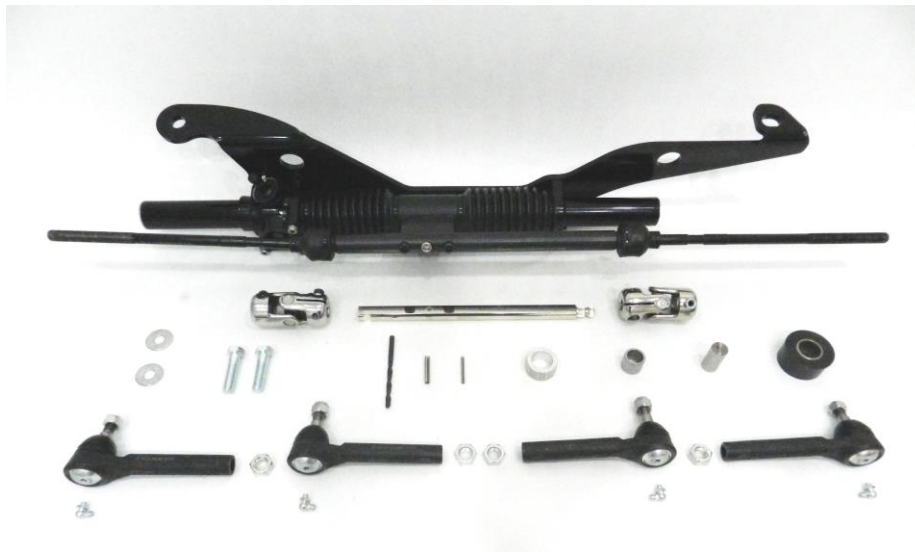


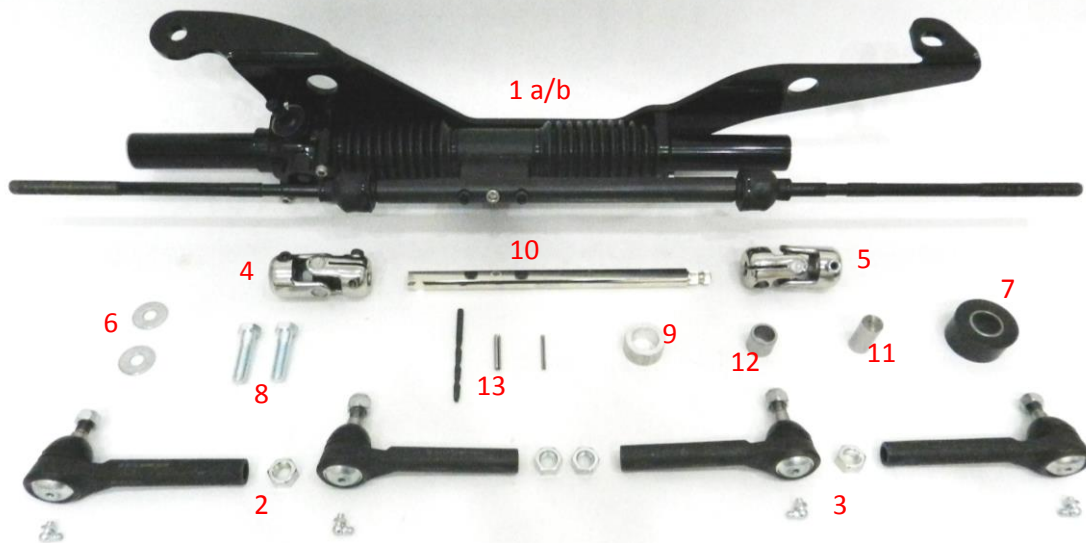


**Late 67-70 Manual Mustang & Cougar Install Manual
8001090-01, 8001090-02, & 8001640-01**

Unisteer offers a limited warranty against all manufacturer defects of their kits and supplied parts. Unisteer will not honor any warranty on any parts that have been modified or improperly installed. Full refund will NOT be granted to any kits that are damaged, scratched, or altered in any fashion. Unisteer will not reimburse any labor money to the customer to change out the part even under a warranty repair.



- *ALTHOUGH THIS KIT IS FAIRLY SIMPLE TO INSTALL, SOME MODIFICATIONS ARE NECESSARY.**
- *BEFORE STARTING INSTALLATION, PLEASE BE AWARE OF THE MODIFICATIONS THAT ARE NEEDED TO INSTALL.**
- *BE AWARE OF THE SPECIFIC APPLICATIONS THAT THIS KIT WILL FIT AS OUTLINED IN SECTION #1.**
- *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	Included in Kit	Qty.	Inspected By
1a	8001080	Late 67'-70' Mustang Rack & Pinion	8001090	1	
	--8022350	- Mounting Bracket		1	
	--114930	- Inner Ends		2	
1b	8001630	Late 67'-70' Cougar Rack & Pinion	8001640	1	
	--8026960	- Mounting Bracket		1	
	--114930	- Inner Ends		2	
2	8021320	Outer Ends 67'-69'	All	2	
3	8021330	Outer Ends 70'	All	2	
4	8050230	U-Joint 9/16"-26 x 3/4"-DD (Pinion)	All	1	
5	8051410	U-Joint 1"-Smooth x 9/16"-30 (Column)	All	1	
6	200860	7/16" Flat Washer	All	2	
7	205780	Column Bushing	All	1	
8	231120	1/2"-13 x 1 1/2" Bolt	All	2	
9	281010	Column Spacer	All	1	
10	545010	12" DD Shaft	All	1	
11	545030	Column Insert	All	1	
12	545310	U-Joint Bushing	All	1	
13	620630	Shaft Install Kit	All	1	
	--220060	- 1/4" x 1 1/2" Roll Pin		1	
	--220070	- 5/32" x 1 1/2" Roll Pin		1	
	--230600	- 1/4" Drill Bit		1	

Late 67-70 Manual Mustang & Cougar Install Manual

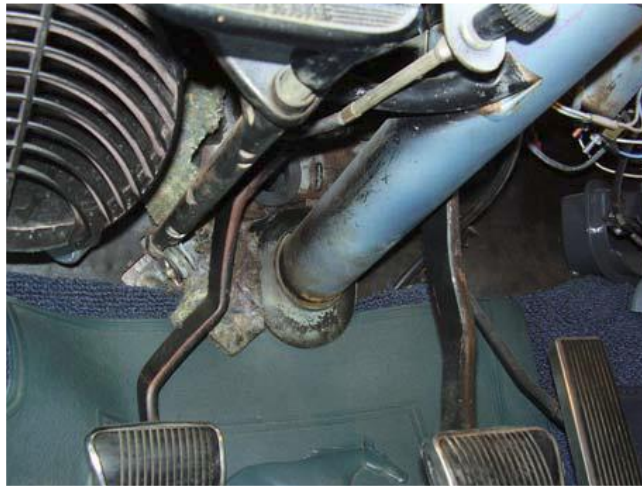
1. Remove center horn pad from steering wheel. If you have an Early 1967 or 1970 refer to the appropriate section at the end of the instruction sheet.



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 4 screws at firewall where the column goes through and remove retainer plate.



4. Remove the column tube assembly from the vehicle. You will need to reuse the column plate or screws. 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. Once the box is out, you can set it aside you will not need this 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 and tube assembly. Using a band saw or a sawsall, cut off the rag joint as close to the weld as possible. Once that is done, clean the steering shaft of rust and scale. Install supplied bearing over shaft and into column tube. Tap the bearing in with a small hammer until seated in the column. Measure down $1\frac{3}{4}$ inch from the flat surface of the bearing. Mark the shaft and cut on the line.



12. Install supplied brass washer and u-joint. With both of these pieces installed, make sure there is not a gap between the lip of the bushing and the end of the steering column.

If a gap exists, go to the 1970 Mustang column modification instructions.



13. Reinstall the steering column back into the car. Install the supplied shaft into the U-joint on column. Connect the other end to the U-joint on the rack and pinion.
14. When installing the shaft, be sure to keep the U-joint phasing 90 degrees apart. Torque all pinch bolts to 40 ft. lbs.



15. 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 ft.lbs. 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*

**1555 Enterprise Parkway
Twinsburg OH 44087
800-338-9080**

WWW.UNISTEER.COM

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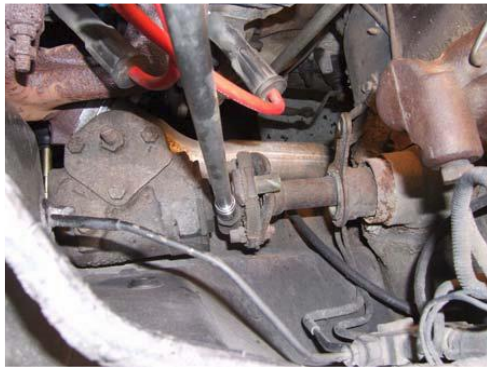
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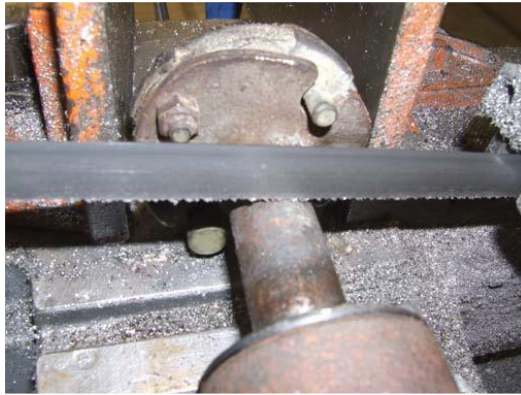
WARNING, for 1970 model year ONLY

1970 Mustang Column Modification

1. Remove 4 bolts at firewall plate.
2. Remove lower plastic trim panel to access dash hardware.
3. Remove the 3 nuts that retain the steering column to the dash.
4. Disconnect the main wire harness off the ignition switch and the turn signal switch.
5. Make sure the steering box is disconnected and remove the steering column from the vehicle.



6. Once the column is out of the car, do the following. In a band saw or using a sawsall cut the steering shaft off as close to the weld of the rag joint as you can.



7. Next, you need to cut off the inner tube of the steering column tube. (This is the tube that has the lever on it.) Cut it off as close to the steering column tube as you can. **DO NOT CUT THE ACTUAL STEERING COLUMN TUBE.** When cutting the inside tube, be sure to only cut the tube itself and not the inside steering shaft. You can accomplish this by going around the tube with your saw.



8. Once you have cut the inside piece off remove it from the column by sliding it off the end you cut the rag joint off of.
9. Next take a brass or a drift and tap the inner tube into the steering column tube.

Note: This piece is collapsible. Tap it in about 1" This will allow the clearance needed to install the bearing.



10. Once that is complete you need to make sure the steering shaft itself is clean and free of burs. Install the supplied bearing over the steering shaft and tap it into the column tube by walking it in with a small hammer.



11. When that step is done you now need to measure down 1-3/4" from the flat surface of the bearing to the end of the steering shaft and mark it. Cut the steering shaft off at that mark.
12. You now need to install the provided aluminum bushing over the shaft.

13. Next, install the solid piece of steel stock into the steering shaft. Make it flush with the steering shaft.



14. Next install the u-joint over the steering shaft. Using the supplied drill bit and the pilot hole in the u-joint drill through the pilot hole and clear through the other side of the u-joint.

Note: Keep your drill as straight as possible. We recommend the use of a drill press.

15. Next install the roll pin provided in the kit. Tap it into place and then install the smaller pin inside of it. This will lock it in place.



16. You can now reinstall your steering column assembly.

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

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