



Steering, Brake & Suspension Specialists

#CP50000-2 Power Steering Box Installation Instructions for 1955-57 Fullsize GM Car

Parts List:

1 ea CP50000 Steering Box
3 ea 3/8"-16x 3-1/2" Bolt
3 ea 3/8" Lock Washer
3 ea 3/8" Flat Washer

Part Specs:

Pressure Fitting:
11/16" x 18 Inverted Flare
Return Fitting:
5/8" x 18 Inverted Flare

PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs to make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

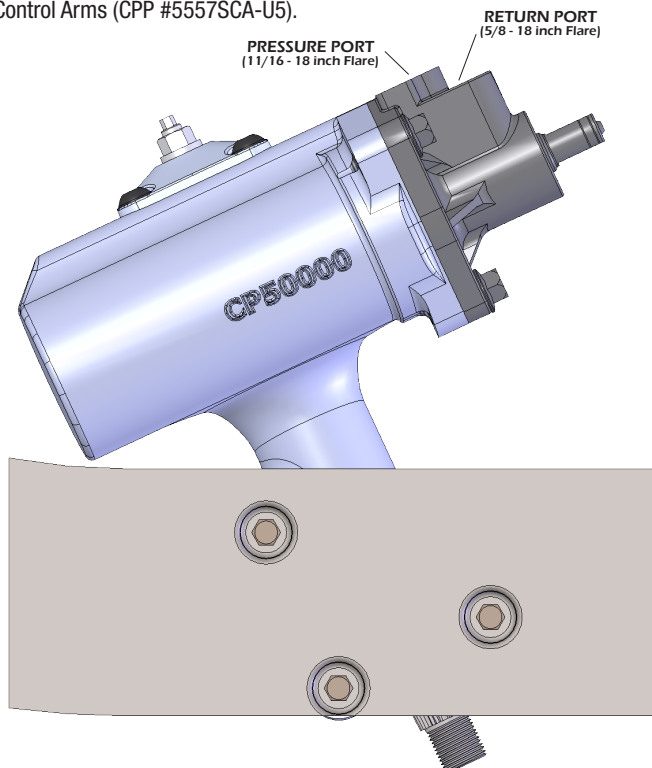
Notes:

- This steering box is designed to work with stock manual steering linkage.

- Hose connections are SAE inverted flare:
11/16" x 18 Pressure Line & 5/8" x 18 Return Line

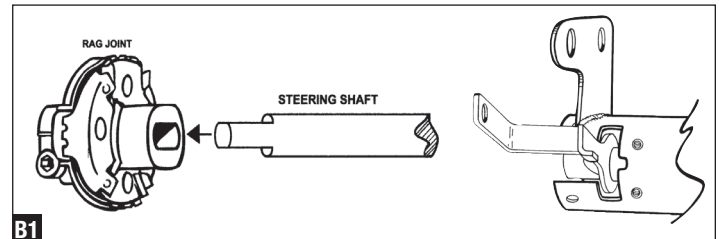
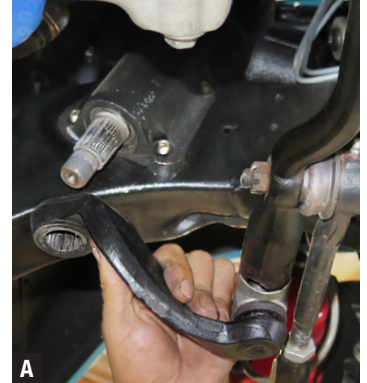
- CPP **highly** recommends adding an inline power steering filter whenever a used power steering pump is used with your gear box. This simple step will ensure that you will not contaminate your new steering gear and will keep your box eligible for warranty. These types of filters are available through CPP or your local auto parts store (CPP Part #PO-OF6).

- Adding 5° positive caster to the steering geometry is recommended for the best performance of your new steering system. This can be accomplished when upgrading the factory control arms to CPP's Totally Tubular™ Upper Control Arms (CPP #5557TCA-UKB) or CPP's 5° Offset Stock-Type Upper Control Arms (CPP #5557SCA-U5).



Instructions:

1. Disconnect the steering linkage and remove the pitman arm off the current steering box. (FIG. A)
2. If you are replacing an existing power steering box, remove the pressure and return hoses at this time.
3. Remove the rag-joint coupler from the steering box or remove stock outer column (if converting from manual steering).
4. Remove the steering box from the frame.
5. Using the included bolts, mount the new 500 Series™ steering box back onto the frame.
6. Re-install steering coupler (rag joint or U-joint) from the column to the gearbox (if tilt column is already present). (FIG. B1-B3)
Note: CPP offers both replacement tilt-column kits, as well as our new factory-style OE-Style Automatic Steering Columns (CPP #5556OSC-K-NS / #570SC-K-NS) for direct fitment of a 500 Series™ power steering box.
7. Connect the pressure and return fittings or hoses to the new gearbox.

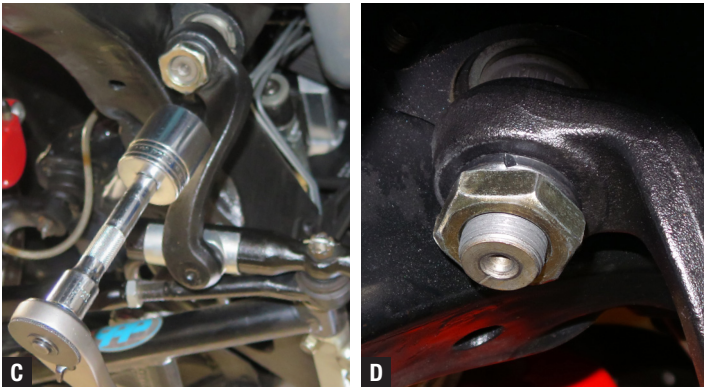


(11/16" x 18 Pressure Line & 5/8" x 18 Return Line)

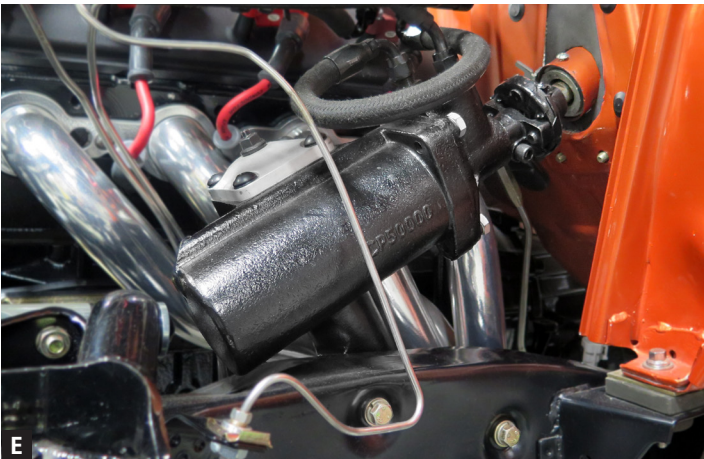
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#CP50000-2 Power Steering Box Installation Instructions for 1955-57 Fullsize GM Car (Continued)

8. Install the pitman arm onto the gearbox, as well as the rest of the steering linkage. It is a good idea to verify "center" of the steering gear by rotating the input shaft all the way down from one side to the other and bringing it back to center. Once the center is aligned, the pitman arm will only fit one way due to the keyed shaft and arm design. Lube the splines with anti-seize compound and install the nut hand-tight only at first, then drive it on with an impact gun until it won't go on any further. Remove the nut, install the included lock washer, and torque the nut back down. (FIG. C-D)



9. Prime the power steering pump with Power Steering Fluid (Not ATF) and start the car. Continue to purge the power steering system and add the proper amount of fluid to the system after fully bled.
10. With the engine running, check for leaks at the hose fittings. To do this have someone in the car hold the steering wheel tight against the left and right steering stops. This will operate the box at full pressure.



RECOMMENDED PRODUCTS TO ASSIST YOUR INSTALL:

1955-57 CHEVY CAR OE-STYLE AUTOMATIC STEERING COLUMNS

- #55560SC-AK-NS - For 1955-56 Chevy Fullsize Car
#570SC-AK-NS - For 1957 Chevy Fullsize Car



#55560SC-AK-NS

For Stock Column Installation:

Use CPP part #55570SCB-K when installing an original steering column with power steering conversion.

#55570SCB-K



Note: Brackets will require welding.

