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# '58-'64 Bel Air

Pour some new life into that old steering, change over your Bel Air's steering to Unisteer's bolt in rack & pinion kit for smooth, defined steering and handling, no looseness, no wandering! You'll be cruising like a champ.



# '58- '64 Bel Air Technical

## How it Fits:

This is a front steer center take off style rack & pinion that matches the stock front end and suspension. The rack is mounted to a one piece mounting bracket that bolts into the same factory holes for the steering box and idler arm. The kit does clear the Z Bar and 4 speed linkage. If your vehicle had factory power steering, you will need to use our stabilizer bar mounts which are included in place of the factory mounts.

This kit is designed to work with the original factory front end and suspension. Our kit probably will not work with Drop Kits or aftermarket suspensions that change the original suspension, but give us a call!

This kit works on most small block and big block engine applications. Installs have been done successfully using Hooker Long Tube Headers. The kits are complete with a shaft kit which includes two u-joints and shafting as well as a pump kit with a pump matched to the gear, clip on reservoir and Single V-Groove Pulley. Serpentine Pulleys are also available. Pump kits for Long Water Pumps are also available.

**Note:** If vehicle had factory power steering, you need to use our stabilizer bar mounts, (included with kit) in place of factory mounts

No Manual Kit available, this vehicle is too large

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

Outer Ends also included

## Products

Product	Part Number
1958-1964 Bel Air Rack and Pinion Kit, Small Block Motor, Short Water Pump, Factory Column	8011040-01
1958-1964 Bel Air Rack and Pinion Kit, Big Block Motor, Short Water Pump, Factory Column	8011050-01
1958-1964 Bel Air Rack and Pinion Kit, Small Block Motor, Short Water Pump, Ididit Aftermarket Column	8011120-01
1958-1964 Bel Air Rack and Pinion Kit, Big Block Motor, Short Water Pump, Ididit Aftermarket Column	8011130-01
1958-1964 Bel Air Rack and Pinion (On Bracket Only)	8011060-01

## Rack & Pinion Tech Info:

Pinion Type/Size	¾" - 36 Spline
Amount of Travel	7"
Turns Lock to lock	3 turns
Pressure Port Size	18mm - 6 AN
Return Port Size	16mm - 8 AN
Pump Required	High Flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	8020940

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.



# '67-'69 Camaro

Your Camaro's Hot but your Steering's Not? Fix that... do it now... with our bolt in Rack & Pinion kit. No new front end needed, you take your pick, power or manual will give precise steering.



# '67-'69 Camaro Technical

## How it Fits:

Unisteer's kits are based off the stock cross-member and steering linkage. The power rack & pinion is a narrowed GM rack and the manual version is Unisteer's own Rack & Pinion design. Both are machined so that the internal pivot points match the dimensions of the original center link and control arms on the Camaro front end. This gives you the steering you deserve.

The racks come mounted to a simple one piece bracket that mounts up right behind the stock cross member at the rear lower control arm bolts. Simply slide out the original bolts and replace with the supplied longer bolts to install the rack. The power rack & pinion comes with a new set of bolt-on steering arms which mount to the original spindles and ensure you maintain your turning radius. The manual rack has enough travel that steering arms are not necessary.

These kits can be used with either the factory column or an aftermarket column. Choose whether you want a two or three U-joint shaft kit and what column you want to mount the shaft kit to – factory, 1" DD or 1"- 48 tooth spline. If using the factory column, you will also want to purchase our Factory Column adaptor which bolts on the factory column replacing the rag joint and giving you a spline to which you can attach a U-Joint.

Both the Power and the Manual rack kits have been successfully used on cars with small block and big block motors. Headers can present an issue with clearance for the shaft linkage.

**Note:** Most Aftermarket Heads have raised exhaust floors by ¼" to ½" which does not make clearance any easier.

## 1967-1969 Chevy Camaro Power Rack & Pinion Kits

Our basic Power Rack & Pinion Kit will require a pump. Unisteer can supply you a pump kit to match the power rack and pinion or you can try using the factory pump or an aftermarket if you have one. Pump kits are not included in the basic kit but are included in our super kits. Camaro super kits include everything you would need to do an install on a Camaro with the motor described, water pump, and the factory column. Super kits come with the Rack & Pinion on the bracket, shaft kit, column adaptor, pump kit with bracket and clip on reservoir, and line kit.

Product	Part Number
1967-1969 Camaro Power Rack & Pinion Kit (Rack & Bracket)	8010540-01
1967-1969 Camaro Power Rack & Pinion Kit (Rack & Bracket) Chrome	8010540-02
1967-1969 Camaro Power Rack & Pinion Super Kit for Big Block Motor with Long Water Pump, Factory Column	8011480
1967-1969 Camaro Power Rack & Pinion Super Kit for Big Block Motor with Short Water Pump, Factory Column	8011460
1967-1969 Camaro Power Rack & Pinion Super Kit for Small Block Motor with Long Water Pump, Factory Column	8011490
1967-1969 Camaro Power Rack & Pinion Super Kit for Small Block Motor with Short Water Pump, Factory Column	8011450
'67-'69 Camaro Shaft Kit for Power Rack, Big Block Motor with 1"-DD Column	8050550
'67-'69 Camaro Shaft Kit for Power Rack, Big Block Motor with ¾"-36 Column	8050600
'67-'69 Camaro Shaft Kit for Power Rack, Big Block Motor with Factory or 1"-48 Column	8050540
'67-'69 Camaro Shaft Kit for Power Rack, Small Block Motor with 1"-DD Column	8050510
'67-'69 Camaro Shaft Kit for Power Rack, Small Block Motor with ¾"-36 Column	8050720
'67-'69 Camaro Shaft Kit for Power Rack, Small Block Motor with Factory or 1"-48 Column	8050490
'67-'69 Camaro/Column Adaptor	8020820



# '67-'69 Camaro

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit		✓	
Shaft Kit		✓	
Steering Arms	✓		

Note: Super kits include the Pump Kit and Shaft Kit.

## Rack & Pinion Tech Info:

Pinion Type/Size	17mm DD
Amount of Travel	5"
Turns Lock to lock	2.5
Pressure Port Size	Banjo - 6an (lower)
Return Port Size	Banjo - 6an (upper)
Pump Required	Low Flow/Pressure
Inner End Threads	M14 x1.5
Outer Ends	10002



# '67-'69 Camaro Technical

## 1967-1969 Chevy Camaro Manual Rack & Pinion Kits

Our Manual Camaro Rack & Pinions will shed the pounds from your Camaro. Compact and light weight, this kit offers the maximum amount of clearance possible for big engines, oil pans, and headers! No guarantees though, you still may end up modifying headers to get the shaft in. The manual rack has enough travel that you do not need our new steering arms! Shaft Kits are sold separately, so you best match up the one you need for your application, each shaft kit for the manual unit does include 3 U-joints and a support bracket.

Product	Part Number
1967-1969 Camaro Manual Rack & Pinion Kit	8000770-01
1967-1969 Camaro Manual Rack & Pinion Kit (chrome)	8000770-02
'67-'69 Camaro Shaft Kit for Manual Rack, Big Block Motor with 1"-DD Column	8050580
'67-'69 Camaro Shaft Kit for Manual Rack, Big Block Motor with 3/4"-36 Column	8050610
'67-'69 Camaro Shaft Kit for Manual Rack, Big Block Motor with Factory or 1"-48 Column	8050570
'67-'69 Camaro Factory Column Adaptor	8020820

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit			✓
Shaft Kit		✓	
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	9/16"-26 Spline
Amount of Travel	6"
Turns Lock to lock	3.75
Pressure Port Size	N/A
Return Port Size	N/A
Pump Required	N/A
Inner End Threads	M14 x1.5
Outer Ends	8020940

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.





# '70-'74 Camaro Technical

## How it Fits:

These kits use a front steer center take off style rack & pinion attached to a one piece bracket which bolts to the same mounting holes for the original steering box and idler arm. The center steer rack & pinion replicates the original steering linkage.

These kits have been used on both small block and big block motor cars. A 3 U-joint shaft kit and support bearing is required with either the small block or the big block. Clearance around headers is always an issue. Installs on cars with big blocks have been successful with either the stock manifolds or Headman Hustler 2 1/8" Headers.

**Note:** On some aftermarket engine blocks, the deck height may be raise by up to .400". This may affect your exhaust header location.

**Note:** Some aftermarket cylinder heads may have a raised exhaust floor, anywhere from .250-.400" which may also affect your header location.

The kits are complete with the rack and bracket, mounting hardware, a shaft kit including 3 u-joints, shafts, and support bearing, and a pump kit with clip-on reservoir, pulley, mounting bracket, and stainless lines. You will reuse your factory column with this kit. Our kits are set up for use with either small blocks or big blocks using long water pumps. If you have a short water pump or are using a LT or LS engine, we can set you up with the different accessories that you will need, such as pump bracket and pulley, but you need to give us a call to arrange a kit. Sorry, No Manual Kit is available for these Camaros.

P-pumps are also popular with these Camaro's, if you would prefer a P-Pump we can set you up with a P-Pump tested and set to run with our rack or a power steering box if you have that. Black and Chrome finishes are available.

## 1970-1974 Camaro Rack and Pinion Kits

Product	Part Number
1970-1974 Camaro Power Rack & Pinion, Small Block, Long water Pump	8010990-01
1970-1974 Camaro Power Rack & Pinion, Big Block, Long Water Pump	8011000-01
1970-1974 Camaro Rack & Bracket Only	8010980-01

\*Note: LT/LS or short water pumps can be accommodated, call for details.

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	3/4" - 36 Spline
Amount of Travel	7"
Turns Lock to lock	3 turns
Pressure Port Size	18mm- 6AN
Return Port Size	16mm - 8AN
Pump Required	High Flow/Pressure
Inner End Threads	11/16-18 Female





# '75-'81 Camaro Technical

## How it Fits:

These kits are extremely similar to our '70-'74 Camaro kits. The main difference is the column so we have a different shaft kit. These kits use a front steer center take off style rack & pinion attached to a one piece mounting bracket which bolts to the same mounting holes for the original steering box and idler arm. The center steer rack & pinion replicates the original steering linkage.

These kits have been used on both small block and big block motor cars. A 3 U-joint shaft kit and support bearing is required with either the small block or the big block. Clearance around headers is always an issue. Installs on cars with big blocks have been successful with either the stock manifolds or Headman Hustler 2 1/8" Headers.

**Note:** On some aftermarket engine blocks, the deck height may be raise by up to .400". This may affect your exhaust header location.

**Note:** Some aftermarket cylinder heads may have a raised exhaust floor, anywhere from .250-.400" which may also affect your header location.

The kits are complete with the rack and bracket, mounting hardware, a shaft kit including 3 u-joints, shafts, and support bearing, and a pump kit with clip-on reservoir, pulley, mounting bracket, and stainless lines. These kits will reuse your factory column. Our kits are set up for use with either small blocks or big blocks using long water pumps. If you have a short water pump or are using a LT or LS engine, we can set you up with the different accessories that you will need such as pump bracket and pulley, but you need to give us a call to arrange a kit.

Sorry No Manual Kit is available for these Camaros.

P-pumps are also popular with these Camaro's, if you would prefer a P-Pump we can set you up with a P-Pump tested and set to run with our rack or a power steering box if you have that. Black and Chrome finishes are available.

## 1975-1981 Camaro Rack and Pinion Kits

Product	Part Number
1975-1981 Camaro Power Rack & Pinion, Small Block, Long water Pump	8011080-01
1975-1981 Camaro Power Rack & Pinion, Big Block, Long Water Pump	8011090-01
1975-1981 Camaro Rack & Bracket Only	8011070-01

\*Note: LT/LS or short water pumps can be accommodated, call for details

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	3/4" - 36 tooth Spline
Amount of Travel	7"
Turns Lock to lock	3 turns
Pressure Port Size	18mm- 6AN
Return Port Size	16mm - 8AN
Pump Required	High Flow/Pressure
Inner End Threads	11/16-18 Female





## '64-'67 Chevelle Technical

### How it Fits:

This kit was specifically designed to fit Chevy A-Body cars. This is a front steer center take off style rack & pinion mounted on a one piece bracket that bolts in the same mounting holes used for the factory steering box and idler arm. The rack matches the stock suspension on these cars replicating the original center link.

The kit clears Z-Bar and 4 Speed Linkage. The kit has been used on both Small Block and Big Block motor cars. Stock Manifolds work with both motors and on Big Blocks, we have used Super Comp Headers while on Small Block Motors, Hooker Competition headers have been used. Other headers may work but may need modification.

Shaft kits are included in both small block and big block kits and require using 3 U-Joints and a support bearing. Pump kits are also included; the big block motor pump kit includes a matched pump, single V-groove pulley, bracket, and remote reservoir. The small block motor pump kit includes a matched pump, single V-groove pulley, bracket, and clip-on reservoir.

*Note:* Most Aftermarket Heads have raised exhaust floors by 1/4" to 1/2" which does not make clearance any easier.

*Note:* A special note on big block motor cars: there are several different designs, Mark IV, Mark V, and Mark VI. The original Mark IV design has a deck height of 9.8", the Mark V and Mark VI designs have a deck height of 10.2". The 0.4" difference affects clearance on these big block cars. Mark V and Mark VI designed cars will probably need more header modification.

### Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

### 1964-1967 Chevelle Power Rack and Pinion Kits

Product	Part Number
1964-1967 Chevelle for Big Block Motors	8010780-01
1964-1967 Chevelle for Small Block Motors	8010790-01
1964-1967 Chevelle Rack & Pinion on Bracket alone	8010770-01

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	3/4" 36 Spline
Amount of Travel	7 inches
Turns Lock to lock	3 turns
Pressure Port Size	18mm - 6AN
Return Port Size	16mm - 8 AN
Pump Required	High flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	8020940



# '68-'72 Chevelle

Detroit was making muscle during these years – but they missed the boat on steering! Fix it by bolting on one of our Rack & Pinion Kits! Make your car handle as good as it looks!



## '68-'72 Chevelle Technical

### How it Fits:

This kit is made for the Chevelles and other GM A-body cars. In these Chevelles, we used a front steer center take off style rack and pinion on a one piece bracket that bolts up in the same location as the original steering box and idler arm. This kit does clear the Z bar and 4 speed linkage. We have installed this kit on cars with both big block and small block motors. On the Big Block, stock manifolds and Super Comp headers work and on the small block motor Hooker Comp headers work. Other headers may work but may need modification.

The kit comes complete with everything you need to do the install; rack and bracket, mounting hardware, shaft kit, which includes 3 U-joints and support bearing and bracket, and a pump kit which includes TC type II pump, clip on reservoir, mounting bracket, single V-groove pulley, and stainless lines. The kits are set up to go on cars with either small blocks or big blocks with long water pumps. If you have a short water pump we can easily accommodate, but you need to call us and we will swap in the proper components. If you need a serpentine pulley, that too can be added, just let us know.

**Note:** A special note on big block motor cars: there are several different designs, Mark IV, Mark V, and Mark VI. The original Mark IV design has a deck height of 9.8", the Mark V and Mark VI designs have a deck height of 10.2". The 0.4" difference affects clearance on these big block cars. Mark V and Mark VI designed cars will probably need more header modification.

**Note:** Some aftermarket cylinder heads may have a raised exhaust floor, anywhere from .250-.400" which may also affect your header location.

### Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

### Products

Product	Part Number
1968-1972 Chevelle Rack & Pinion/ Small Block/Long Water Pump	8010750-01
1968-1972 Chevelle Rack & Pinion/ Big Block/Long Water Pump	8010740-01
1968-1972 Chevelle Rack & Pinion on Bracket alone	8010700-01

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	3/4 - 36- Spline
Amount of Travel	7"
Turns Lock to lock	3 turns
Pressure Port Size	18mm - 6AN
Return Port Size	16mm - 8 AN
Pump Required	High flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	8020940



# '55-'57 Chevy Tri-5

Tired of steering your classic Chevy all over the road? That steering box was great almost 60 years ago but there is new solution! Try our bolt in rack & pinion – travel light years ahead in steering technology – your Tri-5 will turn like a dream.



# Chevy Tri-5 Technical

## How it Fits:

We used a modified traditional style GM rack and pinion for the Tri-5s. The rack is bolted to a one piece bracket which mounts exactly where the old steering box and idler arm were mounted to the frame. The rack is machined so it is narrower, matching the stock suspension of these cars.

This kit is designed for use on cars with small block motors with headers; Sanderson and Flow Tech headers have been successfully used. Other headers may work as well but may require modification or a shaft kit with three U-joints. Unfortunately the kit does not work on small blocks with stock manifolds. Installs on Big Block Motors have been done but are more difficult as it will require 3 U-joints, a support bearing and probably modification to the headers. There is a specific kit for Big Block motors, as well as LS1, LSX and ZZ4 motors, in which the lines have been modified for more clearance for Oil Pans. This rack kit will also work with Mike McGuagthy's drop spindles with slight modification to the inner ends.

The Rack & Pinion kit includes outer tie rod ends, all hardware and new bolt on steering arms. The rack does have less travel than the old pitman arm so the arms are necessary to maintain comparable turning radius. Pump kits built how you want and matched to run with the rack & pinion are available but sold separately due to variations. Check out our pump section for Brackets, Pulleys, Reservoir and Pump options. We also have shaft kits for Small block motor cars which consist of two joints, DD shafting and a coupler for aftermarket columns or a bearing to reuse the Factory Column.

Unisteer is also pleased to offer Ididit Columns as well as Sanderson and Flow Tech Headers, check out our Website for more details.

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit		✓	
Shaft Kit		✓	
Steering Arms	✓		

## 1955-1957 Chevy Tri-5 Power Rack & Pinion

Product	Part Number
1955-1957 Chevy Tri 5 Power Rack and Pinion kit (Black)	8010400-01
1955-1957 Chevy Tri 5 Power Rack and Pinion kit (Chrome)	8010400-02
1955-1957 Chevy Tri 5 Power Rack and Pinion kit Big Block LS Motor Application (Black)	8010600
1955-1957 Chevy Tri 5 Power Rack and Pinion kit Big Block LS Motor Application (Chrome)	8011200
'55-'57 Chevy Tri 5 Shaft Kit for Small Blocks with Factory Column	8050050
'55-'57 Chevy Tri 5 Shaft Kit for Small Blocks with Aftermarket Column	8050060
'55-'57 Chevy Tri 5 Factory Column Bearing	8020490

## Rack & Pinion Tech Info:

Pinion Type/Size	16mm DD
Amount of Travel	5"
Turns Lock to lock	2.45
Pressure Port Size	Uses Banjo-6an
Return Port Size	Uses Banjo-6an
Pump Required	Low Flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	10002



# '55-'57 Chevy Tri-5

Do you drag race your Tri-5? Have fat tires, but want to shed a couple of pounds? Check out Unisteer's manual racing only Tri-5 Unit. This is a welded up power unit that does not require anything but the linkage. This unit can drop up to 70lbs from your old Tri-5! **WARNING: Not for Street Use, Racing Only!**



# Chevy Tri-5 Technical

## 1955-1957 Chevy Tri-5 Manual Rack & Pinion Kits

### Products

Product	Part Number
1955-1957 Chevy Tri 5 Manual Rack and Pinion kit (Black)	8000230
1955-1957 Chevy Tri 5 Manual Rack and Pinion kit (Chrome)	8000260

### Tech Info FYI

#### What are AN Fittings?

The AN thread is a particular type of fitting used to connect flexible hoses and rigid metal tubing that carries fluid. The term "AN" is a US military-derived specification stemming from a joint standard agreed upon by the Army and Navy, hence "AN", but some documents point to an Air Force/Navy agreement. The AN flared hydraulic fittings are widely used throughout the performance & aftermarket automotive industry. AN fittings are a flare fitting, using 37° flared tubing to form a metal-metal seal. They are similar to other 37° flared fittings, such as JIC fittings, which is their industrial variant. The two are interchangeable in theory, though this is typically not recommended to mix them due to the exacting specifications and demands of the aerospace industry. The differences between them relate to thread class (how tight a fit the threads are) and the metals used.

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit			✓
Shaft Kit		✓	
Steering Arms	✓		

#### OTHER:

Shaft Kits, Columns, Headers.

### Rack & Pinion Tech Info:

Pinion Type/Size	16mm DD
Amount of Travel	5"
Turns Lock to lock	2.45
Pressure Port Size	N/A
Return Port Size	N/A
Pump Required	N/A
Inner End Threads	14mm x 1.5
Outer Ends	10002

#### Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.





# '62-'67 Chevy II Technical

## How it Fits:

As with all of Unisteer's rack kits, the foundation of the Chevy II kits are rack & pinions matched to the stock suspension of these cars. The power rack and pinion is a machined GM rack & pinion and the manual version is Unisteer's own, manufactured to the correct dimensions. Both kits come mounted to a one piece bracket. The bracket mounts behind the front engine mounts – slide out the original hardware and replace with the longer bolts supplied to mount up the kit.

The kits have been successfully installed on cars with stock manifolds and Headman Headers, otherwise custom headers or modification to your headers may be needed. Rear sump oil pans and pickups must also be used so the rack will clear. The kits will work only with factory stock floor shift columns or aftermarket floor shift columns. Each kit includes a column bracket, firewall gasket, and column bearing, everything necessary to modify an original column. The power rack & pinion kit also includes a GM Type II pump kit with remote reservoir, single v-groove pulley, and braided stainless lines.

Steering arms are included in both kits as the racks do not have the same travel as the box and that big old pitman arm. The steering arms replace the bolt on ones on your spindles but are shorter than the originals giving you back the turning radius.

No shaft kits are included due to the amount of variations, but we certainly can supply you with U-Joints and shafting.

*Note:* On some aftermarket engine blocks the deck height may be raised by .400. This may affect your exhaust header location.

*Note:* Some aftermarket cylinder heads may have a raised exhaust floor anywhere from .250-.400 which may affect header height.

## Power Chevy II kit

Product	Part Number
1962-1967 Chevy II Rack & Pinion Kit	8010650-01

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit		✓	
Steering Arms	✓		

## Rack & Pinion Tech Info:

Pinion Type/Size	17mm DD GM
Amount of Travel	5"
Turns Lock to lock	about 2.5
Pressure Port Size	16mm 6AN
Return Port Size	18mm 8AN
Pump Required	Low Flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	10002



# '62-'67 Chevy II Technical

## Manual Chevy II Kit

Product	Part Number
1962-1967 Chevy II Manual Rack & Pinion Kit	8000930-01

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit			✓
Shaft Kit		✓	
Steering Arms	✓		

## Rack & Pinion Tech Info

Pinion Type/Size	9/16"-26 tooth spline
Amount of Travel	4"
Turns Lock to lock	2.5
Pressure Port Size	N/A
Return Port Size	N/A
Pump Required	N/A
Inner End Threads	M14 x 1.5
Outer Ends	10002

### Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.





UNI STEER<sup>™</sup>  
PERFORMANCE

# '58-'62 Corvette

Time your classic Vette gets a makeover with Unisteer's bolt in kit! Precise rack & pinion steering in your classic Vette!



# '58-'62 Corvette Technical

## How it Fits:

This is a complete kit that starts with a rear steer center take off style rack & pinion made to match the stock suspension of these Corvettes. The rack is mounted to a one piece bracket that mounts to the stock motor mounts. The kit does clear z-bar and 4 speed linkage. This kit works on Small Block motor cars with stock manifolds or Shorty headers. Other headers may work with modification.

This kit is complete, everything that you need is included. The shaft kits use three u-joints and a support bearing. This connects up with a new Ididit retrofit column in plain steel that you paint to match your car. You must use the column to use this kit! Floor Bracket and Gasket are included. A pump kit with bracket to mount to the block is included which comes with a remote reservoir, single V-groove pulley and lines. We also include the hub adaptor and flasher kit. Unisteer's most detailed kit!

Don't want to mess with power steering and deal with a pump? Check out our manual rack and pinion kit. Same idea but a small compact manual unit with 6" of travel! Shaft kit is included and uses 3 u-joints and a bearing. Paintable steel Ididit Retrofit Column with bracket and gasket are also included.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## 1958-1962 Corvette Power Steering Rack & Pinion

### Products

Product	Part Number
1958-1962 Chevy Corvette Power Rack & Pinion Kit w/ Column	8012420

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

Also includes: column, flasher kit, and hub adjuster

### Rack & Pinion Tech Info:

Pinion Type/Size	17mm GM DD
Amount of Travel	6"
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm-6An Banjo (lower)
Return Port Size	16mm-6AN Banjo (upper)
Pump Required	Low Flow/Pressure
Inner End Threads	14mmx 1.5
Outer Ends	8020940



## 1958-1962 Corvette Manual Steering Rack & Pinion

### Products

Product	Part Number
1958-1962 Chevy Corvette Manual Rack & Pinion Kit w/ Column	8002090

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit			✓
Shaft Kit	✓		
Steering Arms			✓

Column, Flasher Kit, and Hub Adaptor are also included

### Rack & Pinion Tech Info:

Pinion Type/Size	9/16"-26 Tooth Spline
Amount of Travel	6"
Turns Lock to lock	3
Pressure Port Size	NA
Return Port Size	NA
Pump Required	NA
Inner End Threads	14mmx 1.5
Outer Ends	8020940





UNI *STEER*<sup>™</sup>  
PERFORMANCE

# '63-'67 Corvette

Improved Steering and Handling? Bolt in kit? Yes and Yes. Change the driving experience of your Vette with our bolt in steering system available with either power or manual rack and pinions. Make your Sting-ray drive like a '07 instead of a '67.



# '63-'67 Corvette Technical

## How it Fits:

Both Unisteer's Power and Manual Rack kits utilize center take off style rear steer rack & pinions with a ball center which matches the original center link for these Vettes. Geometrically correct – No bump Steer! The racks come on one piece mounting brackets which bolt on using the same factory holes for the steering box and idler arm. These kits clear the Z-Bar and 4 Speed Linkage with no problem. The kits have worked on Small Block motor cars with stock manifolds, short or long tube headers.

Pump Kit and Shaft kits are not included in the basic rack kits due to differences in the year break down for these Vettes. We do recommend trying our pump and shaft kit but that is up to you! Shaft kits consist of two U-joints and a section of shaft. This has usually been enough to complete the linkage

Pump kits come with the small block mounting brackets that mount the pump to the cylinder head. Single V-Groove Pulley is standard but we do have the option of serpentine pulleys as well.



## 1963-1967 Corvette Power Rack & Pinion Kit

Product	Part Number
1963-1967 Corvette Power Rack & Pinion Kit	8011540
1963-1967 Corvette Pump Kit – Small Block, Short Water Pump	8061080
1963-1967 Corvette Shaft Kit – Power Rack	8052080

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit		✓	
Shaft Kit		✓	
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	17mm GM DD
Amount of Travel	6"
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm-6An Banjo (lower)
Return Port Size	16mm-6AN Banjo (upper)
Pump Required	Low Flow/Pressure
Inner End Threads	14mmx 1.5
Outer Ends	8020940



# '63-'67 Corvette Technical

## 1963-1967 Corvette Manual Rack & Pinion Kit

### Products

Product	Part Number
1963-1967 Corvette Manual Rack & Pinion Kit	8001590
1963-1967 Corvette Manual Shaft Kit	8061080

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit			✓
*Shaft Kit		✓	
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	9/16"-26 Tooth Spline
Amount of Travel	6"
Turns Lock to lock	3.75"
Pressure Port Size	N/A
Return Port Size	N/A
Pump Required	N/A
Inner End Threads	14mm x 1.5
Outer Ends	8020940

### Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.





UNI *STEER*<sup>TM</sup>  
PERFORMANCE

# '68-'82 Corvette

Improved Steering and Handling? Bolt in kit? Yes and Yes. Change the driving experience of your Vette with our bolt in steering system available with either power or manual rack and pinions. Make your Vette own the road.



## How it Fits:

These year Vettes are available in power only as these cars need it. Unisteer's Power Rack kit utilizes center take off rear steer rack & pinions with a ball center which matches the original center link for these Vettes. Geometrically correct - No bump Steer! The rack comes on a one piece mounting bracket which bolt on using the same factory holes for the steering box and idler arm. Similar to the 63'-67' Vette these racks use a unique bracket where the stand off passes through the bracket. This kit clears the Z-Bar and 4 Speed Linkage, no problem. The kit has worked on Small Block motor cars with stock manifolds, short or long tube headers.

Pump Kit and Shaft kits are not included in the basic rack kits due to difference in the year break down for these Vettes. We do recommend trying our pump and shaft kit but that is up to you! Shaft kits consist of two U-joints and a section of shaft. This has usually been enough to complete the linkage

Pump kits come with the small block mounting brackets that mount the pump to the cylinder head. Single V-Groove Pulley is standard but we do have the option of serpentine pulleys as well.

Note: This kit will not work with Big Block Motors.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## 1968-1982 Corvette Power Rack & Pinion Kit

### Products

Product	Part Number
1968-1982 Corvette Power Rack & Pinion Kit	8011540
1968-1982 Corvette Pump Kit - Small Block, Long Water Pump	8061090
1968-1982 Corvette Shaft Kit - Power Rack	8052090

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit		✓	
Shaft Kit		✓	
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	17mm GM DD
Amount of Travel	6"
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm-6An Banjo
Return Port Size	16mm-6AN Banjo
Pump Required	Low Flow/Pressure
Inner End Threads	14mm x 1.5
Outer Ends	8020940





## '64-'67 El Camino Technical

This kit was specifically designed to fit Chevy A-Body cars so it works great on the El Camino. This is a front steer center take off style rack & pinion mounted on a one piece bracket that bolts in the same mounting holes used for the factory steering box and idler arm. The rack matches the stock suspension on these cars replicating the original center link.

The kit clears Z-Bar and 4 Speed Linkage. This kit has been used on both Small Block and Big Block Motor Cars. Stock Manifolds work with both motors and on Big Blocks, we have used Super Comp Headers while on Small Block Motors, Hooker Competition headers have been used. Other headers may work but may need modification.

Shaft kits are included in both small block and big block kits and require using 3 U-Joints and a support bearing. Pump kits are also included; the big block motor pump kit uses a high flow pump, single V-groove pulley, bracket, remote reservoir, and lines. The small block motor pump kit includes a matched pump, single V-groove pulley, bracket, clip-on reservoir, and lines. Serpentine Pulleys are also available if you need this set up.

**Note:** A special note on big block motor cars: there are several different designs, Mark IV, Mark V, and Mark VI. The original Mark IV design has a deck height of 9.8", the Mark V and Mark VI designs have a deck height of 10.2". The 0.4" difference affects clearance on these big block cars. Mark V and Mark VI designed cars will probably need more header modification.

**Note:** Some aftermarket cylinder heads may have a raised exhaust floor, anywhere from .250-.400" which may also affect your header location.

### Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

### 1964-1967 El Camino Power Rack and Pinion Kits

Product	Part Number
1964-1967 El Camino for Big Block Motors	8010780-01
1964-1967 El Camino for Small Block Motors	8010790-01
1964-1967 El Camino (Rack & Pinion on Bracket only)	8010770-01

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	¾" - 36 - Spline
Amount of Travel	7"
Turns Lock to lock	3 turns
Pressure Port Size	18mm - 6AN
Return Port Size	16mm - 8 AN
Pump Required	High flow/pressure
Inner End Threads	M14 x 1.5
Outer Ends	8020940





## '68-'72 El Camino Technical

This kit is made for the Chevelle and other GM A-body cars including the El Camino of this era. In these years of El Camino, we used a front steer center take off style rack and pinion on a one piece bracket that bolts up in the same location as the original steering box and idler arm. This kit does clear the Z bar and 4 speed linkage. We have installed this kit on both cars with both big block and small block motors. On the Big Block, stock manifolds and Super Comp headers work and on the small block motor Hooker Comp headers work. Other headers may work but may need modification.

The kit comes complete with everything you need to do the install; rack and bracket, mounting hardware, shaft kit, which includes 3 U-joints and support bearing and bracket, and a pump kit which includes a TC type II pump, clip on reservoir, mounting bracket, single V-groove pulley, and stainless lines. The kits are set up to go on cars with either small blocks or big blocks with long water pumps. If you have a short water pump we can easily accommodate, but you need to call in and we will swap in the proper components. If you need a serpentine pulley, that too can be added, just let us know.

**Note:** A special note on big block motor cars: there are several different designs, Mark IV, Mark V, and Mark VI. The original Mark IV design has a deck height of 9.8", the Mark V and Mark VI designs have a deck height of 10.2". The 0.4" difference affects clearance on these big block cars. Mark V and Mark VI designed cars will probably need more header modification.

**Note:** Some aftermarket cylinder heads may have a raised exhaust floor, anywhere from .250-.400" which may also affect your header location.

### Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

### Products

Product	Part Number
1968-1972 El Camino for Big Block, Long Water Pump	8010740-01
1968-1972 El Camino for Small Block, Long Water Pump	8010750-01
1968-1972 El Camino (Rack & Pinion on Bracket only)	8010700-01

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	¾" - 36 - Spline
Amount of Travel	7"
Turns Lock to lock	3 turns
Pressure Port Size	18mm - 6AN
Return Port Size	16mm - 8 AN
Pump Required	High flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	8020940





## '70-'72 Monte Carlo Technical

### How it Fits:

Same as the El Camino and other GM A-Body cars this kit fits the Monte Carlo. We used a front steer center take off style rack and pinion mounted on a one piece bracket that bolts up in the same location as the original steering box and idler arm. This kit does clear the Z-Bar and 4 Speed Linkage. We have installed this kit on cars with both Big Block and Small Block Motors. On the Big Block, stock manifolds and Super Comp Headers work and on Small Block Motors, Hooker Comp Headers work. Other headers may work but may need modification.

The kit comes complete with everything you need to do the install; rack and bracket, mounting hardware, shaft kit, which includes 3 U-joints and support bearing and bracket, and a pump kit with includes TC type II pump, clip on reservoir, mounting bracket, single V-groove pulley, and stainless lines. The kits are set up to go on cars with either small blocks or big blocks with long water pumps. If you have a short water pump we can easily accommodate, but you need to call in and we will swap in the proper components. If you need a serpentine pulley, that too can be added, just let us know.

**Note:** A special note on big block motor cars: there are several different designs, Mark IV, Mark V, and Mark VI. The original Mark IV design has a deck height of 9.8", the Mark V and Mark VI designs have a deck height of 10.2". The 0.4" difference affects clearance on these big block cars. Mark V and Mark VI designed cars will probably need more header modification.

**Note:** Some aftermarket cylinder heads may have a raised exhaust floor, anywhere from .250-.400" which may also affect your header location.

### Products

Product	Part Number
1970-1972 Monte Carlo for Big Block Motors, Long Water Pump	8010740-01
1970-1972 Monte Carlo for Small Block Motors, Long Water Pump	8010750-01
1970-1972 Monte Carlo Rack & Pinion on Bracket alone	8010700-01

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	3/4"-36 Spline
Amount of Travel	7 inches
Turns Lock to lock	3 turns
Pressure Port Size	18mm - 6AN
Return Port Size	16mm - 8 AN
Pump Required	High flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	8020940



# '78-'88 GM G BODY

Let's face it, G body cars are cool and getting more popular by the day. The common problem with all of them is they don't handle very well. You can now fix the problem with one of Unisteer's bolt on rack and pinion kits.



## How it Fits:

The G body kit is a front steer rack & pinion is bolted to a one piece bracket that mounts to the inside of your frame rails. It utilizes the same bolt holes that your stock steering box and idler arm were attached to. The kit was designed to match the stock pivot points on the vehicle which will not only make it handle wicked but also reduce bump steer. The pump kit included has a clip-on reservoir and brackets for small block long water pump applications with a single V-groove pulley. If you have a different engine or need a serpentine pulley, just give us a call. A shaft kit with three U-Joints and a support bracket is also included. This kit is made to attach to the stock column. Bolt on handling and performance today.

Has fit with Hooker Competition and Super Competition headers.

**Note:** On some aftermarket engine blocks, the deck height may be raise by up to .400". This may affect your exhaust header location.

**Note:** Some aftermarket cylinder heads may have a raised exhaust floor, anywhere from .250-.400" which

## Products

Product	Part Number
1978-1988 GM G Body Rack & Pinion	8012400-01

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	3/4"-36 Spline
Amount of Travel	7"
Turns Lock to lock	3 turns
Pressure Port Size	18mm - 6AN
Return Port Size	16mm - 8 AN
Pump Required	High flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	8020940



# '58-'64 Impala

Pour some new life into that old steering, change over your Impala's steering to Unisteer's bolt in rack & pinion kit for smooth defined steering and handling, no looseness, no wandering! You'll be cruising like a champ.



# '58- '64 Impala Technical

## How it Fits:

This is a front steer center take off style rack & pinion that matches the stock front end and suspension. The rack is mounted to a one piece mounting bracket that bolts into the same factory holes for the steering box and idler arm. The kit does clear the Z Bar and 4 speed linkage. If your vehicle had factory power steering, you will need to use our stabilizer bar mounts which are included in place of the factory mounts.

This kit is designed to work with the original factory front end and suspension. Our kit probably will not work with aftermarket suspensions that change the original suspension!

This kit works on most small block and big block engine applications. Installs have been done successfully using Hooker Long Tube Headers. The kits are complete with shaft kit which includes two u-joints and shafting as well as a pump kit. The pump kits include a pump matched to the mounting bracket's gear, a reservoir, single V-groove pulley, and stainless lines. Big Block applications have a remote reservoir and a 3 line kit; Small Block applications come with a clip on reservoir and 2 line kit. Serpentine Pulleys are also available.

## Products

Product	Part Number
1958-1964 Impala Rack and Pinion Kit, Small Block Motor, Short Water Pump, Factory Column	8011040-01
1958-1964 Impala Rack and Pinion Kit, Big Block Motor, Short Water Pump, Factory Column	8011050-01
1958-1964 Impala Rack and Pinion Kit, Small Block Motor, Short Water Pump, Ididit Aftermarket Column	8011120-01
1958-1964 Impala Rack and Pinion Kit, Big Block Motor, Short Water Pump, Ididit Aftermarket Column	8011130-01
1958-1964 Impala Rack and Pinion Kit- Rack on Bracket Only	8011060-01

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## OTHER:

Outer ends are included

## Rack & Pinion Tech Info:

Pinion Type/Size	3/4"-36 Spline
Amount of Travel	7"
Turns Lock to lock	3 turns
Pressure Port Size	18mm - 6 AN
Return Port Size	16mm - 8 AN
Pump Required	High Flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	8020940

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.





# '65-'66 Impala Technical

## How it Fits:

Similar to our earlier model Impala Rack, this kit uses a rear steer center take off rack & pinion. The mounting bracket consists of a one piece bracket that spans the frame rail plus an adaptor plate for the passenger side frame rail that uses the same steel rod mount that the factory used for the idler arm. (Check out our instructions for more Pictures!) This kit will fit Small Block motor applications with stock manifolds or Hooker Long Tube headers. Other headers may work with modification or an extra U-Joint. The kit does clear the Z-bar and 4 Speed Linkage. This kit has not worked in Big Block Applications.

The kit is complete with a shaft kit consisting of two U-joints, shafting, and a factory column adaptor plus a pump kit which includes a pump matched to run the rack and pinion, mounting bracket for the small block motor, clip on reservoir, lines, and single V-groove Pulley.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## Products

Product	Part Number
1965-1966 Impala Rack and Pinion Kit, Small Block	8010280-01

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## Tech Info

Pinion Type/Size	17mm DD - GM
Amount of Travel	6" Travel
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm- 6AN
Return Port Size	16mm - 8AN
Pump Required	Low Flow/Pressure
Inner End Threads	M14 x 1.5



# '68-'74 Nova

Change up the steering on your Nova! Drop the factory steering box and linkage and give that Nova easy precise steering. No new front clip – check out Unisteer's bolt in steering kit! This kit is exactly the same as the popular '67-'69 Camaros – luckily the factory frames on these cars were the same!



# '68-'74 Nova Technical

## How it Fits:

Unisteer's kits are based off the stock cross-member and steering linkage. The power rack & pinion is a narrowed GM rack and the manual version is Unisteer's own build of Rack & pinion. Both are machined so that the internal pivot points match the dimensions of the original center link and control arms on the Nova front end. This gives you the steering you deserve.

The racks come mounted to a simple one piece bracket that mounts up right behind the stock cross member at the rear lower control arm bolts. Simply slide out the original bolts and replace with the supplied longer bolts to install the rack. The power rack & pinion comes with a new set of bolt-on steering arms which mount to the original spindles and ensure you maintain your turning radius. The manual rack has enough travel that steering arms are not necessary.

These kits can be used with either the factory column or an aftermarket column. Choose whether you want a two or three U-joint shaft kit and what column you want to mount the shaft kit to – factory, 1" DD or 1"- 48 tooth spline. If using the factory column, you will also want to purchase our Factory Column adaptor which bolts into place on the factory column replacing the rag joint and giving you a spline to attach a u-joint to.

Both the Power and the Manual rack kits have been successfully used on cars with small block and big block motors. Headers can present an issue with clearance for the steering linkage. Header modification or the 3-joint shaft kit will usually be required.

## 1968-1974 Chevy Nova Power Rack & Pinion Kits

The '68-'74 Nova Power Rack kits include the Rack, Bracket, Steering Arms and Mounting Hardware. You can also check out our Nova Super kits which include Rack and Bracket, Pump and Line kit, Clip On Reservoir, mounting brackets, and single V groove pulley as well as a shaft kit for the Factory Column. If you would rather piece it out, you can build it as you go. Unisteer can supply you a pump kit to match the power rack and pinion or you can try using the factory pump or an aftermarket if you have one and we can always supply you a shaft kit.

## Products

Product	Part Number
1968-1974 Nova Power Rack & Pinion Kit (Rack& Bracket)	8010540-01
1968-1974 Nova Power Rack & Pinion Kit (Rack & Bracket) Chrome	8010540-02
1968-1974 Nova Power Rack & Pinion Super Kit for Big Block Motor with Long Water Pump, Factory Column	8011480
1968-1974 Nova Power Rack & Pinion Super Kit for Big Block Motor with Short Water Pump, Factory Column	8011460
1968-1974 Nova Power Rack & Pinion Super Kit for Small Block Motor with Long Water Pump, Factory Column	8011490
1968-1974 Nova Power Rack & Pinion Super Kit for Small Block Motor with Short Water Pump, Factory Column	8011450
'68-'74 Nova Shaft Kit for Power Rack, Big Block Motor with 1"-DD Column	8050550
'68-'74 Nova Shaft Kit for Power Rack, Big Block Motor with 3/4"-36 Column	8050600
'68-'74 Nova Shaft Kit for Power Rack, Big Block Motor with Factory or 1"-48 Column	8050540
'68-'74 Nova Shaft Kit for Power Rack, Small Block Motor with 1"-DD Column	8050510
'68-'74 Nova Shaft Kit for Power Rack, Small Block Motor with 3/4"-36 Column	8050720
'68-'74 Nova Shaft Kit for Power Rack, Small Block Motor with Factory or 1"-48 Column	8050490
'68-'74 Nova Factory Column Adaptor	8020820



# '68-'74 Nova

## 1968-1974 Chevy Nova Power Rack & Pinion Kits

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit		✓	
Shaft Kit		✓	
Steering Arms	✓		

Super Kits include the optional Pump & Line Kit and Shift Kit

### Tech Info:

Pinion Type/Size	17mm DD
Amount of Travel	5"
Turns Lock to lock	2.5
Pressure Port Size	Banjo - 6an (lower)
Return Port Size	Banjo - 6an (upper)
Pump Required	Factory or GM Type 2
Inner End Threads	M14 x1.5
Outer Ends	Included

## 1968-1974 Nova Manual Rack & Pinion Kits



## '68-'74 Nova Technical

Our Manual Nova Rack & Pinions will shed the pounds from your Nova. Compact and light weight, this kit offers the maximum amount of clearance possible for big engines, oil pans, and headers! No guarantees though, you still may end up modifying headers to get it in. The manual rack has enough travel that you do not need our new steering arms! Shaft Kits are sold separately so you best match up the one you need for your application. Each shaft kit for the manual unit does include 3 U-joints and a support bracket.

### Tech Info FYI

#### What is Ackermann Steering?

It is a system of double-pivot steering in which two steered wheels pivot about a vertical axis and are steered by linked steering arms. The system was devised by Lankensperger, but takes its name from the patent agent, Ackermann.

#### Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

Product	Part Number
1968-1974 Nova Manual Rack & Pinion Kit	8000770-01
1968-1974 Nova Manual Rack & Pinion Kit (Chrome)	8000770-02
'68-'74 Nova Shaft Kit for Manual Rack, Big Block Motor with 1"-DD Column	8050580
'68-'74 Nova Shaft Kit for Manual Rack, Big Block Motor with 3/4"-36 Column	8050610
'68-'74 Nova Shaft Kit for Manual Rack, Big Block Motor with Factory or 1"-48 Column	8050570
'68-'74 Nova Factory Column Adaptor	8020820

#### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit			✓
Shaft Kit		✓	

#### Tech Info:

Pinion Type/Size	9/16"-26 Spline
Amount of Travel	6"
Turns Lock to lock	3.75
Pressure Port Size	N/A
Return Port Size	N/A
Pump Required	N/A
Inner End Threads	M14 x1.5



# '28-'34 Cross Steer

Cross Steer! Unisteer's revolutionary change for steering on early solid axle Fords! Winner of the SEMA 2003 best new product award. Cross steer redefined the way that early Fords steer. After having sold thousands of these, most people report positive steering feel with no sloppiness and a significant reduction in steering effort, even at low speed! You have nothing to do except swap out that Vega box and everything to gain.



# '28-'34 Cross Steer Technical

## How it Fits:

The cross steer is essentially a small half rack and pinion that bolts into place exactly where the Vega style steering box would bolt on. The system still uses a draglink between both wheels. The cross steer was specifically designed for solid axle cars and trucks of this era with a mono leaf spring suspension. Since the cross steer pivots only off the one side it matches up perfectly with the stock suspension of the solid axle Fords. Sorry it will not work on Chevys which had dual leaf springs.

**Note:** you must have split wishbones (at least 12 inches) or hairpins for the Cross steer to properly work.

The gear comes mounted to an angled bracket that has the same three hole pattern for mounting the Vega box. This small rack & pinion is made of all automotive grade components and can handle a vehicle up to 3500lbs!

If you are building a new vehicle, the regular cross steer is the best option and you can run your steering linkage down to the gear. We can even send you a cross steer with a plain steel bracket that you could weld to your frame and paint to match. If you still have a Vega Box, check out our retrofit that has a shaft kit. This shaft kit consists of a coupler and a shaft with a splined end which is the same size as the Vega spline so you can reuse your existing steering linkage. The switch over can be done in only an hour or two!

Make sure you get the right kit for the right year FRAME you have! 1933-1934 cars and trucks were slightly different than the earlier 1928-1932s. For fitment of the Cross Steer, what matters is the frame you have: '33-'34s have a slightly wider frame by about two inches so the bracket for the cross steer is different making up for this difference. Otherwise it is the same!

## Looking for power steering?

Hook the Cross-Steer up with an Electra-Steer power steering assist. For more info turn to page 122.

## Products

Product	Part Number
1928-1932 Cross Steer	8000460-01
1928-1932 Cross Steer Retro Fit (includes shaft kit to replace a Vega Box)	8000470-01
1928-1932 Cross Steer Right Hand Drive	8000650-01
1928-1932 Cross Steer 1" Drop Bracket	8000660
1933-1934 Cross Steer	8000680
Cross Steer Shaft kit (to replace a Vega Box)	8050020
Vega Plate	8020670
Ford 11/16" Outer End (Chrome)	8021480
Ford 11/16" Outer End (Plain Steel)	8021490

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit			✓
Shaft Kit		✓	
Steering Arms			✓

## OTHER:

Vega Plates and the Ford Outer ends are available 8021480/8021490, also different size lengths available tubes

## Rack & Pinion Tech Info:

Pinion Type/Size	9/16"-26 tooth spline
Amount of Travel	6"
Turns Lock to lock	3.75
Inner End Threads	Tube & Adapter 11/16"-18



# '35-'40 Cross Steer

Completely change your '35-'40 Ford's steering with Cross Steer! Unisteer expanded the award winning '28-'32 Ford Cross Steer to fit these later model year Fords. Get rid of that ancient box and get positive feel and reduced effort with the Cross Steer. Compared with the old boxes this feels like power steering!



# '35-'40 Cross Steer Technical

## How it Fits:

The Cross Steer is essentially a small half rack and pinion that bolts into place exactly where the steering box would bolt on. The system still uses a draglink between both wheels. The cross steer was specifically designed for cars and trucks of this era with a solid axle. This specific cross steer is very similar to our '28-'32 Ford Cross Steer – the gear is essentially the same but with a slightly slower ratio to accommodate these larger vehicles. The biggest difference is the mounting bracket; the large mounting bracket actually bolts up in between the frame rails on these Fords. A boxed frame will have to be opened up to accommodate the bracket. The bracket does hang down lower so this cross steer will only work on cars with the stock axle or a 2" drop axle, it will not work with 4" drop axles.

If you have wish bones, they must be split minimally around the transmission if not all the way to the frame rails.

The rack comes mounted to the bracket with drag link tube and mounting hardware. You will also need some U-Joints and a shaft to connect down to the pinion. This manual rack will handle vehicles around 3500lbs, check with engineering for any heavier applications.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## Products

Product	Part Number
1935-1940 Cross Steer (no shaft kit)	8000510
Ford 11/16" Outer End (Chrome)	8021480
Ford 11/16" Outer End (Plain Steel)	8021490

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit			✓
Shaft Kit			✓
Steering Arms			✓

## OTHER:

Vega Plates and the Ford Outer ends are available 8021480/8021490, also different size lengths available tubes

## Rack & Pinion Tech Info:

Pinion Type/Size	9/16-26 spline
Amount of Travel	6"
Turns Lock to lock	4.5
Pressure Port Size	N/A
Return Port Size	N/A
Pump Required	N/A
Inner End Threads	Tube & Adapter 11/16"-18

Manual Rack will handle vehicles around 3500lbs. Call us for all heavier applications.





# '60-'65 Falcon Technical

## How it Fits:

Unisteer's Falcon Power kit uses a rear steer traditional style rack & pinion that has been machined down to match the stock suspension of the Falcons. This rack comes mounted to a one piece U-shaped bracket that bolts up to the back side of your stock motor/frame mounts. Slide the bracket up into place and install with our longer bolts. Installing the shaft will take longer! If you do not want to deal with a power steering pump, we also have this kit available with a manual unit. This is Unisteers own build, We used a center take off style rack mounted to the same kind of bracket used on our power kit.

Installs on these cars have been done with stock manifolds or Hooker Super Comp Headers. Other headers may work with modification. Tri-Y style headers do NOT work. This kit works with V8 motors and floor shifters. This kit will not work with the factory column shifter but it will work with an aftermarket column shifter.

The kit comes complete with everything that you need; the rack and bracket, new column shaft, shaft kit and pump kit. The pump kit consists of a TC type II pump matched to the rack, which has mounting brackets for Ford V-8s, a single V-groove pulley, clip-on reservoir, and stainless lines. The shaft kit includes two U-Joints, shaft, and a support bearing and bracket. If you have a different engine, let us know and we will try to accommodate with a different pump bracket. This kit also includes Outer Ends for the spindles that were on V-8 cars. If your Falcon or Comet had inline 6, the spindles have a different taper, just let us know and we can get you a different set of outers. Note: we have run into cars with Granada spindles and this kit will NOT work with those spindles.

Note: Use of 63'-64' V8 Spindles required to have full turning radius.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## 1960-1965 Falcon Power Rack & Pinion Kit

### Products

Product	Part Number
1960-1965 Ford Falcon Power Rack & Pinion Kit	8010720-01
1960-1965 Ford Falcon Power Rack & Pinion (Rack & Bracket Only)	8010710-01

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	17mm DD
Amount of Travel	5.25"
Turns Lock to lock	2.5
Pressure Port Size	Banjo 6an (lower)
Return Port Size	Banjo 6an (upper)
Pump Required	Low Flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	8027450 / 8022340







UNI *STEER*<sup>™</sup>  
PERFORMANCE

# '63-'65 Fairlane

Tired of the way that your early Fairlane wobbles over the road? Want to stop constantly correcting the sloppy steering? The Unsteer Rack & Pinion kit is the solution, replace that old box with our bolt in rack & pinion kit. Your Fairlane will steer with precision and ease as you cruise down the fair lane, or perhaps memory lane.



# '63-'65 Fairlane Technical

## How it Fits:

This kit use a rear steer center take off rack & pinion mounted to a solid one piece bracket which bolts up to the frame using the original holes for the steering box and idler arm. This kit works with Small Block Motor cars only. It will fit with the 221, 260, and 289 and 302, 351W. Installs have been done using Hooker Long Tube Headers or Competition headers. Other headers may work but may require modification.

Everything you need is included to do an install on a car with the stock suspension and stock column. A shaft kit with two U-Joints and a shaft is included. The Column kit comes with a new column shaft and bearing to modify the original column. The pump kit is made to match the rack and pinion and comes with mounting bracket for the small block Ford motors, clip-on reservoir and single V-groove pulley. If you have a different motor let us know.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## 1963-1965 Ford Fairlane Power Rack & Pinion

### Products

Product	Part Number
1963-1965 Ford Fairlane Power Rack & Pinion Kit, Small Block	8011570
1963-1965 Ford Fairlane Power Rack & Pinion (Rack & Bracket Only)	8011560

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

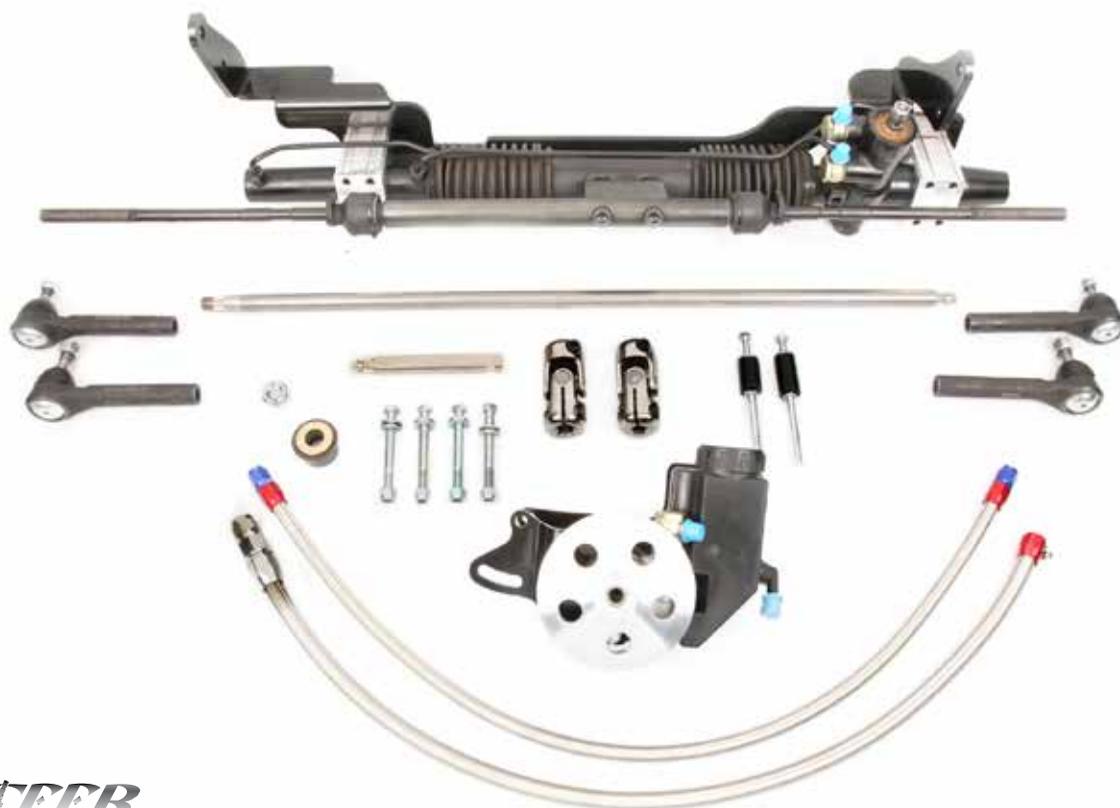
### Tech Info

Pinion Type/Size	17mm GM DD
Amount of Travel	6"
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm- 6AN Banjo
Return Port Size	16mm- 6AN Banjo
Pump Required	Low Flow/Pressure
Inner End Threads	9/16"-18
Outer Ends	8021320



# '66-'67 Fairlane

Give your later model Fairlane a steering overhaul! Swap out the steering box and linkage for Unisteer's bolt on rack & pinion kit. You'll not only be cruising in style, but cruising with the comfort of modern power steering, improved road feel and handling without being oversensitive.



# '66-'67 Fairlane Technical

## How it Fits:

Just like the older Fairlane's this is a center takeoff rear steer rack and pinion. The rack comes mounted to a one piece bracket. This kit is specific to Fairlanes only, not other model Fords of the same years. The kit fits cars with small block motors only; installs have been done on vehicles with the 289 and 302 motors. Stock manifolds should work otherwise use Hooker Longtube or Competition headers. Other headers may work but with modification.

The kit is complete with everything needed to do a complete install. A new Column shaft is included along with support bearing, floor bracket and gasket. The shaft kit includes two U-joints and a shaft. The pump kit uses a clip on reservoir, comes with mounting brackets for the small block Fords, and has a single V-groove pulley. Two sets of outers are included to match either sized taper found on the steering arms on these cars.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## Products

Product	Part Number
1966-1967 Ford Fairlane Power Rack & Pinion Kit, Small Block	8011960-01
1966-1967 Ford Fairlane Power Rack & Pinion (Rack & Bracket Only)	8011970-01

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	17mm GM DD
Amount of Travel	6"
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm- 6AN Banjo
Return Port Size	16mm- 6AN Banjo
Pump Required	Low Flow/Pressure
Inner End Threads	9/16"-18
Outer Ends	8021320 / 8021330





# '55-'56 Ford Full Size Technical

## How it Fits:

This is a rear steer center take-off style rack and pinion with a ball center bar that exactly matches the center link of the stock suspension for the '55-'56 Fords. The rack & pinion comes mounted to a one piece mounting bracket that bolts up to the frame using the same holes that held the steering box and idler arm.

This kit has been successfully installed in cars with both the 312 and 352 motors with stock manifolds. Headers may work but require modification or another u-joint in the column linkage. This kit includes a shaft kit with two U-joints and a section of shaft to connect to the column. A new column shaft, bearing, and all the necessary hardware is also provided for modification of the original column. The kit also includes a pump kit with clip on reservoir and brackets that mount to the 312 and 352 motors. Our pump kits are matched to the rack & pinion providing the correct flow and pressure for the optimal driving experience!

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## Products

Product	Part Number
1955-1956 Ford Full Size Rack & Pinion Kit	8011640
1955-1956 Ford Full Size Rack & Pinion (Rack and Bracket ONLY)	8011610

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	17mm GM DD
Amount of Travel	6"
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm- 6AN Banjo
Return Port Size	16mm- 6AN Banjo
Pump Required	Low Flow/Pressure
Inner End Threads	9/16"-18
Outer Ends	8020960





# '57-'59 Full Size Technical

## How it Fits:

This is a rear steer center take-off style rack and pinion with a ball center bar that exactly matches the center link of the stock suspension for the '57-'59 Fords. The rack & pinion comes mounted to a one piece mounting bracket that bolts up to the frame using the same holes that held the steering box and idler arm.

There are two variations of this kit; part number 8011400 is designed for use with Traditional Y-Block Motors found with these cars, the Ford 332 and 352. The other variation, part number 8011430, is made to go with Windsor small block motors, the 289, 302, and 351. These kits have been installed on vehicles with stock manifolds. Headers may work but require modification or another u-joint in the column linkage.

Both kits come with everything to do a complete install. A new column shaft, support bearing, floor bracket and gasket are included for modification of the stock column. The shaft kit contains two U-joints and a section of shaft to connect the column to the rack and pinion. The kit also includes a pump kit with clip on reservoir, single V groove pulley, and brackets for the appropriate motor. We also have serpentine pulleys available as an option. Our pump kits are matched to the rack & pinion providing the correct flow and pressure for the optimal driving experience! Granada spindles have also been used on these vehicles from time to time, if you have these, let us know during your order so we can get you the correct outer tie rod ends.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## 1957-1959 Ford Full Size Rack & Pinion Kit Products

Product	Part Number
1957-1959 Ford Full Size for Traditional Motors, 332 & 352	8011400
1957-1959 Ford Full Size for other Small Block Motors (Windsor 289, 302, 351)	8011430
Granada Outer Ends	8021250

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	17mm GM DD
Amount of Travel	6"
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm- 6AN Banjo
Return Port Size	16mm- 6AN Banjo
Pump Required	Low Flow/Pressure
Inner End Threads	9/16"-18
Outer Ends	8021250





# '60-'64 Ford Full Size Technical

## How it Fits:

This is a rear steer center take-off style rack and pinion with a ball center bar that exactly matches the center link of the stock suspension for the '60-'64 Fords. The rack & pinion comes mounted to a one piece mounting bracket that bolts up to the frame using the same holes that held the steering box and idler arm.

There are two variations of this kit similar to the '57-'59 Fords; part number 8011410 that is designed for use with Traditional Motors found with these cars, including the Y-Blocks 239, 256, 272, 292, 312, 332 and 352. The other variation, part number 8011440, is made to go with Windsor small block motors, the 289, 302, and 351. These kits have been installed on vehicles with stock manifolds. Headers may work but require modification or another u-joint in the column linkage.

Both kits come with everything to do a complete install. A new column shaft, support bearing, everything you need is included for modification of the stock column. The shaft kit contains two U-joints and a section of shaft to connect the column to the rack and pinion. The kit also includes a pump kit with clip on reservoir, single V groove pulley, and brackets for the appropriate motor. We also have serpentine pulleys available as an option. Our pump kits are matched to the rack & pinion providing the correct flow and pressure for the optimal driving experience! Granada spindles have also been used on these vehicles from time to time, if you have these, let us know during your order so we can get you the correct outer tie rod ends.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## 1960-1964 Ford Full Size Rack & Pinion Kit Products

Product	Part Number
1960-1964 Ford Full Size for Traditional Motors, 332 & 352	8011410
1960-1964 Ford Full Size for other Small Block Motors (Windsor 289, 302, 351)	8011440
Granada Outer Ends	8021250

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	17mm GM DD
Amount of Travel	6"
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm- 6AN Banjo
Return Port Size	16mm- 6AN Banjo
Pump Required	Low Flow/Pressure
Inner End Threads	9/16"-18
Outer Ends	8021250



# '65-'67 Galaxie 500

Make that Galaxie handle like it's out of this world by bolting on one of our Rack & Pinion Kits.



## How it Fits:

This is a rear steer center take-off style rack and pinion with a ball center bar that exactly matches the center link of the stock suspension for the '65-'67 Ford Galaxie 500. The rack & pinion comes mounted to a one piece mounting bracket that bolts up to the frame using the same holes that held up the steering box and idler arm.

This is designed to be used with the Traditional Motors found in these cars, including 428, 390, & 352 engines. This kit has been installed on vehicles with Hooker Competition Headers. Other headers may work, but might require modification or another U-Joint in the column linkage. This kit includes a shaft kit and column bearing to modify and use the stock column. A pump kit with clip on reservoir, single V-groove pulley, and two piece lines are also in the kit. If you have a different engine or need a different pulley give us a call.

**Note:** Granada Spindles have been used on these vehicles from time to time. If you have these, let us know so we can provide you with the correct outer ends.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## 1965-1967 Ford Galaxie 500 Rack & Pinion Kit Products

Product	Part Number
1965-1967 Ford Galaxie 500 Power Rack & Pinion Kit	8012350-01

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arm			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	17mm DD
Amount of Travel	6"
Turns Lock to lock	2.5 - 2.75
Pressure Port Size	18mm - 6AN Banjo
Return Port Size	16mm - 6AN Banjo
Pump Required	Low Flow/Pressure
Inner End Threads	9/16"-18
Outer Ends	8027450





## How it Fits:

Our kit is designed to fit in your stock Ford. It uses a one piece folded steel bracket that bolts in place where your idler arm and steering box used to be. The rack is a traditional rear steer rack & pinion machined to have the same pivot points as your stock geometry therefore eliminating bump steer. The kit comes complete with the power steering pump and brackets for your flat head Ford Motor. The pump kit also includes a clip on reservoir and lines. The kit also includes a new column shaft and bearing to reuse the stock column. The shaft kit includes two U-Joints and a section of shaft to connect the new column shaft with the rack. You must use our provided headers in this kit for the flat head ford motor. If you have a different motor, let us know and we will eliminate the headers. You will not lose any factory turning radius. The pump kit is matched to the rack & pinion providing the correct flow and pressure for the optimal driving experience! Granada spindles have also been used on these vehicles from time to time, if you have these, let us know during your order so we can get you the correct outer tie rod ends.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## 1949-1951 Ford Rack & Pinion Kit Products

Product	Part Number
1949-1951 Ford Power Rack & Pinion Kit	8011660

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arm			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	17mm DD
Amount of Travel	5.25"
Turns Lock to lock	2.5
Pressure Port Size	Banjo 6an (lower)
Return Port Size	Banjo 6an (upper)
Pump Required	Low Flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	8020960
Granada Outer Ends	8021250



# '70-'77 Maverick

Turn your old Maverick into a corner carving beast with Unisteer's Bolt in Rack & Pinion Kit.



# '70-'77 Maverick Technical

## How it Fits:

Unisteer used a rear steer center take-off style rack and pinion for this kit. Though similar to the Mustang and Cougar kits, the rack is made for the frame and suspension of the Mavericks specifically. The one piece bracket replaces the stock tube cross member between the two frame rails; stronger and stiffer than the original.

This kit works on Mavericks with small block motors. We have done installs using stock manifolds and Hooker Super Comp Headers (their Part #6901-HKR). Other headers may work but might need modification. Use of a mini starter is required with this kit.

The kit is complete with everything you need for an install on a small block except for the headers! The kit includes the rack & bracket, mounting hardware, column bearing and hardware to modify the factory column, pump kit, shaft kit and outer ends. The pump kit includes a TC type II pump matched to the gear, mounting brackets, single V-groove pulley, clip-on reservoir and stainless lines. The shaft kit consists of two U-joints and a section of shaft.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## Products

Product	Part Number
1970-1977 Maverick Power (Rack & Bracket Only)	8012250-01
1970-1977 Maverick Power Rack & Pinion Kit for Small Blocks	8012260-01

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

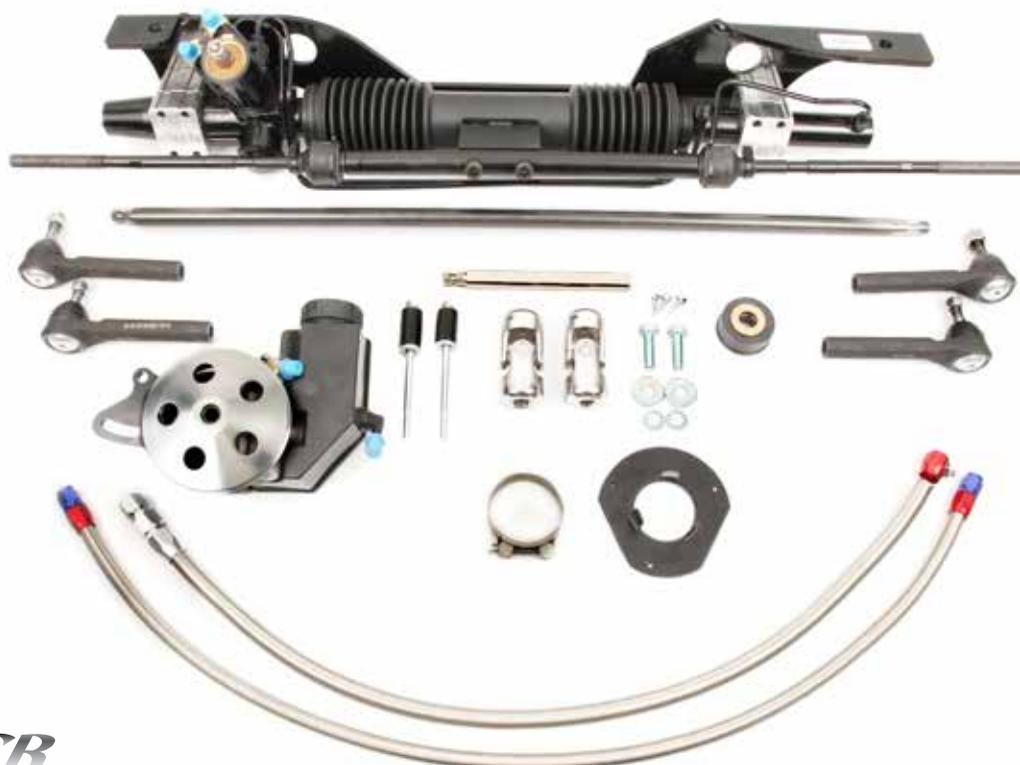
## Rack & Pinion Tech Info:

Pinion Type/Size	17mm DD
Amount of Travel	6"
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm- 6AN Banjo
Return Port Size	16mm- 6AN Banjo
Pump Required	Low Flow/Pressure
Inner End Threads	9/16" - 18
Outer Ends	8023730/8023740



# '65-Early '67 Mustang

Love driving Your Mustang but hate the way it steers? Revitalize your classic mustang's steering and handling with one of Unisteer's early Mustang Rack & Pinion Kits! Eliminate that slop and constant steering correction.



# '65-Early '67 Mustang Technical

## Which kind of 1967 do you have???

If you have a 1967, to determine whether it is an early or a late model, look at the column: on early build '67s the shaft goes straight into the steering box while on late model builds there is a rag joint between the column and the steering box.

### How it Fits:

Our early Mustang Rack kits greatly improve the steering and handling when compared to that old steering box. The Power and the Manual racks are both center take-off style rack and pinions that utilize an offset ball center bar which duplicate the stock center link; this means that the rack matches the exact geometry of the original front suspension. This means Great Handling, NO bump steer!

The racks come mounted to a one piece mounting bracket which replaces the tubular cross member located directly behind the front suspension. Since the racks are center take off style, we off set the rack on the mounting bracket moving the pinions closer to the driver-side frame which makes connection of the steering linkage to column as easy as possible.

From the steering standpoint we found that the early Mustangs split mid 1967 and there were slight differences so make sure you order the correct year kit! Additionally, later Model Mustangs and Cougars may look the same but are NOT – check out our Cougar Rack & Pinion Kits.

The kits include a shaft kit with U-joints, shafting and hardware including column bearing to modify the original column, discarding the original steering box. These kits do require the use of a mini starter.

The kits will work on big block and small block cars and have been successfully used with Stock Manifolds and Hooker Super Comp headers – other headers may work but we can't guarantee an easy install!

Each kit also includes two sets of outer ends as the original Mustangs had different outers depending on whether the vehicle originally had a 6 cylinder or an 8 cylinder motor – just use the set you need, the second set makes a great paper weight. Granada spindles are also popular on these cars, these spindles require another outer end, just notify us when you make your order or make the correct selection online and we will get you the right outer ends.

## Power Mustang Rack & Pinion Kits

### Products

Product	Part Number
1965-1966 Mustang Power Rack & Pinion Kit – Small Block	8010890-01
1965-1966 Mustang Power Rack & Pinion Kit – Big Block	8010900-01
Early 1967 Mustang Power Rack & Pinion Kit – Small Block	8010820-01
Early 1967 Mustang Power Rack & Pinion Kit – Big Block	8010910-01
Granada Outer Tie Rod Ends	8021250

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	17mm DD GM
Amount of Travel	6"
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm -6AN
Return Port Size	16mm -6AN
Pump Required	Low Flow/Pressure
Inner End Threads	9/16"-18
Outer Ends	8021320 / 8021330
Granada Outer Ends	8021250



# '65-Early '67 Mustang Technical

## Modifications:

This kit may require modifications on Mustangs with Dart Heads and other Aftermarket Heads requiring different headers.

## Manual Mustang Rack & Pinion Kits

### Products

Product	Part Number
1965-1966 Mustang Manual Rack & Pinion Kit	8001110-01
Early 1967 Mustang Manual Rack & Pinion Kit	8001120-01
Granada Outer Tie Rod Ends	8021250

### Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit			✓
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	Maval - 9/16-26spline
Amount of Travel	6"
Turns Lock to lock	4.5
Pressure Port Size	N/A
Return Port Size	N/A
Pump Required	N/A
Inner End Threads	9/16"-18
Outer Ends	8021120 / 8021300

## Manual Mustang Rack & Pinion Kits





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# Late '67-'70 Mustang Technical

## Which kind of 1967 do you have???

If you have a 1967, to determine whether it is an early or a late model, look at the column: on early build '67s the shaft goes straight into the steering box while on late model builds there is a rag joint between the column and the steering box.

## How it Fits:

Our early Mustang Rack kits greatly improve the steering and handling when compared to that old steering box. The Power and the Manual racks are both center take-off style rack and pinions that utilize an offset ball center bar which duplicate the stock center link; this means that the rack matches the exact geometry of the original front suspension. This means Great Handling, NO bump steer!

The racks come mounted to a one piece mounting bracket which replaces the tubular cross member located directly behind the front suspension. Since the racks are center take off style, we off set the rack on the mounting bracket moving the pinion closer to the driver-side frame which makes connection of the steering linkage to column as easy as possible.

From the steering standpoint we found that the early Mustangs split mid 1967 and there were slight differences so make sure you order the correct year kit! Additionally, later Model Mustangs and Cougars may look the same but are NOT – check out our Cougar Rack & Pinion Kits.

The kits include a shaft kit with U-joints, shafting and hardware including column bearing to modify the original column, discarding the original steering box. These kits do require the use of a mini starter.

Power Rack Kits also include Pump Kit consisting of a type TC Type II Pump, Single V-groove pulley, clip on reservoir, and stainless lines, and mounting bracket.

The kits will work on big block and small block cars and have been successfully used with Stock Manifolds and Hooker Super Comp headers – other headers may work but we can't guarantee an easy install!

Each kit also includes two sets of outer ends as the original Mustangs had different outers depending on whether the vehicle originally had a 6 cylinder or an 8 cylinder motor – just use the set you need, the second set makes a great paper weight. Granada spindles are also popular on these cars, these spindles require another outer end, just notify us when you make your order or make the correct selection online and we will get you the right outer ends.

## Modifications:

This kit may need modification on Mustangs with Dart Heads, other Aftermarket Heads may require different headers.

This kit will also NOT fit 1967-1970 Mercury Cougars – but check out our Cougar kits!

## Late 1967-1970 Mustang Power Rack & Pinion Kit Products

Product	Part Number
Late 1967-1970 Mustang Power Rack & Pinion Kit – Small Block	8010830-01
Late 1967-1970 Mustang Power Rack & Pinion Kit – Big Block	8010920-01
Granada Outer Tie Rod Ends	8021250

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	17mm DD GM
Amount of Travel	6"
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm- 6AN
Return Port Size	16mm- 6AN
Pump Required	Low Flow/Pressure
Inner End Threads	9/16"-18
Outer Ends	8021320 / 8021330



# Late '67-'70 Mustang Technical

## Modifications:

This kit may need modification on Mustangs with Dart Heads, other aftermarket heads may require different headers.

This kit will also NOT fit 1967-1970 Mercury Cougars – but check out our Cougar kits!

## Manual Mustang Rack & Pinion Kit

### Products

Product	Part Number
Late 1967-1970 Mustang Manual Rack & Pinion Kit	8001090-01
Granada Outer Tie Rod Ends	8021250

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit			✓
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	9/16"-26 spline
Amount of Travel	6"
Turns Lock to lock	4.5
Pressure Port Size	N/A
Return Port Size	N/A
Pump Required	N/A
Inner End Threads	9/16"-18
Outer Ends	8021320 / 8021330





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# '66-'67 Ranchero Technical

## How it Fits:

This kit is very similar to our Fairlane kits for the same model years, just some slight differences. This kit is a center takeoff rear steer rack and pinion. The rack comes mounted to a one piece bracket. This kit is specific to Rancheros only, not other model Fords of the same years. The kit fits cars with small block motors only; installs have been done using vehicles with the 289 and 302 motors. Installs have been done using Headman Elite Block Headers, and stock manifolds. Other headers may work but with modification.

The kit is complete with everything needed to do a complete install. A new Column shaft is included along with support bearing, floor bracket and gasket. The shaft kit includes two U-joints and a shaft. The pump kit uses a clip on reservoir, comes with mounting brackets for the small block Fords, and has a single V-groove pulley. Two sets of outers are included to match either sized taper found on the steering arms on these cars.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## 1966-1967 Ford Ranchero Power Rack & Pinion Kit

### Products

Product	Part Number
1966-1967 Ford Ranchero Power Rack & Pinion Kit	8012000-01

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	17mm GM DD
Amount of Travel	6"
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm- 6AN Banjo
Return Port Size	16mm- 6AN Banjo
Pump Required	Low Flow/Pressure
Inner End Threads	9/16"-18
Outer Ends	Provided





# '55-'57 Thunderbird Technical

## How it Fits:

This kit is based on a rear steer center take off style rack and pinion, as are the majority of our kits, but this one is specific to these Thunderbirds. This kit will not work on other model year Fords of the same year range. The rack & pinion is mounted to a one piece mounting bracket which bolts to the frame using the same holes for steering box and the idler arm on passenger side.

This Unisteer kit was designed to go on a Thunderbird with stock suspension and the original Y-block motors, the 292 and 312. Install was done on a vehicle with stock exhaust manifolds. Headers may work but may need modification. This kit has also worked on T-Birds with other popular small block models- the 289, 302, and 351. Give Unisteer a call to talk about your combo and if this kit may work.

This rack & pinion kit comes complete with everything you need to do an install. The shaft kit includes two U-Joints and a shaft. The column kit includes everything you need to modify the stock column: column shaft, support bearing, support bracket. The pump kit is matched to the gear and includes bracket, clip on reservoir, and single V-groove pulley.

Let your sales person know or make the appropriate selection online to accommodate the small block motor or an aftermarket column.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## Products

Product	Part Number
1955-1957 Ford Thunderbird Power Rack & Pinion Kit	8011690

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	17mm GM DD
Amount of Travel	6"
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm- 6AN Banjo
Return Port Size	16mm- 6AN Banjo
Pump Required	Low Flow/Pressure
Inner End Threads	9/16"-18
Outer Ends	8020960



# '68-'69 Torino

Change it up on your Torino with our Bolt- Power Rack & Pinion Kit that will make your Torino the envy of your buds. Make it steer and handle like your daily driver. Unisteer's system is complete - everything you need to make the switch over as painless as possible.



# '68-'69 Torino Technical

## How it Fits:

This is a center take off rear steer rack and pinion with a ball center bar that is the exact same size as the original center link. The one piece mounting bracket bolts to the same factory holes that held the steering box and idler arm and orients the rack, placing the ball center bar in the same plane as the original center link.

These kits have been installed on both big block and small block cars. On big block cars we used and recommend Hooker Long Tube Headers. (Their part #6113HKR.) Other Headers may work on either the small block or the big block but they may need modification or a 3 U-joint set up for the steering linkage.

The kits come complete with the Rack & Pinion mounting hardware, outer ends, shaft kit and pump kit. The pump kit includes a TC type II pump matched to the gear, single V-groove pulley, clip on reservoir, brackets, and stainless lines. The shaft kit is designed for the factory column.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## Power Rack & Pinion Kit

### Products

Product	Part Number
1968-1969 Ford Torino Power Rack & Pinion Kit (Big Block)	8012200-01
1968-1969 Ford Torino Power Rack & Pinion Kit (Small Block)	8012290-01

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	17mm GM DD
Amount of Travel	6"
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm-6AN banjo (lower)
Return Port Size	16mm-6AN banjo (upper)
Pump Required	Low Flow/Pressure
Inner End Threads	9/16"-18
Outer Ends	8021320





# '60-'65 Mercury Comet Technical

## How it Fits:

Unisteer's Comet Power kit uses a rear steer traditional style rack & pinion that has been machined down to match the stock suspension of the Comet. This rack is identical to our Ford Falcon kit. This rack comes mounted to a one piece U-shaped bracket that bolts up to the back side of your stock motor/frame mounts. Slide the bracket up into place and install with our longer bolts. Installing the shaft will take longer! If you do not want to deal with a power steering pump, we also have this kit available with a manual unit. This is Unisteer's own build, we used a center take off style rack mounted to the same kind of bracket used on our power kit.

Installs on these cars have been done with stock manifolds or Hooker Super Comp Headers. Other headers may work with modification but Tri-Y style headers do NOT work. This kit works with V8 motors and floor shifters. This kit will not work with the factory column shifter but it will work with an aftermarket column shifter.

The kit comes complete with everything that you need; rack and bracket, new column shaft, shaft kit and pump kit. The pump kit consists of a TC type II pump matched to the rack, which has mounting brackets for Ford V-8s, a single V-groove pulley, clip-on reservoir, and stainless lines. The shaft kit includes two U-Joints, shaft, and a support bearing and floor bracket for the stock column. If you have a different engine, let us know and we will try to accommodate with a different pump bracket. This kit also includes Outer Ends for the spindles that were on V-8 cars. If your Falcon or Comet had inline 6, the spindles have a different taper, just let us know and we can get you a different set of outers. Note: we have run into cars with Granada spindles and this kit will NOT work with those spindles.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## 1960-1965 Mercury Comet Power Rack & Pinion Kit

### Products

Product	Part Number
1960-1965 Mercury Comet Power Rack & Pinion Kit	8010720-01
1960-1965 Mercury Comet Power Rack & Pinion (Rack & Bracket Only)	8010710-01

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	17mm DD
Amount of Travel	5.25"
Turns Lock to lock	2.5
Pressure Port Size	Banjo 6an (lower)
Return Port Size	Banjo 6an (upper)
Pump Required	Low Flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	8027450



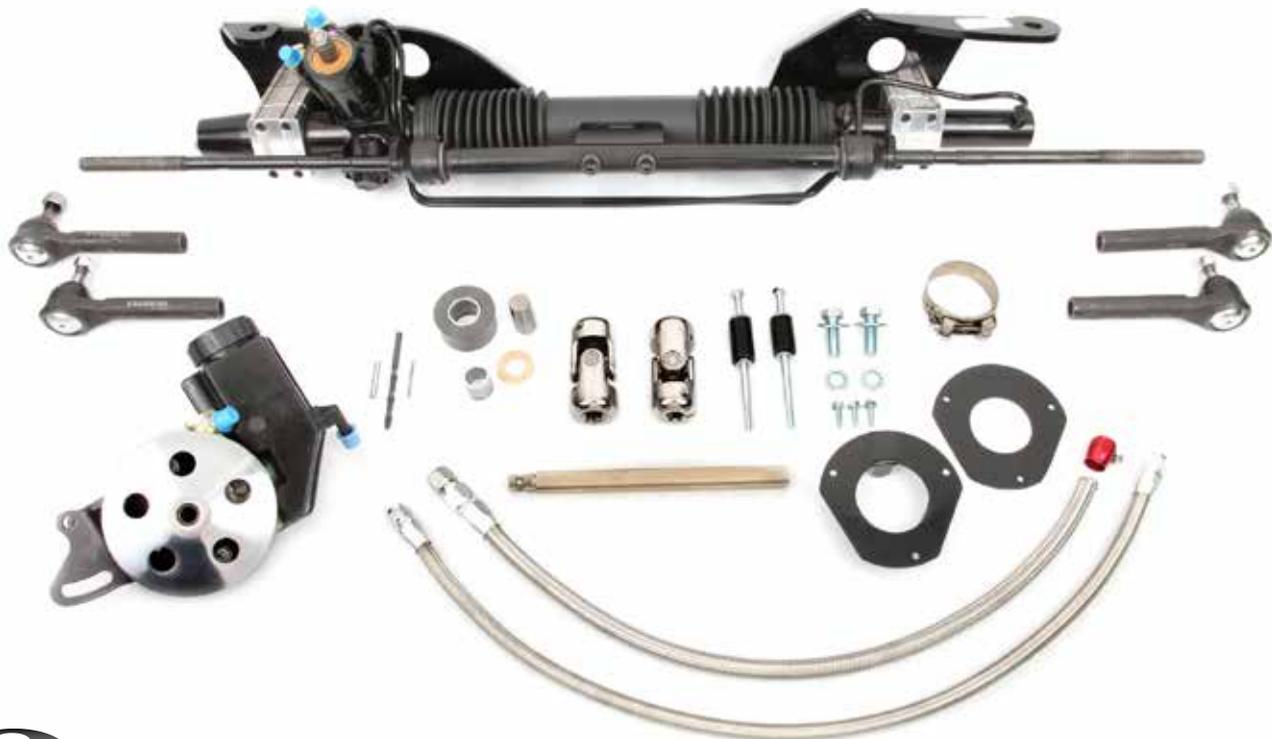




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# '67-'70 Mercury Cougar

It's about time that Cougar drive as good as it looks! Take your pick with either of Unisteer's Power or Manual Rack & Pinion Kits.



# '67-'70 Mercury Cougar Technical

## How it Fits:

The Cougar Rack kits eliminate slop and greatly improve the steering and handling. The Power and the Manual racks are both center take-off style rack and pinions that utilize an offset ball center bar which duplicate the stock center link; this means that the rack matches the exact geometry of the original front suspension. This means Great Handling, NO bump steer!

The racks come mounted to a one piece mounting bracket which replaces the tubular cross member located directly behind the front suspension. Very similar to the Mustang's but these kits are specific to the Mercury. Since the racks are center take off style, we off set the rack on the mounting bracket moving the pinions closer to the driver-side frame which makes connection of the steering linkage to column as easy as possible. The set up will clear 4 speed linkage and Z-Bar.

The kits include a shaft kit with U-joints, shafting and hardware including column bearing to modify the original column, discarding the original steering box. Let us know if you plan to modify and reuse the stock column or an aftermarket column so that the correct U-joints are included in your kit. These kits do require the use of a mini starter.

The kits will work on big block and small block cars and have been successfully used with Stock Manifolds and Hooker Super Competition headers – other headers may work but we can't guarantee an easy install!

Each kit also includes two sets of outer ends as the original Cougars had different outers depending on whether the vehicle originally had a 6 cylinder or an 8 cylinder motor (same as the Mustangs) – just use the set you need, the second set makes a great paper weight. Granada spindles are also popular on these cars, these spindles require a different outer end, just notify us when you make your order or make the correct selection online.

The Power Rack Kit also includes a pump kit with a pump calibrated to run at the right flow and pressure for the rack, clip on reservoir, single V-Groove Pulley, stainless lines and the small block mounting brackets. Big block mounting brackets and serpentine pulleys are also available, just notify us when you make your order!

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## Power Cougar Rack & Pinion Kit

Product	Part Number
1967-1970 Mercury Cougar Power Rack & Pinion Kit	8011940-01
1967-1970 Mercury Cougar Power Rack & Pinion on bracket only	8011950-01
Granada Outer Ends	8021250

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info

Pinion Type/Size	17mm GM DD
Amount of Travel	6" Travel
Turns Lock to lock	2.5-2.75
Pressure Port Size	18mm Banjo - 6AN
Return Port Size	16mm Banjo - 6AN
Pump Required	Low Flow/Pressure
Inner End Threads	9/16"-18
Outer Ends	8021320/8021330
Granada Outers (available)	8021250



# '67-'70 Mercury Cougar Technical

## Modification:

The Cougar Rack and Pinion may require modifications on vehicles with Dart Heads or other Aftermarket Heads. You may require different headers – the kit will work but will require modification to the headers and steering linkage.

## Manual Cougar Rack & Pinion Kit

Product	Part Number
1967-1970 Mercury Cougar Manual Rack & Pinion Kit	8001640-01
Granada Outer Tie Rod Ends	8021250

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit			✓
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	9/16"-26 Maval Spline
Amount of Travel	6" Travel
Turns Lock to lock	4.5
Pressure Port Size	N/A
Return Port Size	N/A
Pump Required	N/A
Inner End Threads	9/16"-18
Outer Ends	8021320/8021330

## Tech Info FYI

### What is Camber?

Looking at a vehicle from the front, the Camber is the angle that the tires lean at vertically. Positive Camber means that the top of the tire is angled away from the vehicle. Negative Camber means that the top of the tire is angled towards the vehicle.





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# '67-'72 Mopar B-Bodys

Your classic Charger or Roadrunner may look good but how does it steer? How does it handle? Yeah, fix that with our bolt on steering kit and make it handle and steer like a dream. Our bolt in kit has everything you need except the headers!



# '67-'72 Mopar B-Bodys Technical

## How it Fits:

With the Mopars, Unisteer was able to use a traditional style rack and pinion mounted to a large one piece bracket. This bracket follows the same lines bolting into the same holes that mounted the steering box and the idler arm. The entire rack and pinion has been machined narrowing the pivot points to match the steering geometry of the stock front suspensions of these cars. Unisteer's kits for the E-Bodys are very similar.

This kit has been successfully installed on both Big Block and Small Block motor cars. The kit will work with stock manifolds on both motors. TTI Headers with 1 7/8" primary tubes (TTI Part#383-178) have also successfully been used. Other headers require modification to work.

Pump kit and a shaft kit are included in both of these kits. The pump kits come with the appropriate brackets for either the big block or small block. The kit comes standard with a clip-on reservoir and with a V-groove pulley but we also have serpentine pulleys available as well. If you have a different type of engine we may be able to accommodate, just give us a call. The shaft kits all used two joints and a section of shaft and the necessary hardware to modify the stock column is included.

Once installed, the rack does make getting to the factory oil plug a little more difficult which you can work around or you may consider moving the plug.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## 1967-1972 Mopar B-Body Power Rack and Pinion Kits

### Products

Product	Part Number
1967-1972 Mopar B-Body Power Rack & Pinion Kit- Big Block	8010630-01
1967-1972 Mopar B-Body Power Rack & Pinion Kit- Small Block	8010730-01

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

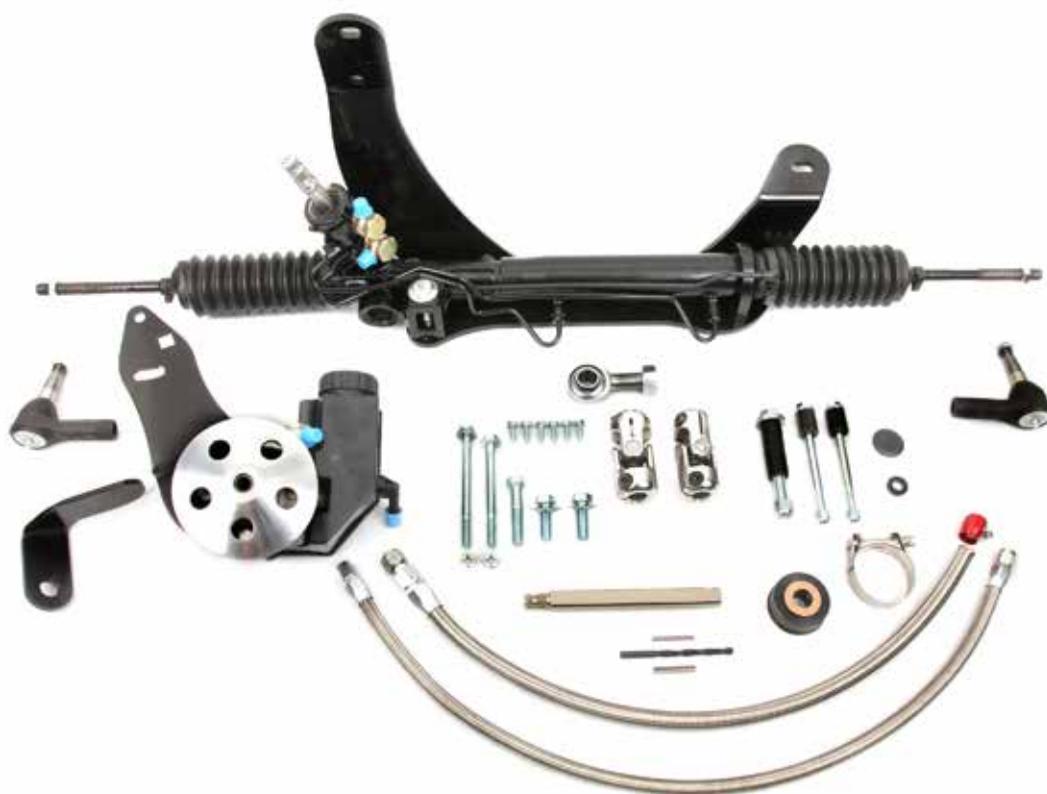
### Rack & Pinion Tech Info:

Pinion Type/Size	3/4" - 36 Spline
Amount of Travel	5 1/8"
Turns Lock to lock	2.75
Pressure Port Size	18mm-6AN banjo (lower)
Return Port Size	16mm-6AN banjo (upper)
Pump Required	Low Flow/Pressure
Inner End Threads	9/16"x18
Outer Ends	8020960



# '70-'74 Mopar E-Bodys

Your Challenger should have steering to match its lines and engine! Try Unisteer's bolt on steering kit and make it handle and steer like a dream. Our bolt on kit has everything you need except the headers!



# '70-'74 Mopar E-Bodys Technical

## How it Fits:

With the Mopars, Unisteer was able to use a traditional style rack and pinion mounted to a large one piece bracket. This bracket follows the same lines bolting into the same holes that mounted the steering box and the idler arm. The entire rack and pinion has been machined narrowing the pivot points to match the steering geometry of the stock front suspensions of these cars. Our kit for the B-Bodies is very similar.

This kit has been successfully installed on both Big Block and Small Block motor cars. The kit will work with stock manifolds on both motors. TTI Headers with 1 7/8" primary tubes (TTI Part#383-178 for Big Block, TTI Part# 34017-835 for Small Block) have also successfully been used. Other headers may require modification to work.

Pump kit and a shaft kit are included in both of these kits. The pump kits come with the appropriate brackets for either the big block or small block. The kit comes standard with a clip-on reservoir and with a V-groove pulley but we also have serpentine pulleys available as well. If you have a different type of engine we may be able to accommodate, just give us a call. The shaft kits all used two joints and a section of shaft and the necessary hardware to modify the stock column is included.

Once installed, the rack does make getting to the factory oil plug a little more difficult which you can work around or you may consider moving the plug.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## Products

Product	Part Number
1970-1974 Mopar E-Body Power Rack & Pinion Kit- Big Block	8010670-01
1970-1974 Mopar E-Body Power Rack & Pinion Kit- Small Block	8010660-01

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## Technical Information:

Pinion Type/Size	3/4" - 36 Spline
Amount of Travel	6"
Turns Lock to lock	3.25
Pressure Port Size	18mm-6AN banjo (Lower)
Return Port Size	16mm-6AN banjo (upper)
Pump Required	Low Flow/Pressure
Inner End Threads	9/16"x18
Outer Ends	8027450





## '64-'67 Pontiac GTO Technical

### How it Fits:

This kit was specifically designed to fit the Pontiac GTO, Tempest, and Lemans. This is a front steer center take off style Rack & Pinion mounted on a 5/16" plate bracket that bolts in to the same mounting holes used for the factory steering box and idle arm. The rack matches the stock suspension on these cars replicating the original center link. The kit will clear Z Bar and 4 Speed Linkage. It will clear stock manifolds or Hooker Competition Headers. Other headers may work but may need modification.

*Note:* Some aftermarket heads may have raised exhaust floors and may change your header height causing steering shaft interference which may need modification.

The kit comes complete with everything you need. Shaft Kit using two joints and a section of shaft is included. The pump kit includes a GM Type II pump, clip on reservoir, mounting brackets, and line kit.

### Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

### 1964-1967 Pontiac GTO Power Rack and Pinion Kits

Product	Part Number
1964-1967 Pontiac GTO Rack & Pinion Kit	8012170-01
1964-1967 Pontiac GTO (Rack & Bracket Only)	8012160-01

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	3/4" - 36 - Spline
Amount of Travel	7 inches
Turns Lock to lock	3 turns
Pressure Port Size	18mm - 6AN
Return Port Size	16mm - 8 AN
Pump Required	High Flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	8020940



# '70-'74 Firebird & Trans-Am

Give your Trans-Am a steering upgrade! You may not be able to really see when its sitting on the lot, but you'll feel it on the road! Try our bolt in Power Rack & Pinion kit for your Firebird or Trans-Am and completely improve your steering and handling.



# '70-'74 Firebird & Trans-Am Technical

## How it Fits:

For this Pontiac we used a Front Steer, center take off style rack and pinion made to match the original center-link of these cars. The rack and pinion match the stock front suspension – great handling and responsiveness – no bump steer! The rack comes mounted to a one piece bracket which bolts up to the same factory holes on the frame that held the steering box and idler arm.

Unisteer did it's first install on a 455 and we used Dynamax Headers(their Part #86104.) Other headers may work but may need modification. Everything is included in the kit: a pump with clip on reservoir is matched to the rack and pinion. Single V-Groove pulley is standard, Serpentine is available. The shaft kit includes 3 U-Joints, shafts, a support bearing, and bracket to connect the factory column with the rack.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## Products

Product	Part Number
1970-1974 Pontiac Firebird & Trans Am Power Rack & Pinion Kit	8011160-01
1970-1974 Pontiac Firebird & Trans Am Rack and Bracket Only	8011100-01

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	¾" – 36 Spline
Amount of Travel	6.75"
Turns Lock to lock	3
Pressure Port Size	18mm- 6AN Banjo - lower
Return Port Size	16mm – 6AN banjo - upper
Pump Required	Low Flow/Pressure
Inner End Threads	11/16"-18 Female
Outer Ends	Reuse Originals





# '75-'81 Firebird & Trans-Am Technical

## How it Fits:

This Pontiac kit is very similar to the first generation. For this Pontiac we used a Front Steer, center take off style rack and pinion made to match the original center-link of these cars. The rack and pinion match the stock front suspension – great handling and responsiveness – no bump steer! The rack comes mounted to a one piece bracket which bolts up to the same factory holes on the frame that held the steering box and idler arm.

Unisteer did it's first install on a 455 and we used Dynamax Headers(their) Part#86104. Other headers may work but may need modification. Everything is included in the kit: a pump with clip on reservoir is matched to the rack and pinion. Single V-Groove pulley is standard, Serpentine is available. The shaft kit includes 3 U-Joints, shafts, a support bearing, and bracket to connect the factory column with the rack.

## Tech Info FYI

### What is Center Link?

In a conventional steering system, the center link attaches all parts of the steering system, pitman arm, two inner tie-rods, and idler arm. The distance between the two holes for the two inner tie-rods gives the ball center dimension for that steering system.

### Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## Products

Product	Part Number
1975-1981 Pontiac Firebird & Trans Am Power Rack & Pinion Kit	8011110-01
1975-1981 Pontiac Firebird & Trans Am Rack and Bracket Only	8011170-01

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	¾" – 36 Spline
Amount of Travel	6.75"
Turns Lock to lock	3
Pressure Port Size	18mm- 6AN Banjo - lower
Return Port Size	16mm – 6AN banjo - upper
Pump Required	Low Flow/Pressure
Inner End Threads	11/16"-18 Female
Outer Ends	Reuse Originals





# '60-'66 Chevy C-10 Truck Technical

## How it Fits:

We cover a lot of the C-10s, there are slight variations between the years so pick the kit for your specific year. On this kit we used a traditional style rear steer rack & pinion that is mounted to a one piece bracket which bolts up to the outside of either frame rail in the same holes as the original steering box and idler arms.

This kit is for rear wheel drive vehicles only, not the 4x4s. Installs have been done on V-8s so there should be room if using a 6 cylinder. There is quite a bit of room for the shaft support but some headers may require modification. A two groove pulley on your water pump is required for this kit.

This kit is complete in that it comes with the rack and bracket, mounting hardware, shaft kit and pump kit. The Shaft kit consists of 3 U-joints, shafting, support bearing and bracket. The Pump kit includes a new TC type II pump matched to the gear, single V-groove pulley, mounting bracket, remote reservoir and 3 piece stainless line kit.

Two different kits are listed here for difference between drum brakes and disc brakes. The difference is in the outer ends that we supply with the kit so just pick the ones that you need.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## 1960-1966 Chevy C-10 Power Rack & Pinion Kit

### Products

Product	Part Number
1960-1966 Chevy C-10 Power Rack & Pinion Kit for Disc Brakes	8011920-01
1960-1966 Chevy C-10 Power Rack & Pinion Kit for Drum Brakes	8011740-01
1960-1966 Chevy C-10 Power Rack & Pinion (Rack & Bracket Only)	8011770-01

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	¾" - DD
Amount of Travel	5.75"
Turns Lock to lock	2 7/8
Pressure Port Size	Straight to #6 AN
Return Port Size	Straight to #6 AN
Pump Required	Low Flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	8026690 / 8020940





# '67-'72 Chevy C-10 Truck Technical

## How it Fits:

We cover a lot of the C-10s, there are slight variations between the years so pick the kit for your specific year. On these kits we used a traditional style rear steer rack & pinion that is mounted to a one piece bracket which bolts up to the outside of either frame rail in the same holes as the original steering box and idler arms.

This kit is for rear wheel drive vehicles only, not the 4x4s. Installs have been done on V-8s so there should be room if using a 6 cylinder. There is quite a bit of room for the shaft support but some headers may require modification. A two groove pulley on your water pump is required for this kit.

This kit is complete in that it comes with the rack and bracket, mounting hardware, shaft kit and pump kit. The Shaft kit consists of 3 U-joints, shafting, support bearing and bracket, made to tie into the factory column. The Pump kit includes a new TC type II pump matched to the gear, single V-groove pulley, mounting bracket, remote reservoir and 3 piece stainless line kit.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## 1967-1972 Chevy C-10 Power Rack & Pinion Kit

### Products

Product	Part Number
1967-1972 Chevy C-10 Power Rack & Pinion Kit for Disc Brakes	8011650-01
1967-1970 Chevy C-10 Power Rack & Pinion Kit for Drum Brakes	8011900-01

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	3/4"-DD
Amount of Travel	5.75"
Turns Lock to lock	2 7/8
Pressure Port Size	Straight to #6 AN
Return Port Size	Straight to #6 AN
Pump Required	Low Flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	8026690 / 8020940



# '73-'87 Chevy C-10 Truck

Put some cool in your c -10 with one of Unisteer's Rack and Pinion kits. Each kit is designed to be 100% bolt in. Cruise the boulevard in style and enjoy the feel!



# '73-'87 Chevy C-10 Truck Technical

## How it Fits:

There are slight variations between all the C-10s so pick the kit for your specific year. On these kits we used a traditional style rear steer rack & pinion that is mounted to a one piece bracket which bolts up to the outside of either frame rail in the same holes as the original steering box and idler arms.

This kit is for rear wheel drive vehicles only, not the 4x4s. Installs have been done on V-8s so there should be room if using a 6 cylinder. There is quite a bit of room for the shaft support but some headers may require modification. A two groove pulley on your water pump is required for this kit.

This kit is complete in that it comes with the rack and bracket, mounting hardware, shaft kit and pump kit. The Shaft kit consists of 3 U-joints, shafting, support bearing and bracket. The Pump kit includes a new TC type II pump matched to the gear, single V-groove pulley, mounting bracket, clip on reservoir, and 2 piece stainless line kit.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## 1973-1987 Chevy C-10 Power Rack & Pinion Kit

### Products

Product	Part Number
1973-1987 Chevy C-10 Power Rack & Pinion Kit for Disc Brakes	8012380-01
1973-1987 C-10 Rack & Bracket Only	8012390-01

### What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

### Rack & Pinion Tech Info:

Pinion Type/Size	3/4"-36
Amount of Travel	5.75"
Turns Lock to lock	2 7/8
Pressure Port Size	Straight to #6 AN
Return Port Size	Straight to #6 AN
Pump Required	Low Flow/Pressure
Inner End Threads	M14 x 1.5
Outer Ends	Reuse Factory



# '82-2004 Chevy S-10

Bolt on some updated steering on your Chevy S-10 Pick-up Truck! We offer a complete manual steering kit for your truck that will give you the best road "feel" and handling you could ever want!



# '82-2004 Chevy S-10 Technical

## How it Fits:

On this kit we used our own build of manual rack and pinion in a center take of style rear steer rack. This is a rear steer center take off style rack & pinion that bolts up into place where the existing box and idler arm bolted. This unit is pounds lighter than the original steering and maximizes clearance for V-8 swaps. On a V-8 Swap, we successfully used Hedman Shorty style headers. This kit has been used on project cars that use an S-10 frame but the linkage back up to the column is up to you. This kit is for 2-wheel, rear wheel drive vehicles only.

The rack kits include rack and bracket, mounting hardware and a shaft kit. The shaft kit consists of 3-ujoints, two shafts including a slip shaft, support bearing and bracket. The rack and bracket are available for purchase without the shaft kit as well. Note: you will need to reuse or obtain the two factory right hand thread 5/8-18 outer tie rod ends for this kit.

There is no power version of this rack, but if you're interested check out our Electra-Steer unit on page \_\_\_\_ and hook it up to this rack!

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## Products

Product	Part Number
1982-1995 Chevrolet S-10 manual Rack & Pinion Kit	8000990-01
1996-2004 Chevrolet S-10 manual Rack & Pinion Kit	8001020-01
1982-1995 Chevrolet S-10 manual Rack & Bracket Only	8000980-01
1996-2004 Chevrolet S-10 manual Rack & Bracket Only	8001030-01

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit			✓
Shaft Kit	✓		

## Rack & Pinion Tech Info:

Pinion Type/Size	9/16" - 26 Maval Spine
Amount of Travel	6" Travel
Turns Lock to lock	4.5
Pressure Port Size	N/A
Return Port Size	N/A
Pump Required	N/A
Inner End Threads	9/16"-18
Outer Ends	Reuse Factory



# '66-'77 Bronco

Change it up on your Bronco! Who says you can't put a rack on a 4x4. If your box is tired out, try out Unisteer's bolt on Rack and Pinion for these classic Broncos.



# '66-'77 Bronco Technical

## How it Fits:

On the Broncos, Unisteer used a traditional style front steer rack and pinion mounted directly to the front axle. The bracket is a two piece design which sandwiches the rack between steel. The mounting bracket bolts up to the mounting holes on the axle for the frame bumpers and front axle clamp. The front bracket then covers the rack.

A bracket is also included to relocate the panhard bar moving it forward. The kit is complete with a shaft kit which consists of a slip shaft assembly that runs down to the Rack & Pinion. Installs have been completed on vehicles with small block motors and stock manifolds. Everything is included to modify the original column. A pump kit is also included which consists of a TC type II pump with a clip-on reservoir, mounting brackets, single V-Groove pulley and stainless lines.

This kit is not intended for offroad use, it is primarily made for street use.

## Want to see more?

All the installation instruction sheets with pictures of the install are available on our website, just go to our website [www.unisteer.com](http://www.unisteer.com) and look up the product then download the pdf.

## Products

Product	Part Number
1966-1975 Ford Bronco Rack Kit	8012580-01
1976-1977 Ford Bronco Rack Kit	8012590-01
1966-1977 Ford Bronco Rack & Pinion Only	8012440-01

## What's in the Kit:

	Yes	Option	No
Rack & Pinion	✓		
Mounting Bracket	✓		
Pump & Line Kit	✓		
Shaft Kit	✓		
Steering Arms			✓

## Rack & Pinion Tech Info:

Pinion Type/Size	17mm DD
Amount of Travel	7"
Turns Lock to lock	2.75
Pressure Port Size	Banjo
Return Port Size	Banjo
Pump Required	Low Flow/Pressure
Inner End Threads	9/16"-18
Outer Ends	100540 / 100600



# Pro Stock Manual RP

## Racing Products

### Pro-Stock Rack & Pinion

Lighter than the Ford Pinto gear that has been popular for so long, this is Unisteer's own Pro-Stock Rack & Pinion. Built from Unisteer's own system, this Rack has the same dimensions as the Pinto but it will mount differently with Unisteer's simple flat bolting pattern. The main advantages of these racks are the weight savings and the ability to change ratios. Our Pro-Stock Rack & pinion is 20% lighter than the traditional Pinto saving you almost 2lbs! We also have the ability to change ratios in the rack. The Pro-Stock rack is offered in both a slow and a quick ratio. You can choose the ratio to suit your driving style. The slower ratio gives you more turns lock to lock but that will give you more control around the track.



# Pro Stock Manual RP Technical

Don't see what you need? Have a custom one of kind project? Trying to make the next amazing car people will want? Unisteer Performance can help you with the steering. We custom make manual and power rack & pinions all the time whether you need 1 or 500 it does not matter. Take a look at our design forms which show you our options. If you have questions give us a call! Otherwise take a stab at filling out our design sheet and send it in to us, our engineers will go over it and call you with any questions, then when you sign off on the design, we will make you your custom rack in usually about 4-6 weeks.

Check out our website for the full design forms and options.

## Products

Product	Part Number
Pro-Stock Manual Rack & Pinion (Quick Ratio)	8000740
Pro-Stock Manual Rack & Pinion (Slow Ratio)	8000220

## Tech Info:

Pinion Type/Size	9/16"-26 Spline
Amount of Travel	5"
Turns Lock to lock	3.125 turns Quick Ratio 4.5 turns Slow Ratio
Overall Length	45"
Inner End Threads	1/2"-20

**Like Racing Products?** Check out the Racer's Corner on our Website for racing products including Mil-Spec/ Helicopter Joints, Manual Mustang Conversion Kits, and the Manual Tr-5 Unit!



# Mustang Racks & Acc.

## Mustang Rack & Pinions

The Ford Mustang Rack & Pinions have been the go-to front-steer Rack & Pinion for builders and front ends for years. There are a lot of variations out there, and the original racks from Ford are getting harder to find now, but there are Options! First some basic info on these racks. 74'-78' Power Mustangs are extremely rare now, but 79'-93' racks are a substitute with off-set bushing kits. Many people inquire about using Thunderbird Racks - some year Thunderbirds were interchangeable, but they do have some different characteristics. All power Mustang racks should be matched with a low flow/pressure pump!

## Manual Mustang

Product	Part Number	Mounting Boss	Turns Lock to Lock	Rack Travel	Pinion Type/Size	Inner End Threads	Fittings
1974-1978 Manual Mustang	8000100	16"	4.25	5.25"	9/16"-26	9/16"-18	NA
1979-1993 Manual Mustang (Std. Ratio)	8000440	15.5"	3	5.375"	9/16"-26	9/16"-18	NA
1979-1993 Manual Mustang (Quick Ratio)	8000450	15.5"	2.5	5"	9/16"-26	9/16"-18	NA
1979-1993 Manual Mustang w/ Bushings	8000370	15.5"	3	5.375"	9/16"-26	9/16"-18	NA
1974-1978 Manual Mustang w/ Short Pinion	8000400	16"	4.5	5.375"	9/16"-26	9/16"-18	NA



## Power Mustang

Product	Part Number	Mounting Boss	Turns Lock to Lock	Rack Travel	Pinion Type/Size	Inner End Threads	Fittings
1979-1993 Power Mustang (Std. Ratio, Powder Coated, Reman)	8010020	15.5"	3	5.375"	3/4"-36 w/ milled flat	9/16"-18	P: 5/8" R: 9/16"
1979-1993 Power Mustang (Quick Ratio, Powder Coated, Reman)	8010080	15.5"	2.5	5.375"	3/4"-36 w/ milled flat	9/16"-18	P: 5/8" R: 9/16"
1979-1993 Power Mustang (Std. Ratio, Painted Gray, Reman)	8010410	15.5"	3	5.375"	3/4"-36 w/ milled flat	9/16"-18	P: 5/8" R: 9/16"
1979-1993 Power Mustang (Quick Ratio, Painted Gray, Reman)	8010430	15.5"	2.5	5.375"	3/4"-36 w/ milled flat	9/16"-18	P: 5/8" R: 9/16"
1979-1993 Power Mustang Reman CHROME!	8010390	15.5"	3	5.375"	3/4"-36 w/ milled flat	9/16"-18	P: 5/8" R: 9/16"
1979-1993 Power Mustang (Std. Ratio, Powder Coated, NEW)	8010020N	15.5"	3	5.375"	3/4"-36 w/ milled flat	9/16"-18	P: 5/8" R: 9/16"
1979-1993 Power Mustang (Quick Ratio, Powder Coated, NEW)	8010080N	15.5"	2.5	5.375"	3/4"-36 w/ milled flat	9/16"-18	P: 5/8" R: 9/16"



## 1979-1993 Mustang Conversion Kit

Product	Part Number
1979-1993 Mustang Conversion Kit (Standard Ratio)	8000350
1979-1993 Mustang Conversion Kit (Quick Ratio)	8000360



## Bushings

If you have a car with 16" mounting bosses and need to go to 15.5", you just need to get an off-set bushing kit. This will take up the 1/2" difference in the bushings.

Product	Part Number
Offset Mustang Bushing Kit (.475" DIA Washer Holes)	8021530
Offset Mustang Bushing Kit (.683" DIA Washer Holes)	8022220
1974-1978 Mustang Mounting Bushings	8021500
1979-1993 Mustang Bushings Polyurethane	8021510
Fox Body to Mustang II Conversion Bushings	8021520



## Outer Ends

Product	Part Number
1974-1978 Mustang Outer End (Black) 9/16"-18 x 89mm	8020960
1974-1978 Mustang Outer End (Chrome) 9/16"-18 x 89mm	8020980
1974-1978 Mustang Outer End 9/16"-18 x 127mm	8024170
1979-1983 Mustang/Granada Outer End 9/16"-18 x 145mm	8021250



## Fitting Kits

Product	Part Number
1979-2004 Mustang 5/8" x 6AN Return Fitting	8021650
1979-2004 Mustang 9/16" x 6AN Pressure Fitting	8021660
Mustang II Rack Fitting Kit	8026070



**UNI STEER**  
PERFORMANCE

# Power/Manual Omni Replacements

## Pinto

Product	Part Number
1971-1972 Manual Pinto	8000080



### Tech Info:

Pinion Type/Size	9/16"-26
Amount of Travel	5.25"
Turns Lock to lock	4
Overall Length	45"
Inner End Threads	1/2"-20

## Manual Omni

Product	Part Number
1978-1983 Manual Omni (45" w/14mm thread)	8000130
1978-1983 Manual Omni (42" w/ 9/16-18 thread)	8000190

### Tech Info:

Pinion Type/Size	9/16"-26
Amount of Travel	4.5"
Turns Lock to lock	3.41
Overall Length	42" or 45"
Inner End Threads	14mm or 9/16"-18

## Power Omni Replacement

Power Omni gears are hard to come by to remanufacture. Luckily, we came up with a replacement GM rack. On the Driver side, there is a welded on bracket that has the same hole pattern as the original. The Passenger side has a similar mounting system. The Pinion size is different, so you will need to change U-Joints!

Product	Part Number
1978-1983 Power Omni Replacement Rack (Rear Steer)	8012300
1978-1983 Power Omni Replacement (42" w/ 9/16-18 thread)	8012310-01
1978-1983 Power Omni Replacement (39.25" w/ 9/16-18 thread)	8012320-01
1978-1983 Power Omni Replacement (45" w/14mm thread 5" of thread)	8012330-01

### Tech Info:

Pinion Type/Size	16mm - DD
Amount of Travel	5
Turns Lock to lock	2 7/8"
Pressure Port Size	M14 Banjo - 6AN
Return Port Size	M16 Banjo - 6AN
Pump Required	Low Flow/Pressure
Overall Length	39.25", 42", or 45"
Inner End Threads	14mm or 9/16"-18



# Don't see what you need?

We build custom 1-offs all the time. Get our full design sheets from our website for all info needed.

<p>CUSTOMER NAME: _____</p> <p>CONTACT: _____</p> <p>PHONE #: _____</p> <p>FAX: _____</p> <p>E-MAIL: _____</p> <p><small>By your request below MaVal/Unisteer will provide you with a real print. Upon receipt of that print, review and make any changes you wish. The print must be signed off to begin manufacturing. By signing below, you acknowledge this is the product you want made. MaVal is responsible for making the gear to print using MaVal approved tolerances. MaVal is not responsible for fitting the gear into your application and there are no returns on custom products.</small></p> <p>X _____ Date: _____</p>	<p>VEHICLE TYPE: _____</p> <p>VEHICLE NAME: _____</p> <p>CUST. P.N: _____</p> <p>MAVAL P.N: _____</p> <p>MAVAL CONTACT: _____</p>	<h2 style="color: green;">REAR STEER RACK AND PINION (MOUNTS BEHIND FRONT AXLE)</h2> <p>INSTRUCTIONS: 1) FILL IN THE EMPTY BLANKS ON ONE OF THE R&amp;P UNITS DRAWN BELOW WITH MEASUREMENTS FROM THE FRONT SUSPENSION OF YOUR CHASSIS. 2) CHECK ONE BOX FOR EACH OF THE CATEGORIES BELOW. (CHOOSE ASSEMBLY WITHOUT OUTER ENDS IF YOU WILL SUPPLY YOUR OWN OUTER TIE ROD) 3) FAX OR E-MAIL FORM TO MAVAL CONTACT. CALL WITH ANY QUESTIONS OR PROBLEMS</p> <p style="color: red;">**FORMS NOT FULLY FILLED OUT WILL BE RETURNED BEFORE PRODUCTION TAKES PLACE**</p> <h3 style="color: red;">FULL ASSEMBLY WITHOUT OUTER ENDS</h3> <p style="color: blue;">FULL ASSEMBLY WITH OUTER ENDS</p> <p style="color: red;">OUR RATIOS ARE LISTED IN TERMS OF AMOUNT OF TRAVEL PER ROTATION OF STEERING WHEEL</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>EASIEST/LOWEST</td> <td>1.1"</td> <td>5.5 TURNS LOCK TO LOCK OVER 6" OF TRAVEL</td> </tr> <tr> <td></td> <td>1.3"</td> <td>4.375</td> </tr> <tr> <td></td> <td>1.6"</td> <td>3.75</td> </tr> <tr> <td>HARDEST/QUICKEST</td> <td>2.0"</td> <td>3</td> </tr> </table> <div style="text-align: right; margin-top: 10px;"> <p style="color: green;"><b>MAVAL UNISTEER DESIGN FORM AND WORKSHEET</b></p> <p style="font-size: small;">1555 ENTERPRISE PARKWAY TWINSBURG, OHIO 44087 WWW.MAVALGEAR.COM TOLL FREE: 1-800-338-9080 TELE: 330-425-9080 FAX: 330-425-4854</p> </div>	EASIEST/LOWEST	1.1"	5.5 TURNS LOCK TO LOCK OVER 6" OF TRAVEL		1.3"	4.375		1.6"	3.75	HARDEST/QUICKEST	2.0"	3
EASIEST/LOWEST	1.1"	5.5 TURNS LOCK TO LOCK OVER 6" OF TRAVEL												
	1.3"	4.375												
	1.6"	3.75												
HARDEST/QUICKEST	2.0"	3												
<p><b>INNER TIE RODS THREADS</b></p> <p><input type="checkbox"/> 1/2-20 FEMALE</p> <p><input type="checkbox"/> 5/8-18 MALE</p> <p><input type="checkbox"/> 9/16-18 MALE</p> <p><input type="checkbox"/> 1/2-20 MALE</p> <p><input type="checkbox"/> M12 x 1.5 MALE</p> <p><input type="checkbox"/> M16 x 1.5 MALE</p> <p><input type="checkbox"/> M12 x 1.5 FEMALE</p>	<p><b>INNER TIE RODS THREADS</b></p> <p><input type="checkbox"/> 1/2-20 FEMALE</p> <p><input type="checkbox"/> 5/8-18 MALE</p> <p><input type="checkbox"/> 9/16-18 MALE</p> <p><input type="checkbox"/> 1/2-20 MALE</p> <p><input type="checkbox"/> M12 x 1.5 MALE</p> <p><input type="checkbox"/> M16 x 1.5 MALE</p> <p><input type="checkbox"/> M12 x 1.5 FEMALE</p>	<p><b>OUTER TIE RODS</b></p> <p>NUMEROUS OUTER TIE ROD ENDS AND HEIM ENDS ARE AVAILABLE. PLEASE CALL FOR AVAILABILITY</p> <p>MAVAL P.N _____</p>	<p><b>R&amp;P UNIT FINISH</b></p> <p><input type="checkbox"/> ALUMINUM HOUSING, STEEL TUBE GOLD ZINC PLATE</p> <p><input type="checkbox"/> POLISHED ALUMINUM HOUSING, STEEL TUBE CHROME PLATED</p> <p><input type="checkbox"/> POLISHED ALUMINUM HOUSING, STEEL TUBE POWDER COATED (CALL FOR COLOR CHOICE AVAILABILITY)</p>											

<p>CUSTOMER NAME: _____</p> <p>CONTACT: _____</p> <p>PHONE #: _____</p> <p>FAX: _____</p> <p>E-MAIL: _____</p> <p><small>By your request below MaVal/Unisteer will provide you with a real print. Upon receipt of that print, review and make any changes you wish. The print must be signed off to begin manufacturing. By signing below, you acknowledge this is the product you want made. MaVal is responsible for making the gear to print using MaVal approved tolerances. MaVal is not responsible for fitting the gear into your application and there are no returns on custom products.</small></p> <p>X _____ Date: _____</p>	<p>VEHICLE TYPE: _____</p> <p>VEHICLE NAME: _____</p> <p>CUST. P.N: _____</p> <p>MAVAL P.N: _____</p> <p>MAVAL CONTACT: _____</p>	<h2 style="color: green;">POWER RACK AND PINION</h2> <p>INSTRUCTIONS: 1) FILL IN THE EMPTY BLANKS ON ONE OF THE R&amp;P UNITS DRAWN BELOW WITH MEASUREMENTS FROM THE FRONT SUSPENSION OF YOUR CHASSIS. 2) CHECK ONE BOX FOR EACH OF THE CATEGORIES BELOW. (ONLY CHOOSE INNER TIE ROD IF YOU WILL SUPPLY YOUR OWN OUTER TIE ROD) 3) FAX OR E-MAIL FORM TO MAVAL. CALL WITH ANY QUESTIONS OR PROBLEMS</p> <p style="color: red;">**FORMS NOT FULLY FILLED OUT WILL BE RETURNED BEFORE PRODUCTION TAKES PLACE**</p> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="text-align: center;"> <p style="color: blue;">REAR STEER</p> <p style="color: blue; font-size: small;">FOR EXAMPLE: THIS LINE PORT IS AT 7.5 ON THE CLOCK</p> </div> <div style="text-align: center;"> <p style="color: pink;">FRONT STEER</p> <p style="color: pink; font-size: small;">FOR EXAMPLE: THIS LINE PORT IS AT 4.5 ON THE CLOCK</p> </div> </div> <p style="color: black; font-size: small;">USE ANY COLOR BUT BLACK TO MARK THE LOCATION OF YOUR PORT HOLES ON THE CLOCK TO THE LEFT OR RIGHT.</p> <div style="text-align: right; margin-top: 10px;"> <p style="color: green;"><b>MAVAL UNISTEER DESIGN FORM AND WORKSHEET</b></p> <p style="font-size: small;">1555 ENTERPRISE PARKWAY TWINSBURG, OHIO 44087 WWW.MAVALGEAR.COM TOLL FREE: 1-800-338-9080 TELE: 330-425-9080 FAX: 330-425-4854</p> </div>
<p><b>INNER TIE RODS THREADS</b></p> <p><input type="checkbox"/> 1/2-20 FEMALE</p> <p><input type="checkbox"/> 5/8-18 MALE</p> <p><input type="checkbox"/> 9/16-18 MALE</p> <p><input type="checkbox"/> 1/2-20 MALE</p> <p><input type="checkbox"/> M12 x 1.5 MALE</p> <p><input type="checkbox"/> M16 x 1.5 MALE</p> <p><input type="checkbox"/> M12 x 1.5 FEMALE</p>	<p><b>TYPE OF R&amp;P UNIT:</b></p> <p><input type="checkbox"/> FRONT STEER (R&amp;P UNIT MOUNTED IN FRONT OF FRONT AXLE)</p> <p><input type="checkbox"/> REAR STEER (R&amp;P UNIT MOUNTED BEHIND FRONT AXLE)</p>	<p><b>R&amp;P UNIT FINISH</b></p> <p><input type="checkbox"/> ALUMINUM HOUSING, STEEL TUBE GOLD ZINC PLATE</p> <p><input type="checkbox"/> POLISHED ALUMINUM HOUSING, STEEL TUBE CHROME PLATED</p> <p><input type="checkbox"/> POLISHED ALUMINUM HOUSING, STEEL TUBE POWDER COATED (CALL FOR COLOR CHOICE AVAILABILITY)</p>

# Unisteer's own Electra-Steer™

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Unisteer is pleased to offer Electra-Steer, the original aftermarket Electric Steering assist unit. You can now have Electric Power Steering in your Hot Rod or Muscle Car. Make the change over to power without having to mess with hydraulics

## How Electra-Steer Works:

Just like many modern cars, Electra-Steer is a column assist electric steering unit which is used in the column in combination with a traditional manual steering rack & pinion or steering box. The input will be from the steering wheel, the output will be down to the steering device. The unit has an electric motor that turns on and helps you turn the traditional steering device when it feels resistance. The unit has a self-contained control module that tells the EPS how and when to work. Torque sensors in the unit will read how much resistance there is from the road, which varies depending on road conditions, speed, tire size, etc, which then is relayed to the module which will control the assist given.

## What are the benefits of EPS?

Many! Our Electra-Steer gives you power steering without having to deal with Hydraulics – that means no pump, pulley, belt or lines. This can at times be a more cost effective option and you do not draw horsepower from the engine to run a pump! Sometimes there just is not room for a pump on the engine or clearance for a hydraulic rack or box. New Coyote and LS motors don't even have a mount for a pump! Electra-Steer can be mounted anywhere in the column; down by the steering rack or box, in the middle somewhere, even under the dash right below the steering wheel. This unit is compact and can go anywhere you may have a little room. Your benefits include space, money, and power savings!

## Where Electra-Steer is mounted and how it installs:

Electra-Steer can be mounted anywhere in the column linkage, in or outside the firewall. Our Universal kit comes with a flat universal mounting plate that you can cut, bend, and or weld, wherever you decide to place the unit. The motor on the unit can also be rotated in any direction for optimal clearance. Once the unit is in place you will need to run your linkage to your column and to your steering device. Unisteer can supply u-joints and shafting for this. Once the unit is in, you will need to mount the module box somewhere near the motor (within the length of the leads). Run power to key on power, ground, and place your test light. It is that simple.

## What's included:

Our basic Universal kits include the Electra-Steer motor and weatherproof module control box, universal mounting bracket, and all necessary wiring.

We also have complete column kits where the Electra-steer is mated to a Chrome Ididit column. This unit looks hot – the only thing to keep in mind is that it does limit where the motor goes! Check out our design sheet online for more info.

## Nervous about going Electric?

All Unisteer's Electra-Steer units are tested, validated, and balanced before they go out the door. If you ever were to lose power, this unit is still a direct shaft so you would revert back to manual steering, you cannot lose steering! Electra-Steer is also covered by a 3 year warranty – if something goes wrong we will repair or replace it!



## Electra-Steers

Product	Part Number
Universal 360 Watt Electra-Steer Kit	8052360
Universal 360 Watt Electra-Steer for 2" Columns	8052780
Universal 360 Watt Electra-Steer Kit for 2" (Polished Motor)	8052760
Polished Column Hot Rod Application Electra-Steer - 360 Watt	8053190
Electra-Steer Variable Assist Module	540160



## U-Joints

Product	Part Number
3/4"-DD x 17mm-36 (Stainless)	8052510
3/4"-36 x 17mm-36 (Stainless)	8052520
1"-DD x 17mm-36 (Stainless)	8052530
1"-48 x 17mm-36 (Stainless)	8052540
3/4"-Smooth x 17mm-36 (Stainless)	8052550
9/16"-30 x 17mm-36 (Steel)	546220
9/16"-26 x 17mm-36 (Steel)	546230
5/8"-Smooth x 17mm-36 (Steel)	546240
3/4"-DD x 17mm-36 (Steel)	546250

## Couplers

Product	Part Number
3/4"-DD x 17mm-36 (Black)	5413380
3/4"-Smooth x 17mm-36 (Black)	546280



# Power Steering Pumps

Just as important as the rack is the PUMP!!! Unisteer offers many different new and rebuilt power steering pumps. All our new pumps are listed below. All of our pumps come with a limited lifetime warranty against failure. If it fails send it back and we will replace or repair. We can do this because each pump is internally set at it's designated flow and pressure then fully tested on our state of the art test stand for full functionality before it goes out the door.

Too often people skip over this part of the process and it can lead to a disappointing driving situation. Whatever power steering solution you have in your vehicle, be it a rack or a box, a Unisteer Rack or someone else's, it requires a specific pump to run it. Each power rack or steering box has a specific pressure and flow rate that gives an optimal steering assist. Generally speaking, steering rack & pinions require low flow, low pressure pumps whereas steering boxes require high flow, high pressure pumps, but there are exceptions to this rule. What it comes down to, is that if you hook a rack up to an old pump that was originally made to run a steering box, it may not work too well. If your steering is overly sensitive, chances are that you have a pump problem. Pressure reducing valves and shims can help the problem, but may not solve it as these do not change the flow of the pump.

Each of Unisteer's pumps have the flow and pressure internally set. Beware, all pumps may look alike but by way of example the GM type TC pumps were used on a variety of applications with numerous settings.

We set all our pumps to run specifically with our kits for the optimal steering experience!

**Have a question about yours? Give us a call and we will see if we can steer you in the right direction.**



# Power Steering Pumps

## Unisteer's Pump Kits include:

TC pump, Single V-Belt Pulley and Black Clip on Reservoir. Serpentine Pulleys Double V-belt Pulleys are available for an additional charge but must be specifically requested. Remote reservoirs are similarly available.

## TC-Pumps

Products	Part No.
TC Pump/ Unpolished/ Low Flow	8060000
TC Pump/ Unpolished/ Low Flow/ OE Fitting	8060070
TC Pump/ Polished/ Low Flow/ OE Fitting	8060080
TC Pump/ Unpolished/ Low Flow/ #6AN Pressure/#10AN Return	8060200
TC Pump/ Unpolished/ Low Flow/ Clip on Reservoir	8060300
TC Pump/ Polished/ Low Flow/ #6AN Pressure/#10 AN Return	8060320



## Complete Pump Kits

Low Flow Pump Kits	Part No.
Small Block Chevy/ Short Water Pump/ Clip on Reservoir	8060880
Small Block Chevy/ Long Water Pump/ Clip on Reservoir	8060860
Big Block Chevy/ Short Water Pump/ Clip on Reservoir	8060850
Big Block Chevy/ Long Water Pump/ Clip on Reservoir	8060830
Small Block Chevy/ Short Water Pump/ Remote Reservoir	8060900
Small Block Chevy/ Long Water Pump/ Remote Reservoir	8060870
Big Block Chevy/ Short Water Pump/ Remote Reservoir	8060890
Big Block Chevy/ Long Water Pump/ Remote Reservoir	8060840
Flat-Head Ford Pump Kit	8061220

High Flow Pump Kits	Part No.
Small Block Chevy/ Short Water Pump/ Clip on Reservoir	8060670
Small Block Chevy/ Long Water Pump/ Clip on Reservoir	8060550
Big Block Chevy/ Short Water Pump/ Clip on Reservoir	8060530
Big Block Chevy/ Long Water Pump/ Clip on Reservoir	8060510
Small Block Chevy/ Short Water Pump/ Remote Reservoir	8060580
Small Block Chevy/ Long Water Pump/ Remote Reservoir	8060560
Big Block Chevy/ Short Water Pump/ Remote Reservoir	8060540
Big Block Chevy/ Long Water Pump/ Remote Reservoir	8060520
Small Block Ford - 289-351W/ Clip on Reservoir	8060710
Big Block Ford - 390, 427, 428/ Clip on Reservoir	8060670



# Power Steering Pumps

## P-Pumps

Products	Part No.
P-Pump/ High Flow/Press on Shaft/Black Reservoir	8060290
P-Pump/ High Flow/Press on Shaft/Chrome Reservoir	8060280
P-Pump/ Low Flow/Key Shaft/ Black Reservoir	8061040
P-Pump/ Low Flow/Key Shaft/ Chrome Reservoir	8061050
P-Pump/ High Flow/Key Shaft/ Black Reservoir	8060990
P-Pump/ High Flow/Key Shaft/ Chrome Reservoir	8061000
P-Pump/ High Flow/Press on Shaft/Black Reservoir	8060290
P-Pump/ High Flow/Press on Shaft/Chrome Reservoir	8060280



## Pump Accessories

Pulleys	Part No.
Single Groove V-Belt Polished Aluminum Pulley	8020630
Double Groove V-Belt Polished Aluminum Pulley	8020900
Serpentine Polished Aluminum Pulley	8020710

Reservoirs	Part No.
TC Clip on Reservoir with barred return fitting	8021540
Remote Reservoir Polished Aluminum	8020790
TC Clip on Reservoir with 6-AN male return fitting	8021070

Fittings	Part No.
14mm x 6-AN Banjo Fitting	8021550
16mm x 6-AN Banjo Fitting	8021560
18mm x 6-AN Banjo Fitting	8021570
5/8 x 6-AN Fitting for Power Mustang II Racks	8021650
9/16 x 6-AN Fitting for Power Mustang II Racks	8021660
Power Mustang II Fittings with Locktite	8026070
16mm & 18mm Banjo Fittings with Locktite	621710
14mm & 16mm Banjo Fittings with Locktite	620510



# Power Steering Pumps

Line Kits	Part No.
2pc Braided Stainless Line Kit	8020610
1pc Braided Stainless Line Kit for Remote Reservoir	8020850

Chevy Polished Aluminum Pump Brackets for TC Pumps	Part No.
Small Block Chevy/ Short Water Pump	8010480
Small Block Chevy/ Long Water Pump	8021350
Big Block Chevy/ Short Water Pump	8020780
Small Block Chevy LT1	8020770

Chevy Steel Pump Brackets for TC Pumps	Part No.
Small Block Chevy/ Short Water Pump/ Low Mount	8021720
Small Block Chevy/ Short Water Pump	8025540
Small Block Chevy/ Long Water Pump	8022110
Big Block Chevy/ Short Water Pump	8022160
Big Block Chevy/ Long Water Pump	8023750

Pontiac Steel Pump Brackets for TC Pumps	Part No.
Pontiac Motors 326-455, excludes 389 & 421	8025720

Ford Steel Pump Brackets for TC Pumps	Part No.
Small Block Ford, Excludes 302EFI	8023760
Small Block Ford 302EFI	8026100
Big Block Ford Excludes 429/460	8022380
Big Block Ford 429/460	8025710

Mopar Steel Pump Brackets for TC Pumps	Part No.
Mopar Small Block	8023780
Mopar Big Block	8023770



# Performance U-Joints

Unisteer Performance has a full line of U-Joints to match your steering needs. Our Performance Joints are all made with top quality needle bearings which allow minimal lash and a great working angle; up to 38 degrees! The polished stainless finish resists the elements and keeps that eye-popping appearance.

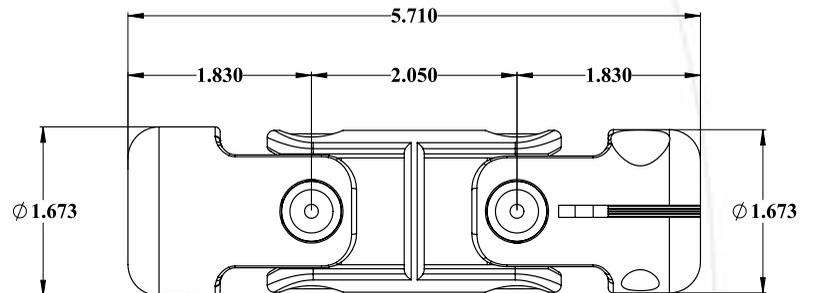
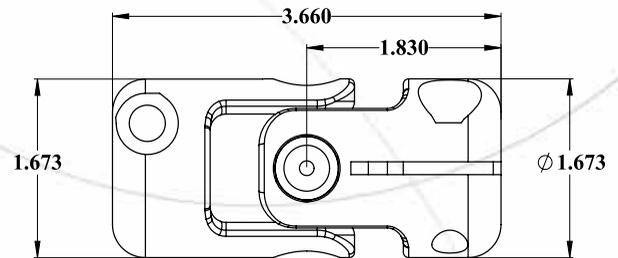
Each joint is labeled with what each yoke has; if it is a splined application, the first number is the size either in standard or metric followed by a second number which indicates the number of splined teeth there are. For some common sizes please refer to our sizing chart, if you cannot find your application, please measure it and count the teeth, or give us a call!

Application	Size
Manual Mustang/ Pinto/ Omni Steering Gears	9/16"-26 spline
Cross Steer or other Unisteer Manual Steering Gears	9/16"-26 spline
Power Mustang and Omni Steering Gears	3/4"-36 spline
Output shafts on Electra-Steer	17mm -36 spline
Late GM Columns	1" DD
Early GM Columns	1" - 48 spline
Aftermarket Columns (Ididit, Flaming River)	1" -48 spline, 1" DD, 3/4" -30 spline
GM 525 Steering Box	3/4"-30 spline
GM 600/800s Power Steering Boxes	3/4"-30 spline
Vega Style Steering Box	5/8"-36 spline



## U-Joints

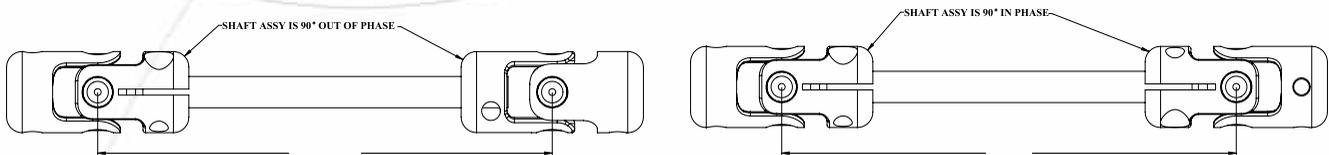
Product	Part No.
Mil Spec U-joint 3/4" I.D.	8050040
U-Joint 9/16"-26 x 3/4" DD	8050230
U-Joint 3/4"-36 (Ford) x 3/4" DD	8050240
U-Joint 9/16"-30 x 3/4" DD	8050250
U-Joint 16mmDD x 3/4" DD	8050260
U-Joint 13/16"-36 x 3/4" DD	8050270
U-Joint 3/4"-30 x 3/4" DD	8050280
U-Joint 5/8"-36 x 3/4" DD	8050290
U-Joint 3/4" DD x 3/4" DD	8050300
U-Joint 1"DD x 3/4" DD	8050310
U-Joint 1"-48 x 3/4" DD	8050320
U-Joint 3/4" Smooth x 3/4" DD	8050330
U-Joint 9/16"-30 x 9/16"-30	8050440
U-Joint 13/16"-36 x 1" DD	8050450
U-Joint 3/4"-30 x 1" DD	8050460
U-Joint 3/4"-36 (Ford) x 9/16"-30	8050500
U-Joint 17mmDD x 3/4" DD	8050640
U-Joint 3/4"-36 (Ford) x 1" DD	8050680
U-Joint 1" DD x 1" DD	8050800
U-Joint 3/4"-36 (Ididit) x 3/4" Smooth	8050850
U-Joint 13/16"-36 x 3/4" Smooth	8050860
U-Joint 1" DD x 3/4" Smooth	8050870
U-Joint 3/4"-36 (Ididit) x 3/4" DD	8050880
U-Joint 3/4"-36 (Ididit) x 9/16"-30	8050890
U-Joint 1"-48 x 1"-DD	8051170
U-Joint 3/4"-30 x 3/4" Smooth	8051250
Double U-Joint 1" Smooth x 9/16"-30	8050670
Double U-Joint 3/4 DD x 3/4" DD	8050900
Double U-Joint 3/4"-36 (Ididit) x 3/4 DD	8050910
Double U-Joint 1" DD x 3/4" DD	8050920
Double U-Joint 9/16"-26 x 3/4" DD	8050930
Double U-Joint 3/4" DD x 9/16"-30	8050940
Double U-Joint 17mmDD x 3/4" DD	8050950



# U-Joint Phasing and Shafts

## Concerning U-Joint Phasing and Shafts:

Due to the nature of U-joints, when using two on a shaft it is necessary to Mis-Phase the U-joints, this is the proper way to create the shaft. Mis-phasing is accomplished by making sure that the yokes attached to either end of a shaft are 90 degrees out of alignment as opposed to having the yokes aligned – or in phase. Placing the U-joints In-phase is a common misperception.



If you are trying to run a shaft with only two u-joints and working either U-joint or both to near the maximum working angle, Unisteer advises that you obtain a shaft with at least one splined end and matching U-joints. Set up your shaft with the u-joints 90 degrees Mis-Phased as illustrated and try driving. If you still feel a “knock” when turning, with a splined shaft you can start the process of marking the U-joint and changing the phasing angles until you find the spot where that “knock” disappears. Yes this can be a tedious process. If this fails, then your angles are too extreme and you must consider a third u-joint or a double u-joint at one of the shaft with a support bearing on the shaft.

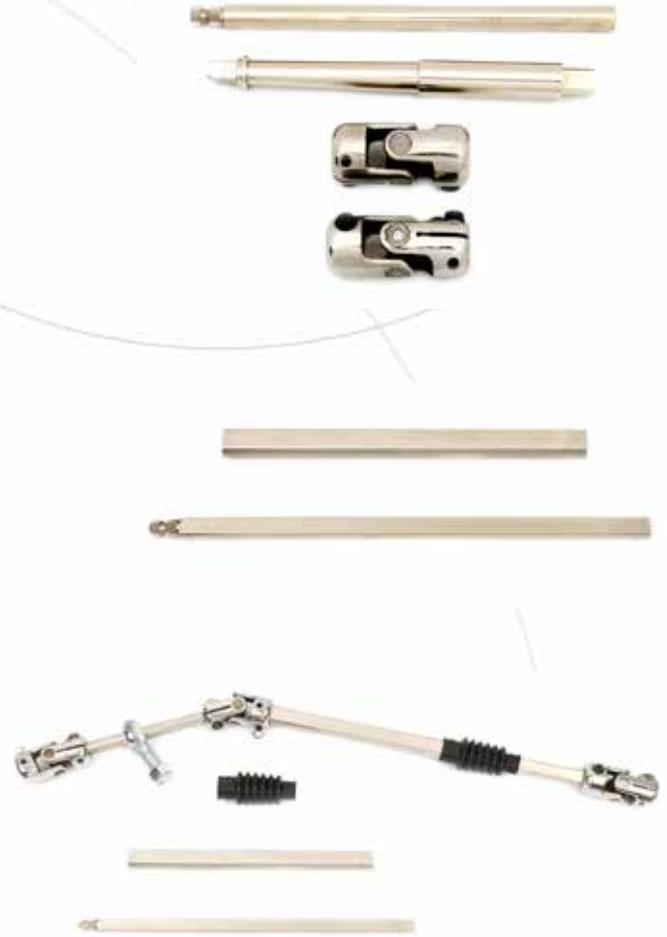


## Shafts and Couplers

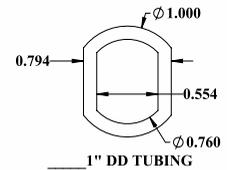
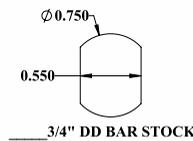
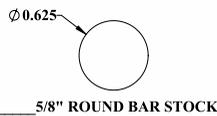
Products	Part No.
9/16"-26 Steering Coupler	8051060
3/4"-36 Steering Coupler	8050960
3/4"-DD Coupler	8051180
Shaft 36", 9/16"-30 x 3/4"-DD	8050620
Shaft, 23" 9/16"-30 X 3/4"-DD	8050700
Shaft, 36", 9/16"-30 x 9/16"-30	8050710
Shaft Support Kit, zinc	8050760
Shaft Support Kit, chrome	8050770
23 inch DD Shaft (plated)	8050520
35 inch DD Shaft (plated)	8050530

Unisteer has the ability to cut you a shaft any length you need, but generally we find it best to sell long lengths, splined on one end and then you have the ability to fit and cut it to length as you see fit!

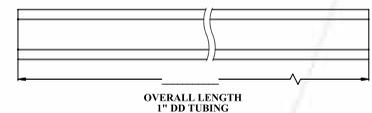
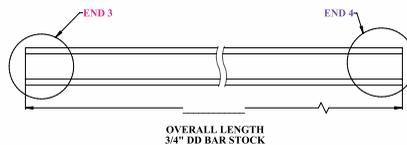
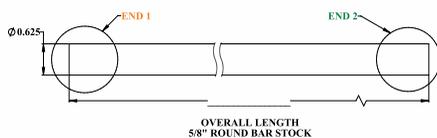
Our splined shafts come with one or both ends splined with a 9/16"-30 tooth spline. This gives you the ability to change the phasing on the shaft assembly in 12 degree increments.



### SELECT SHAFT MATERIAL:



### SELECT SHAFT LENGTH:



# Steel Braided Lines & Fittings

Unisteer makes all our own lines for our steering kits, now let us make lines for you!

We work with braided stainless lines enclosing the highest quality rubber hoses available in any length you need and sizes 4, 6, 8, and 10 AN. We have certain stock lengths of premade lines but we can certainly whip you up a custom line set. Our Lines are matched with our own line of polished aluminum AN fittings to match the hoses. Our AN fittings come in all sizes from Straight to 90 to 180 Degrees and all obscure sizes in between. These lines are appropriate for use on power steering systems, fuel line systems or running coolant!

