

## #4754PSK - Power Steering Kit Installation Instructions for 1947-54 Chevy Trucks

### Parts List:

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

### Notes:

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.

### Highly Recommended Upgrade Components:

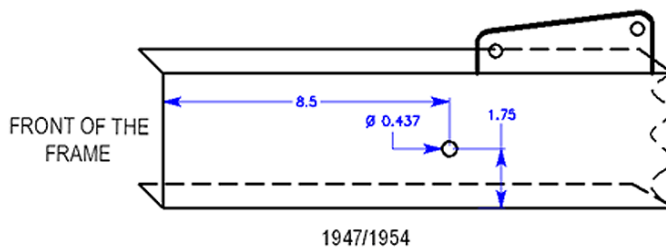
Heavy Duty Tie Rod Ends - #4759TRE  
Front Shock Relocation Kit - #4754FSBK  
Shortened Pitman Arm - #4759PA-PS (for lowered vehicles, use #4759PA-PR)  
Rebuilt Power Steering Box - #RPBS1  
Power Steering Pump - #PSP  
Power Steering Pump Brackets - #PS301 (for Small Block Chevy)  
Power Steering Hose Kit - #4772HK

### 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 wheels, brake drums, pitman arm, drag link and stock steering box.
3. Remove the shock from the top mount and remove the lower shock mount entirely. The lower shock mount is riveted in place and will need to be removed by force. We suggest a chisel and hammer to break it loose. Use a hammer and center punch to remove the rivets from the frame and clear the holes.
4. The shocks need to be relocated in position so that they point towards the rear of the truck to clear the new steering box. In order to do this, the left and right shocks and mounts need to be switched so that the mounting holes on the lower mounting bracket are on the opposite side of the axle. Relocating the shocks will require drilling three holes through the frame for the upper shock mounts in a new position that will keep the shocks from binding.
5. Remove the two upper spindle bolts and bolt the new steering arm to the back of the spindle with the larger diameter of the tapered hole on top and using 7/16" Grade 8 bolts, lock washers and nuts.
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 tail end of the bracket towards the rear of the truck and so that the bracket rests on the top edge of the frame and the drilled holes line up with the front lower hole on the steering box. Install the 1/2" thick spacer and bolt. Drill a 7/16" hole in the frame to locate the last steering box mounting hole. Tack weld the bracket to the frame in this location.
9. Remove the steering box and fully weld the bracket to the frame. Once the welding is complete, reinstall the steering box using the provided spacers.
10. Install the pitman arm on the steering box
11. The front wheels and steering box should be in the center of their travel. Now adjust the draglink by spinning the tie rod ends in or out an equal amount to fit between the pitman arm and the steering arm. Then install the draglink on the bottom of the pitman and steering arms so that it is approximately parallel to the ground. Tighten the jam nuts on the draglink to secure the length settings. Note that 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 and the bottom of the steering arm.
12. Because of the relocation of the steering box, universal steering joints and an intermediate shaft are required to connect the steering box to the steering column. Install the universal steering joint on the steering column and mark the desired length on the intermediate shaft to complete the assembly.
13. With both ends of the intermediate shaft attached to the universal steering joints, time the joints so that the ears of the yokes on the shaft are in line, not 90° out of phase and attach the joints to the box and column.
14. Install the appropriate power steering pump and lines.
15. The inner fender may need trimming to allow clearance for the new steering box.
16. Have your vehicle realigned by a certified alignment technician



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

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