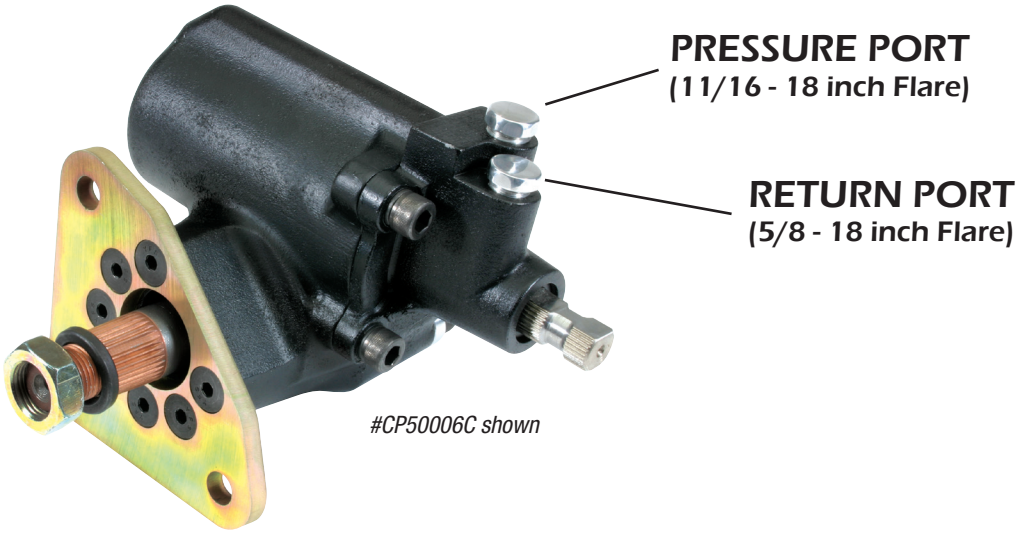
Steering, Brake & Suspension Specialists

#CP50006C, #CP50006F, #CP50006F2 Instructions

for 1955-59 Chevy Truck & 1953-60 Ford Truck 400 Series™ Power Steering Box



#CP50006C shown

Notes:

This steering box requires a new pitman arm.
1953-1956 Ford truck pitman arm is part # 5356PA-T
1957-1960 Ford truck pitman arm is part # 5760PA-T
1955-1959 Chevrolet truck pitman arm is part # 5559PA-T

The original steering column will have to be modified. However, many OE 3-speed columns will not work, in which case you will need to replace with an aftermarket column, or swap for an early (modified) automatic column.

Instructions:

1. Steer the truck so the front wheels are pointed straight ahead.
2. Remove the original pitman arm. *(CPP offers a pitman arm puller part # LTRP.)*
3. Remove the steering box.
   a. Disconnect the battery.
   b. Remove the horn button.
   c. Remove the steering wheel.
   d. Disconnect all of the wires from the steering column.
   e. Disconnect the shift linkage from the column.
   f. Remove the lower column mount from the floor of the truck.
   g. Remove the upper column mount.
   h. Remove the steering column. The steering shaft is a part of the steering box and will be removed with the steering box.
   i. Remove the 3 bolts that secure the steering box to the frame.

j. Remove the steering box and steering shaft. It may be easier to cut the steering shaft about 1" from the end of the steering box. *Important Note: If you cut the shaft, the box cannot be reused with the original column.*

4. Enlarge the frame hole for the pitman arm to 1-1/2" diameter. The new steering box has a larger pitman shaft.
5. Bolt the new steering box onto the frame. Ford trucks need to use the 3 spacers between the frame and the mounting flange. Be sure the bolt head is on the outside portion of the frame. The lock washer should be against the mounting flange, and the nut against the lock washer.
6. Center the steering box in its travel. Steer the box all the way to one end of its travel. Count the number of turns to reach the other end of its travel. Turn the input shaft 1/2 this number. The box should now be in the center of its travel.
7. Attach the drag link to the pitman arm.
8. With both front wheels steered straight ahead, attach the pitman arm to the steering box.
9. Install the rag joint onto the steering box. The steering box input shaft is a 3/4"-30 spline.
10. Install the steering shaft onto the rag joint. You will need to use an aftermarket steering column, or in some cases modify the original steering column.

Modify the original steering column:

   a. Shorten the outer tube. Determine how much shorter the column needs to be by temporally positioning the outer tube so there is a small gap between the rag joint and the column. Measure the distance the column needs to be moved in order to be re-aligned with the original column mount. Remove the column and cut this distance off of the bottom of the steering column.

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(Continued)

b. Install the outer steering column. Re-attach the upper and lower column mounts.

c. Loosely attach (not connect) the steering wheel to the steering shaft. If you are re-using the original shaft you will need to cut the shaft about 1" from the steering box. If you cut the shaft the box cannot be re-used with the original column.

d. Insert the shaft through the steering column. With the bottom of the shaft touching the rag joint, measure the gap between the steering wheel and the top of the steering column. This gap should be 3/4". (The steering shaft will go into the rag joint 5/8" and leave a 1/8" gap between the steering wheel and the steering column. Shorten the steering shaft as needed until the gap is 3/4".)

e. Remove the steering wheel from the steering shaft. Cut 2 flats approximately 3/4" long onto the bottom of the steering shaft so that the steering shaft fits snugly into the rag joint.

11. Install the steering shaft onto the rag joint.

12. If using an aftermarket column tighten the upper column mount.

13. Install the floor plate. Aftermarket columns work best if the floor plate is left just loose enough to allow some movement between the frame and cab.

14. Connect the wires to the steering column.

15. With the front wheels pointed straight ahead attach the steering wheel and horn button.

16. Reconnect the shift linkage to the bottom of the column if necessary.

17. Reconnect the battery.

18. Connect the power steering hoses. There are arrows cast into the steering box that indicate the direction the fluid flows. The pressure hose connects to the port that is farther from the rag joint. The return hose connects to the port that is closer to the rag joint.

19. Fill and bleed the power steering system. It is recommended the tires are on the ground when the engine is started. If the hose connections are crossed the box can violently turn the steering wheel; there is less chance of causing damage if the tires are on the ground. Fill the reservoir with new high quality power steering fluid. After filling the reservoir replace the cap on the reservoir. Start the engine and let it idle for 10-15 seconds. Stop the engine. Check the fluid level, add fluid as needed. Continue to run the engine for 10-15 seconds and add fluid until the fluid level remains the same (you don't need to add any more fluid). Then, with the engine at idle begin to steer the box to the end of its travel. Stop the engine immediately if the pump starts to make any noise, or if the steering effort starts to get heavier. Add more fluid and replace the cap on the reservoir. With the engine at idle continue to steer the box to the ends of its travel, and add fluid as needed until the fluid level remains the same (you don't need to add any more fluid). *Note: Lower quality fluids are more likely to foam, cause noises, and create steering pulses.*

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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