



**UNISTEER®** *Performance Products*

**'60-'72 Chevrolet C10 Power Rack & Pinion Kit  
Instructions for 8011740-01, 8011920-01, 8011650-01, &  
8011900-01 Rack and Pinion Kit**

**\*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.**

**\*ALSO BE AWARE THAT THERE ARE APPLICATION/PROVISIONS NEEDED IN ORDER TO INSTALL. PLEASE READ ALL INSTRUCTIONS FIRST.**

**\*A TWO GROOVE WATER PUMP PULLEY IS REQUIRED.**

**DUE TO VARIABLES OUTSIDE OUR CONTROL THESE KITS MAY NOT FIT ALL APPLICATIONS. ALSO, PLEASE VERIFY KIT WILL FIT YOUR APPLICATION BEFORE ALTERING VEHICLE.**

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



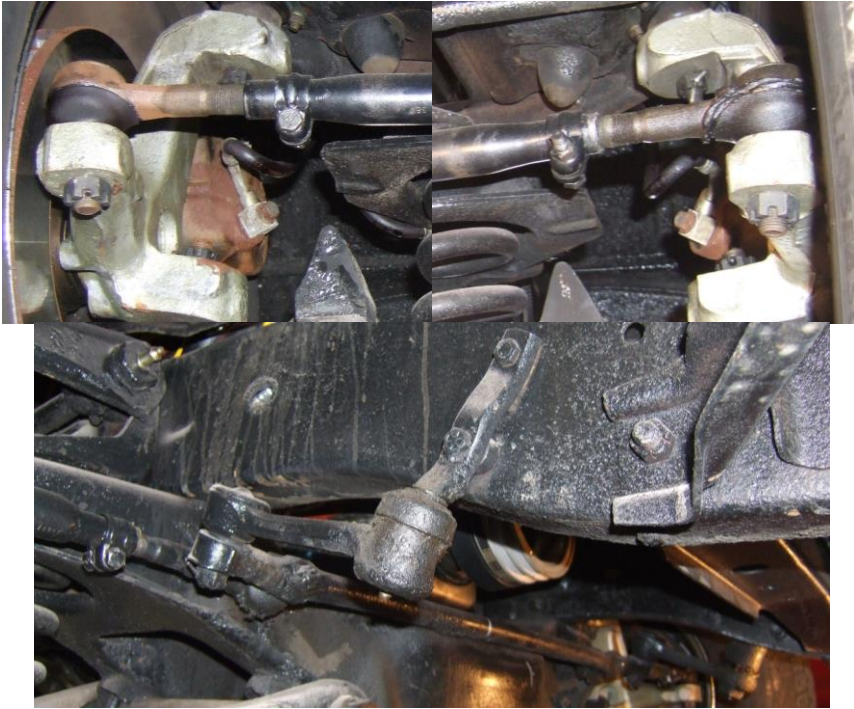
## KIT CONTENTS:



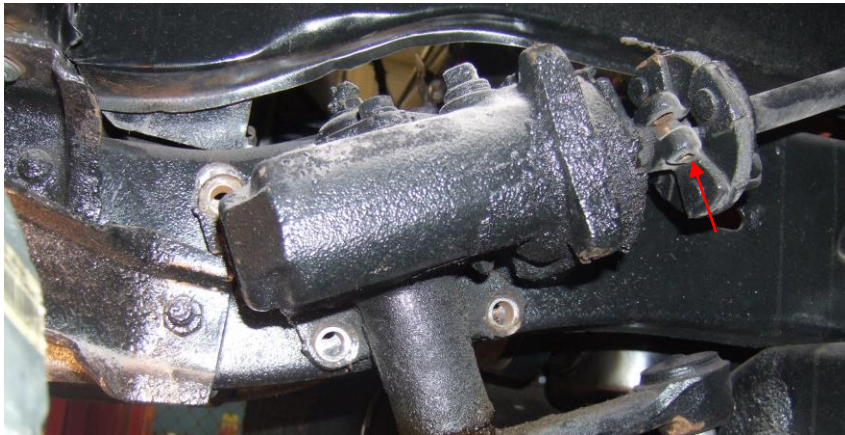
#	Part Number	Description	Quantity
1	8011800-01, 8011890-01, 8011770-01, or 8011910-01	Rack and Pinion Unit w/bracket	1
2	231490	Rack and Pinion Mounting Bolts 3/8" – 16 x 1 1/2 " Hex Bolt	2
3	8020940	Outer Tie Rod Ends	2
4	200850	5/16 " Flat Washers Zink	4
5	120490	3/8" – 16 Lock Nuts	2
6	8050760	Shaft Support Bracket w/ Nut (Not in All Kits)	1
7	8020790	Remote Pump Reservoir	1
8	8026340	Chevy C10 Hose Kit w/ Hose Clamp & Cover	1
9	8061170	C-5 TC Pump Kit for Chevy c10	1
10	543090	5.875" DD Shaft (9/16-30 Spline X Blank) (Not in All Kits)	1
11	546210	9" DD Shaft (9/16-30 Spline X Notch) (Not in All Kits)	1
12	8026930	Bracket Steering Shaft (Not in All Kits)	1
13	8050500	U-Joint 3/4-36 X 9/16-30 (Not in All Kits)	1
14	8050300	U-Joint 3/4-DD X 3/4-DD	1
15	8050250	U-Joint 9/16-30 X 3/4-DD (Not in All Kits)	1
16	622170	Install Kit	1
17	547370	16.6" DD Shaft (9/16-30 Spline X Notch) (Not in All Kits)	1
18	8050360	U-Joint 3/4 X 9/16-30 (Not in All Kits)	1

## 1960-1972 Chevrolet C10 Rack and Pinion Installation

1. Raise car off ground. Remove the outer tie rod end cotter pins. Remove tie rod nuts. Remove the idler arm mounting bolts off of the passenger side of the frame by removing the thru bolts.



2. Remove the pinch bolt from the input shaft on the steering box. This will allow for the gearbox to be completely removed after removing the three bolts holding it to the frame.



3. Remove all stock steering linkage from the vehicle.

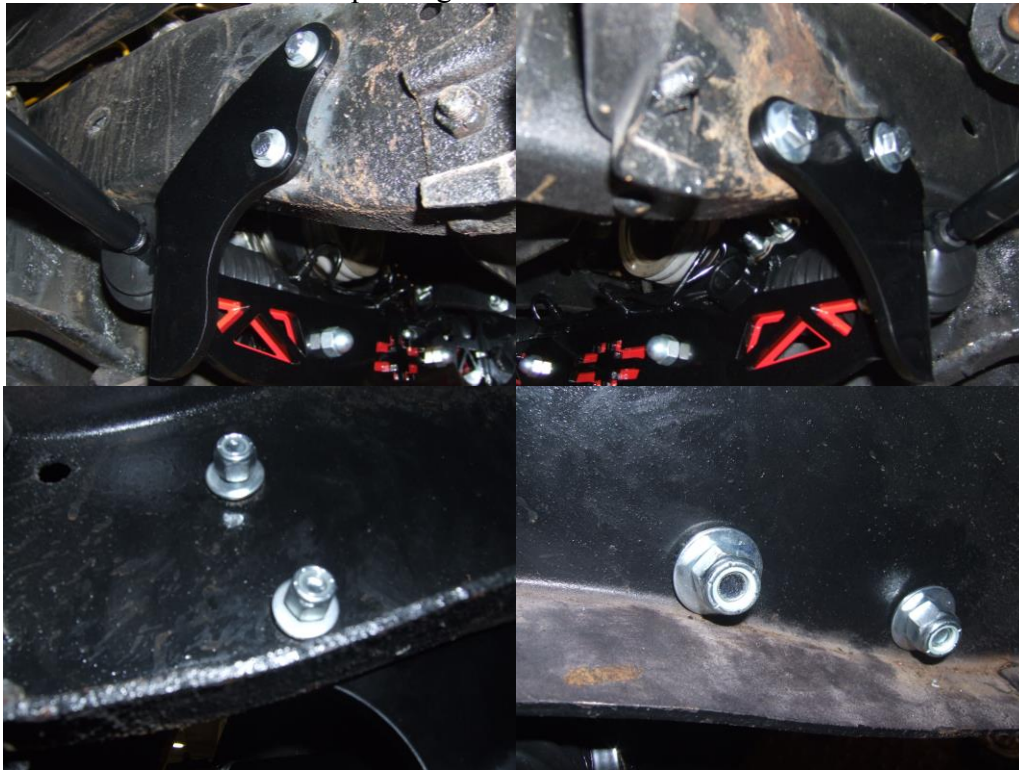




4. With stock steering removed, thread supplied 11/16-18 LH jam nuts onto threads. Run jam nuts all the way till they are at the ends of the threads. At this point thread the supplied ends into new tie rod adjusting bars.



5. Now to install your new kit. With supplied hardware (2: 1/2-13 bolts and 2: 3/8-16 bolts). Bolt new R&P kit up into frame. Note: 1/2" bolts are used in drivers side and 3/8" bolts are for passenger side.

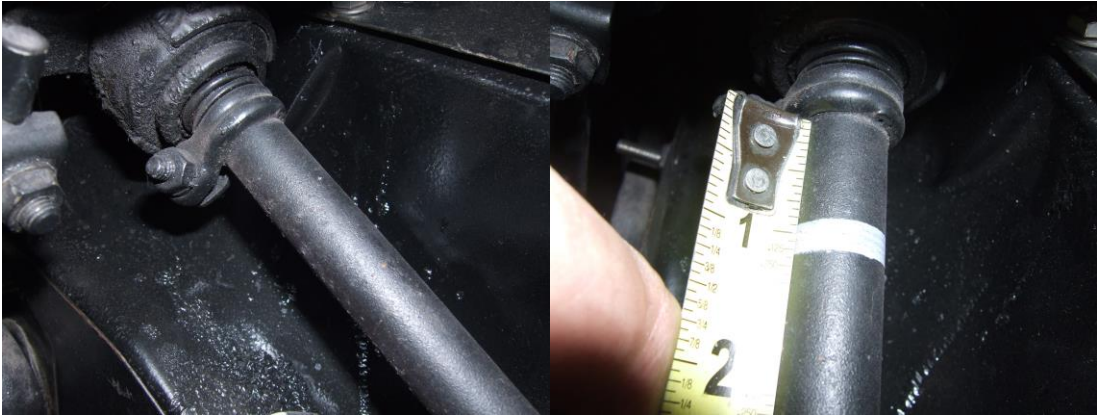


6. With new R&P system bolted into truck, its time to hook up the steering. Bolt tie rod ends into spindles.



1960-1966 shaft kit only

1. Make a mark on the steering shaft 1" down from clamp on upper end of shaft (located where the shaft comes out of the firewall).



2. Cut steering shaft on 1" mark and remove the lower part of the stock steering shaft.



3. Install new intermediate shaft kit on the rack using the lower u-joint. Slide the upper u-joint onto the exposed remaining column shaft. Slide the intermediate shaft into the upper u-joint. Note: make sure end of existing steering shaft is flush with inside of u-joint. Tighten set screw on u-joint against the shaft with the u-joints phased 90 Degrees off one another.



4. With supplied drill bit, drill a hole thru the u-joint and shaft, using the pre drilled hole as a pilot.



5. Drive larger of two roll pins thru u-joint and shaft, then drive smaller roll pin inside of the larger pin already in u-joint.



1967-1972 shaft kit only

1. Take off old linkage up to the end of the steering column.
2. Slide u-joint onto pinion shaft and insert pinch bolt. Leave all hardware loose until everything is installed.



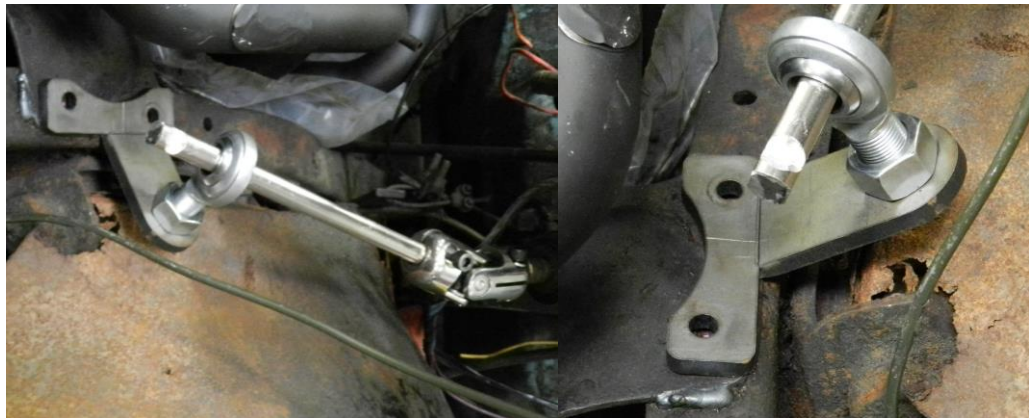
3. Slide upper u-joint on column so that the yokes are lined up in the same way and insert pinch bolt.



4. Slide the longer shaft into the upper u-joint and lock it in with the pinch bolt.



5. Slide support bearing with bracket up shaft. Line bracket up with holes on frame as pictured and bolt bracket down.



6. Insert middle joint with lower shaft so that the yokes on the joint are facing the same direction as the lower and upper (marked in red in the picture). You will have to trim the lower shaft to fit. Make sure all joints are lined up correctly and the support bearing is adjusted out where it needs to be before making your cut. Then grind a notch for the pinch bolt. Re-assemble the shaft kit, check for binds, and then tighten everything down.





All Years

1. With supplied hardware, install the power steering pump into lower two holes in engine block. Supplied support bracket bolts from back side of pump to lower bolt on the water pump housing.



2. Replace stock water pump pulley with a two groove aftermarket pulley, as it is required to power new power steering pump.



3. Mount supplied remote reservoir in a suitable location and route lines out of harm's way.



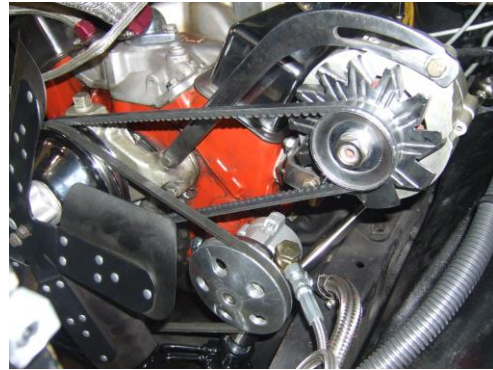


4. Hook power steering lines up, Pressure line goes to top port (blue fitting) on rack housing. Return line is the lower port on the rack (silver fitting) which goes to lower #6 fitting on the remote reservoir. Large #10 line goes from large port on the reservoir to nipple on pump and secured with supplied hose clamp.



5. By eye, line up steering of truck by adjusting the toe at the tie rod ends. After installation it will be necessary to have your vehicle professionally aligned. Toe adjustment is easy by just leaving the jam nut loose and turning the inner tie rod. Then tighten up the jam nut.
6. If steering wheel isn't straight when wheels are in the straight forward location after your professional alignment, it may be necessary to remove your steering wheel and reinstall it in the neutral position.

7. Install proper length pump belt to match your application requirements. It will be necessary to reroute your belts from your water pump to your alternator. Your crank, water pump and power steering pump will be separate.



8. Top off power steering fluid level in pump reservoir. Start vehicle; keep running for 15 seconds, shut vehicle off. "Do Not" turn wheels during this period.
9. Top off power steering fluid level and start vehicle. Cycle the steering back and forth "Slowly" for a few minutes to allow the new system to bleed any air from the lines. Note: Make sure your reservoir does not empty during steps 8 & 9.

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

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