PERFORMANCE STEERING COMPONENTS

Complete Power Steering Pump Kit

Jeep Gladiator JT 3.6L (2020+)

Part #: PK36JP3



Installation Guide

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What This Kit Does

This kit swaps your factory JL/JT electric power steering setup for a belt-driven pump. Why? Because real steering needs real power — and PSC delivers.

Before You Start

Park on a flat surface, set the brake, and disconnect the battery.

If you're also installing a **Big Bore XD steering gear**, grab a helper. That gear weighs about 50 lbs and is awkward to thread in alone.

Protect paint when you lean the hood back.

If you're not comfortable with the job, no shame in letting a pro handle it.

What's in the Kit

Major Components:

- SP33362S-3558 – Power Steering Pump, LHD CBR, 16MM Pressure, -12AN Feed
- SR300MK – Power Steering Fluid Reservoir Kit – Jeep JL/JT 3.6L (Non-eTorque)
- CK220 – Jeep JL/JT 3.6L Power Steering Cooler Kit
- MB12K – Power Steering Pump Mount Kit – Jeep Gladiator 3.6L Pentastar

Drive System:

- BT60905 – 6-Rib Serpentine Drive Belt – 90.5"

Hose System:

- HMK-PK1880 – Master Hose Kit:
    - H-THS-1.8ML-VT — Vibra-Tite 440 Anaerobic Pneumatic / Hydraulic Thread Sealant (1.8 mL Tube)
    - HA-L104 — Drain Hose Assembly – Remote Reservoir
    - HK2094 – High-Pressure Hose Assembly – JL/JT 3.6L (PSC Pump Kits Only)
    - HA-L103 — Hose Assembly – Remote Fill to Reservoir
    - HA-L102 — Hose Assembly – Remote Reservoir to Pump

Fluids:

- FL-SWE715-4PAK – PSC 715 Power Steering Fluid – 4 Quart Pack

Tools You'll Need

- Standard hand tools
- 8 mm, 10 mm sockets
- Torque wrench (up to 225 ft-lb)
- 46 mm socket (for Big Bore gear)
- Drill and cut-off tool (for isolator trim)
- Hose clamp pliers and zip ties
- To finish the conversion, you'll need to delete the electric steering mode in the ECU. We use and sell the **Tazer JL Programmer**. You can grab it from PSC or most Jeep aftermarket dealers.

1. Get Access

Some bumper/winch setups sit tight to the grille. If yours does, removing it now will make the install a lot easier.



2. Hood

Lean the hood back against the windshield.

Tip: Put something soft between them so you don't scratch the paint or glass.



3. Air System

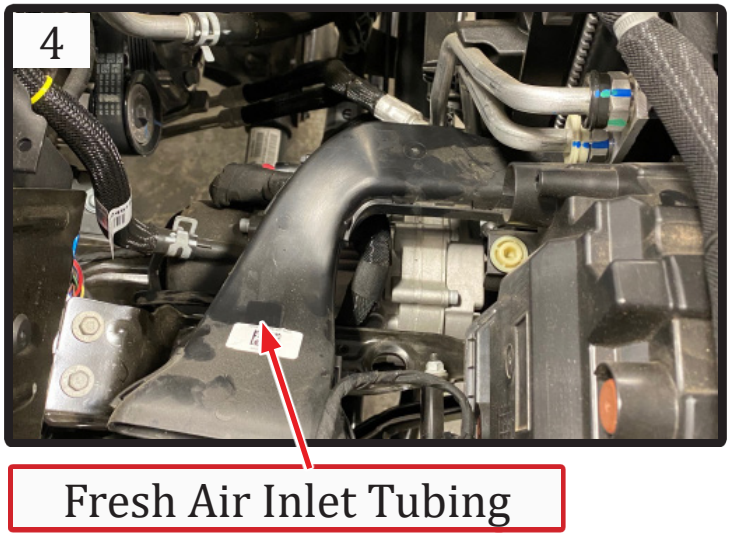
Disconnect the battery.

Remove the air filter assembly and intake tubing.



4. Fresh Air Inlet

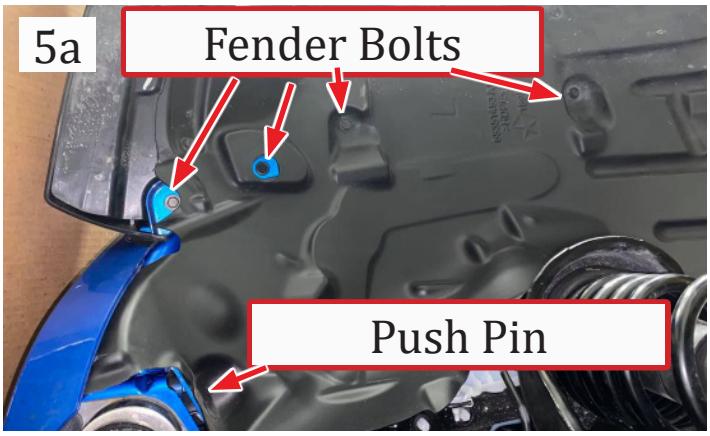
Remove the fresh air inlet tubing.



5a. Fenders & Inner Wells

Remove both fenders with inner wells as one piece: (4) bolts and (1) push pin. Start at the rear and pull up/out.

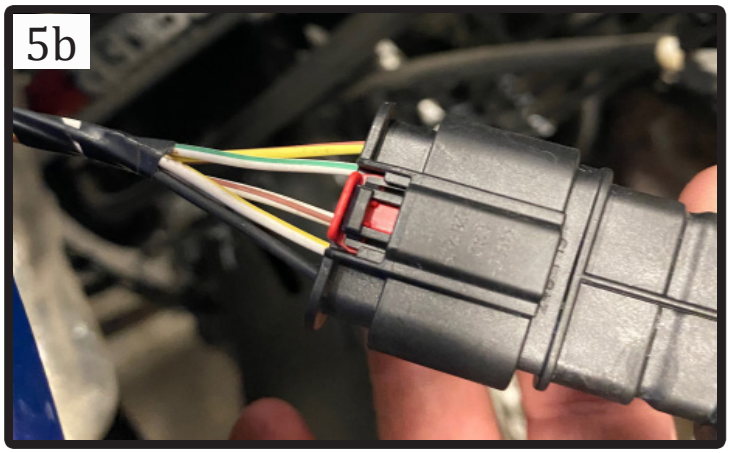
Tip: Mopar clips can break — replacements are easy to find (Part# 6852-6185-AA-008).



5b. Wiring at Fender

Before the fender comes off, disconnect the light connector.

Slide the red lock tab, press the black tab, and pull apart.



6. Grille

Pop the (6) push rivets along the top.

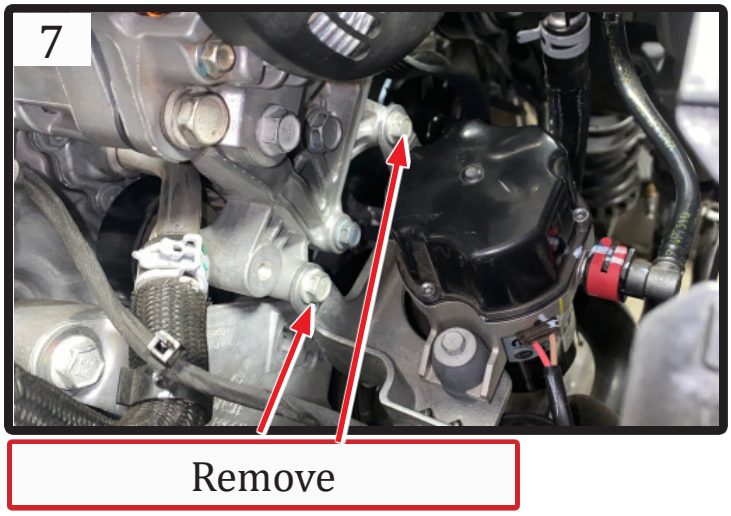
Pull the bottom edge to release snap connectors.



7. Vacuum Pump

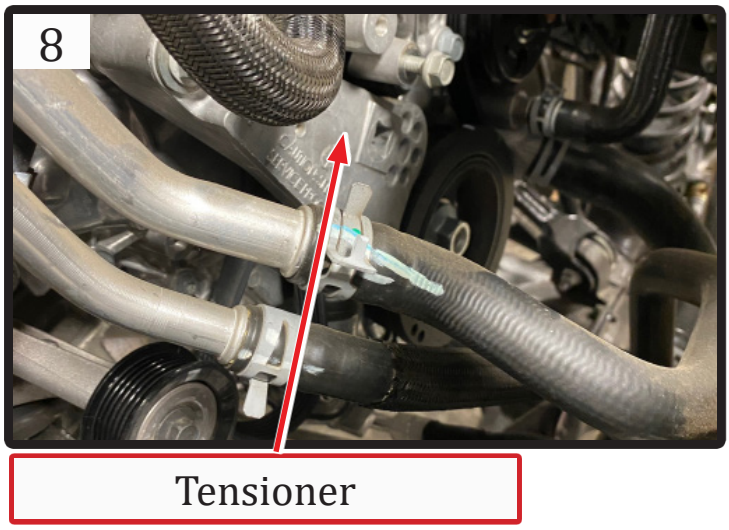
Remove (2) 8 mm bolts at the bottom of the alternator bracket.

Disconnect the line clamps and move the pump out of the way.

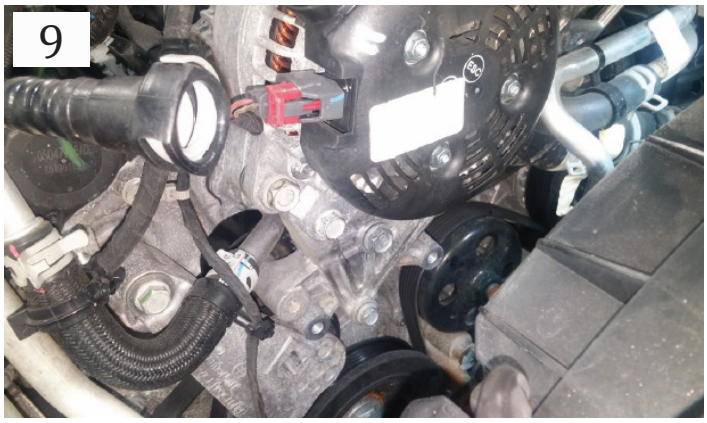


8. Belt Tensioner

Release the tensioner and remove the belt from the idler pulley. The OE belt comes off completely in the next step.



9. Install PSC Pump & Belt



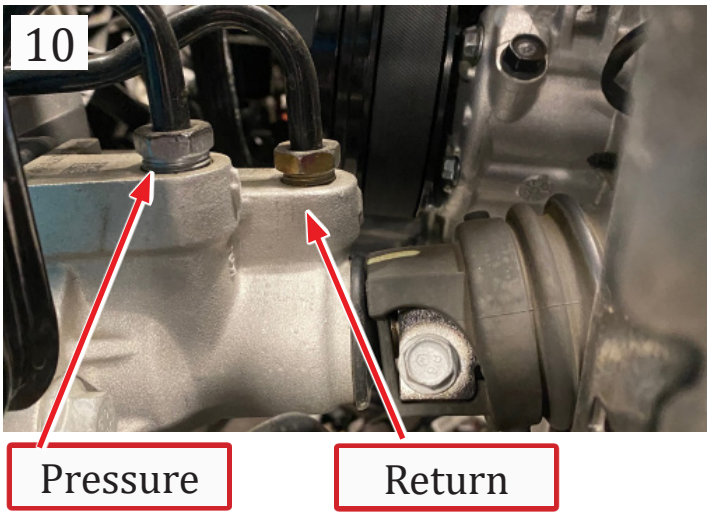
Disconnect the alternator and bracket by removing the (3) 10 mm bolts and (1) 8 mm bolt.

Lay the alternator and bracket back out of the way, and secure it with a bungee cord or strap if needed.

Remove the OE belt and discard it.

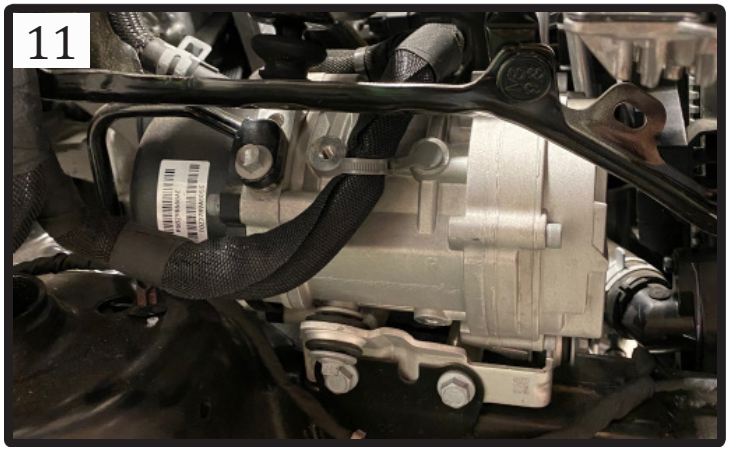
Tip: Sketch the OE belt route for reference.

10. Steering Gear Lines



Disconnect pressure and return lines from the steering gear.

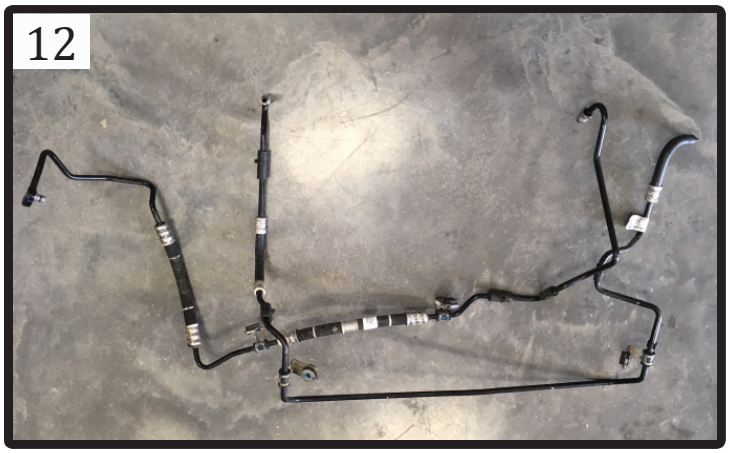
11. OE Pump



Disconnect wiring harnesses plus pressure/return lines from the OE pump. Remove the (2) mount bolts (save one for reuse) and remove the OE power steering pump.

12. Lines Between Pump & Steering Gear

Disconnect the clamp bolts and remove the OE pressure/return lines that are between the power steering pump and steering gear.



13. OE Reservoir

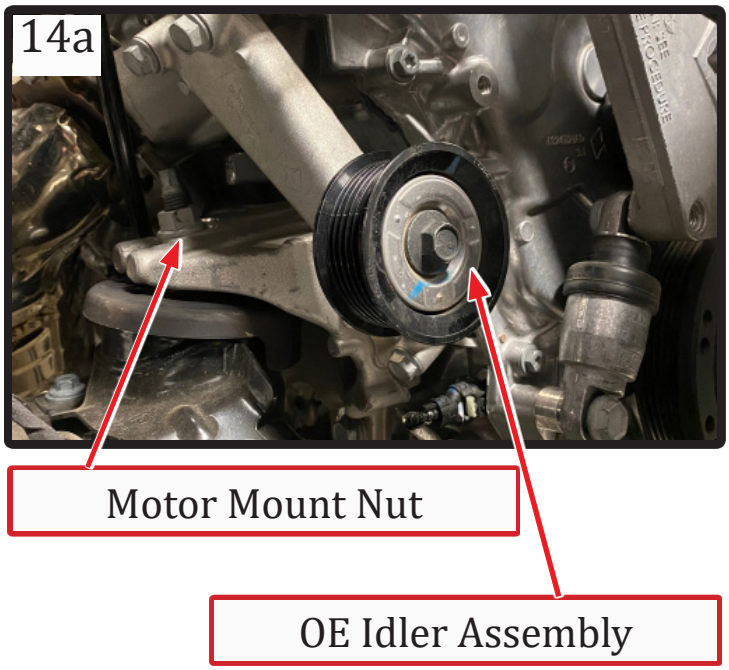
Remove the OE power steering fluid fill reservoir.



14. Motor Mounts & Idler

Loosen the top motor mount nut on the driver side until it's almost off.

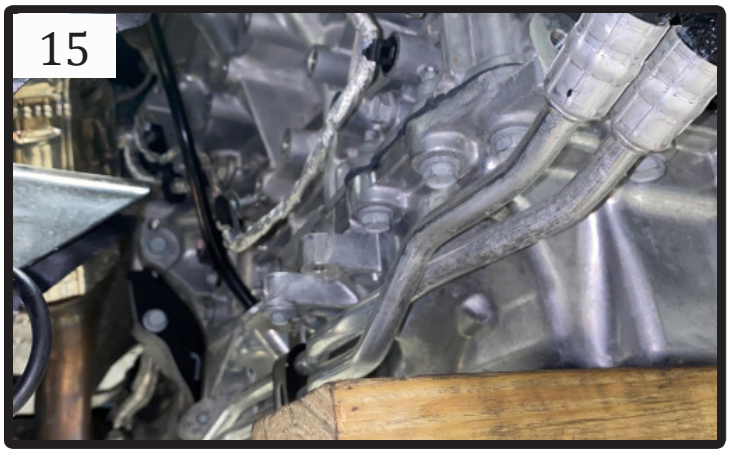
Remove the same nut on the passenger side. Remove the OE idler pulley assembly.



15. Support the Engine

Support the engine with a wooden block under the oil pan and lift ½–1”

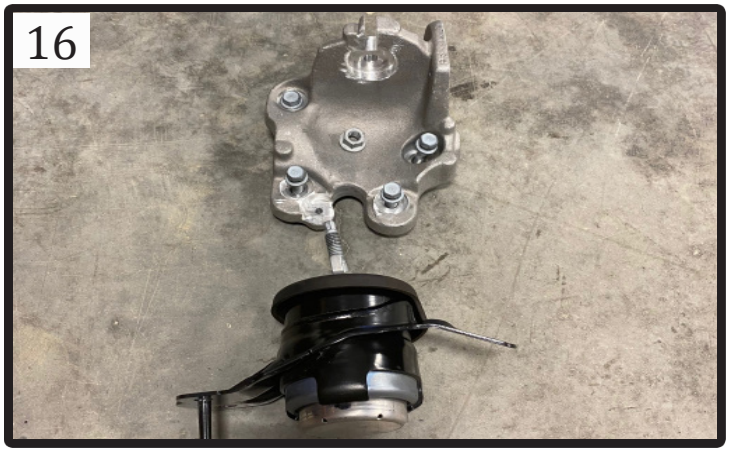
Important: Do not lift more than ~1”. Watch firewall clearance.



16. OE Aluminum Mount

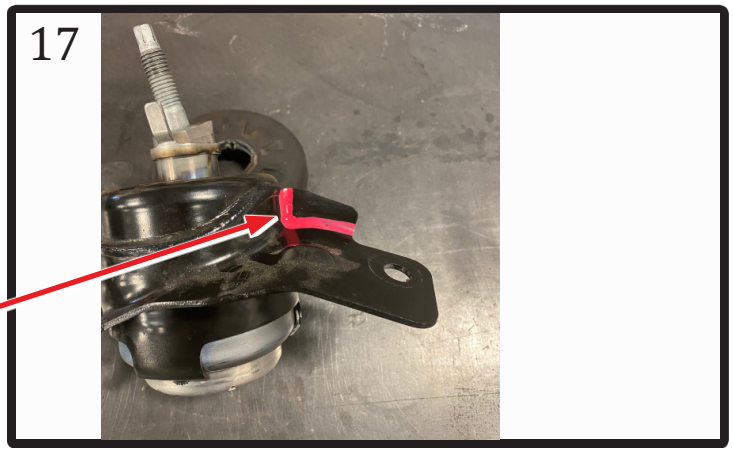
Remove the (4) bolts holding the OE aluminum mount to the engine block.

Remove the mount.



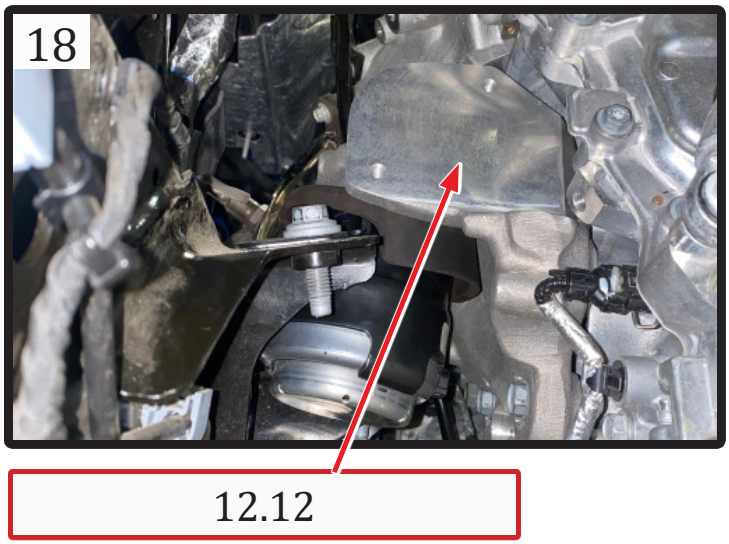
17. Isolator Trim

Trim the corner of the frame-mounted engine isolator as shown. A cut-off tool works fine.



18. PSC Bracket (12.12)

Install the PSC 12.12 mount in reverse order. Lower the engine and tighten isolator mount bolts.



19. Pump & Belt

Install the PSC pump using the (2) 5/16-18×3” bolts with flat washers.

Route the BT60900 belt.

Reinstall the alternator/bracket (belt over alternator pulley first).

Release the tensioner and seat the belt on all pulleys. Reinstall the vacuum pump.

Note: Belt routing is the same as OE. PSC pump takes the idler pulley’s spot.

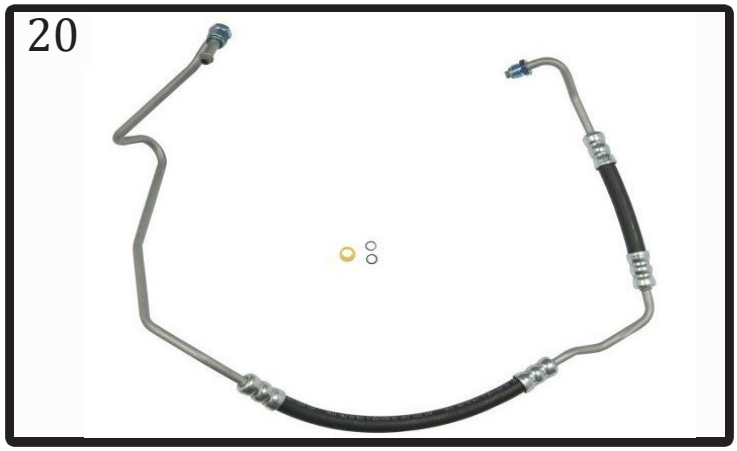


20. High-Pressure Hose (HK2094)

Route HK2094 below the radiator, in front of the crossmember, and up to the pump and gearbox.

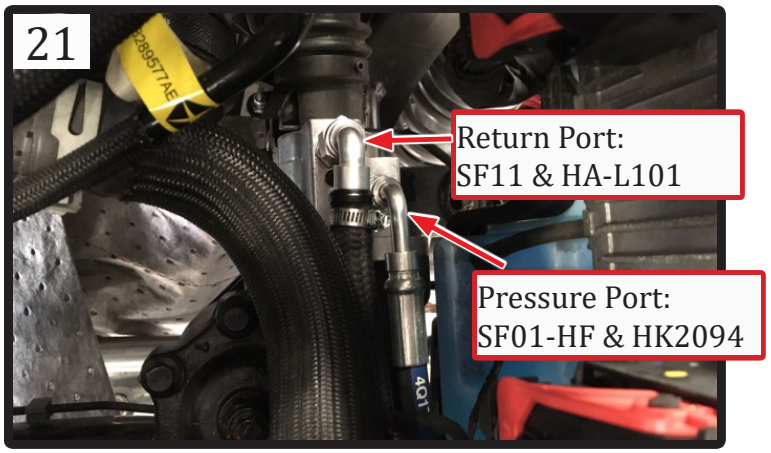
Loosely install the (2) HCL-12-13 clamps.

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



21. Steering Gear Fittings

Install SF01-HF fitting in the pressure port and connect HK2094.



22. Pump Connection (leave loose)

Connect the other end of the HK2094 hose to the pump. Don't tighten yet.

23. Reservoir Supply Hose

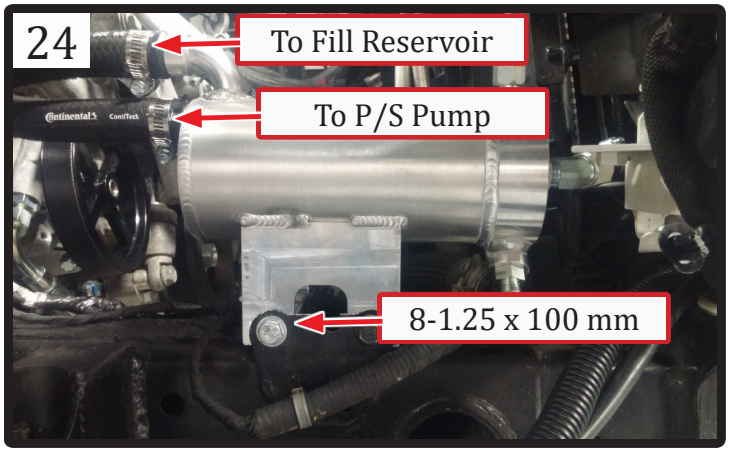
Pre-assemble HA-L102 to the frame-mounted reservoir. Don't clamp yet.

24. Mount Reservoir & Tie to Pump

Start the supply hose fitting on the pump first.

Mount the reservoir using (1) OE bolt in front and (1) 8-1.25×100 mm bolt with flat washer in the rear.

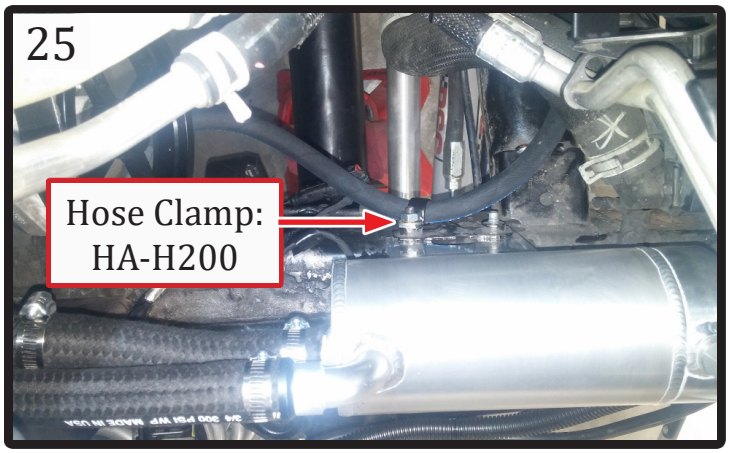
Tighten fittings at power steering pump, compress clamp, and slide onto hose at reservoir connection.



25. Secure Hose Clamp

Fasten HA-H200 hose clamp to the rear reservoir mount bolt with lock nut and washer.

Tighten the hose fitting at the pump.



26. Remote Fill Hose (HA-L103)

Connect HA-L103 to the fill reservoir. Clock the fitting as shown and tighten.

Route hose toward the firewall, loop forward, and connect to the main reservoir.



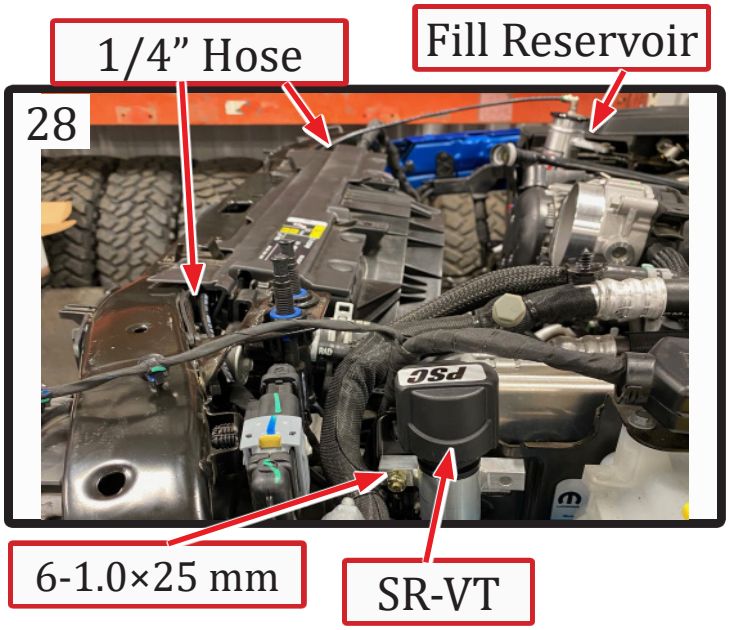
27. Mount the Fill Reservoir

Install fill reservoir under the bracket tab using (1) ¼-20×1” bolt, flat washer, and lock nut.

28. Anti-Splash Valve (SR-VT)

Mount SR-VT on the driver-side bracket.

- If your bracket has a welded nut, use (1) 6-1.0×25 mm flange bolt.
- If not, use a 6 mm bolt with lock nut.

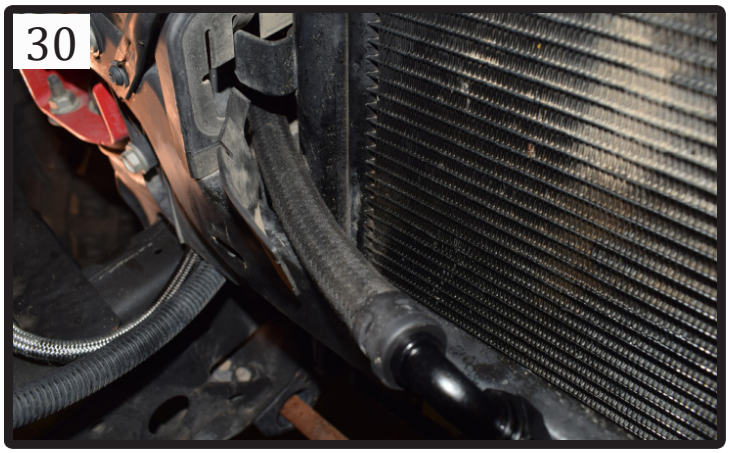


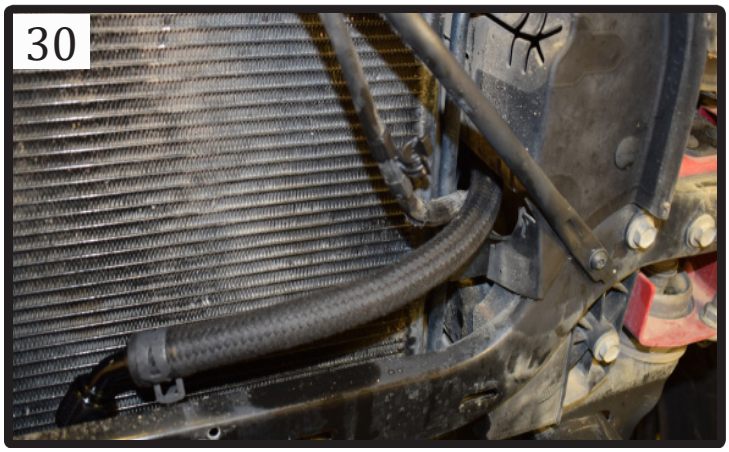
29. SR-VT Line

Push ¼" tubing into SR-VT's push-lock fitting.

Route along the top of the radiator under the plastic guard and connect to the fill reservoir.

Refer to step 28 picture for routing.



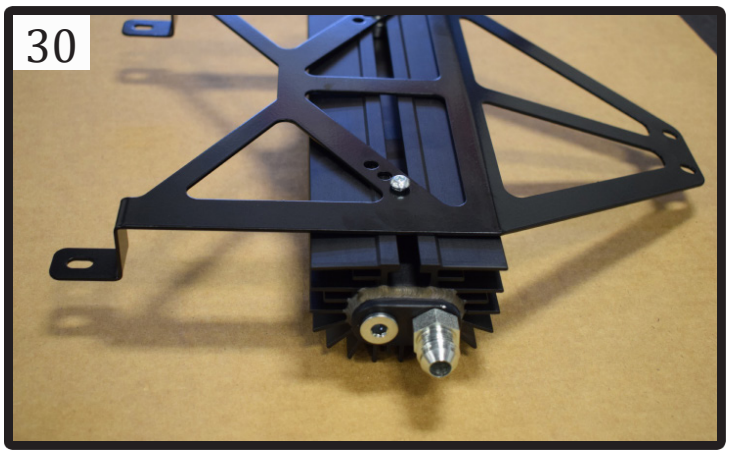


30. Cooler Hoses

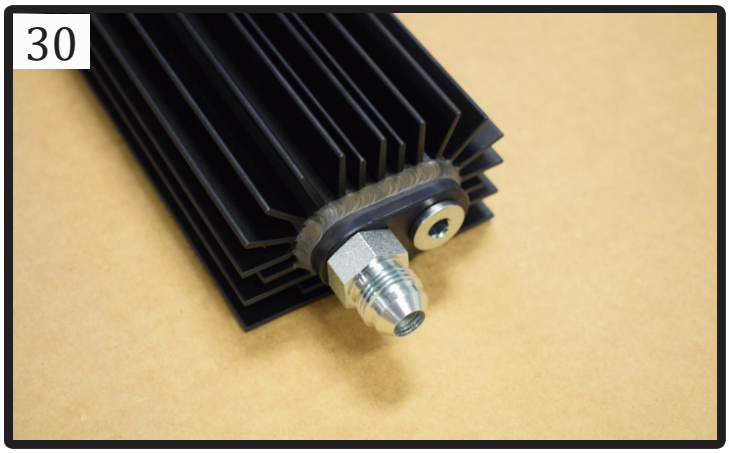
Install cooler fittings from the CMK212S-8TN bag with thread sealant.

Mount the cooler to the cooler bracket using the t-slot nuts and bolts in the CMK212S-8TN bag.

Mount the cooler using the provided bolts/self tapping screws found in the HWK-CK220 bag c



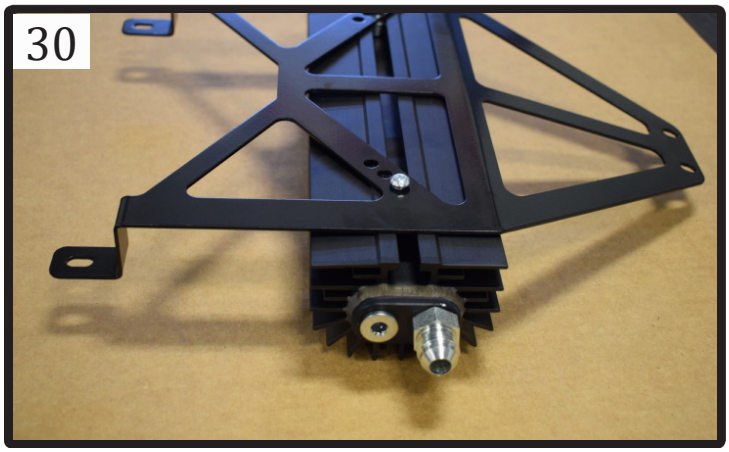
29. Vent Line



Push ¼" tubing into SR-VT's push-lock fitting.

Route along the top of the radiator under the plastic guard and connect to the fill reservoir.

30. Cooler & Final Hoses



Install cooler fittings from the CMK212S-8TN bag with thread sealant.

Mount the cooler to the cooler bracket using the t-slot nuts and bolts in the CMK212S-8TN bag.

Mount the cooler using the provided bolts/self tapping screws found in the HWK-CK220 bag

- Steering Gear → Cooler HA-L151
- Cooler → Reservoir HA-L152

Note: Go through the entire system and make sure thread sealant was used everywhere it's required, and confirm all fittings are fully tightened. Your final step is to follow the fill and bleed procedures to get all the air out of the steering system for best performance.

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. This part takes patience and diligence to do it properly—but it's critical to purge all the air out of the system to prevent damage to the pump.

Step1: With the engine off, jack up the front of the vehicle and put jack stands under the front axle. This makes the bleeding process easier.

Step 2: Add PSC fluid to the reservoir until it's about 1" to 1-1/2" from the top or with an OEM reservoir keep the level between min and max. **NOTE:** With a PSC reservoir make sure the filter submerged in fluid at all times.

Step 3: Turn the steering wheel lock-to-lock (all the way right and all the way left) to pull more fluid through the system. Keep adding fluid a little at a time, checking the level after each round — whether that's with a dipstick, sight glass, or fill plug — until it's consistently sitting where it should be. You're looking for steady, not bouncing around.

Step 4: Put the cap on the reservoir and start the engine for about 30 seconds—but **do not turn the steering wheel yet.**

NOTE: The fluid level in the reservoir will drop and get aerated. Letting a few minutes pass between startups will allow air bubbles to work their way out of the system. Refill the reservoir and repeat this process a couple of times.

Step 5: Start the engine and turn the steering wheel completely right and then left 10-15 times. Shut the engine off and let the vehicle sit for 10 minutes. Check and add fluid as necessary. Repeat this process 3-4 times.

At this point the fluid level should move about one inch up or down when cycling the steering, and no bubbles should be visible in the reservoir

Bleeding Procedure Cont

Step 6: Lower the vehicle to the ground and repeat the process above one more time. Check the fluid level again.

Step 7: Take the vehicle for a test drive. Listen for pump noise-that's a sign of fluid aeration. If you hear it, shut the vehicle off to let the bubbles dissipate.

If noise keeps coming back, double check the low-pressure lines and make sure all fittings are tight. Top off the fluid and drive the vehicle again. Let the system cool down once you believe it's properly bled.

Step 8: Remove the reservoir cap and have someone start the vehicle while you watch the fluid level.

If the level drops on startup, there's still air in the system.

If it stays steady, you'll be good.

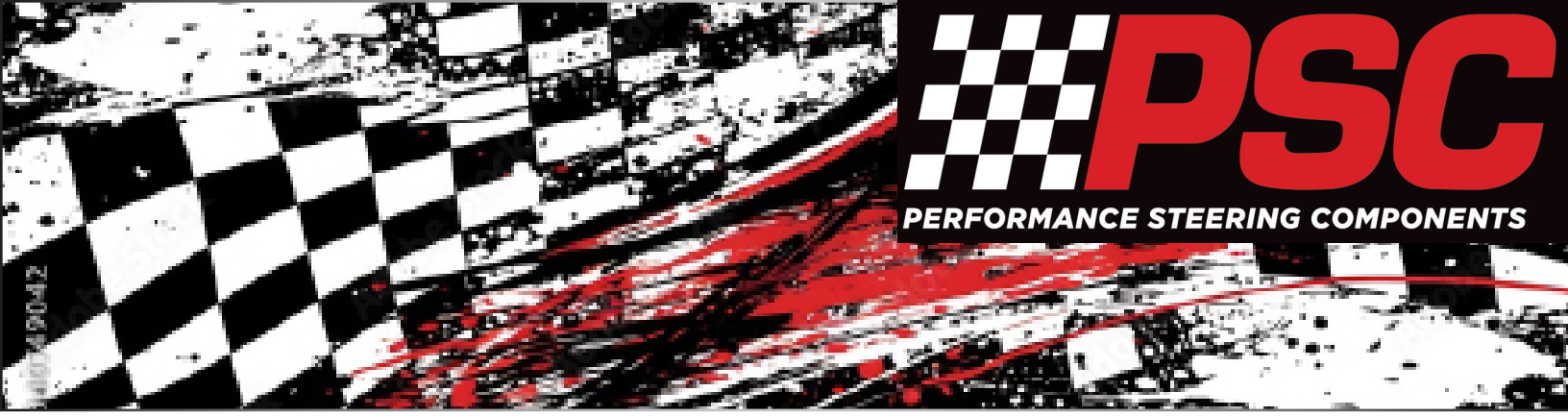
NOTE: Getting all the air out of the system can take some time. If the pump is whining, you are aerating the fluid which is not good for the pump. If you're running your vehicle for an extended time and your pump has not stopped whining, it needs to be addressed as soon as possible. Sometimes this can be as simple as letting the vehicle sit to get the last of the air out. Always make sure the fluid level is good and there are no leaks.

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?

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