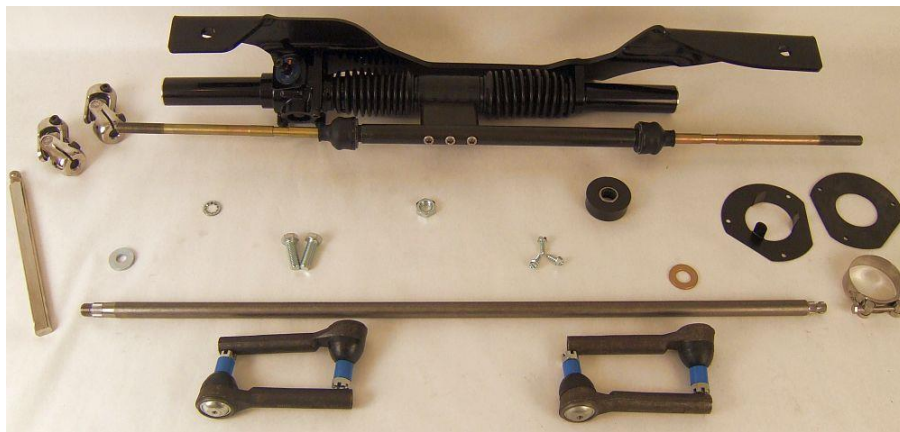




**1965-Early 1967 Manual Mustang Install Manual
8001110-01 & 8001120-01**

Full refund will NOT be granted to any kits that are damaged, scratched, or altered in any fashion.

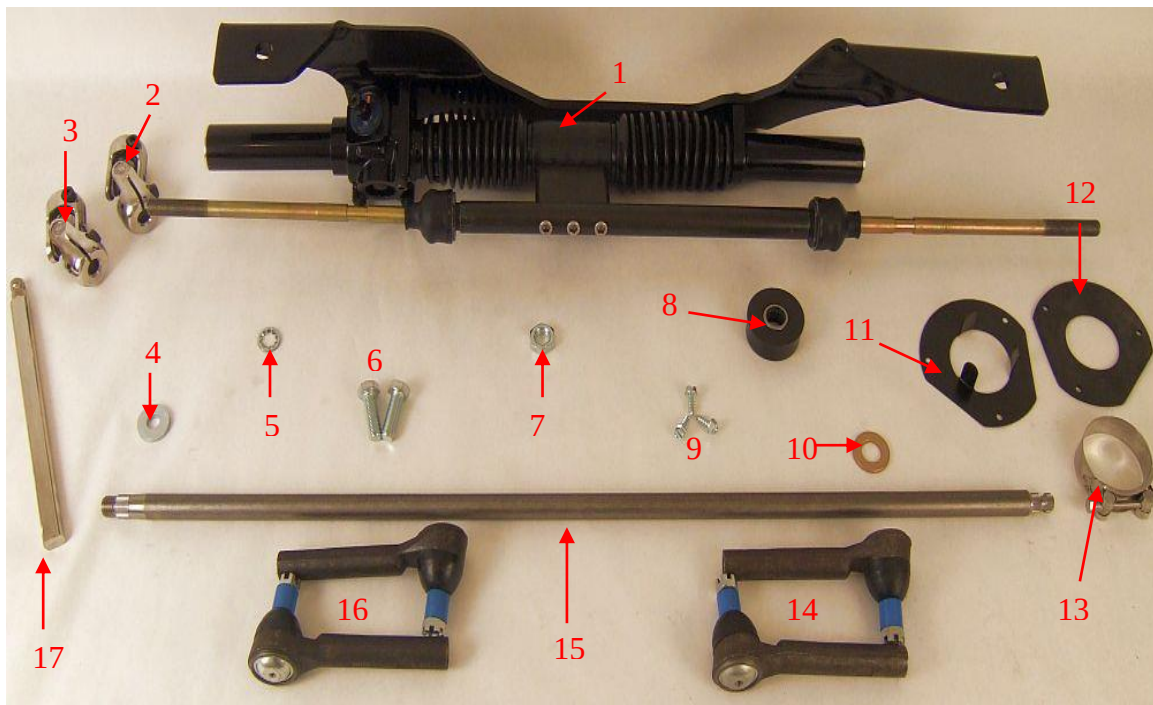


***ALTHOUGH THIS KIT IS FAIRLY SIMPLE TO INSTALL, SOME MODIFICATIONS MAY BE NECESSARY.**

***BEFORE STARTING INSTALLATION, PLEASE BE AWARE OF THE MODIFICATIONS THAT ARE NEEDED TO INSTALL.**

***BEFORE STARTING BE AWARE OF THE MODIFICATIONS NEEDED.**

***DUE TO VARIABLES OUTSIDE OUR CONTROL THESE KITS MAY NOT FIT ALL APPLICATIONS. ALSO, PLEASE VERIFY KIT WILL FIT YOUR APPLICATION BEFORE ALTERING VEHICLE.**



Kit Contents:

#	Part Number	Description	Quantity
1a	8001160-01	65-66 Rack and pinion unit with bracket	1
1b	8001080-01	67 Rack and pinion unit with bracket	1
2	8050440	9/16"-30 x 9/16"-30 U-Joint	1
3	8050230	9/16"-26 x 3/4"-DD U-Joint	1
4	200860	7/16" Flat washer	2
5	200150	1/2" Internal star washer	2
6	231120	1/2" Bolts 1 1/2" long	2
7	120330	M16x2.0 Wheel nut	1
8	205770	Column bushing assembly	1
9	231130	Screw 1/4x14 x 3/4"	3
10	480260	Thrust bearing 3/4"x 1 3/8"	1
11	8021270	Column bracket	1
12	205720	Column gasket	1
13	130330	Clamp	1
14a	8021320	Outer end with large taper in 8001120-01 Kit	2
14b	8021300	Outer end with larger taper in 8001110-01 Kit	2
15	543740	Column shaft	1
16a	8021330	Outer end with small taper in 8001120-01 Kit	2
16b	8021120	Outer end with small taper in 8001110-01 Kit	2
17	544840	Shaft 10.38" 9/16-30 spline	1

1965-Early 1967 Manual Mustang Install Manual

1. Remove center horn pad from steering wheel.



2. Remove steering wheel center nut and remove steering wheel assembly. Note a puller may be required to remove wheel.



3. From under dash remove the bolts that retain the column tube to the dash. Remove the 3 screws at firewall where the column goes through and remove retainer plate.



4. Remove the column tube assembly from the vehicle. Be sure to save the pinch bushing at the top of the steering shaft and column tube, you will need to reuse this piece.



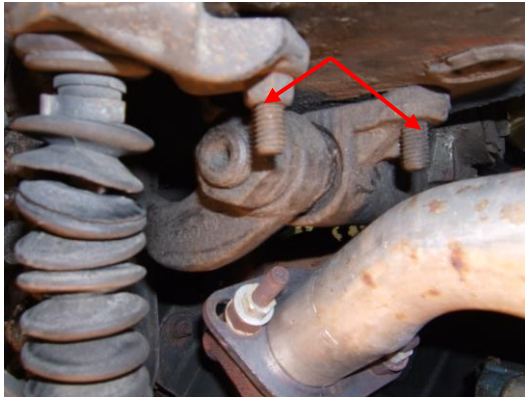
5. Raise the vehicle in the air and remove both outer tie rod nuts and cotter pins.



6. Remove the idler arm assembly and disconnect the pitman arm from the gearbox. Remove the entire steering linkage from the vehicle.



7. Remove the bolts that retain the gearbox to the frame and remove the gearbox by guiding it out of the vehicle and moving it toward the passenger side. Once the box and shaft assembly is out, set it aside, it will not be needed again.



8. Remove the stock round crossmember from the vehicle and install the rack and pinion assembly in its place. Use the supplied bolts to put it in place and tighten to 65 ft.lbs.



9. When installing the bracket and rack it may be necessary to grind slightly on the frame mount where the camber adjusters are for clearance. Some cars need this, others don't.



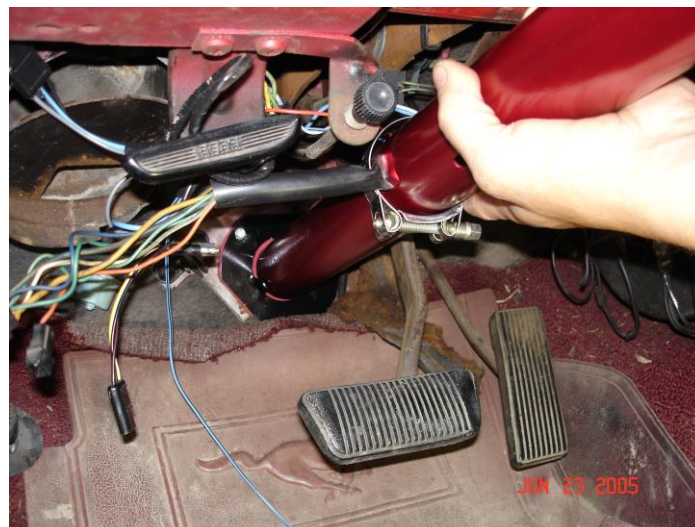
10. Once the bracket is installed you can now connect your outer tie rods to your steering arms. Note the kit has been shipped to you with 2 sets of tie rods. You need to determine which ones you use by comparing the taper size of your stock tie rod. Be sure that the tie rod you select fits your steering arm tightly and locks on the taper.



11. Next, you need to modify the column tube assembly. Measure and mark from the bottom of the column tube 3 1/8" up and cut off the tube. Install supplied column tube bearing in the bottom of the column; tap into place with hammer by walking it around the O.D. of the bearing until it stops against the lip.



12. Put the supplied column plate against the firewall from inside the car and secure it with the supplied sheet metal screws.



13. Slide the provided stainless clamp over the column tube and put the column tube through the plate and secure it back in place using the stock bolts and bracket you removed earlier. Once in place tighten the clamp over the ears of the plate to the column to secure the lower portion of the column.



14. Next install the supplied column shaft into the column tube and feed down through the bearing. Install the tapered pinch ring, removed from the stock shaft, to hold the shaft in place.
15. From under the hood install the supplied brass washer over the shaft and install the u-joint on the end and torque the bolt to 40lbs ft. Next install the pinion u-joint over the pinion on the rack and slip the supplied piece of shaft between the upper and lower u-joint. Some trimming maybe required. Once installed torque pinion bolt to 40 lbs ft.



16. Verify that your rack is centered and set your toe adjustment by eye trying to keep the front wheels straight. Once you have this done install your steering wheel in place and tighten to 30 lbs ft. Reinstall the horn pad and take the car to a professional for an alignment. Enjoy the drive.

If you have any questions or problems regarding this product please contact:

UNISTEER *Performance Products*

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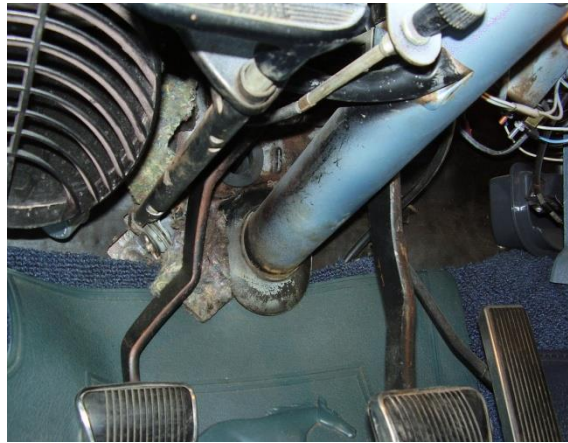
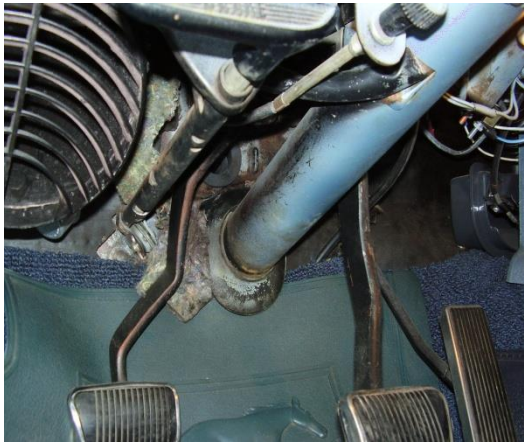
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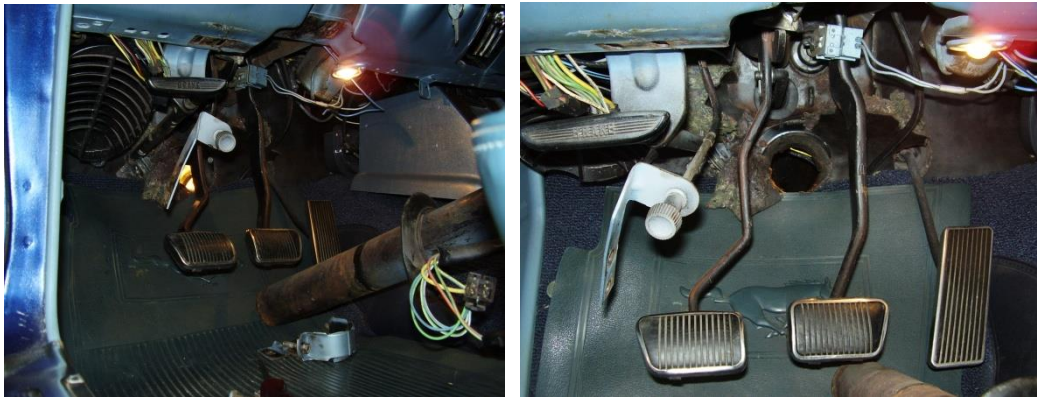
WARNING, for Early 1967 model year ONLY

Early 1967 Mustang Column Modification

1. The steering column tube needs to be modified by first removing the steering wheel and the column tube bolts. Then disconnect the wiring, making note of their location to ease reinstallation.



2. Remove the column tube assembly.



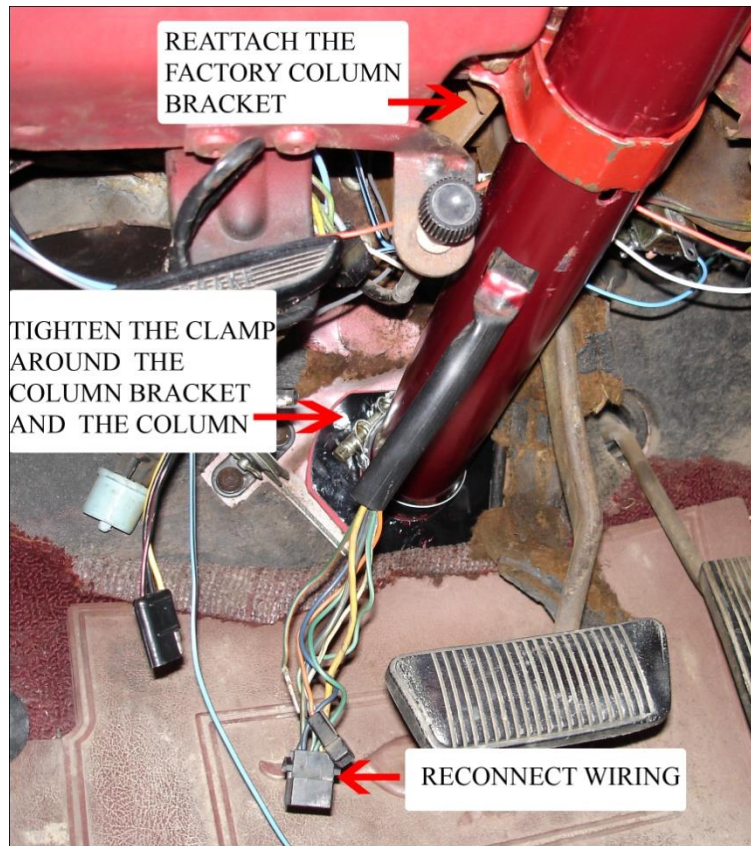
3. From under the car remove the gear box and shaft assembly, (all one piece.)

4. Place your column tube on a flat surface and measure from the very bottom of the column towards the steering wheel 3-1/8". Mark the column check the measurement again and cut the tube off squarely at you mark. Next install the supplied column bearing into the bottom of the tube by tapping it into place with a hammer.



5. Once you have this done install the appropriate floor plate provided in your kit using the hardware provided. Slide the floor plate over the column tube with the clamp and install the column through the firewall and bolt back in place. Attach the new floor plate with supplied hardware and complete the installation.





6. Install the brass bearing collar from the old steering shaft onto the new steering shaft and slide the new shaft through the column tube and wiggle through the bearing hole. Then install the steering wheel and finger tighten the nut only.
7. From under the hood you can now install the provided brass washer and shaft u-joint to the splined end. Once the brass washer and u-joint are in place and tight, finish securing the steering wheel. This will seat the tapered piece in your column and you should have minimal movement up and down on the steering wheel.

If you have any questions or problems regarding this product please contact:

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