



Steering, Brake & Suspension Specialists

#CP50005MU - Installation Instructions

for 1965-67 Mustang & 1963-65 Falcon 400 Series™ Power Steering Box

Thank you for your purchase of the CPP 400 Series™ power steering box. This instruction sheet will lead you step-by-step on the installation in your 1965-66 Mustang for either a stock steering column or for use with an aftermarket tilt column (omitting the column modification steps below). Please read instructions thoroughly prior to starting the installation to familiarize yourself with this conversion. Also remember since you are working with components that are electrical, the first thing you need to do is remove the negative battery cable.

Note: These boxes and kits are for automatic transmission applications only, steering box modifications ARE required to work with manual transmission and clutch linkage. Modifications may be required to driver side inner fender panel for ALL applications. No detailed information is available at this time.



Start by removing the stock horn button. The horn button is simply pushed in and rotated counterclockwise. This will allow access to the horn contact spring and steering wheel nut. (photo 1)

chase or some stores offer a rent a tool program. (photo 3)

Remove the smaller center spring and keep for the reassembly as well. This will be used again to pre-load the horn button. (photo 4)



There is a small cone shaped bushing used to center the column tube from the factory. This needs to be pulled out to allow the outer column tube to be removed from the car. This part is also used again for reassembly. (photo 7)



Before you remove the steering column out of the car take a measurement of how much inner steering shaft protrusion come out at the top of the column; this measurement (approximately 3") is to be used when you cut the steering shaft later in the instructions to ensure the steering wheel seats properly without bottoming out on the steering column. (photo 5)

The column can now be pulled straight up and out of the car. This leaves the stock steering shaft only. This steering shaft is part of the worm gear and is one piece to the original steering box. (photo 8)



Remove the steering wheel retaining nut and set aside with the horn contact spring. These will be reused when the reassembly is done. (photo 2)

With a steering wheel puller remove the stock steering wheel. If you do not have one, they are readily available at the local parts store for pur-



The column outer tube is retained to the dash with a U-clamp from the factory. This is bolted in place with 2 nuts and washers from the bottom of the dash. Remove these and the U-clamp. These will also be used again. (photo 6)



With the car securely up on jack stands, ramps or a lift now it's time to remove the pitman arm from the steering linkage and off the steering box. Using an

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impact and socket makes for an easy job to get the nut off. Although a ½" drive ratchet can be used as well. Using a pitman arm puller and a tie rod end puller will make this separation much easier. (photo 9)



With the steering linkage and pitman arm loose it's now recommended to take the stock crossmember off temporarily to allow the steering box to be removed as one piece. This crossmember is bolted to each side of the frame so remove the hardware on each side and pull the crossmember out. This is reinstalled once the steering box is out of the car. (photo 10)



From the wheel well position remove the stock mounting bolts to the steering box. Make sure to hold the gear box when removing the last bolt so you don't drop it out as the inner steering shaft inside the car could cause damage to the dash. Once loose carefully lower the steering box out of the engine bay down from the bottom of the car. (photo 11)



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The steering box is now out of the car in one full piece ready to remove the steering shaft further in these instructions. (photo 12)



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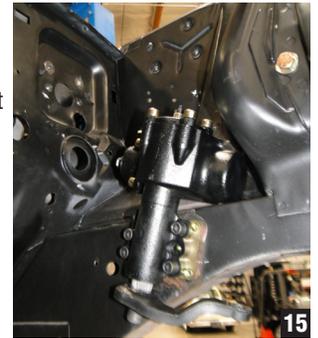
The new steering box has a special triangular mounting plate that is installed on the wheel well side of the subframe with the mounting bolts going through into the engine bay. Make sure this plate is installed here and not on the engine bay side. (photo 13)



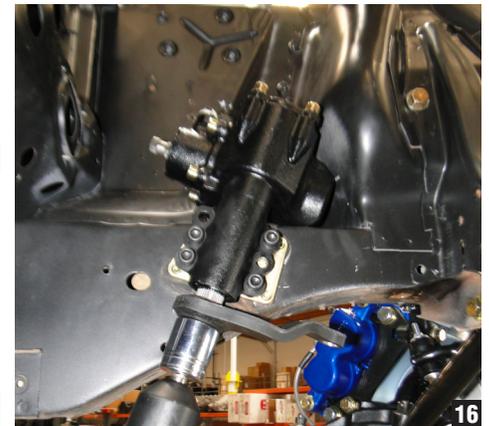
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Now you can hang the new gearbox in place on the subframe. The gold bracket bolts to the hardware coming through the subframe from the previous step. The socket Allen head bolts hold the steering box to the gold bracket. With the box tightened up the input shaft should be aligned dead center to the opening in the firewall where the column comes through. (photo 14)

Confirm that your gearbox is centered by moving the input shaft all the way to the internal stop (right or left) and count the amount of rotations and bring the gear box back to center. Then install the supplied pitman arm. (photo 15)



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Install the retaining nut and washer and torque down to properly seat the lock washer. (photo 16)



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Remove the stock lower collar off the outer column tube at the base of the column and set aside. This is to be re-used. (photo 17)

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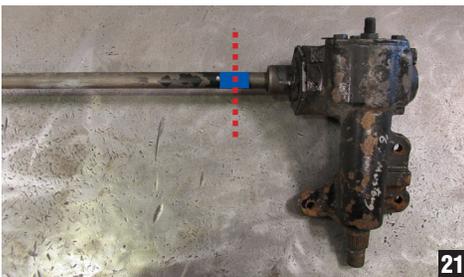


Measure 4-9/16" up from the base of the column tube and mark this point. Using blue painters tape wrapped on the column tube will make this step easy to see. (photo 18)

Carefully cut the column tube on your 4-9/16" mark with a cutoff wheel or a band saw. Make sure your cut is square and straight. The portion of steering column removed is discarded. (photo 19)



Once cut remove any sharp points or slag with a file so you can reinstall the lower column collar/seal. (photo 20)



Now you can cut the inner steering shaft off the stock steering box. From the base of the steering box measure up 2" and use blue painters tape again to make a square mark. It is also important to cut this shaft off square as well. (photo 21) Measure 2" up from the bottom of the steering shaft you just cut and mark the shaft. Using the supplied rag joint (#RJC-605X) grind or machine two flat spots into the steering shaft the full 2".

Use the rag joint as a guide; once you grind the proper flat spots it will fit into the rag joint and should have little to no slop. Take your time and grind and fit nicely. Leave this assembly loose and do not drill the roll pin hole yet. (photo 22)



Install the rag joint onto the steering box. Remove the Allen head bolt from the rag joint and slide it onto the shaft; when the opening is visible through the hole in the rag joint put the Allen bolt back through and tighten it up. Make sure it is tight enough to remove any slop. (photo 23)



Slide the modified steering shaft back into place into the rag joint from the dash out through the firewall and leave it setting loose for the time being. (photo 24)



This column installation kit part # 6466FPK is used to anchor the lower column down to the floorboard. This is designed to be used with stock or aftermarket steering columns. (photo 25)

Slide the #6466FPK seal and mounting ring onto the steering column tube prior to bolting the column into the car as shown. (photo 26)



Re-install your modified column into the car with the dash clamp and



U-bracket. Snug this up just enough to keep the column from moving up or down on its own and confirm your inner shaft measurement is the same as what it was before removal in your column originally. (photo 27)



Once you confirm your upper measurement now is time to mark and drill the roll pin hole. If you can accomplish this while in the car you can simply drill the hole. If you have limited space simply remove the inner shaft again and drill it out with a drill press. (photo 28)

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Install the roll pin through the rag joint into the inner steering shaft. If you can securely do this in the car, that is fine, but you might find this easier to remove the steering shaft and outer tubes to do this; then reinstall the column. (photo 29)



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With the turn signal switch, spacers and spring re-installed you can now put the steering wheel back in place. Confirm the steering box and wheels are straight and centered and mount the steering wheel back in center. (photo 32)



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Once the rag joint and the roll pin are securely fastened to the gear box, double check one last time that the steering shaft is in the correct position for steering wheel to column positioning. (photo 30)



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The attaching ring now gets bolted in place and the clamp will secure the column tube to the bracket. Do not over tighten this assembly. It is OK to just snug this to keep it in position. (photo 31)



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Power Steering Hose/Pump Kit:

If not using the #6566PSK-SB kit, it is recommended that the 400 Series™ install be finished off with a new power steering pump and hose kit. CPP's #PSPK-SBF power steering pump kit includes everything required: engine mounting bracket, brand-new pump/reservoir assembly, and complete hose kit. *Note: Do not fire up engine prior to filling system with power steering fluid; once you have, cycle the fluid by turning the steering wheel hard left/right, turn engine off, check/refill fluid, until system is topped off at operating level.* (photos 33/34)

This completes the power steering conversion on your Mustang. Under the hood you now have an up to date steering gear for much better drivability and road feel but has the stock appearance inside your car. Enjoy!



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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

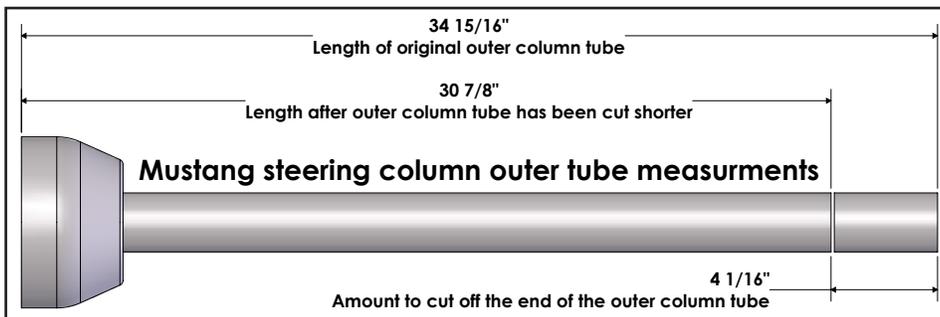
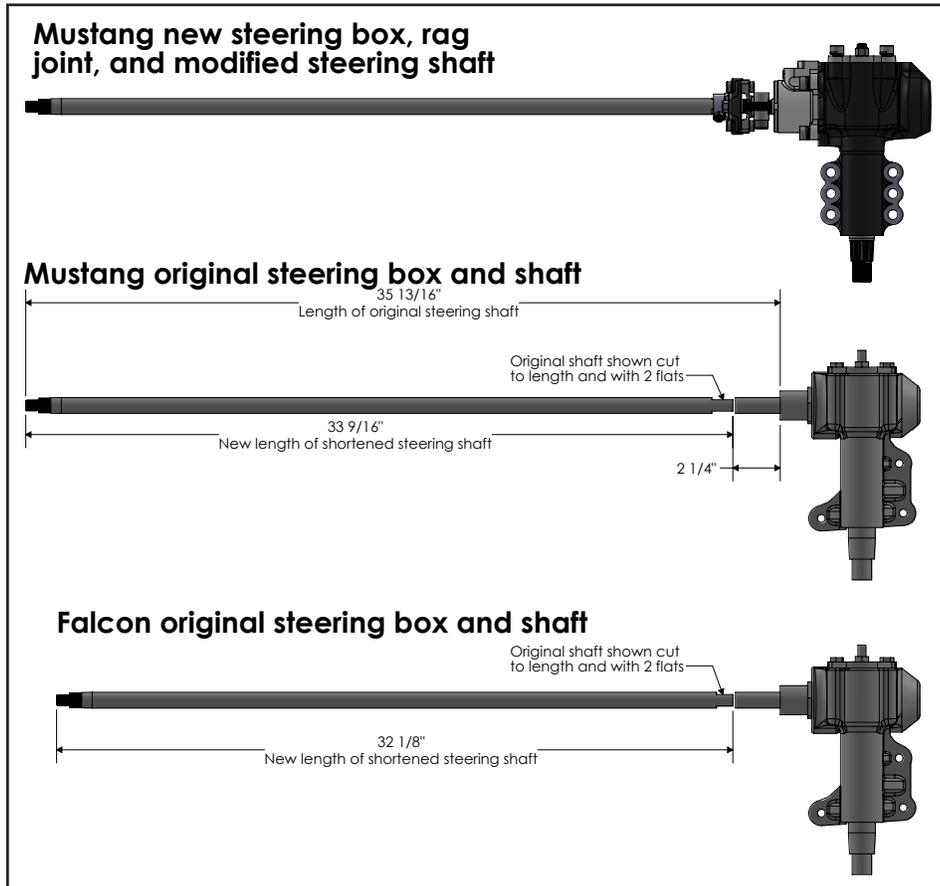
NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.



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For complete instructions on installing our complete kit, see our Plumbing Guide available online at www.classicperform.com