

Installation Guide



Table of Contents

Page 3 — Before You Start

Page 4 — What's in the Kit

Page 5 — Tools Needed & Safety Prep

Pages 6-13 — Step-by-Step Installation

Pages 14-15 — Bleeding the System

Page 16 — Tech Support



Before You Start

This kit converts the factory JL/JT electric power steering system over to a conventional belt-driven PSC pump. Your ECU needs the power steering mode deleted. We use/sell the Tazer JL programmer to handle that (available from PSC and most Jeep parts dealers). Program the ECU before road-testing.

Tip: If you're installing a PSC Big Bore XD steering gear at the same time, grab a helper. That gear weighs ~50 lbs and lining up the mount bolts goes a lot better with two people.



What's in the Kit

- **SP43362JP-2402** — PSC Power Steering Pump w/PP2402 pulley installed
- **MB11K** — Pump Mounting Bracket
- **CK220** — Cooler Kit with -8 AN fittings
- **SR300K** — Power Steering Fluid Tank with mounting hardware
- **SR350K** — Fluid Remote Filler Neck
- **HA-H100** — -8 AN Low-Pressure Cooler → Reservoir hose
- **HA-L101** — -8 AN Low-Pressure Steering Gear → Cooler hose
- **HA-L102** — -12 AN Low-Pressure Reservoir → Pump Intake hose
- **HA-L103** — -8 AN Remote Fill → Reservoir hose
- **HA-L104** — -4 AN Reservoir Drain hose
- **HK2094** — -6 AN High-Pressure hose (OE-style)
- **SR-VT** — Remote System Relief Valve / Anti-Splash Vent Kit
- **60905** — Serpentine Belt
- **SF01HF / SF11HF** — High-Flow Adapter Fitting Kit
- **PSC 715 Power Steering Fluid** — 4 quarts



Tools Needed

- Basic hand tools
- 46 mm socket & torque wrench (for pitman arm nut 225 ft-lb if you're also installing a steering gear)
- 8 mm & 10 mm sockets/keys for brackets and accessories
- Bungee/strap to safely hang alternator assembly
- Thread sealant
- Zip ties for tidy hose management
- Drain pan & rags

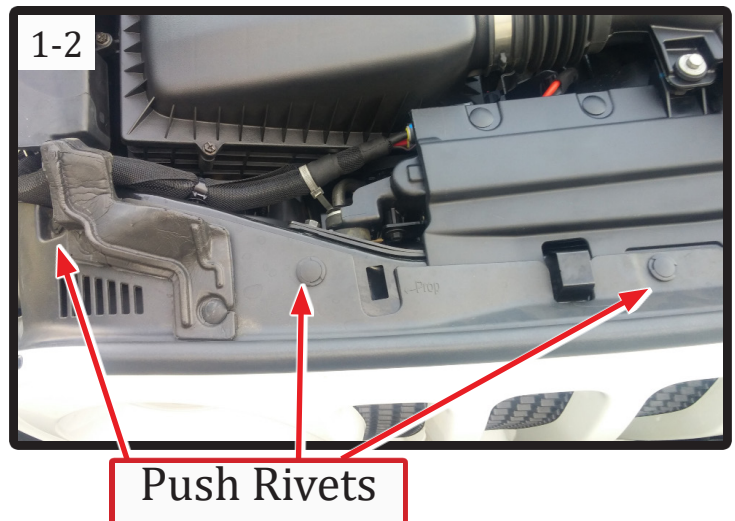
Safety & Prep

- Disconnect the battery before you start.
- Lift/secure the Jeep as needed; chock wheels.
- Keep hoses off hot surfaces and sharp edges.
- Clock and tighten AN fittings by hand first—don't over-torque.
- Use thread sealant on any NPT threads noted below; not on AN flare seats.
- Secure steering wheel if installing steering gear.

Front-End & Air System

1. Disconnect the battery.

2. Remove the grille. Pop the six push-rivets across the top, then pull out at the bottom edge of grille to release the snap connectors.



3. Remove the air filter assembly.

4. Remove the fresh-air inlet tub and mount bracket under the air box.



5. Remove passenger inner fender.

We've found it's faster and easier to pull the inner fender and fender flare off as one complete piece by removing the four bolts and the push pin that secure the inner fender to the body. There are several YouTube videos that walk through this process if you need a visual.

NOTE: A few of the body clips may get damaged during removal. Replacements are easy to find from multiple sources. Mopar part number: 6852-6185-AA-008.



Pump, Lines & Brackets—Removal

6. Disconnect OE power steering pump lines

- Position a drain pan beneath the vehicle to catch any power steering fluid.
- Disconnect the power steering pump lines and remove the pump assembly. Retain one power steering pump mounting bolt for reuse during installation.
- Remove the fluid reservoir and hose.



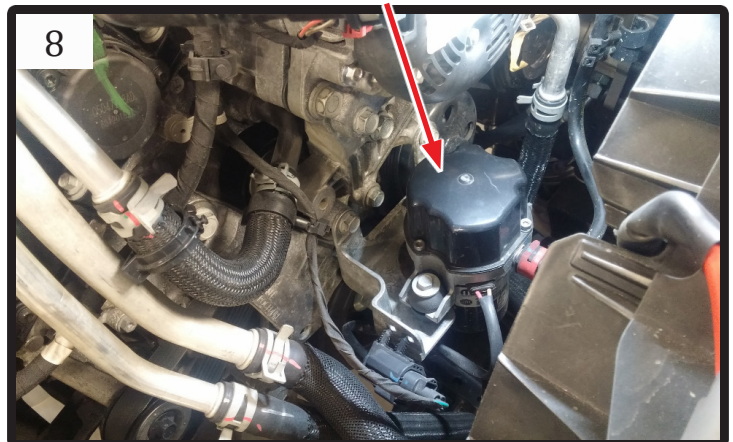
7. Disconnect clamp bolts then, remove the OE pressure and return lines between the pump and steering gear. (Cutting them can speed things up if you're not saving the hoses.)



8. Remove the vacuum-pump assembly by taking out the two 8 mm bolts from the underside of the alternator bracket

Disconnect the line clamps and let the pump hang down out of the way.

Vacuum Pump Assembly



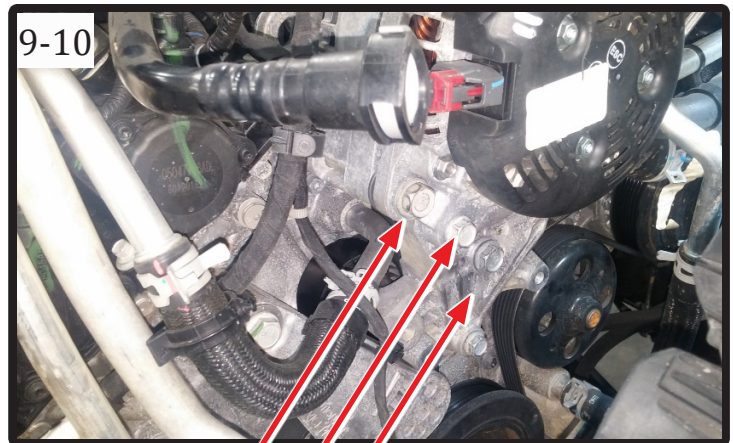
Pump, Lines & Brackets—Removal - Cont

9. Note the belt routing. Release the tensioner and slip the belt off the idler pulley.

10. Remove the alternator with its bracket by pulling (3) 10 mm and (1) 8 mm bolts.

Support it with a strap and lay to the side.

Remove and **discard** the OE belt.



Alternator/Bracket Bolts

11. Remove the idler pulley / bracket on the passenger side and discard bracket and hardware.

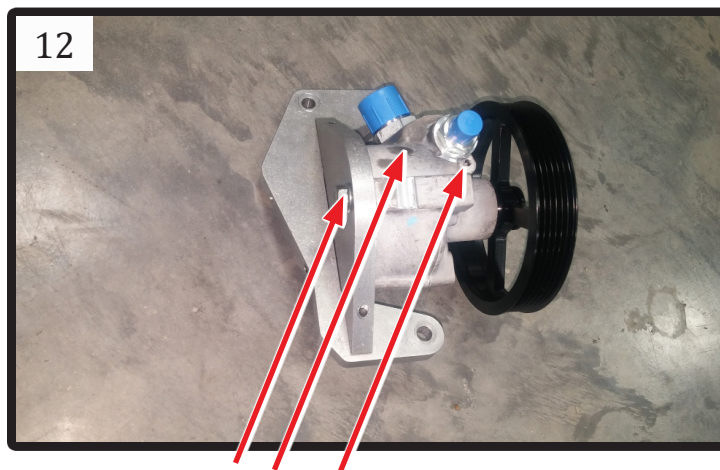


Idler Pulley Bracket

Bracket, Pump & Belt—Install

12. Install the PSC pump to the PSC bracket using the supplied (2) 8 mm x 30 mm flange bolts (Part #MB11K).

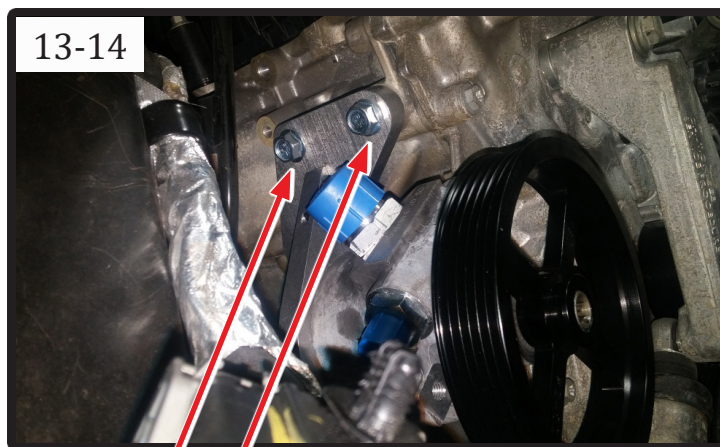
Torque: 25 ft-lb



13. Install the pump/bracket assembly on the passenger side of the engine where the idler-pulley/bracket assembly was removed in Step 11.

Secure it using the supplied (3) 8 mm x 30 mm flange bolts.

Torque: 25 ft-lb



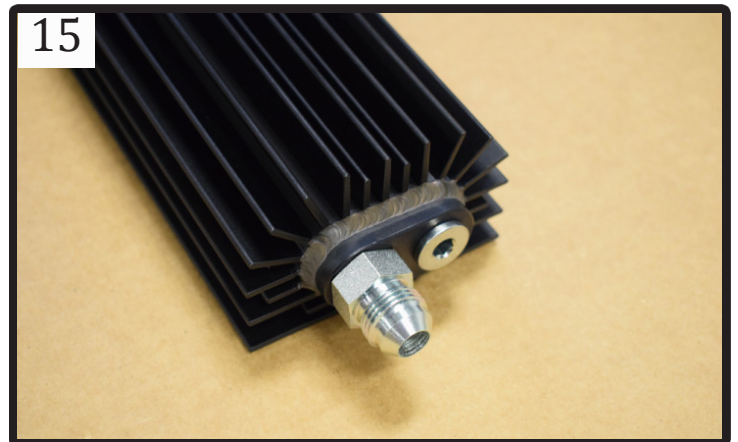
Alternator/Bracket Bolts

14. Install the new 4060900 belt. Reinstall the alternator/bracket (place the belt over the alternator pulley first). Release the tensioner and make sure the belt is seated in all pulleys.

Cooler & Hose Routing

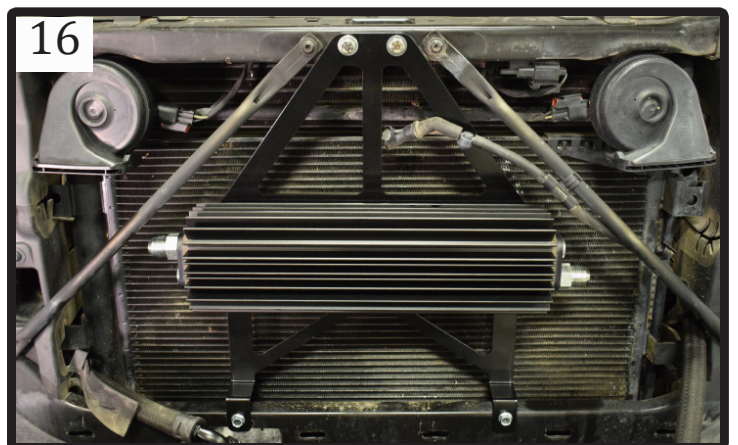
15. Thread the cooler fittings with thread sealant. The cooler mount uses the **stock high-pressure hose mounting locations** under the radiator.

Torque: 20 ft-lb



16. Mount the cooler, then route:

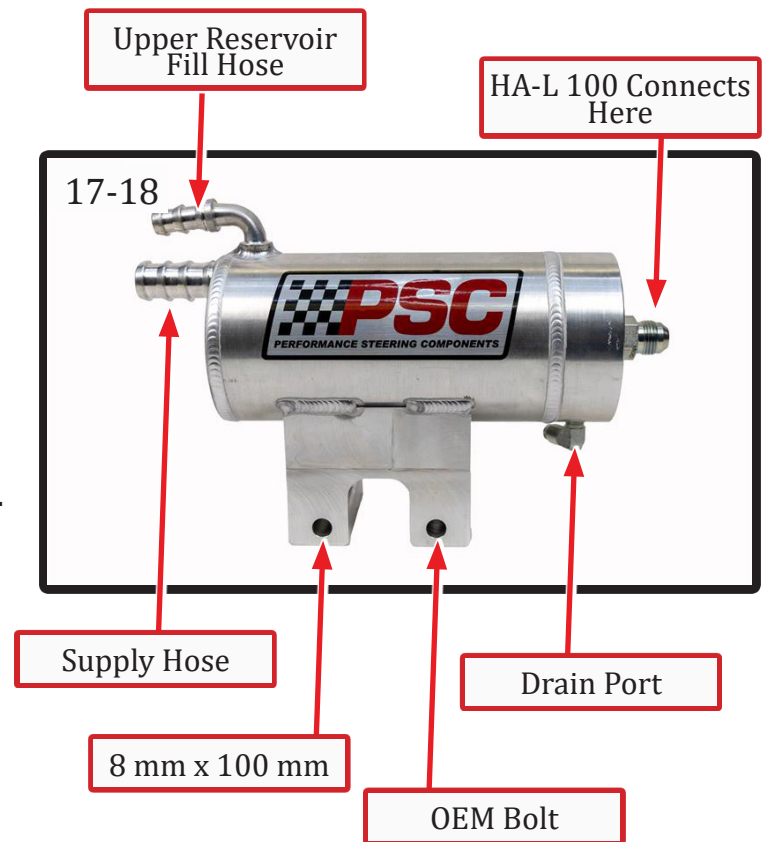
- **Steering Gear → Cooler inlet** using HA-L101
- **Cooler outlet → Reservoir return** using HA-H100



Cooler & Hose Routing cont

17. Pre-assemble the reservoir:

- Install **H6802-8-8 45° fitting** into the reservoir port **toward the radiator**, clocked about 10° up (use sealant).
- Install **FRA499104BL drain fitting** in the bottom drain port (sealant).
- Slide **HA-L102 (-12 AN)** supply hose onto the reservoir outlet with a **#12 worm-gear clamp** (leave loose for now).



Cooler & Hose Routing cont

18. Mount the reservoir:

- Set the reservoir over the bracket, start the **HA-L102** hose fitting onto the pump intake, then lower the reservoir into place.
 - **Front hole:** reuse the OE 8 mm bolt. **Torque: 20 ft-lb**
 - **Rear hole:** use the 8 mm x 100 mm bolt with a flat washer. **Torque: 18 ft-lb**
 - Tighten the **-12 clamp** at the reservoir and the **supply fitting** at the pump.
- Install the **HA-L104** drain hose and tie it down neatly.
- Connect the **cooler-to-reservoir hose (HA-H100)** to the reservoir.

See Page 11, Step 17 for Image

19. Route the HK2094 high-pressure hose below the radiator, across the front of the crossmember, and up under the radiator toward the pump and steering gear, as shown.

Loosely install the (2) HCL1213 rubber-coated hose clamps around the hose and into the OE mounting points using the OE bolts.

Do not tighten the clamps until both hose ends are connected and fully tightened.



Hose Map Reference

- **Pump → Steering Gear (High-Pressure):** HK2094 via SF01-HF at the gear
- **Steering Gear Return → Cooler Inlet:** HA-L101 via SF11 at the gear
- **Cooler Outlet → Reservoir Return:** HA-H100
- **Reservoir Supply → Pump Intake:** HA-L102 (-12 AN)
- **Remote Fill → Reservoir:** HA-L103
- **Reservoir Drain:** HA-L104
- **Vent/Relief:** SR-VT (mount Anti-Splash Vent per reservoir cap kit).

SR-VT Anti-Splash Reservoir Vent Mounting Location:





Bleeding Procedure

With the kit installed, the last step is adding PSC 715 or PSC TRU BLUE® power steering fluid and bleeding the system of all air. Getting all the air out of the system takes some patience, but it matters. Air in the system will aerate the fluid, cause the pump to whine, and can damage components if it's not fully cleared out. Take your time and do it right.

Step 1: Get the Front End Off the Ground

With the engine off, jack up the front of the vehicle and support it securely with jack stands under the front axle.

This takes the load off the steering and makes it much easier to cycle the system.

Step 2: Fill the Reservoir

Add PSC fluid to the reservoir:

- PSC reservoir: Fill until the filter is fully submerged and fluid sits about 1"–1.5" from the top
- OEM reservoir: Keep fluid between MIN and MAX

Do not overfill. You'll be adding more as the system fills.

Step 3: Cycle Steering (Engine Off)

Slowly turn the steering wheel all the way right, then all the way left.

- Do this several times to start pulling fluid into the system
- Check fluid level after every few cycles
- Add fluid as needed to maintain proper level

You're looking for the level to start stabilizing—not dropping dramatically every time.

Step 4: Initial Engine Start (Short Bursts)

Install the reservoir cap.

Start the engine for 2–5 seconds only, then shut it off.

- The fluid level will drop quickly
- You may see bubbles or foam—this is normal at this stage

Wait a few minutes to let the air rise out of the fluid, then top off the reservoir.

Repeat this process 2–3 times, allowing the system to settle between each startup.



Bleeding Procedure Cont

Step 5: Full Bleed Cycle

- Start the engine and now begin cycling the steering:
- Turn fully right, then fully left
- Do this 10–15 times
- Shut the engine off and let the vehicle sit for 5–10 minutes
- Check fluid and top off as needed
- Repeat this cycle 3–4 times.

Step 6: Check Your Progress

At this point:

- Fluid level should only move about ~1 inch when cycling the wheel
- Fluid should appear clear with no visible bubbles
- Pump should run quiet—no whining

If the pump is whining, the fluid is still aerated. Let it sit and continue the bleed process.

Step 7: Final Bleed Under Load

Remove the jack stands and lower the vehicle.

Drive the vehicle to bring the system up to operating temperature.

- This helps remove any remaining air
- Recheck fluid level afterward and top off if needed

Scan to Order PSC715, Tru Blue® or PSC729 flushing fluid



PSC 715



PSC Tru Blue



PSC 729



CONTACT US

Questions about an install or need help finding the right part?

Phone: (817) 270-0102

Mon-Fri | 9 AM-5 PM CT

Email: support@pscmotorsports.com

Web: www.pscsteering.com