

RP27483 & RP27484 INSTALLATION INSTRUCTIONS

CAUTION: This kit must be installed by a qualified mechanic, otherwise an unsafe vehicle and/or personal injury could result.

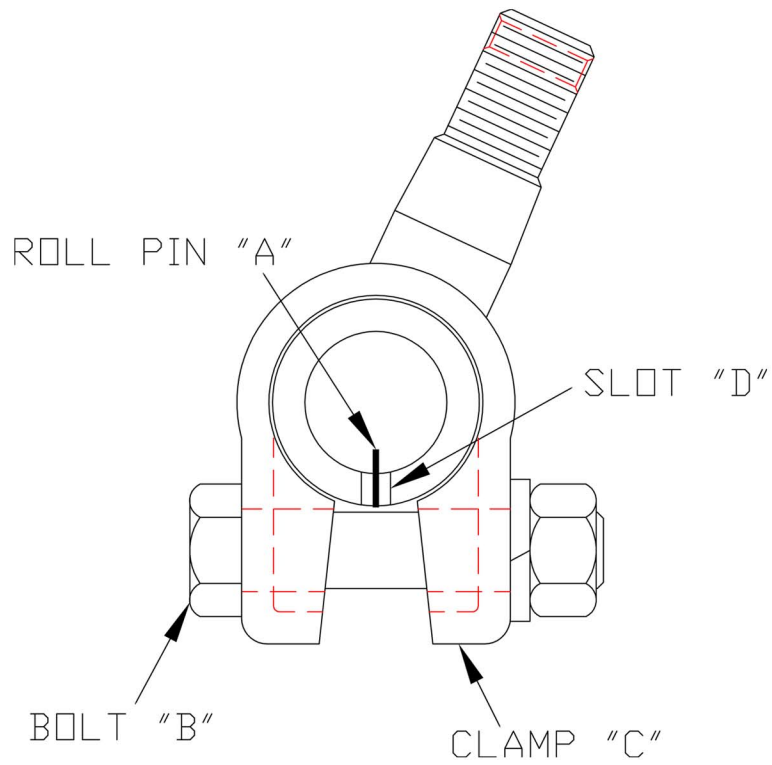
REMOVING OLD PARTS:

1. Remove the following:
 - All power steering hoses from original control valve
 - Power steering ram, hoses, pump and belt
 - Cotter pin, nut, and stud from the center link (outer) end of the pitman arm
 - Remove the roll pin "A" which is pressed into the center link. This pin is located in the slotted area "D" of the control valve in line with the clamp.
2. Loosen the clamp "C" and unscrew original control valve from the center link.

INSTALLING THE NEW ADAPTER:

1. Screw the new component onto the center link until it bottoms out (runs out of threads on center link).
2. Unscrew one (1) full turn.
3. Continue to unscrew until the roll pin positioning hole is lined up with the slot "D" in the new unit.
4. **DO NOT** unscrew more than two (2) full turns from the bottomed position.
5. Drive the new roll pin "A" in roll pin positioning hole in the center link until it bottoms. **DO NOT TIGHTEN CLAMP BOLT YET.**
6. Insert the tapered stud into the tapered hole at the pitman arm and torque the new castellated nut to
7. **40 ft. lbs.**; if needed, tighten nut to line up cotter key hole. **NEVER** back off nut to align cotter pin.
8. Install new cotter pin.
9. Center the center link to prevent binding and torque clamp bolt to **35 ft. lbs.**
Lubricate replacement component at installation with a high grade of chassis lubricant such as AMSOIL. Lubricate at regular intervals when lubricating other chassis parts as recommended by your vehicle manufacturer.
10. **DO NOT** attempt to change the factory adjustment of the end plug.
This is pre-adjusted at the factory!

*Note: This installation will **not** change your wheel alignment. It is possible that the steering wheel spoke may move slightly one way or the other if the original control valve was not threaded on the exact amount as our replacement part.*



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