

# 1955-57 CHEVROLET CONTROL VALVE INSTALLATION

REFER TO THE DIAGRAM ON THE BACK OF THIS PAGE

1. Raise the front of the vehicle off the floor and place on stands.
2. Install rebuilt control valve onto center link, turning approximately 21-23 turns. For correct position, measure distance between driver side inner tie rod stud and valve stud. The distance should be about 3 5/8" center to center,  $\pm 1/16"$ . Also measure the distance center to center from the valve ball stud to the cylinder shoulder bolt, which should be about 20 1/2 ".
3. Turn valve only enough to accommodate pitman arm, then slip pitman arm over stud. Install and tighten stud nut until snug plus any additional amount needed to insert cotter pin. CENTER THE STUD IN ITS OPENING (see Section A-A) then tighten valve clamp (see View A).
4. Through grease fitting on center link, lube valve adaptor with **one** hand pump of grease only. **Do not overfill.**
5. Attach all hoses, making sure that all connections are correct (hoses from valve to cylinder should be parallel).
6. Fill pump with fluid. **DO NOT START ENGINE.**
7. WITH THE ENGINE OFF, have a helper turn the steering wheel slowly from lock to lock while you check for any hose binding or other obstruction.
8. Bleed system according to instructions below. Refer to troubleshooting chart in Shop Manual to solve any problems.

## BLEEDING INSTRUCTIONS

**USE TYPE A OR DEXRON AUTOMATIC TRANSMISSION FLUID OR EQUIVALENT**

When performing the bleeding process, both front wheels must be completely off the ground. Under loaded conditions (wheels on the ground), the fluid is injected into the cylinder under extreme high pressure. If any air is present, this will cause a foaming action with the fluid. It will take several hours, even overnight, to bleed out the air in the system if this foaming has occurred.

1. Jack up front wheels and place vehicle on stands. Do not use ramps. Wheels must be free to turn. **DO NOT START ENGINE.**
2. Fill pump with fluid. Use TYPE A or Dexron ATF or equivalent.
3. **BEFORE STARTING ENGINE**, turn the steering wheel lock to lock several times. Refill pump with fluid. Again turn steering wheel lock to lock several times. Check fluid level.
4. Start engine. Check fluid level. Increase engine speed to 1500 RPM and run for at least 10 **minutes**. Slowly turn wheels back and forth a few times during this time. Turn wheels straight ahead and check fluid level. Fluid should be at operating temperature of 170° F.
5. With engine still running, wheels straight ahead, let down front wheels. Check fluid level.
6. Test drive vehicle. Refer to Shop Manual for troubleshooting chart if necessary.

3709453 PITMAN ARM

37110372 SEAL

5681716 CONTROL VALVE ASSY (2)

5681747 CLAMP  
122162 BOLT  
120382 LW  
120377 NUT  
ASSEMBLE SLOT IN CLAMP  
IN LINE WITH SLOT IN VALVE

272071 NUT  
103374 CP

VIEW A

20.50  
1 1/2 TURN OF  
VALVE ON  
RELAY ROD

24°44'

∅ VERTICAL

THIS CLAMP MUST BE ASSEMBLED  
WITHIN THIS RANGE

∅ VALVE BALL STUD

VALVE ADAPTER  
BALL STUD  
DUST SHIELD

VALVE STUD MUST BE  
IN CENTER OF VALVE  
ADAPTER OPENING

SECTION A-A

MODELS

ALL