

#5559PSK-T - Installation Instructions for 1955-59 Power Steering Kits

Note:

This kit is not recommended for column shift manual transmissions.

To re-use your stock column, a Column Saver Kit from CPP will be needed. This kit will help you modify the stock column to work with the Toyota box.

If you plan to use an aftermarket column, contact CPP. We have a complete line of columns, u-joints, steering shafts and column drops to help you set up your steering safely and correctly.

Instructions:

1. Make sure truck is supported with jack stands. Remove the front wheels and stock column and steering box. Save these items if you plan to re-use your stock column and steering wheel.

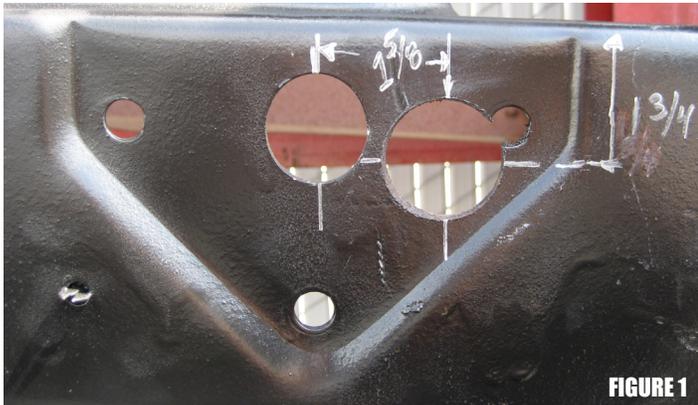


FIGURE 1

2. A new sector shaft hole must be drilled first. Measure from center of factory hole back 1-5/8" and measure down from the top of the frame an 1-3/4". Using an 1-1/2" hole saw, drill a new sector shaft hole. Figure 1.

3. It might be necessary to grind the box to allow it to fit tighter to the frame. Figure 2.

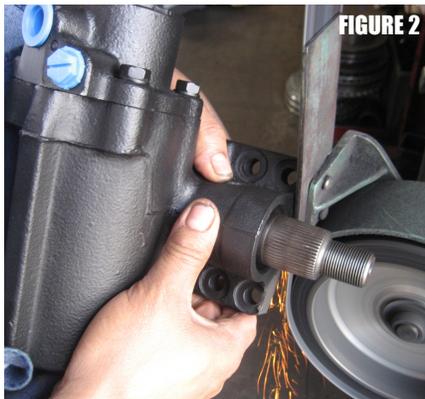


FIGURE 2



FIGURE 3

4. Bolt the Toyota box to the CPP bracket as shown in Figure 3.



FIGURE 4

5. Install the Toyota box into the frame. Line up the rear bracket hole to the factory hole in the frame and clamp the steering box to the frame. Figure 4.

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FIGURE 5



FIGURE 7

6. With the bracket and steering box clamped in place, drill the top and bottom bracket holes using a 7/16" drill bit. Figure 5 & 6.

7. Install the steering box bracket to the frame with the supplied hardware. Figure 7.

8. Depending upon the application, a slight bend in the pitman arm may be required.



FIGURE 6

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 to 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.