box eligible for warranty. These types of filters are available through CPP or your local auto parts store.

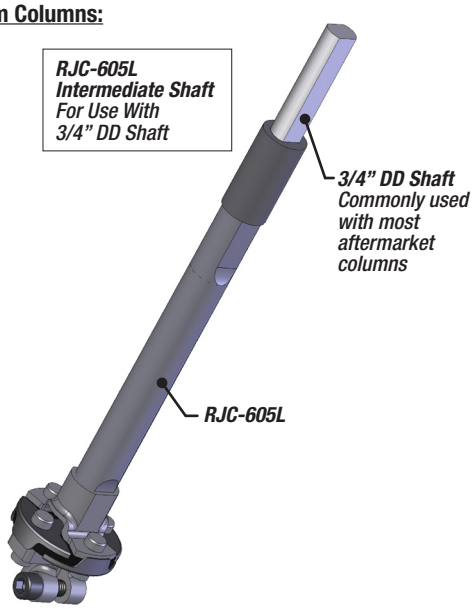
Instructions:

1. Remove the pitman arm from the steering box.
2. Remove the coupler (rag joint or U-joint) from the steering box.
3. Remove the steering box from the car.
4. Enlarge the steering box mounting holes in the frame with a 7/16" drill bit. This will allow you to use the new 7/16" mounting hardware.
5. Using the new 7/16" hardware, bolt the new steering box to the frame.
6. Install the pitman arm onto the steering box.
7. Install the rag joint on the steering box. You will need to use a #RJC-605L rag joint (The same rag joint used with many power steering conversions). If the car already had a power steering box installed you may be able to skip step 8.



8. **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 outer double "D" portion off of the top end of the new rag joint assembly (See diagram below). Cut the factory rag joint flange off of the end of the original steering column shaft. (This may already be cut off.) Slide the rag joint assembly over the newly cut end of the original steering column shaft. Assemble the rag joint assembly onto 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 rag joint assembly 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. Secure the steering column shaft to the new rag joint assembly. This can be done several ways. CPP recommends drilling through the new rag joint assembly 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.

Aftermarket and Custom Columns:
If you are using the original steering column skip this step. Slide the new rag joint assembly over the 3/4 double DD steering shaft. Connect the rag joint assembly to the steering box.



9. Connect the pressure and return hoses.
10. With the engine running, check for leaks at the hose fittings. To do this have someone in the car hold the steering wheel tight against the left and right steering stops. This will operate the box at full pressure.

GENERAL TORQUE SPECIFICATIONS:

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

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