



Steering, Brake & Suspension Specialists

## #5864PSU-K Power Steering Upgrade Kit Instructions for 1958-64 Chevy Fullsize Car Applications



### Parts List:

1 ea 500 Series Steering Box	1 ea Idler Arm
1 ea Pitman Arm	1 ea Idler Arm Bracket
1 ea Centerlink	1 ea Hardware Kit

**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.

**CAUTION:** Before attempting to do any suspension work, be sure your vehicle is supported correctly and safely on jack stands or a lift. Always use proper safety equipment when using hand or power tools to prevent possible injury.

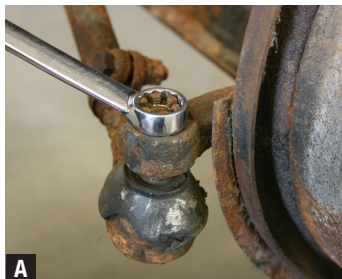
### Notes:

CPP 500 Series power steering boxes are the key components to a high performance modern style power steering system. The CP50003 features a 14:1 ratio unit which provides superior directional control and road feedback, as well as a more stable feel to the driver. CPP engineered the recirculating ball gears for low friction and increased steering response. An open centered, rotary type valve provides smooth operation throughout the steering range while retaining excellent road feel. For the 1958-64 full-size Chevrolet, the 500 Series is a direct replacement for the manual steering box and is "bolt on" easy to install. Another unique feature is the mounting bosses which are integrated into the casting, eliminating the need for an external bracket and lining up perfectly to your column without shims. Works with both the original and aftermarket steering columns and sway bars. This is the very best gearbox available on the market today to convert your full-size Chevrolet to power steering.

New high performance center link system that upgrades the stock center link, pitman arm and idler arm for the best road feel and performance. This kit will replace your factory power or non-power center link.

### Instructions:

1. Start with removing the tie rod ends off the spindles. Remove the cotter pin and loosen the nut. Using a hammer hit the steering arm boss to free the tie rod from the steering arm. (FIG. A)



2. Unbolt and remove the idler arm from the frame. Remove your factory steering box from the frame. Your center link and tie rods will come off at the same time. It's best to replace any worn out tie rods, ball joints or control arm bushings at this time. Not replacing any worn out items will have a huge affect on how the front end of your car will handle. (FIG. B1-B2)



3. Install the new CPP steering box to the frame. You will need to open the factory mounting holes using a 7/16th drill bit to allow for the larger sturdier hardware supplied with the kit. (FIG. C)



4. Install the new CPP pitman arm to the steering box. It's best to use an impact gun to properly seat the arm on the steering box. (FIG. D1-D2)



5. Next install the new idler arm bracket and idler arm on the frame rail with the bend on the idler arm facing inwards to the car. (FIG. E)



### NOTE:

For 1958-60 and some 1961 applications, the use of Idler Arm Conversion Bracket #5860ICB may be required (available separately).

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**WARNING:** Cancer and Reproductive Harm [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)

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6. Install the center link and tie rod ends loosely at this time. We decided to install CPP's billet aluminum tie rod sleeves for easier adjustments (not included). Once all your toe adjustments are done, tighten the castle nuts and install the cotter pins. Make sure you grease the zerk fittings on the idler arm and tie rod ends. (FIG. F1-F6)



F1



F2



F3



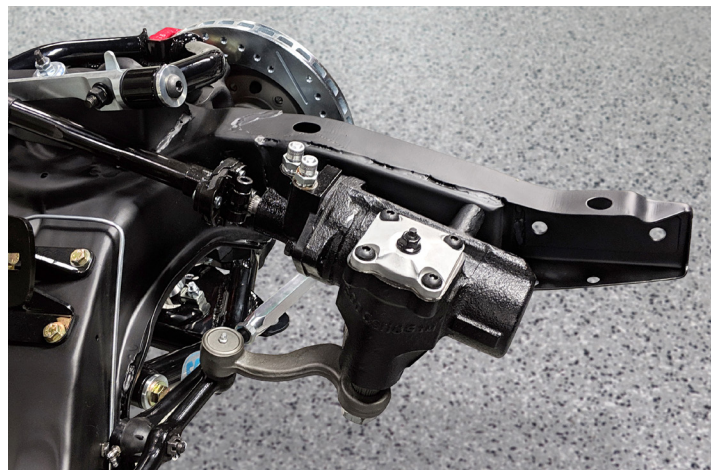
F4



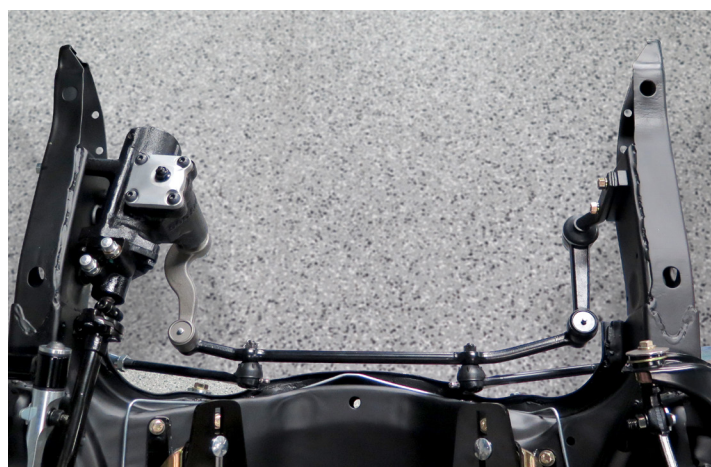
F5



F6



7. After a front end upgrade it is best to take it to the alignment shop and have them align it to specifications.



## RECOMMENDED PRODUCTS TO ASSIST YOUR INSTALL:



#ES597  
**INNER TIE ROD END**



#ES323L  
**OUTER TIE ROD END**



#RJC-605L  
**RAG JOINT COUPLER**



#ES312SP-AR  
**BILLET ALUMINUM TIE ROD ADJUSTMENT SLEEVES**



#5860ICB  
**IDLER ARM CONVERSION BRACKET**

## GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10 lb/ft	1/4"	grade 8	14 lb/ft
5/16"	grade 5	19 lb/ft	5/16"	grade 8	29 lb/ft
3/8"	grade 5	33 lb/ft	3/8"	grade 8	47 lb/ft
7/16"	grade 5	54 lb/ft	7/16"	grade 8	78 lb/ft
1/2"	grade 5	78 lb/ft	1/2"	grade 8	119 lb/ft
9/16"	grade 5	114 lb/ft	9/16"	grade 8	169 lb/ft
5/8"	grade 5	154 lb/ft	5/8"	grade 8	230 lb/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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