



#5356PSK-T - Toyota Power Steering Conversion Kit Installation Instructions

for 1953-56 F-100 Ford Truck

Notes:

Read through instructions carefully before attempting installation.

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

This kit is designed to be used with the stock straight axle suspension. The universal joints, steering shaft and steering column needed to complete the installation of this kit can all be purchased from Classic Performance Products.

Instructions:

1. Remove the stock steering box and column. Be sure to clear the area of all wiring, brake lines and fuel lines.
2. Bolt the Toyota box to the mounting bracket so that the long arm of the bracket points in the same direction as the steering column input shaft (small shaft.) To mount the bracket and box correctly, the longer end should be towards the rear of the vehicle. It may be necessary to grind on the power steering box where the two flanges protrude above the bracket.
3. Locate the box/bracket assembly into the frame by centering the Toyota sector shaft through the original hole in the frame. This hole will need to be elongated approximately 3/8" to allow the sector shaft to clear the frame. Bolt the bracket directly into the mounting holes for the original steering box.
4. With the first bolt in, check the fit by reattaching the steering box. Make sure the splined shaft goes through the frame without interference. Torque down the mounting bolts to 45 lbs.
5. Attach the pitman arm to the steering box. Before this is done the steering sector must be centered. Turn the input shaft clockwise as far as it can go. Make a reference mark. Now turn the shaft counter clockwise as far it can go and be sure to count the turns. Turn the shaft back half the distance and now the box is centered. Be sure to double and triple check this procedure. Attach the pitman arm to the output shaft with the output shaft nut. Torque the bolt down to 110ft/lbs. Reconnect the stock drag link and you are on your way.

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.

For technical help call Classic Performance Products Monday thru Friday 8:30am to 5:00pm at (714) 522-2000.

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