



Steering, Brake & Suspension Specialists

#4759PSK - Installation Instructions for 1947-59 Chevy Truck Power Steering Conversion Kit

Parts:

- 1 - Steering Box Mounting Bracket
- 1 - Steering Arm
- 1 - Adjustable Draglink

This conversion kit allows you to install a late model (1969-87) Chevy 2WD pickup power steering box into your classic 1947-59 pickup. Ideal for aftermarket tilt steering columns. Includes all brackets and necessary hardware for installation; power steering box and components are sold separately (see list below).

Required Parts Not Included:

Steering Column:

CPP Column Saver part #CP150BCS
Replacement CPP Columns, part #ECSC-T, #ECSC-S (other sizes & styles available)

Steering Box:

3/4-30 input stock ratio part # CP7512
13/16-36 input stock ratio part # CP7501-C
13/16-36 input quick ratio part # CP7501V

Pitman Arm:

Standard pitman arm part # 4759PA-PS
Reversed pitman arm part # 4759PA-PR

Steering Shaft:

Collapsible steering shaft with out U-Joints part # 4759ISS
Collapsible steering shaft with U-Joints part # 4759ISS

Power Steering Pump:

Small Block Pump part # PSP
Big Block Pump part # PSP-BB
Universal pump mounting bracket part # PS301
Pump mounting bracket with front motor mount part # PS808

Power Steering Hose:

Universal rubber hose part # CPUHK
Stainless steel hose part # 131151

Highly Recommended Upgrade Components:

Heavy Duty Tie Rod Ends - #4759TRE
Heavy Duty Tie Rod - #4754TR-HD (1947-54); #5559TR-HD (1955-59)
Front Shock Relocation Kit - #4754FSBK (1947-54); #5559FSM (1955-59)
Intermediate Steering Shaft - #4759ISS

Notes:

Read these instructions completely before attempting this conversion. Make sure this kit fits your application before painting or plating. Parts that have been painted, plated or modified may not be returned.

Warning:

Using wheels wider than 7" with more than 3-1/2" of backspacing may cause the right front tire to rub on the steering box. This will vary depending on the vehicle ride height.

Instructions:

1. It is recommended that this installation be performed with the front inner and outer fenders removed and the front spring shackles, king pins & tie rod ends be inspected for signs of wear due to the increased pressure from the power steering box. Any wear may affect performance and handling. Replace worn parts as necessary.
2. Remove the pitman arm, drag link and stock steering box. Remove the driver's side wheel and brake drum/disc.
3. Remove the shocks. Completely remove the upper and lower shock mounts.
4. The shocks need to be repositioned so that they point towards the rear of the truck allowing room for the new steering box. In order to do this, the lower mounting brackets need to be swapped from side to side so that the mounting holes are on the back side of the axle. Using the upper shock mount as a guide, drill three new holes through the frame and attach the upper shock mounts. Reinstall the shocks.
5. Mount the new steering arm to the top mounting bolts on the spindle. If using the original drum brakes, use the new 7/16" mounting bolts, flat washers and lock washers. If using a CPP disc brake conversion kit, reuse the upper mounting bolts supplied with the disc brake brackets, and use the lock washers included with the steering arm. The steering arm should be installed with the larger side of the tapered hole up if the truck is close to stock height. If the truck has been lowered more than 3" the larger side of the tapered hole should be down. To minimize the potential of bump steer, the drag link should be as close to level as possible once installed between the pitman and steering arms.

For 1947-54 Trucks:

6. Measure and drill a 7/16" hole in the frame 8-1/2" from front of the frame rail and 1-3/4" from the bottom of the frame rail. This will be the lower front steering box mounting hole. Be sure you do not use the brake line mounting hole as a reference for this hole.
7. Bolt the steering box mounting bracket to the upper two ears of the steering box using the spacers provided between the bracket and the box.

8. Next you will install the steering box to locate the mounting bracket properly before final installation. Install the steering box with the tall end of the bracket towards the rear of the truck. Double check that the bracket rests on the top edge of the frame and the drilled hole lines up with the front lower hole of the steering box. Install the 1/2" thick spacer and bolt. Locate the position for the last mounting bolt. Drill a 7/16" hole in this position. Tack weld the bracket to the frame. *Note: Some trimming of the inner fender may be required. (Skip to step 9 now).*

For 1955-59 Trucks:

6. Measure and drill a 7/16" hole in the frame 14-1/2". Forward of the axle centerline and 1" from the top of the frame rail. This will be the upper front steering box mounting hole. Be sure you do not use the brake line mounting hole as a reference for this hole.
7. Loosely bolt the steering box mounting bracket to the upper rear hole of the steering box using the spacers provided between the bracket and the box.

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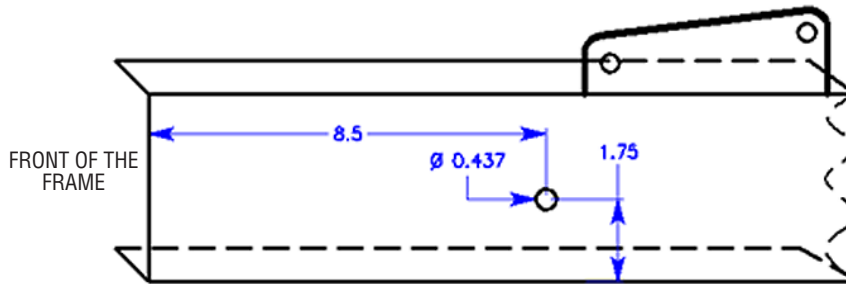


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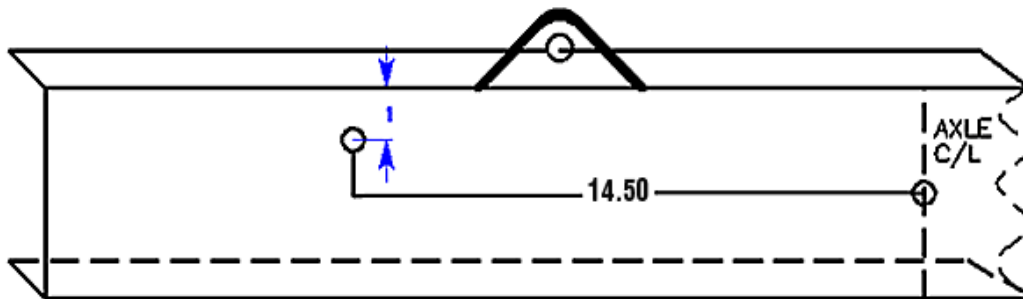
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8. Next you will install the steering box to locate the triangular mounting bracket properly before final installation. Install the steering box so that the bracket rests on the top edge of the frame and the drilled hole lines up with the front lower hole on the steering box. Install the 1/2" thick spacer and bolt. Locate the position for the two remaining mounting bolts. Drill 2-7/16" holes in these positions. Tighten the upper mounting bolt to the triangle mount and steering box. Tack weld the bracket to the frame in this location. *Note: Some trimming of the inner fender may be required.*
9. Remove the steering box and fully weld the bracket to the frame. After the welding is complete, reinstall the steering box using the provided spacers.
10. Center the steering box in its travel. Install the pitman arm on the steering box (pitman arm not included). The pitman arm will have the tapered hole to the left side of the splined hole.
11. Steer the spindles to the straight ahead position. Adjust the new draglink assembly so the distance between the tapered hole on the pitman arm and the tapered hole on the steering arm is the same length as the distance between tapers on the drag link. Install the drag link. Note that some lowered vehicles need to use our reversed pitman arm. In this instance, the drag link will be installed on the top of the pitman arm.
12. Connect the steering shaft and power steering hoses to the steering box (shaft and hose not included).
13. Reinstall the drivers drum/disc and wheel.
14. If the steering wheel is not centered adjust the drag link as needed.



1947-54 Chevy Truck



FRONT OF THE FRAME

1955-59 Chevy Truck

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.