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RACK-AND-PINION

Get your turn-on right here

TEXT AND PHOTOS BY SAUL VARGAS

Rack-and-pinion technology became popular in the '80s and has since been incorporated into different types of vehicles, like older-model cars and even John Deere tractor equipment. The guys at Unisteer realized that there was a demand for these kinds of kits and turned their focus over to fill in the void in the custom car world.

The cars of the '50s, '60s, and '70s have a real need for steering upgrades. The challenge was and continues to be engineered systems that match the factory suspension geometry, using modern-day steering gears. Most of these old cars use very long control arms that narrow the suspension's pivot points and require a very narrowed rack-and-

1. We're going to improve the steering response and handling in a classic Impala with this Unisteer rack-and-pinion kit.
2. We wanted you to get a full visual, so we decided to show you the install on a bare frame that was being built up by the guys at Bowtie.
3. "Fuzz" started by installing the lower CPP tubular arms that are stronger than stock-stamped metal technology. The CPP upper arms come completely assembled and will bolt on with two bolts.
4. The stock spindles were bolted up but were also set up for a disc brake upgrade.
5. The same process was repeated on the other side of the frame.
6. Just a tip, when bolting up your spindles, it's usually easier to start off with the bottom part of the spindle first.
7. With the CPP tubular suspension on, it was ready to have the rack-and-pinion installed. These Unisteer rack kits match the factory suspension geometry and have little to no bumpsteer.





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RACK-AND-PINION

pinion. Some people think that it's so simple they can just take the off-the-shelf parts store rack-and-pinion and fabricate a bracket to mount it to their vehicle. It's not that easy because if the rack-and-pinion unit used doesn't match the suspension exactly, you will experience bumpsteer.

The dreaded bumpsteer is the condition that occurs when your wheels have a tow change when they leave the pavement, like when you hit a bump. This tends to make your car want to pull to one side whenever it hits a bump or dip in the road. The effect of bumpsteer can be felt and noticed on a set of 13-inch wheels and tires or, if you have oversized wheels on your ride, the effect will also be the same.

If modernizing steering performance is what you're looking for, this is the kit for you. Most of Unisteer's kits are simple bolt-on units that will significantly upgrade the vehicle's handling. Most of the kits are available in either power or manual steering and can be ordered with all the needed components for installation. Follow along as "Hollywood Fuzz," from Bowtie Connection in Artesia, California, installs this bolt-on kit onto a '60 Impala frame.

SOURCES

Bowtie Connection
562.924.4610

Unisteer Performance Products
800.338.9080
www.unisteer.com

8. All Unisteer rack-and-pinion Impala kits come complete with all the parts needed for installation.
9. To Fuzz's surprise the rack-and-pinion matches perfectly to the holes on the frame.
10. Here's a look at the simplicity of this kit: it bolts up to the stock holes where the gearbox would attach to.
11. Tightening up the bolts on the idler arm.
12. With the rack-and-pinion in place, the tie-rod ends were the next parts to be installed.
13. The hose fittings were bolted onto the rack-and-pinion.
14. The steel braided hoses provided with the kit were installed.
15. The stainless joints are a must in order to make the rack-and-pinion work because of the pitch of the mechanism.
16. Here's a look at the Unisteer rack-and-pinion installed on the '60 Impala frame by the guys at Bowtie Connection.

