

THIS QXHD STEERING GEAR HAS BEEN MANUFACTURED TO OE SPECIFICATIONS, AND TESTED FOR PROPER ORIENTATION PRIOR TO SHIPMENT. TO PROTECT YOUR INVESTMENT AND COMPLY WITH YOUR WARRANTY, IT IS IMPORTANT THAT THESE INSTRUCTIONS BE CLOSELY FOLLOWED.

BEFORE YOU BEGIN, the oil and oil filter in the power steering system should be changed. All lines and fittings should be flushed of any possible contaminants. Flushing instructions are included on the flip side of this document. Use the fluid recommended by manufacturer.

If the power steering pump has been replaced, make sure the pressure and flow are working to spec before proceeding.

Transfer hose fittings from the old gear to the new one. We recommend you replace the o-rings at this time.

OK...LET'S GET STARTED!

1. Verify that the axle stops are in place, and are set to the manufacturer's wheelcut or clearance specifications.
2. Bolt the new steering gear to frame and torque to manufacturer's specifications.
3. Connect the reservoir return line to the steering gear return port.
4. Connect the hydraulic line from the pump to the steering gear pressure port. For M-Series gears, the inlet and outlet ports are staggered. The inlet port is always closest to the output shaft.

TAKE A BREAK ☺ , AND THEN MAKE SURE ALL HOSES ARE ROUTED WITH NO KINKS IN THE LINE

5. Connect the steering column coupler to the input shaft on the new steering gear
6. Torque the pinch bolt to the vehicle manufacturer's specification.
7. Install the pitman arm on the new steering gear's output shaft and align the timing marks per vehicle manufacturer's recommendation. **MAKE SURE THE WHEELS ARE IN THE STRAIGHT AHEAD POSITION, AND WHEN LINING UP THE PITMAN ARM WITH THE TIMING MARK ON THE OUTPUT SHAFT, DO NOT TURN THE WHEEL LEFT OR RIGHT MORE THAN 1 TURN**
8. Connect the drag link to the pitman arm.
9. Fill the power steering system with the approved fluid.
10. Perform steering system air bleeding procedure. **DO NOT ALLOW THE RESERVOIR TO RUN DRY.**

SETTING THE POPPETS ON A NEW STEERING GEAR

1. Make sure the axle stop bolts are set to vehicle manufacturer's wheelcut or clearance specifications.
2. **RAISE THE FRONT END SO THE STEER AXLE TIRES ARE OFF THE GROUND.**
3. Start the engine and let it idle.
4. Steer the vehicle in one direction until you hit the axle stop. **PULL HARD** as these poppets are tight! Unlike remanufactured gears, this is a brand new steering gear with no internal wear.
5. Repeat #4 in the opposite direction.
6. Turn the vehicle off.

LOWER THE VEHICLE, REMOVE THE JACK, AND KEEP ON TRUCKIN' ☺



FLUSHING THE SYSTEM

1. Plug the return line going **TO** the pump
2. **DO NOT** connect the pressure line to the gear. Place it in a suitable container.
3. Fill and maintain the reservoir level with new fluid.
4. Without starting the engine, crank the engine for several seconds until the fluid runs clean from the return hose.
5. Reconnect the hoses to the steering gear.

NEED MORE HELP ?

**Give us a call at
(888) 803-QXHD (7943) and
press 1 for assistance with
your install!**

NO CORE | NO HASSLE | NO PROBLEM



AIR BLEEDING THE STEERING SYSTEM

NO BLEEDER SCREW

1. Do not start the engine.
2. Lift the front tires off of the ground.
3. Remove the reservoir cap, and turn the steering wheel both directions until you hit the axle stops. There should be a good amount of fluid in the reservoir.
4. Keep turning the steering wheel all the way right, and all the way left until there are no visible air bubbles coming out of the fluid in the reservoir.

BLEEDER SCREW

1. Start the engine.
2. Make sure the wheels are in the straight ahead position.
3. Locate the bleeder screw, if equipped.
4. Loosen the bleeder screw and let the fluid bleed out until there are no visible air bubbles in the fluid.
5. Re-tighten the bleeder screw, and turn the wheels all the way to the right.
6. Loosen the bleeder screw again and let the fluid bleed out until there are no visible air bubbles in the fluid.
7. Re-tighten the bleeder screw, and turn the wheels all the way to the left.
8. Repeat steps 2-7 until all air is purged from the system.

NOTE: DO NOT TURN THE STEERING WHEEL WHILE THE BLEEDER SCREW IS LOOSE, AS THIS WILL CREATE MORE AIR BUBBLES.