

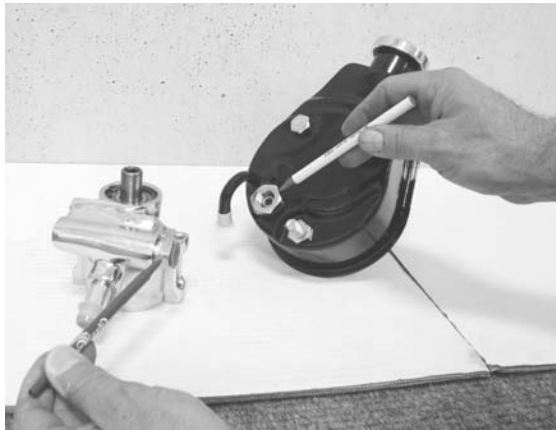
INSTRUCTIONS

910-32918

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POWER STEERING FLOW CONTROL VALVE

NOTE: This flow correction fitting will reduce flow from 3 gal/min to approximately 2 gal/min while retaining the appropriate pressure in the system. This flow correction fitting should be used when a GM power steering pump is used with a Mustang II rack and pinion.



1. The power steering pressure regulator assembly is located within the pump behind the flow control fitting where the power steering pressure hose is connected. On the early canister style type I pumps, it is on the back side of the reservoir. On the newer style type II pumps, it is located on the side of the pump housing.



2. Loosen the old flow control fitting. As you unscrew it, exercise caution so that the pressure regulating piston and spring do not fall out and become lost or damaged.

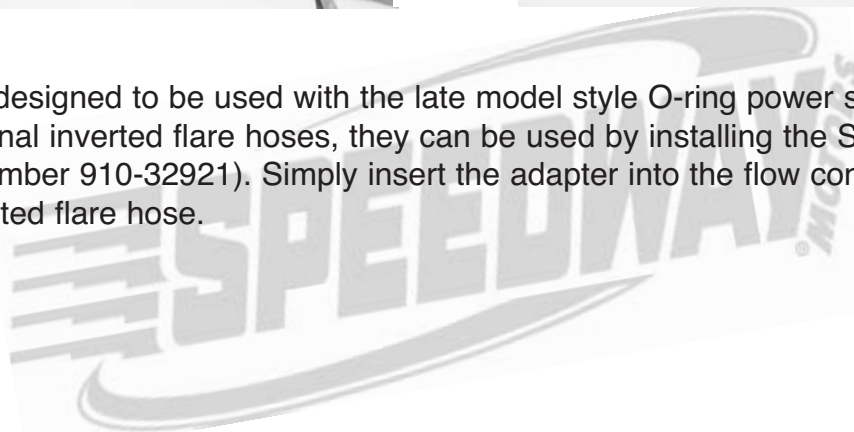
CAUTION: It is NOT necessary to remove the regulating piston and spring in order to replace the flow control orifice valve. The photo is for reference only in case the piston inadvertently becomes dislodged from the pump housing.

3. With the regulating piston and spring in place in the pump housing, install the new flow control orifice valve fitting. As you install it you must overcome the tension of the regulating spring in order to engage the threads. Tighten fitting to 30 ft lbs.





4. This fitting is designed to be used with the late model style O-ring power steering hoses. If you have the traditional inverted flare hoses, they can be used by installing the Speedway inverted flare adapter (part number 910-32921). Simply insert the adapter into the flow control fitting and then install your inverted flare hose.



IMPORTANT

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Speedway Motors Inc., P.O. Box 81906
Lincoln, NE 68501 (402) 323-3200
www.speedwaymotors.com