



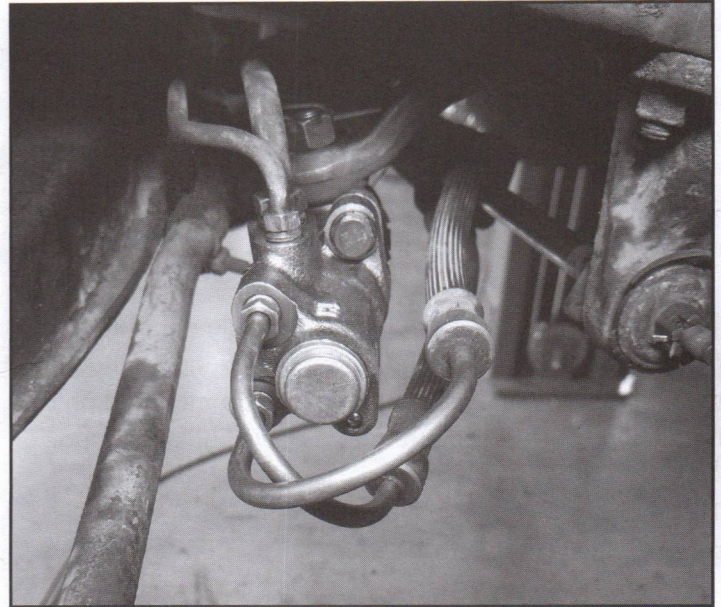
Installation Instructions

#1999 and #20760 **Power Steering Control Valve & Rebuilt Power Steering Valve**

Instructions for Removing & Installing Power Steering Control Valve

Removal:

1. Raise the car safely off of the ground with a car lift or secure on jack stands.
2. Remove the left front tire to gain easier access.
3. Remove the extend and retract hoses with 7/16" line wrench. Be sure to notice the configuration of the lines crossing each other to make installation easier.
4. Allow fluid to drain.
5. Using line wrenches, remove the 7/16" pressure line and 9/16" return line on top of the Valve.
6. Allow fluid to drain.
7. Remove the 9/16" clamp pinch bolt that secures the Control Valve to the Relay Rod.
8. Remove the cotter pin and the 3/4" castle nut that holds the Control Valve to the Pitman Arm.
9. With a tie rod separating fork (pickle fork) and hammer, remove the Control Valve from the Pitman Arm.
10. Remove the cotter pin and 9/16" castle nut on the end of the Power Steering Cylinder Rod, retracting the Rod into the Cylinder to remove it from the bracket mounted on the frame of the car. It is ok to drop it down and let it hang.
11. Unthread the Control Valve from the Relay Rod. Disassembly is now complete.



Installation:

1. Clean the threads on the end of the Relay Rod with Brakleen. This will make threading the new Control Valve easier. Thread the Control Valve onto the Relay Rod until it bottoms out and then back it up so that the stud aligns with the Pitman Arm.

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4. Allow fluid to drain.
5. Using line wrenches, remove the 7/16" pressure line and 9/16" return line on top of the Valve.
6. Allow fluid to drain.
7. Remove the 9/16" clamp pinch bolt that secures the Control Valve to the Relay Rod.
8. Remove the cotter pin and the 3/4" castle nut that holds the Control Valve to the Pitman Arm.
9. With a tie rod separating fork (pickle fork) and hammer, remove the Control Valve from the Pitman Arm.
10. Remove the cotter pin and 9/16" castle nut on the end of the Power Steering Cylinder Rod, retracting the Rod into the Cylinder to remove it from the bracket mounted on the frame of the car. It is ok to drop it down and let it hang.
11. Unthread the Control Valve from the Relay Rod. Disassembly is now complete.

Installation:

1. Clean the threads on the end of the Relay Rod with Brakleen. This will make threading the new Control Valve easier. Thread the Control Valve onto the Relay Rod until it bottoms out and then back it up so that the stud aligns with the Pitman Arm.
2. Place the taper stud on the top of the Control Valve into the Pitman Arm.
3. Tighten the 3/4" castle nut and secure it with a cotter pin.
4. Reinstall the 9/16" clamp pinch bolt being sure that it aligns with the slot machined into the Relay Rod.
5. Install the 9/16" return line and the 7/16" pressure line on the top of the Valve.
6. Put the two 7/16" extend and retract hoses onto the end of the Control Valve. At this point, the extend cylinder should still be disconnected from its mounting bracket on the frame
7. Fill the reservoir in the Power Steering Pump with Power Steering Fluid. Start the car, allowing it to run for 5-10 seconds then turn the engine off and recheck the fluid level in the reservoir. Continue to repeat this process until the fluid

level remains steady at the full point.

8. Remove the cap on the end of the Control Valve to expose the adjusting nut.
9. Start the car and observe the Power Steering Cylinder Rod. Based on your observation:

If the rod remains retracted, turn the adjusting nut clockwise until the rod begins to move out. Mark the position of the nut.

Now turn the nut counterclockwise until the rod begins to move in. Mark the position of the nut. Now turn the nut halfway between the two marked positions. If the rod is extended, turn the adjusting nut counterclockwise until the rod begins to move in.

Mark the position of the nut. Now turn the nut clockwise until the rod begins to move out. Mark the position of the nut. Now turn the nut halfway between the two marked positions.

10. Turn the engine off. Connect the Piston Rod through the bracket on the frame. Replace the 9/16" castle nut and secure with a cotter pin.
11. Start the engine and turn the steering wheel from lock position to lock position a minimum of two times. This will bleed any air out of the system.
12. Recheck the fluid in the Power Steering Pump Reservoir to make certain that it is still full. Add fluid as needed.
13. Replace the cap over the adjusting nut. Replace the left front tire.
14. Remove the car from the jack stands or car lift and the car is now ready to go.

***** IMPORTANT — PLEASE READ *****

This unit has been carefully inspected, tested & adjusted to factory specifications. Read the instructions provided BEFORE installation.