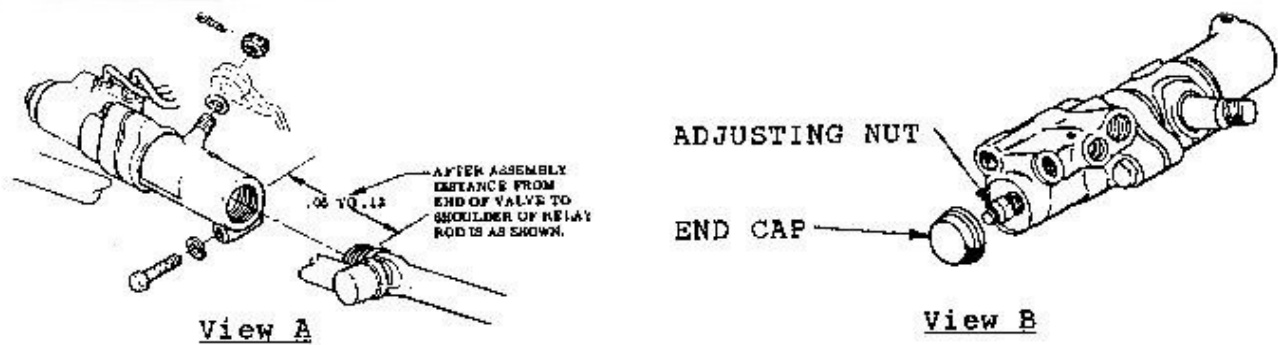


# POWER STEERING CONTROL VALVE INSTALLATION

1958-64 CHEVY FULL SIZE, 1962-67 NOVA, 1963-82 CORVETTE, 1963-67 TRUCK



Raise the front of the vehicle off the floor and place on stands.

Install control valve onto center link. When installed, end of valve should be .06" to .12" (1/16" to 1/8") away from shoulder of relay rod. See View A. Install clamp bolt and lockwasher but do not tighten.

Turn valve only enough to accommodate pitman arm. Slip pitman arm over valve stud. Install slotted nut onto valve stud and torque to 42-47 ft/lbs. Turn to next notch and insert cotter pin. Tighten clamp bolt to 15-20 ft/lbs.

Attach all hoses. On top of the valve, the pump pressure line is connected to the SMALL hole, the pump return line is connected to the LARGE hole. On the side of the valve, the UPPER hole is connected to the BACK hole on the cylinder, the LOWER hole is connected to the FRONT hole on the cylinder. DOUBLE CHECK FOR CORRECT HOSE ROUTING.

Fill pump with DEXRON Automatic Transmission Fluid or equivalent. **DO NOT START ENGINE.**

**WITH THE ENGINE OFF**, have a helper turn the steering wheel slowly from lock to lock while you observe for hose binding or any other obstruction. Bleed system as outlined in attached instructions.

## BLEEDING INSTRUCTIONS

### CAUTION:

**DO NOT PUT ARMS OR HANDS THROUGH STEERING WHEEL WHEN PERFORMING INITIAL BLEEDING PROCEDURE. STEERING WHEEL MAY TURN VIOLENTLY IN EITHER DIRECTION UNTIL VALVE IS ADJUSTED.**

### USE DEXRON AUTOMATIC TRANSMISSION FLUID OR EQUIVALENT

Front wheels must be off the ground and free to turn during bleeding procedure

Under loaded conditions (wheels on the ground), the PS 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.

### DO NOT START ENGINE

Fill pump with Dexron ATF or equivalent. **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 and refill as needed. **DO NOT PUT ARMS OR HANDS THROUGH STEERING WHEEL.** Start and run engine for five seconds. Shut off engine and check fluid level, adding as needed.

CONTINUED

# CONTROL VALVE ADJUSTMENT (CENTERING)

**DO NOT START ENGINE**

Disconnect the cylinder shaft from the frame mounting bracket. Position the cylinder so that the shaft will not be obstructed even at full extension. **Position the cylinder shaft about halfway out of the cylinder.**

Pry off the end cap on the valve, under it is a 7/16" adjusting nut, see View B. You will turn this nut to center the valve.

Have a helper start the car while you observe the cylinder shaft.

**IF THE SHAFT MOVES OUTWARD:** Turn the adjusting nut **counter-clockwise** until the rod begins to retract. Now turn the nut clockwise while counting the number of turns necessary to make the rod move outward again. Divide the number in half and turn the adjusting nut counterclockwise by this amount.

**IF THE SHAFT MOVES INWARD:** Turn the adjusting nut **clockwise** until the rod begins to move outward. Now turn the nut counterclockwise while counting the number of turns necessary to make the rod retract again. Divide this number in half and turn the adjusting nut clockwise by this amount.

**IF SHAFT DOES NOT MOVE VALVE IS ALREADY CENTERED AND DOES NOT REQUIRE ADJUSTMENT.**

Attach end of cylinder shaft onto the frame bracket.

Pack end of valve with chassis lube and install end cap.

Start and run engine for at least 10 seconds, then turn wheels in both directions **LIGHTLY** against stops.

Check pump for correct fluid level, add as needed.

Let down front wheels and test drive vehicle. Check fluid level.

Refer to Shop Manual for troubleshooting chart if necessary.

**DO NOT GREASE VALVE AFTER INSTALLATION, IT HAS BEEN GREASED DURING ASSEMBLY.  
DURING ROUTINE MAINTENANCE, LUBRICATE VALVE WITH ONLY ONE HAND PUMP OF MANUAL GREASE GUN.  
EXCESS GREASE WILL CAUSE THE VALVE TO MALFUNCTION AND IS NOT COVERED UNDER WARRANTY.**

## AUTHENTIC AUTOMOTIVE

POWER STEERING FOR FIFTIES AND SIXTIES CHEVROLET CARS AND TRUCKS

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