





# **SK752R73FDP Adventure Kit**

## **GENERAL INSTALLATION INFORMATION**

This PSC steering kit can be installed in a home garage, but if you have doubts, let a professional installer do the job. We highly recommend a second person to help with the installation—the gear weighs about 50lbs and it is difficult to locate and thread in the mount bolts by yourself.

You will need a 1-5/16" socket and a torque wrench that will allow you to torque the pitman arm nut to 450 foot-pounds. If you do not have a way to secure the gear to a table/workbench to be able to torque the pitman arm nut to that specification OR a torque wrench that goes that high, we suggest you plan to take it to an auto shop or auto store that can perform this task for you. In addition, you will need to have a cutting wheel tool (i.e. a Dremmel) to modify the OE pump/alternator bracket to fit the new PSC pump. Other than that, regular hand tools are all that's needed.

**\*\*TO NOTE\*\*** this is just a guide for the installation. Each vehicle is slightly different from the next, so no two installations will be exactly the same.

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# SK752R73FDP Parts List

## SG752R—PSC Steering Gear and Hardware

## HE80241—High-Pressure Hose Line Kit from Hydroboost to the Steering Gear

### Pump Assembly

- (1) Pump, pulley, adapter bracket assembly
- (1) M10-1.5x30mm Socket head bolt for stock bracket-to-pump assembly (pre-threaded in assembly)
- (1) M10-1.5 Lock nut washer for the socket head bolt
- (2) M10-1.5x20mm Hex Head bolts for stock bracket-to-pump assembly (pre-threaded in assembly)
- (3) M10 Flat Washer to go with hex head and socket head bolts
- (1) Template 7.3—Modification template for the stock engine-to-pump/alternator bracket

### Reservoir Kit

- (1) Remote Reservoir and Reservoir-to-SRVT tubing,
- (1) Reservoir clamp mount
- (1) AN -12-12 Reservoir OUT fitting
- (1) AN -6-8 Reservoir AUX fitting
- (1) AN -8-8 Reservoir IN fitting

### Reservoir Frame Mount Assembly

- (1) Reservoir Frame mounting bracket
- (2) 5/16-18x1" Hex head bolts for reservoir clamp mount to 16.400P bracket
- (4) 5/16 SAE Flat Washers for the reservoir clamp mount to 16.400P bracket bolts
- (2) 5/16-18R Lock nuts for the reservoir clamp mount to 16.400P bracket bolts
- (1) M6-1.0x25mm Flange bolt for the 16.400P bracket to spare tire lowering tool bracket
- (1) M6-1.0 Lock nut for SRVT mount

### Master Hose Kit

- (1) HA-H201—High Pressure hose from Pump to Hydroboost with **SF01** fitting
- (1) HA-L120—Low Pressure hose from Cooler to Reservoir IN port
- (1) HA-L121—Low Pressure hose from Cooler to Steering Gear with **SF17** fitting
- (1) HA-L122—Low Pressure hose from Reservoir AUX port to Hydroboost with **AN -6-2** fitting
- (1) HA-L123—Low Pressure hose from Pump to Reservoir OUT port
- (1) LM113—Permabond Thread Locker

### Cooler Kit

- (1) Heatsink cooler
- (2) AN -8-6 fittings for cooler end ports
- (1) Frame-to-Cooler mounting bracket
- (4) M6-1.0x16mm Flange Bolts to mount the cooler to the bracket
- (2) M6-1.0x25mm Flange Bolts to mount the bracket to the frame

## SRVT—Remote Anti-Splash Valve

## SWE715—Power Steering Fluid, 1-Quart Four-pack

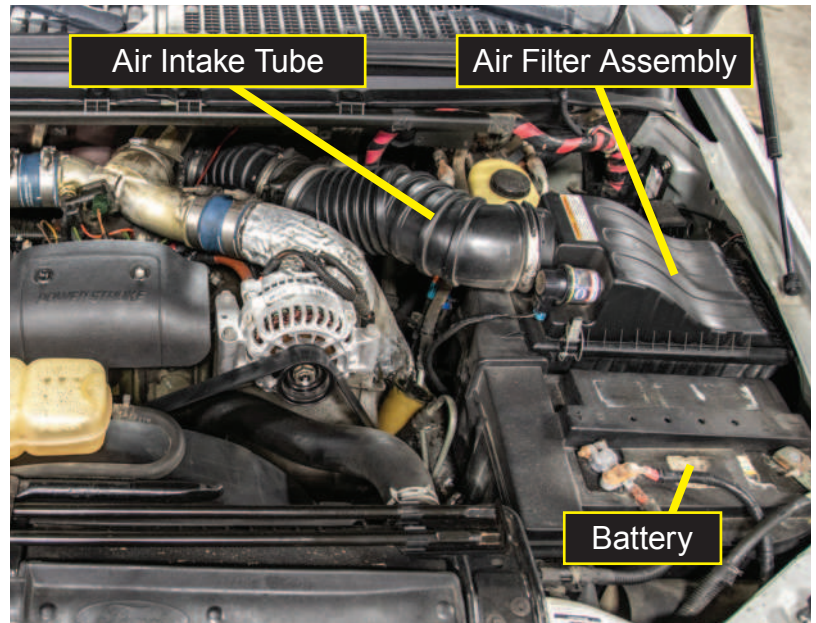
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# INSTALLATION GUIDE

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- 1) Lift hood and make sure that it will not fall down. Then disconnect the driver-side battery and remove the air filter assembly, including the air intake tube.



- 2) Proceed by removing the driver-side battery completely to expose the bolts holding on the battery/air filter tray. Take out those bolts and completely remove the battery/air filter tray from the engine bay.

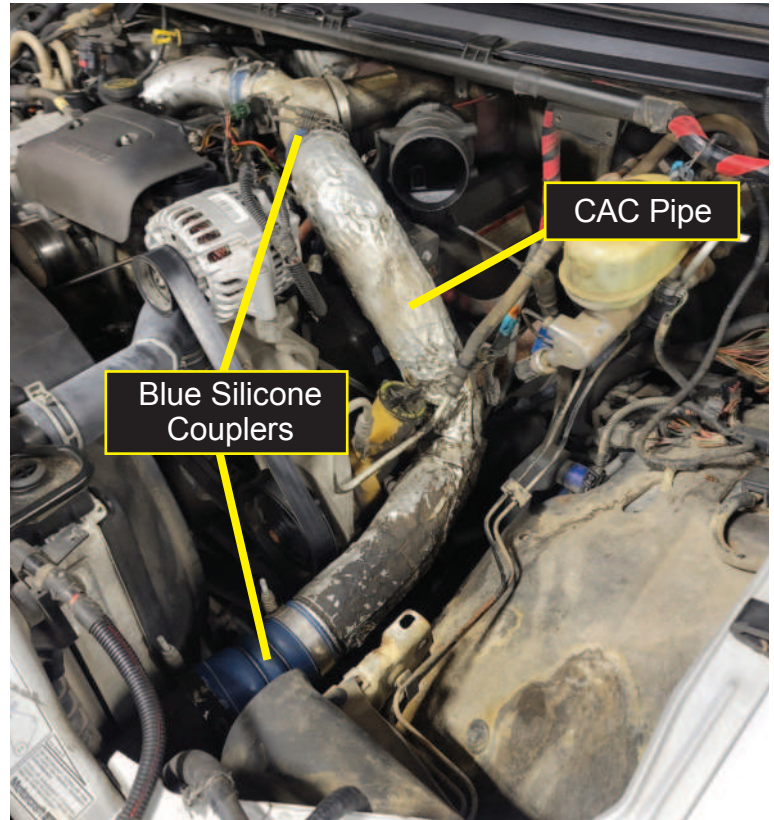




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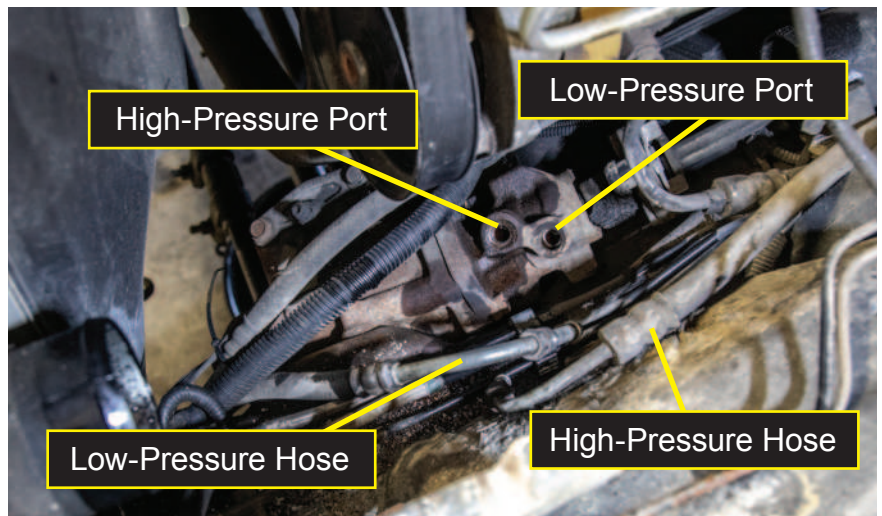
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- 3) With the air intake assembly and battery/air filter tray removed, you now have access to the Charge Air Cooler (CAC) pipe (the silver one). Remove this hose from the blue silicone couplers.



- 4) You can now see through the engine bay to the top of the steering gear. Remove both hoses from the steering gear. Then remove the high-pressure hose that runs from the Hydroboost to the gear completely. You will be replacing this line with HE80241.

**NOTE:** Have a drip pan underneath to catch any fluid dripping out.





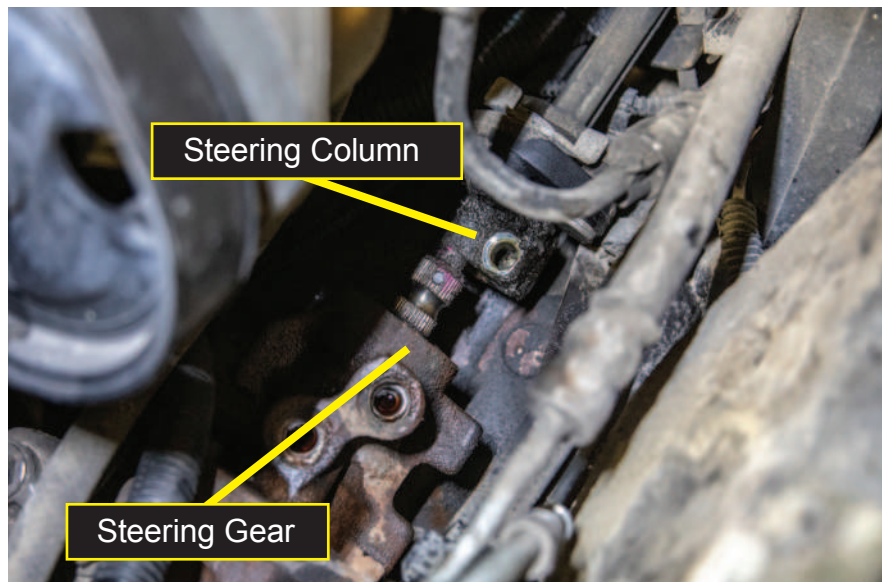
# INSTALLATION GUIDE

## SK752R73FDP

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- 6) Separate the steering column from the steering gear.

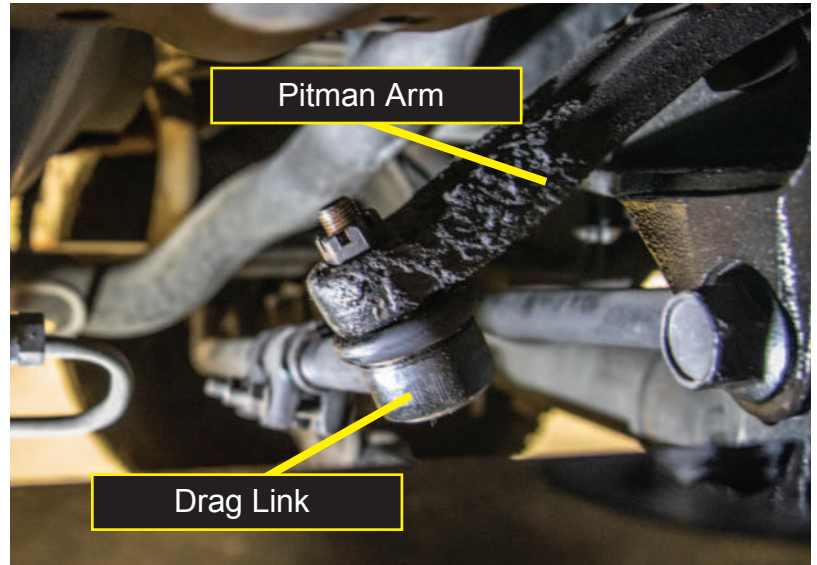




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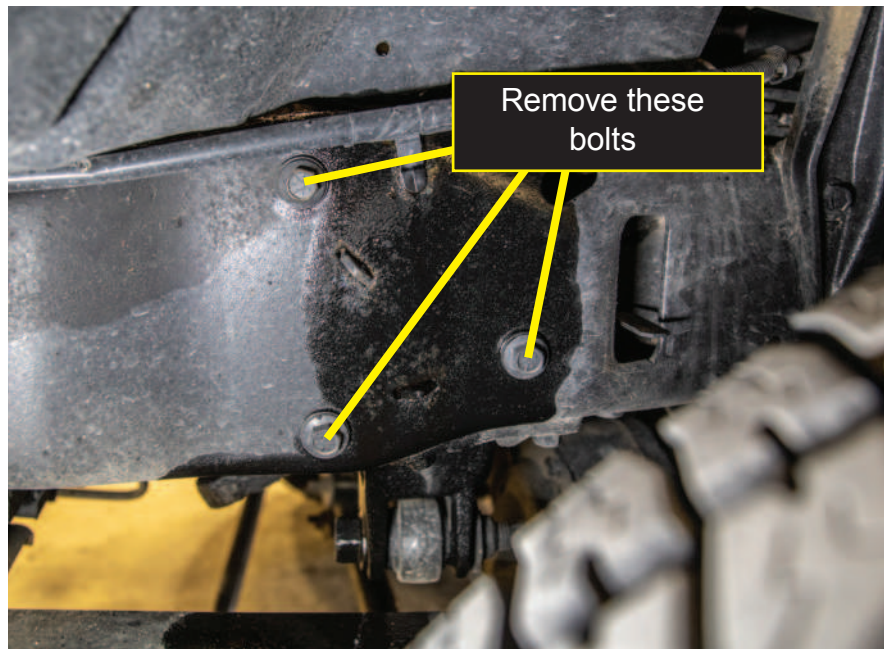
## SK752R73FDP

- 7) Separate and remove the drag link from the pitman arm.



- 8) Going through the driver-side wheel well, unbolt the three (3) bolts holding the steering gear to the frame. Keep these bolts as you will reuse them to mount the PSC gear. The original steering gear will drop out of the bottom of the vehicle.

**NOTE:** It really helps to have a friend help you with this step as the gear is very heavy.



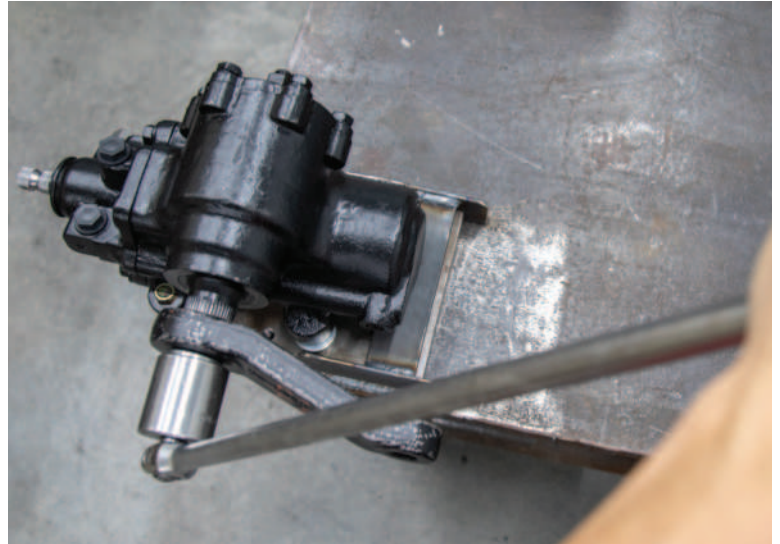


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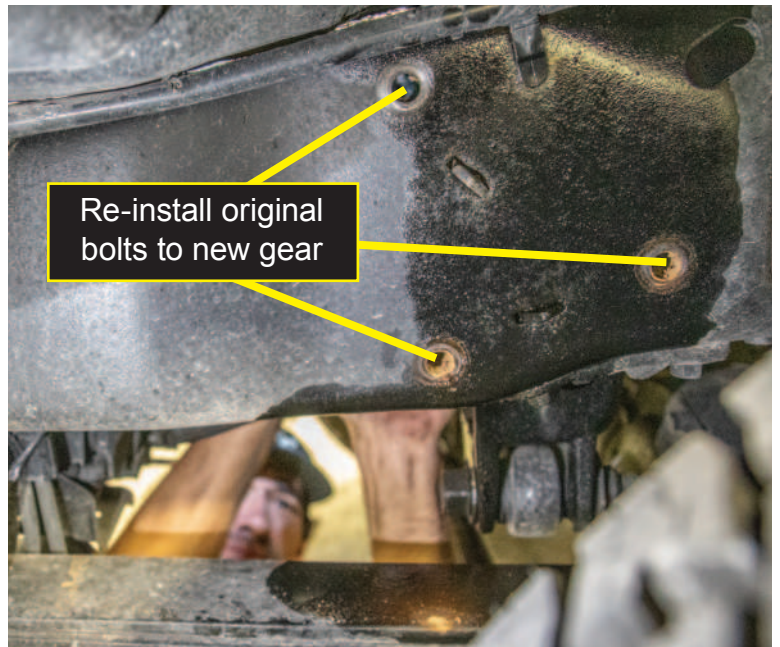
- 9) Remove the pitman arm from the original steering gear and fit it onto the new PSC gear and torque the pitman arm nut to 200 ft-lbs while outside of the vehicle.

**NOTE:** If you do not have a way to securely torque the pitman arm nut to 200 ft-lbs, you might have to take it to your local auto shop (O'Reilly's, Autozone, etc.) and have them torque it for you.



- 10) Having a friend hold the PSC gear in place, install the steering gear using the same 3 bolts you just removed.

**NOTE:** It really helps to have a friend help you with this step as the gear is very heavy and it is hard to hold it in place while bolting it to the frame.

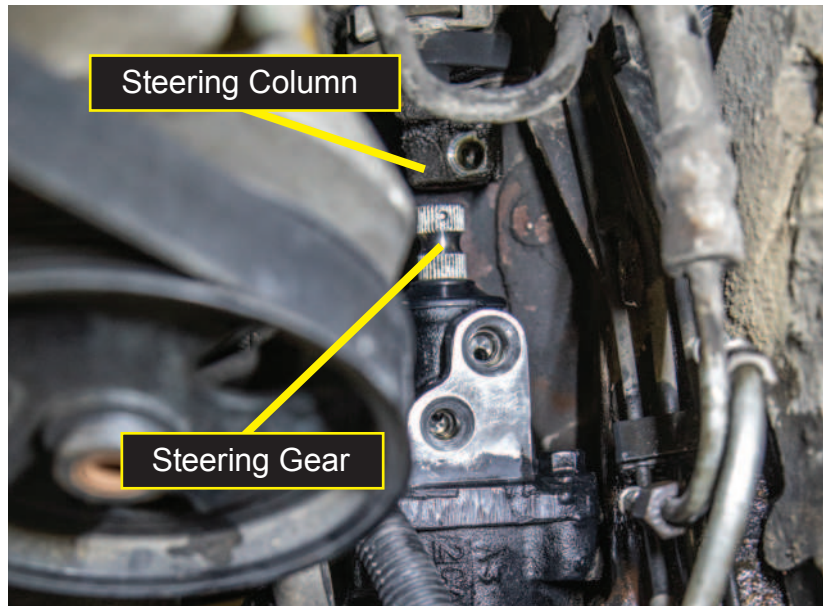




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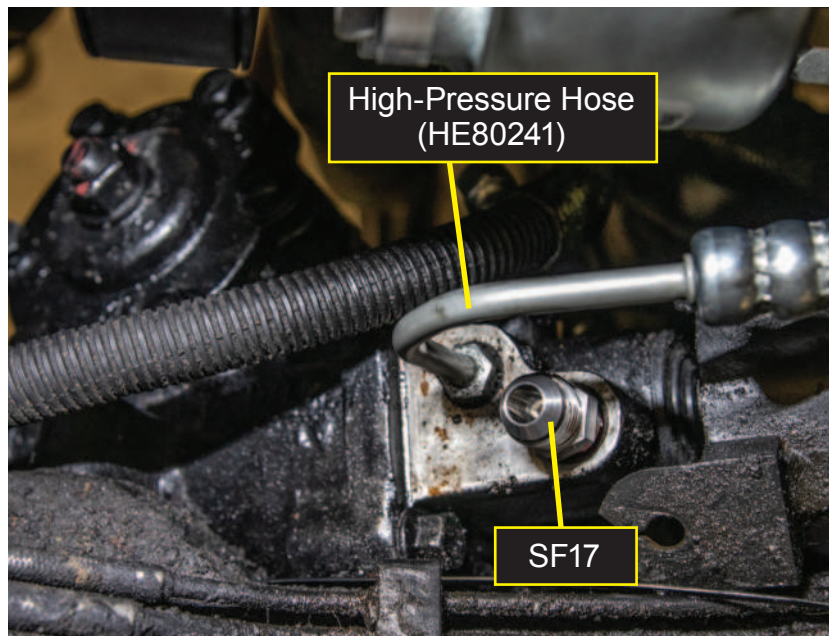
- 11) Re-install the steering column onto the steering gear.



- 12) First, install the SF17 adapter into the low-pressure port on the gear.

THEN, replace the high-pressure hose that runs from the gear to the Hydroboost with the new PSC-supplied hose (HE80241).

**NOTE:** Use the hydraulic thread sealant on all AN fittings and hose connections.

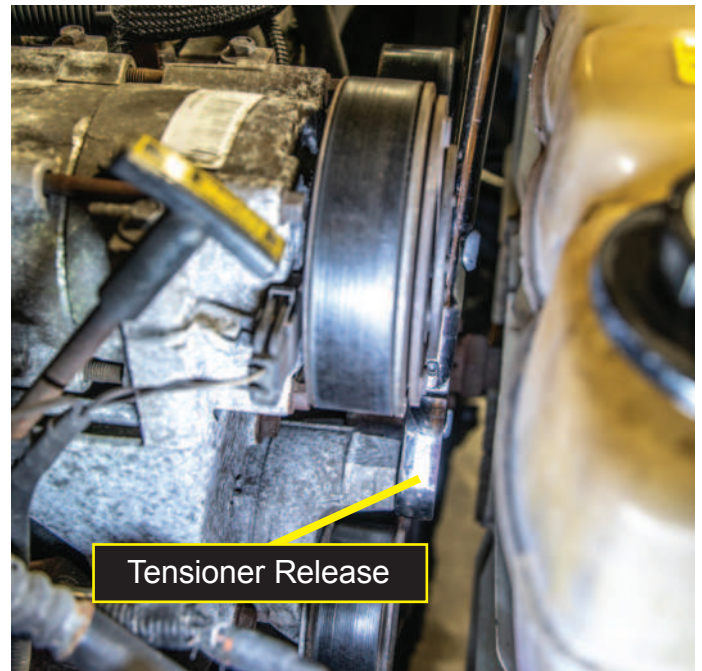




# INSTALLATION GUIDE

## SK752R73FDP

- 13) Remove the serpentine belt by releasing the tensioner, then remove the alternator. You will re-use the serpentine belt.



- 14) Proceed by removing the all hoses connected to the OE pump and reservoir. Then remove the alternator and OE pump/reservoir. Lastly, the bracket that the pump and alternator were mounted to will be removed by the four bolts attaching it to the engine block (see below).





# INSTALLATION GUIDE

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- 15) Using the cut-modification templates, cut out the shapes, place them on the metal (it specifies which side of the shape goes on the metal) and trace out where you will need to cut and modify this OE engine-to-pump/alternator (e-p/a) bracket.

**NOTE:** You must cut the full width of the template to fit the pump assembly into the stock bracket.



- 16) Using a cutting wheel and grinding tool, modify the OE e-p/a bracket per the provided templates.

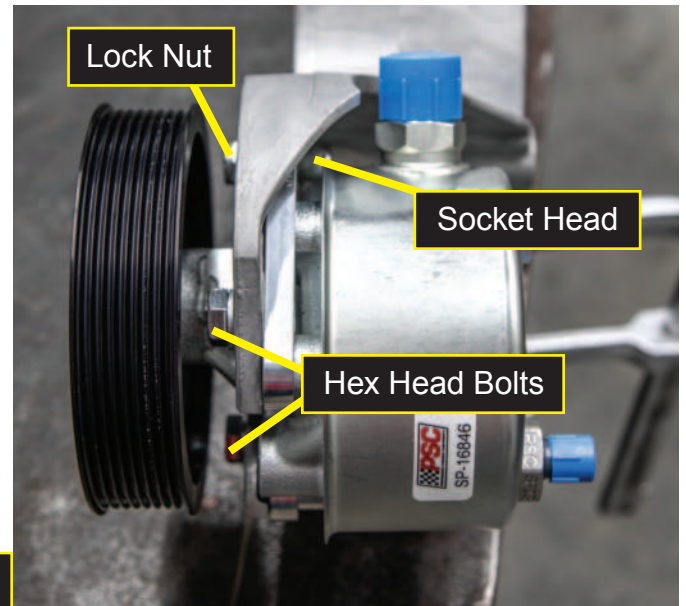
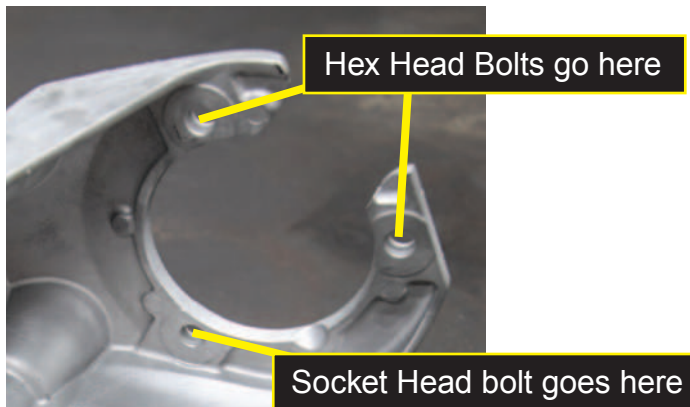




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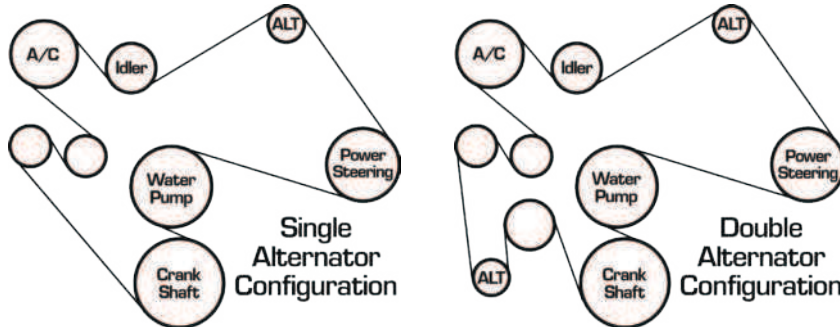
- 17) Slip the new PSC pump assembly through the newly cut bracket slot and bolt into place using 2 hex head bolts, 1 socket head bolt and the washers.



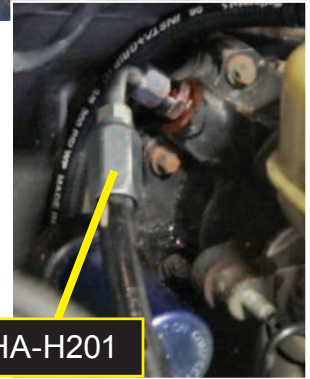
- 18) Re-install the p/a bracket with the new pump affixed to it back onto the engine block using the OE bolts.



- 19) Then re-install the alternator and the serpentine belt. See belt routes below.



- 20) Remove the metal line out of the hydroboost and install the SF01 fitting in that open port. Then, install the HA-H201 high-pressure hose that connects the Hydroboost to the Pump. The 90° fitting goes onto the SF01 on the Hydroboost. See the pictures to the right.



- 21) Next, remove the bracket that connects the spare-tire lowering tool kit to the frame by removing the one bolt on the tool kit bracket and the 2 bolts holding it to the frame. Replace this bracket with the new reservoir frame mounting bracket using the 2 frame bolts you just removed and the M6-1.0x25mm flanged bolt into the tool kit bracket. The reservoir will mount to the new frame bracket using the reservoir clamp mount.





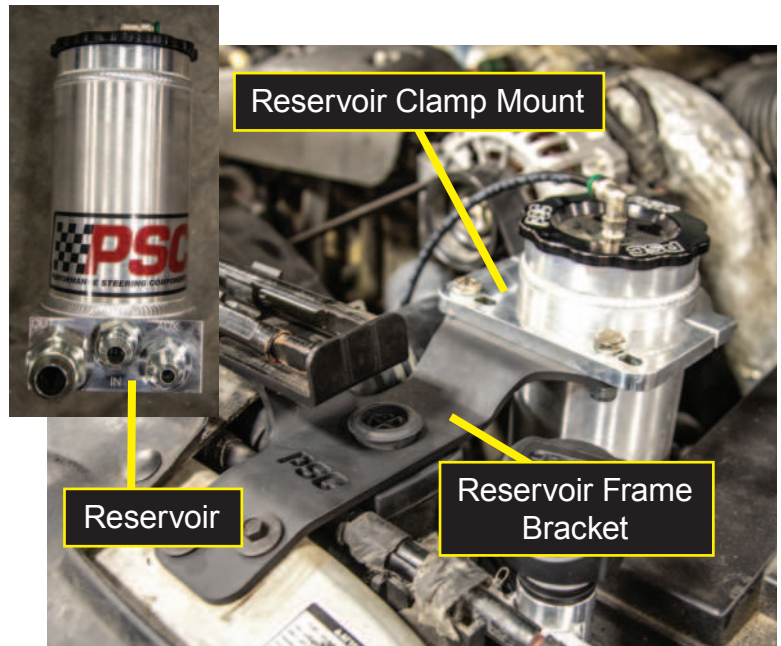
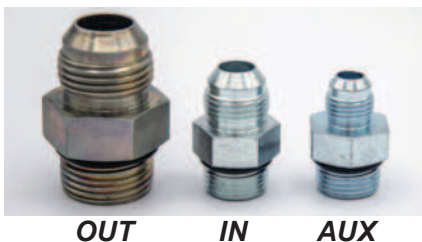
# INSTALLATION GUIDE

## SK752R73FDP

- 22) Install the Reservoir fittings as shown in the picture on the right and below.

Install the reservoir clamp around the reservoir and bolt it to the frame bracket using the 5/16" bolts nuts and washers. Tighten the bolts completely.

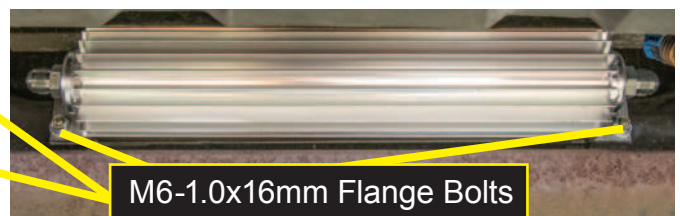
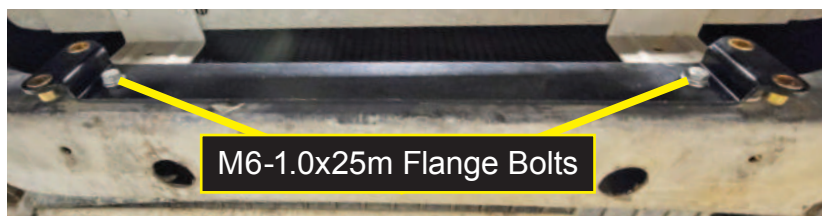
**NOTE: Use hydraulic thread sealant on all AN fittings and hose connections.**



- 23) Mount the cooler bracket to the front of the frame cross member under the radiator using the 2 M6-1.0x25mm flange bolts.

Mount the cooler to frame-mounted bracket using the 4, M6-1.0x16mm flange bolts.

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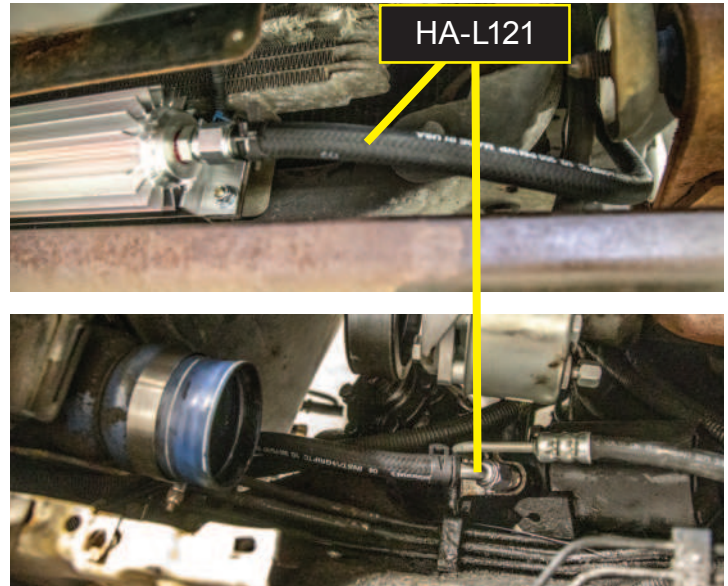


# INSTALLATION GUIDE

## SK752R73FDP

- 24) Connect the HA-L121 hose from the cooler to the SF17 AN fitting in the low-pressure port of the steering gear. The 45° fitting will go into the gear port, the straight fitting will go into the cooler as seen to the right. It is easiest to start with the fitting on the cooler first, then feed it up to the gear.

**NOTE:** Use the hydraulic thread sealant on all AN fittings and hose connections.



- 25) Route the HA-L120 from the passenger-side cooler fitting, along the top of the cooler, up into the engine bay and to the Reservoir IN fitting.

**NOTE:** Start again with the fitting on the cooler, then feed the line up to the reservoir.



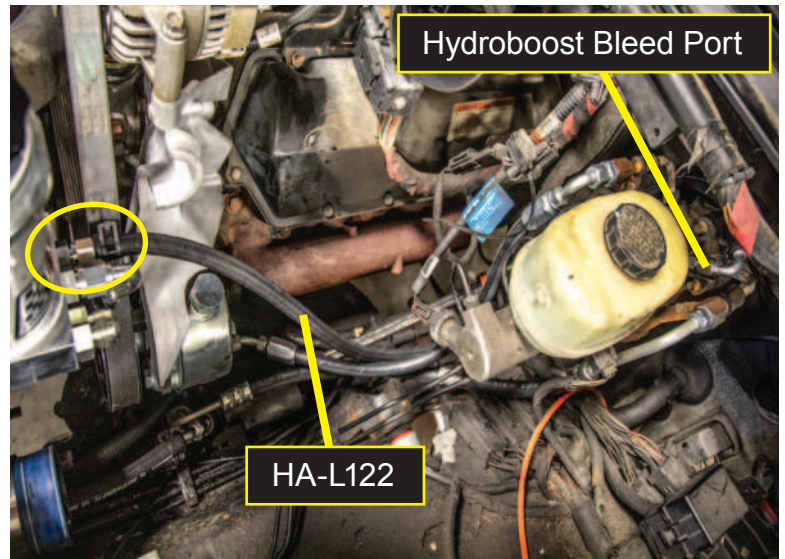


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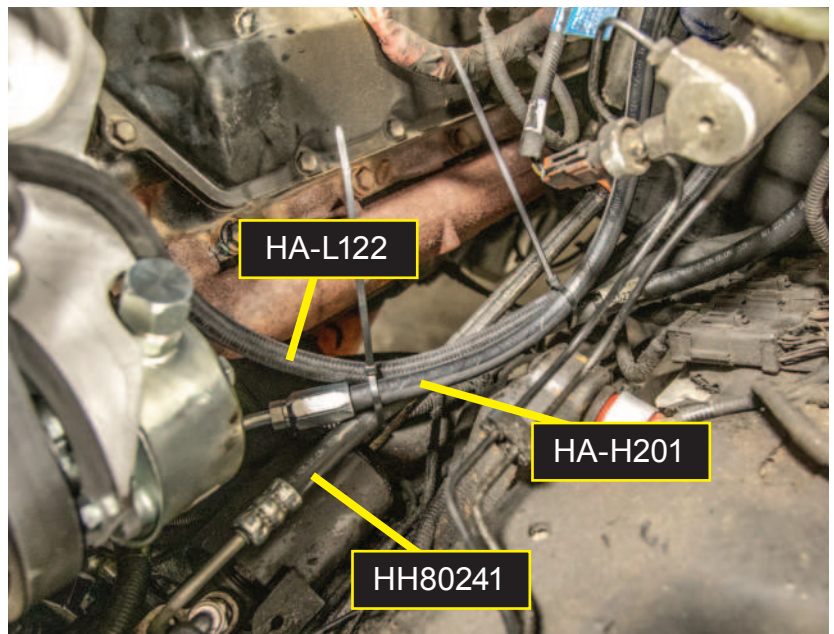
## SK752R73FDP

- 26) Install the new AN -6-2 fitting into the hydroboost "bleed" port (see picture to the right), then connect HA-L122. Start by attaching the 120° fitting to the hydroboost fitting. Route it behind the master brake cylinder and connect it to the AUX port of the reservoir.

**NOTE:** Make sure the clamp is not rubbing on the serpentine belt.



- 27) Zip tie the HE80241, HA-H201 and HA-L122 hoses that go into the Hydroboost together using the provided 2 zip ties to keep them away from the headers and other engine components.

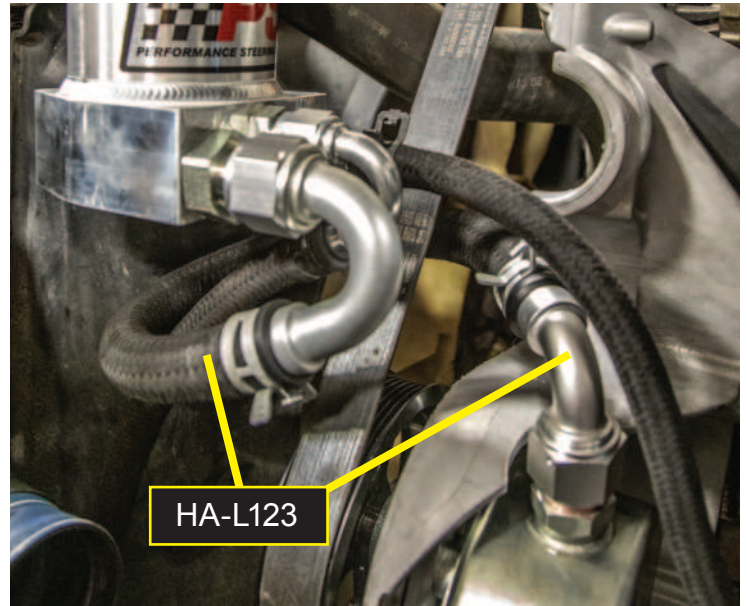




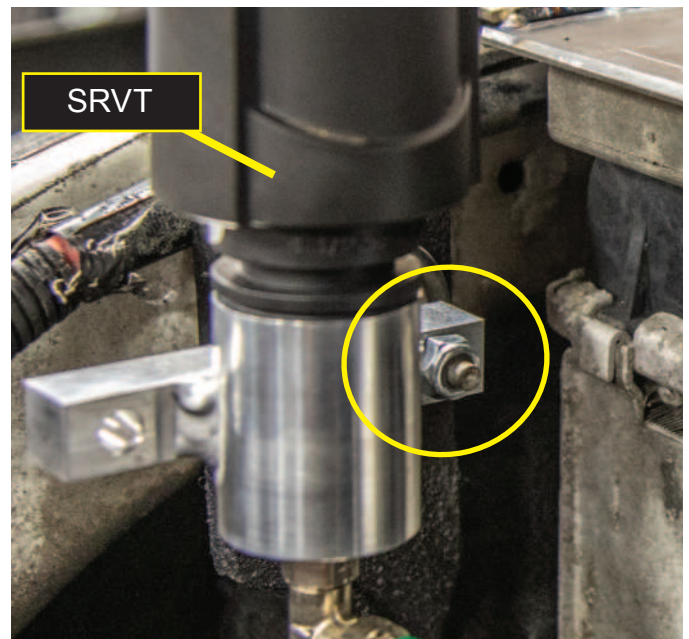
# INSTALLATION GUIDE

## SK752R73FDP

- 28) Install the HA-L123 hose starting at the pump fitting with the 90° fitting, then route the hose through the serpentine belt and around to the reservoir OUT port. See picture to the right.



- 29) Install the SRVT valve by tightening the PSC-provided M6-1.0 Lock Nut onto the stock stud on the frame.

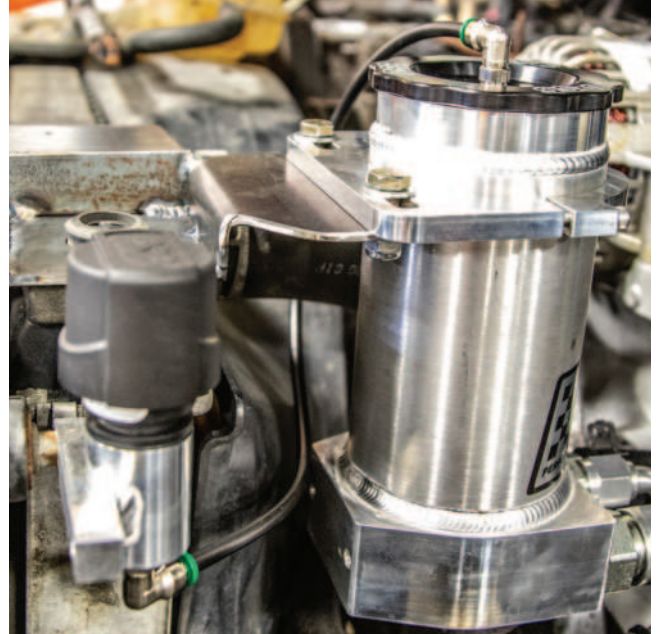




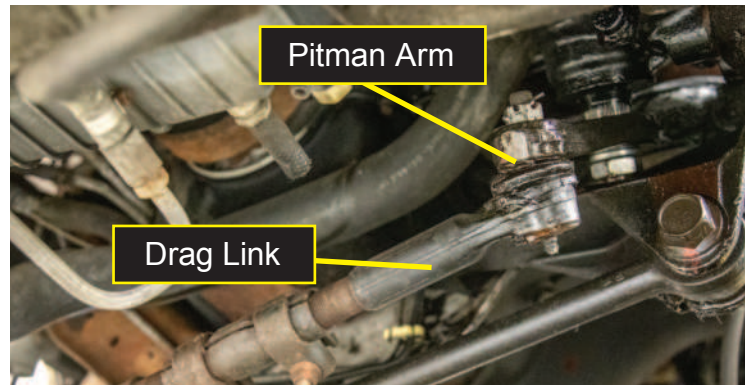
# INSTALLATION GUIDE

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- 30) Route the Parflex tubing from the SRVT valve to the reservoir under the reservoir bracket and around to the reservoir, as shown to the right.



- 31) Re-attach the drag link to the pitman arm.



- 32) Re-install the CAC tube into the blue silicone couplers, battery/air filter tray, battery and air filter (in that order). Lastly, reconnect the battery.

- 33) Power steering fluid fill and bleeding procedures are on the next page. Take your time and be patient with this step—it is critical that this is done right.





# BLEEDING PROCEDURES

With the kit installed, the last and most important step is adding the Swepeco Power Steering fluid and bleeding the system of all air. Swepeco is the Official Fluid manufacturer for PSC. The kit includes four (4) quarts of Swepeco 715 for use in the system. This part takes patience and diligence to do it properly—but it is critical to purge all the air out of the system to prevent damage to the pump.

Start by jacking up the front of the vehicle and put jack stands under the front axle. This allows it to be much easier to turn the steering wheel full right and left when there is no load resistance on the steering.

Next, start by adding the Swepeco power steering fluid in the reservoir. **Fill it to just over the filter top or about 1" to 1-1/2" of fluid from the top of the fill reservoir (see the picture).** Once it looks as though no more fluid is going into the system, turn the steering wheel from lock to lock (all the way right and all the way left) to pull more fluid through the system. Add fluid as necessary and repeat until the fluid level remains consistent. Then, put on the reservoir cap and start the engine for about 30 seconds—do not turn the steering wheel yet. The fluid will have disappeared in the fill tank and you can now add more fluid. Repeat this a couple of times, letting a few minutes pass between startups. The fluid gets very aerated during this procedure and sometimes you need to let it sit—giving it time to let the air bubbles work their way up and out of the system.

This next step requires that you press and release the brake pedal while turning the steering wheel completely to the right and then left 5-10 times. The pump during this first cycle will be very loud. Next, turn the steering wheel lock to lock without applying the brakes another 5-10 times. Repeat this many times.

Now, start the engine and turn the steering wheel fully to the left and right 10-15 times, then shut off the engine for about 10 minutes and add fluid as necessary. Repeat this 3-4 times. This will really start pushing the air out, but again it takes time for the air bubbles to work their way out, so be patient and let the vehicle sit between each start for 10 minutes. Once you have done this a few times, the fluid level should stop dropping and no bubbles should be visible in the reservoir.

Remove the jack stands and lower the vehicle to put a full load on it. Make sure you have installed the vent hose to the SRVT before driving. Drive the vehicle to build a little heat in the fluid (this helps bleed the remaining air out). Remember, when you hear the pump whine, it is aerating the fluid. Shut off the engine, let the fluid clear up and top off to the above-mentioned fluid level. Then, once the vehicle has been shut off and the engine is cold, take the cap off of the reservoir and have someone start the car while you watch the reservoir fluid level. If the level drops when the car starts, you still have air in the system. If it does not, you should be good.

Again, note that getting all the air out of the system takes awhile. If the pump is whining, you are aerating the fluid which is not good for the pump. So, if you are 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.

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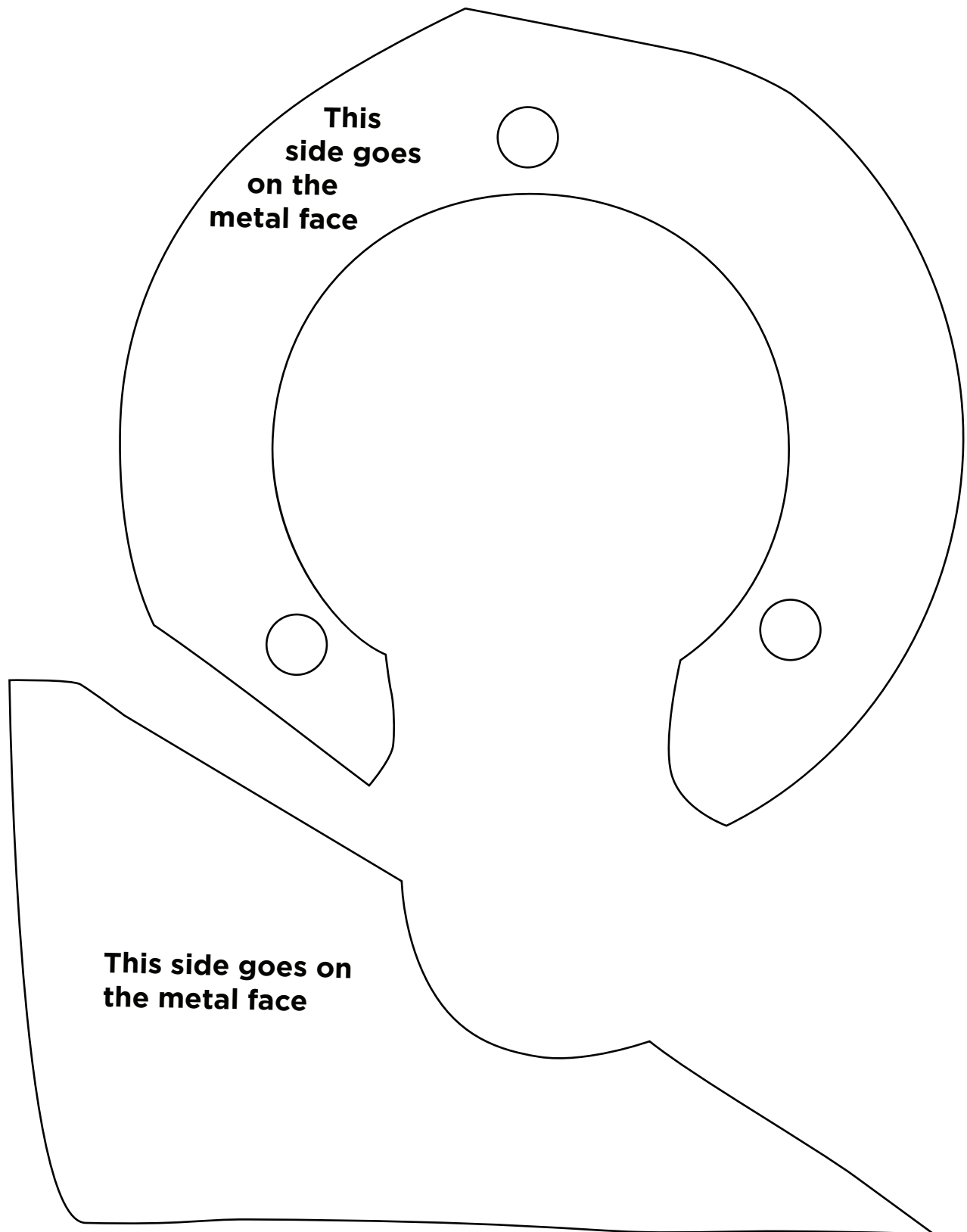
## Thank you for your purchase!





# MODIFICATION TEMPLATE

## SK752R73FDP





# SK752R73FDP Adventure Kit

# 1999-2003 Ford Super Duty 7.3L Powerstroke Diesel

# 2000-2003 Ford Excursion 7.3L Powerstroke Diesel



# INSTALLATION GUIDE



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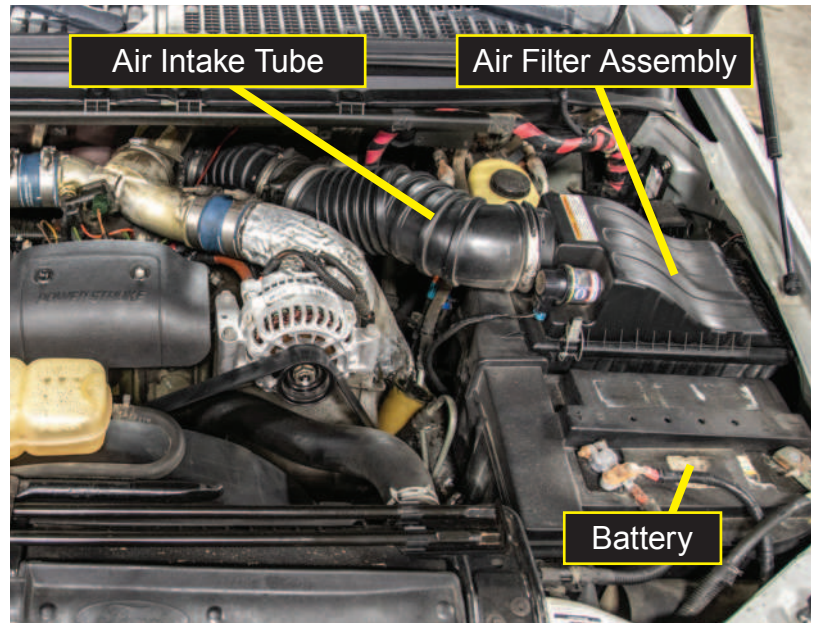
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- 2) Proceed by removing the driver-side battery completely to expose the bolts holding on the battery/air filter tray. Take out those bolts and completely remove the battery/air filter tray from the engine bay.

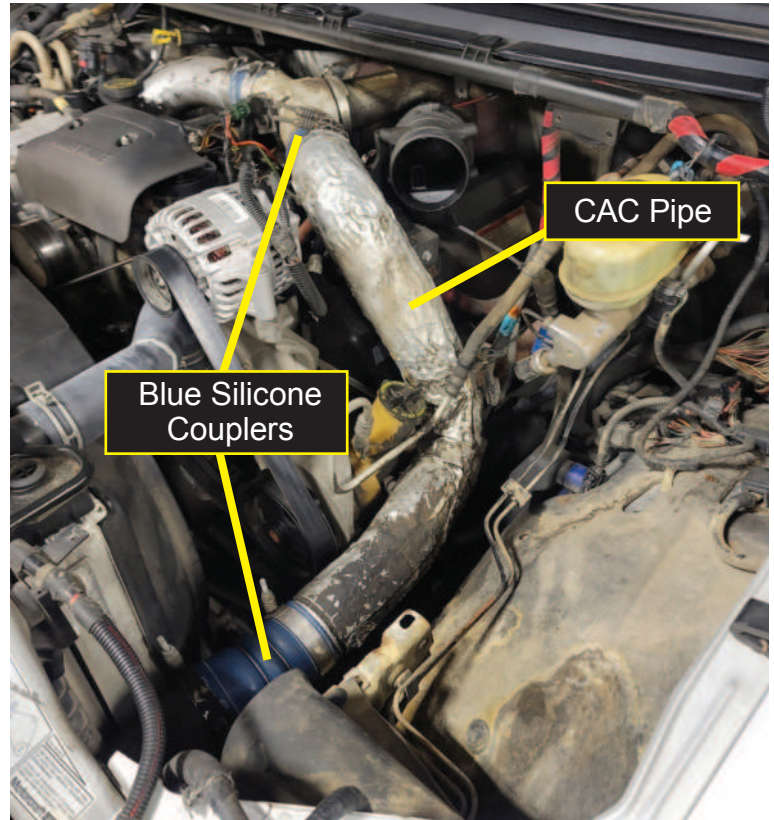




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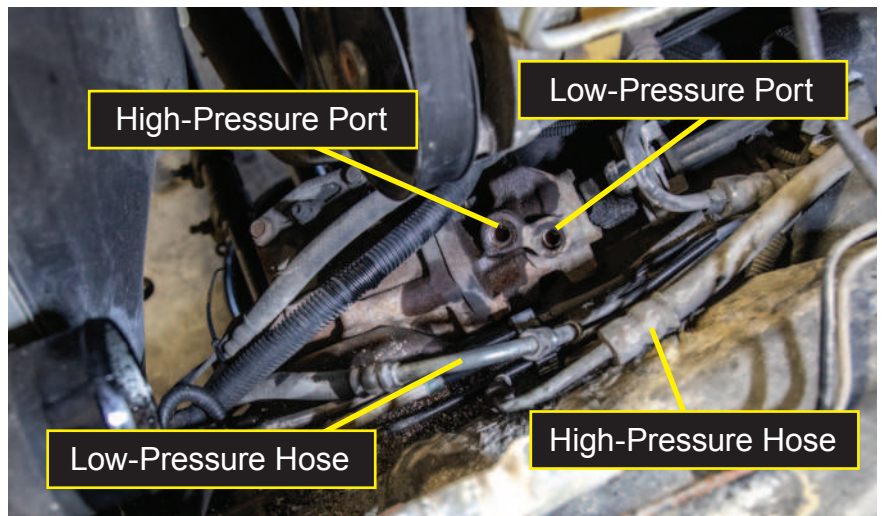
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- 3) With the air intake assembly and battery/air filter tray removed, you now have access to the Charge Air Cooler (CAC) pipe (the silver one). Remove this hose from the blue silicone couplers.



- 4) You can now see through the engine bay to the top of the steering gear. Remove both hoses from the steering gear. Then remove the high-pressure hose that runs from the Hydroboost to the gear completely. You will be replacing this line with HE80241.

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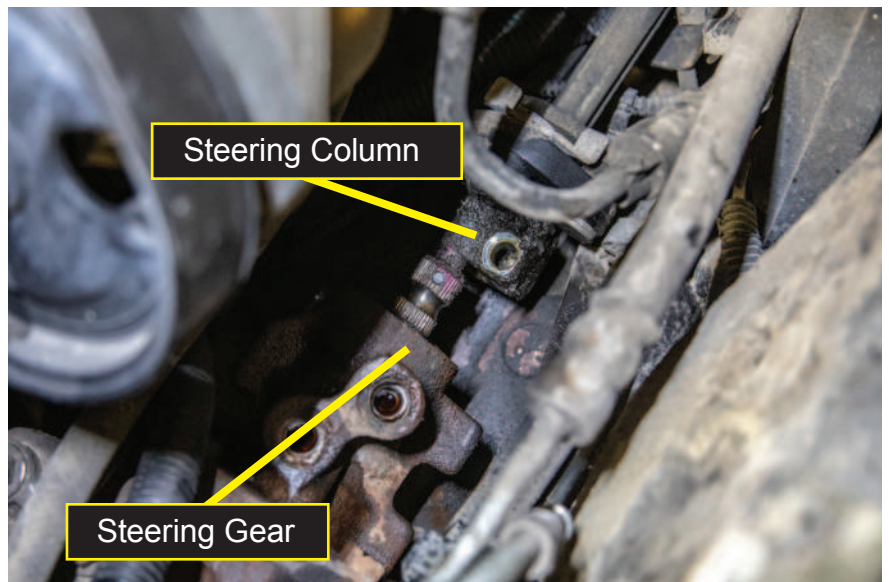
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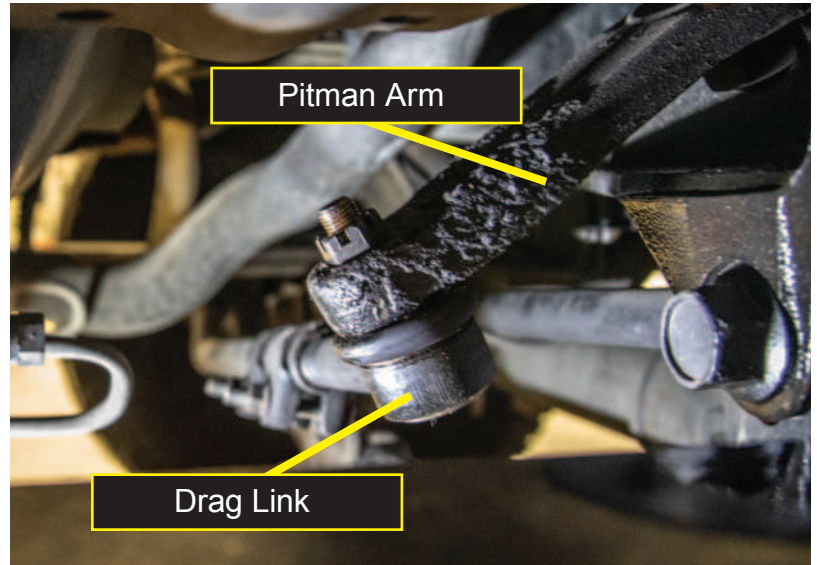




# INSTALLATION GUIDE

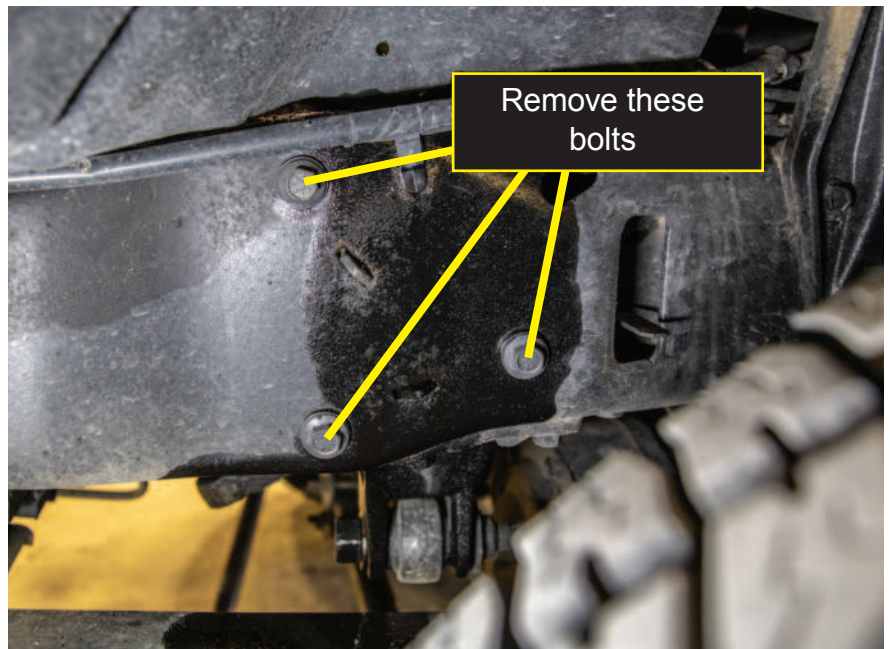
## SK752R73FDP

- 7) Separate and remove the drag link from the pitman arm.



- 8) Going through the driver-side wheel well, unbolt the three (3) bolts holding the steering gear to the frame. Keep these bolts as you will reuse them to mount the PSC gear. The original steering gear will drop out of the bottom of the vehicle.

**NOTE:** It really helps to have a friend help you with this step as the gear is very heavy.



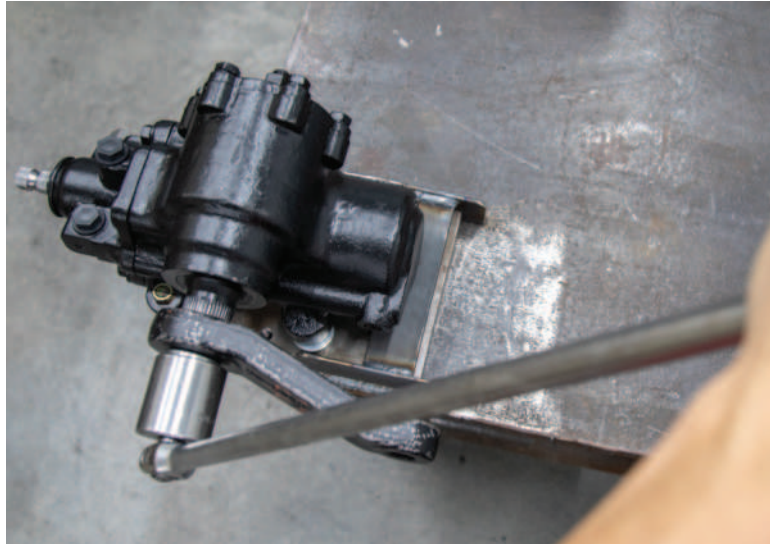


# INSTALLATION GUIDE

## SK752R73FDP

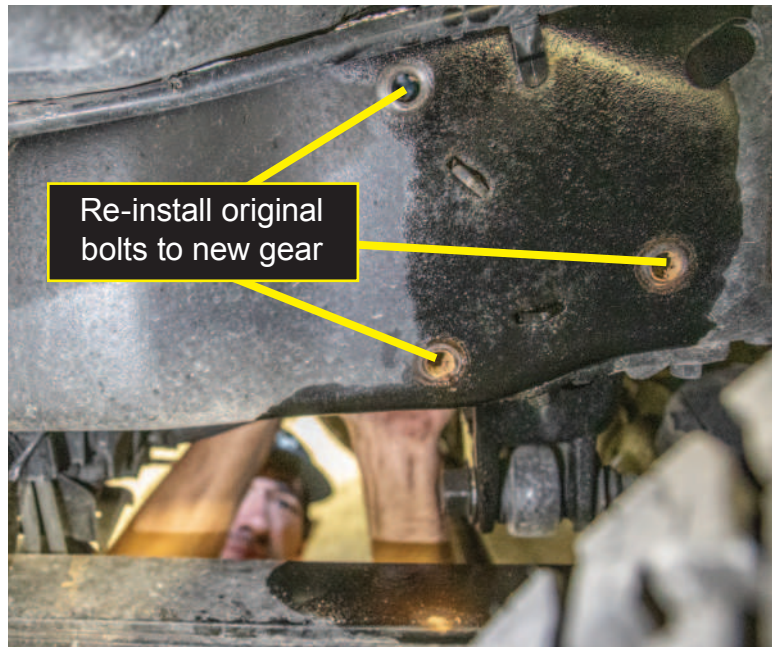
- 9) Remove the pitman arm from the original steering gear and fit it onto the new PSC gear and torque the pitman arm nut to 200 ft-lbs while outside of the vehicle.

**NOTE:** If you do not have a way to securely torque the pitman arm nut to 450 ft-lbs, you might have to take it to your local auto shop (O'Reilly's, Autozone, etc.) and have them torque it for you.



- 10) Having a friend hold the PSC gear in place, install the steering gear using the same 3 bolts you just removed.

**NOTE:** It really helps to have a friend help you with this step as the gear is very heavy and it is hard to hold it in place while bolting it to the frame.

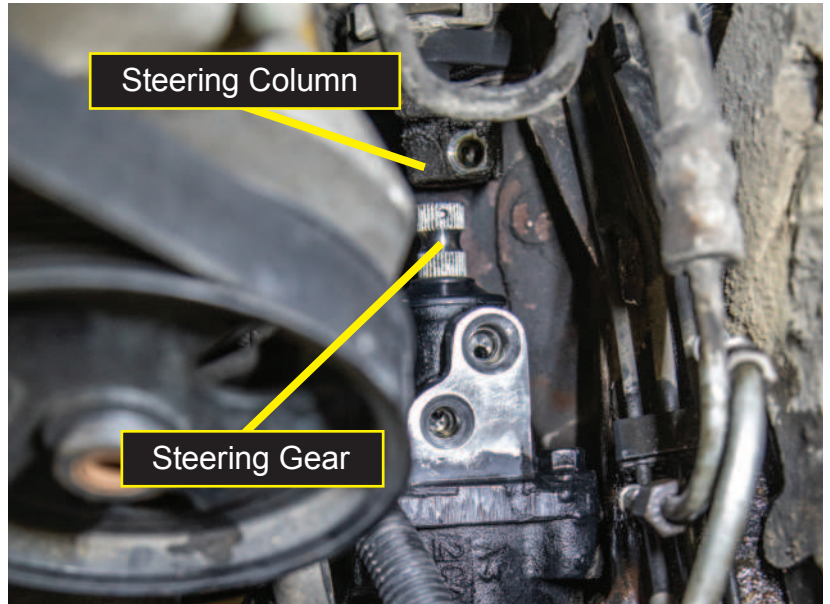




# INSTALLATION GUIDE

## SK752R73FDP

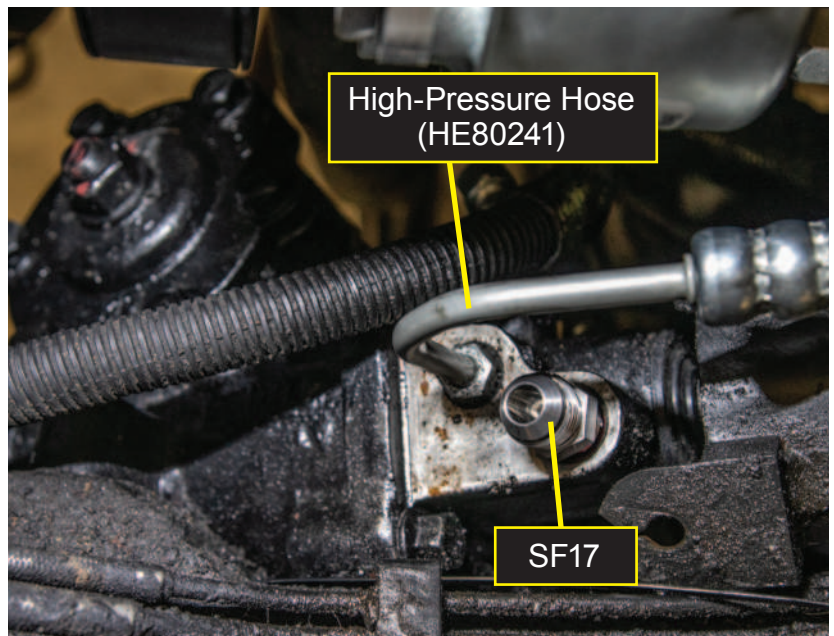
- 11) Re-install the steering column onto the steering gear.



- 12) First, install the SF17 adapter into the low-pressure port on the gear.

THEN, replace the high-pressure hose that runs from the gear to the Hydroboost with the new PSC-supplied hose (HE80241).

**NOTE:** Use the hydraulic thread sealant on all AN fittings and hose connections.

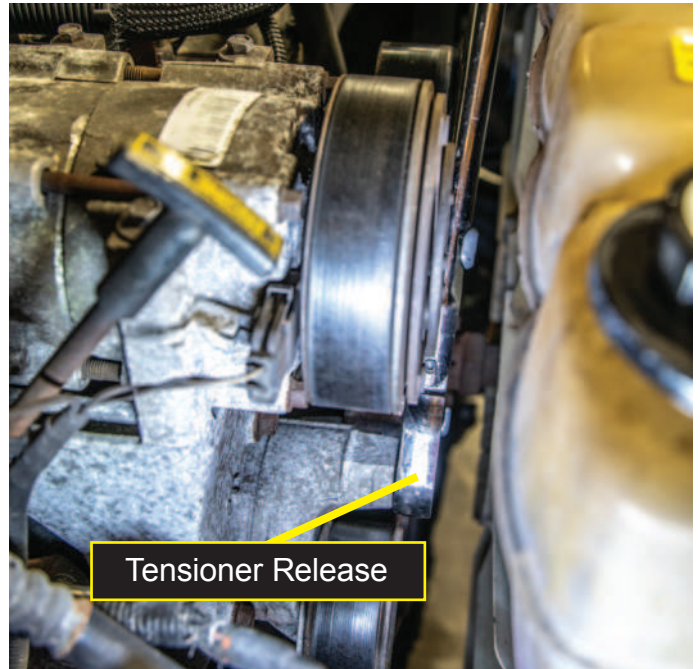




# INSTALLATION GUIDE

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- 13) Remove the serpentine belt by releasing the tensioner, then remove the alternator. You will re-use the serpentine belt.



- 14) Proceed by removing the all hoses connected to the OE pump and reservoir. Then remove the alternator and OE pump/reservoir. Lastly, the bracket that the pump and alternator were mounted to will be removed by the four bolts attaching it to the engine block (see below).





# INSTALLATION GUIDE

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- 15) Using the cut-modification templates, cut out the shapes, place them on the metal (it specifies which side of the shape goes on the metal) and trace out where you will need to cut and modify this OE engine-to-pump/alternator (e-p/a) bracket.

**NOTE:** You must cut the full width of the template to fit the pump assembly into the stock bracket.



- 16) Using a cutting wheel and grinding tool, modify the OE e-p/a bracket per the provided templates.

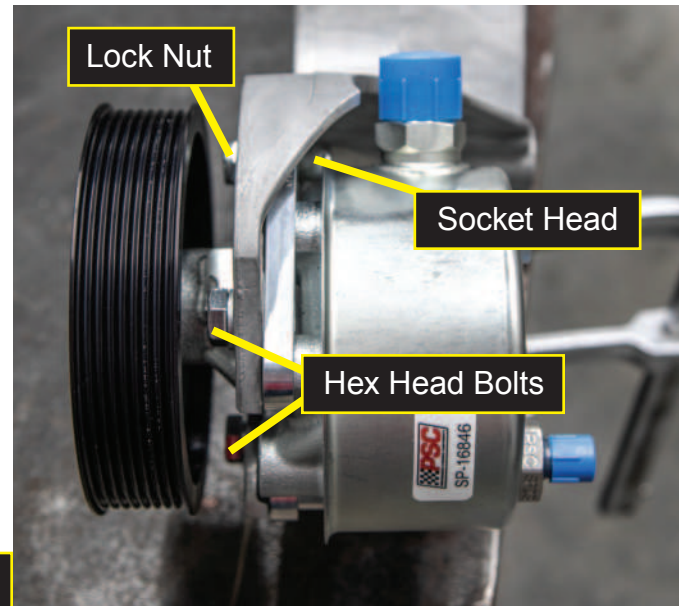
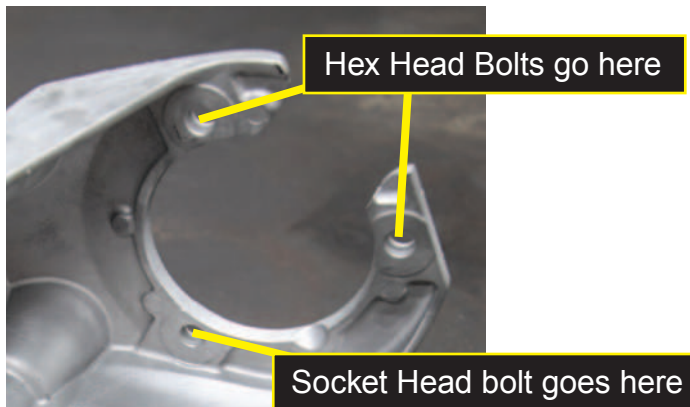




# INSTALLATION GUIDE

## SK752R73FDP

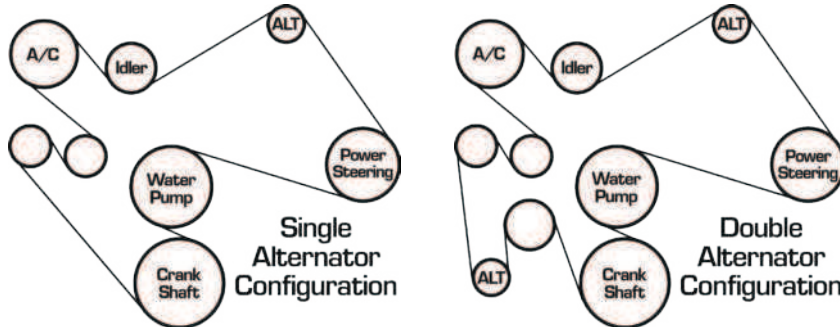
- 17) Slip the new PSC pump assembly through the newly cut bracket slot and bolt into place using 2 hex head bolts, 1 socket head bolt and the washers.



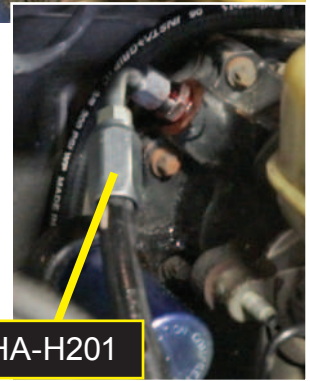
- 18) Re-install the p/a bracket with the new pump affixed to it back onto the engine block using the OE bolts.



- 19) Then re-install the alternator and the serpentine belt. See belt routes below.



- 20) Remove the metal line out of the hydroboost and install the SF01 fitting in that open port. Then, install the HA-H201 high-pressure hose that connects the Hydroboost to the Pump. The 90° fitting goes onto the SF01 on the Hydroboost. See the pictures to the right.



- 21) Next, remove the bracket that connects the spare-tire lowering tool kit to the frame by removing the one bolt on the tool kit bracket and the 2 bolts holding it to the frame. Replace this bracket with the new reservoir frame mounting bracket using the 2 frame bolts you just removed and the M6-1.0x25mm flanged bolt into the tool kit bracket. The reservoir will mount to the new frame bracket using the reservoir clamp mount.





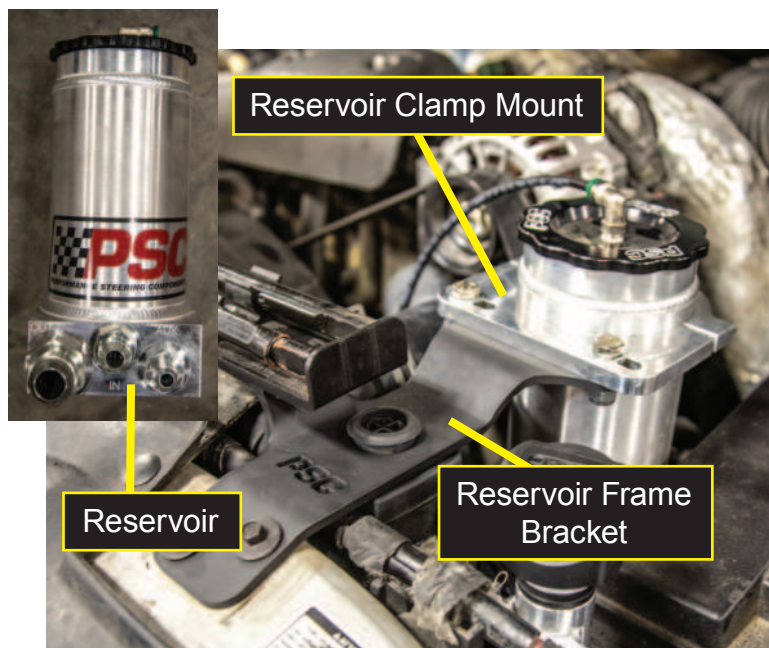
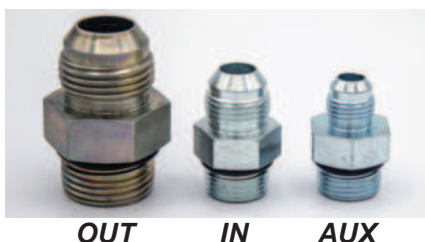
# INSTALLATION GUIDE

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- 22) Install the Reservoir fittings as shown in the picture on the right and below.

Install the reservoir clamp around the reservoir and bolt it to the frame bracket using the 5/16" bolts nuts and washers. Tighten the bolts completely.

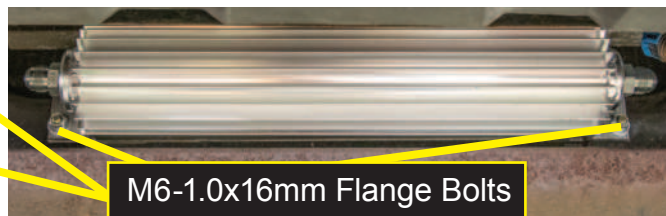
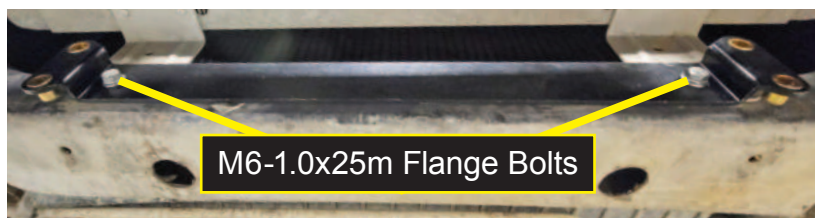
**NOTE: Use hydraulic thread sealant on all AN fittings and hose connections.**



- 23) Mount the cooler bracket to the front of the frame cross member under the radiator using the 2 M6-1.0x25mm flange bolts.

Mount the cooler to frame-mounted bracket using the 4, M6-1.0x16mm flange bolts.

**NOTE: Use the hydraulic thread sealant on all AN fittings and hose connections.**



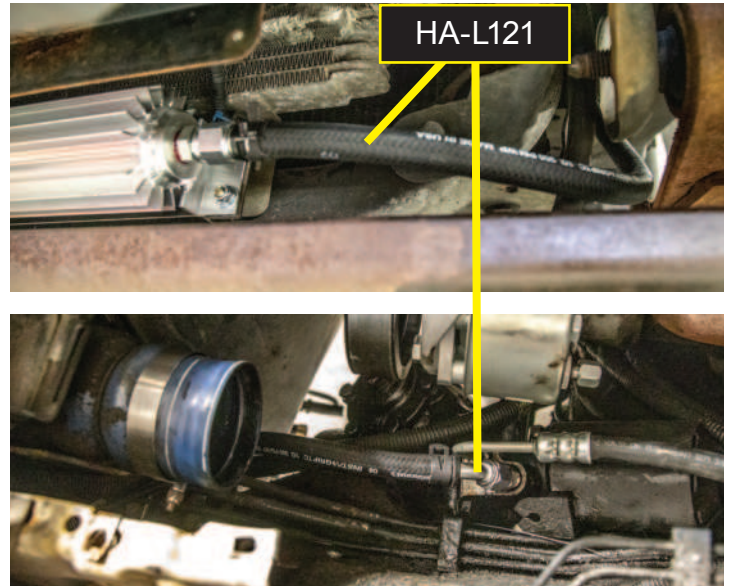


# INSTALLATION GUIDE

## SK752R73FDP

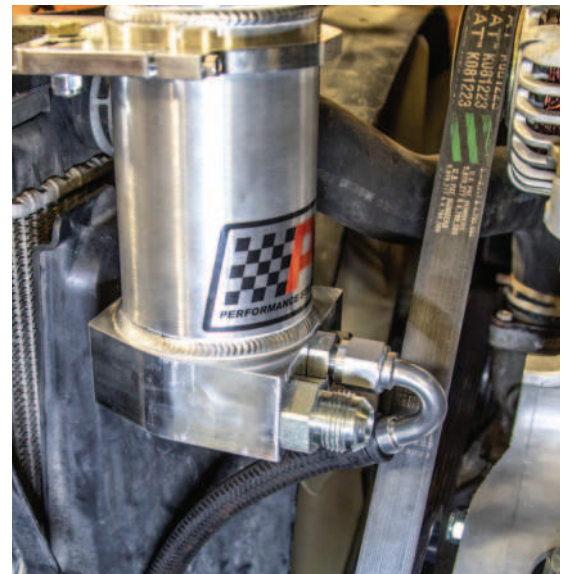
- 24) Connect the HA-L121 hose from the cooler to the SF17 AN fitting in the low-pressure port of the steering gear. The 45° fitting will go into the gear port, the straight fitting will go into the cooler as seen to the right. It is easiest to start with the fitting on the cooler first, then feed it up to the gear.

**NOTE:** Use the hydraulic thread sealant on all AN fittings and hose connections.



- 25) Route the HA-L120 from the passenger-side cooler fitting, along the top of the cooler, up into the engine bay and to the Reservoir IN fitting.

**NOTE:** Start again with the fitting on the cooler, then feed the line up to the reservoir.



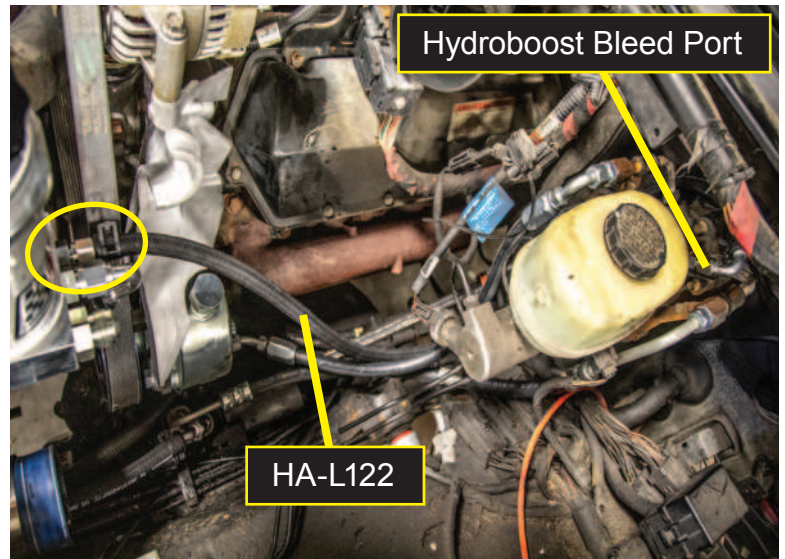


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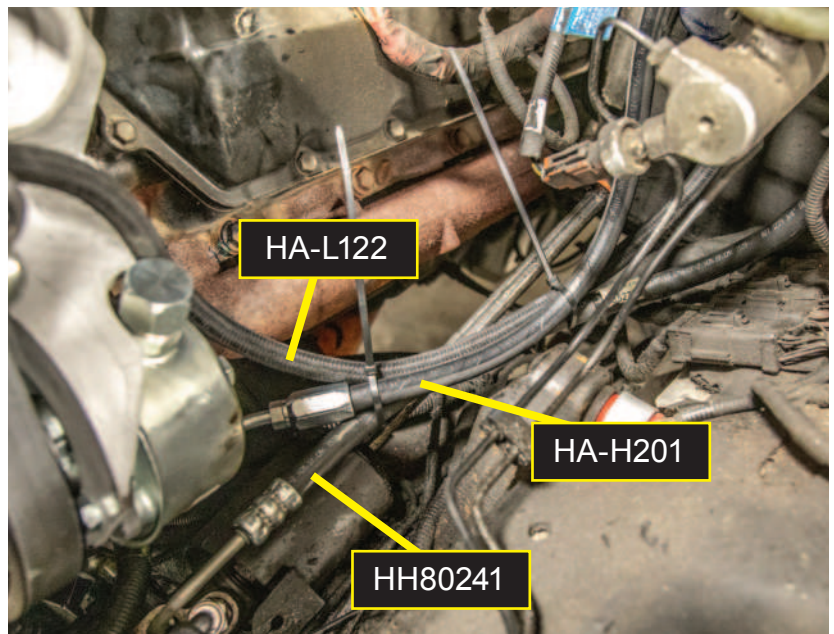
## SK752R73FDP

- 26) Install the new AN -6-2 fitting into the hydroboost "bleed" port (see picture to the right), then connect HA-L122. Start by attaching the 120° fitting to the hydroboost fitting. Route it behind the master brake cylinder and connect it to the AUX port of the reservoir.

**NOTE:** Make sure the clamp is not rubbing on the serpentine belt.



- 27) Zip tie the HE80241, HA-H201 and HA-L122 hoses that go into the Hydroboost together using the provided 2 zip ties to keep them away from the headers and other engine components.

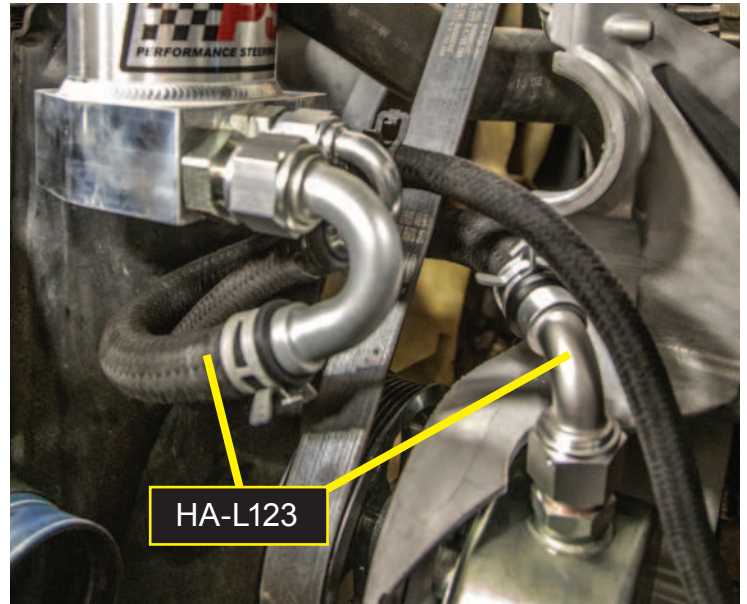




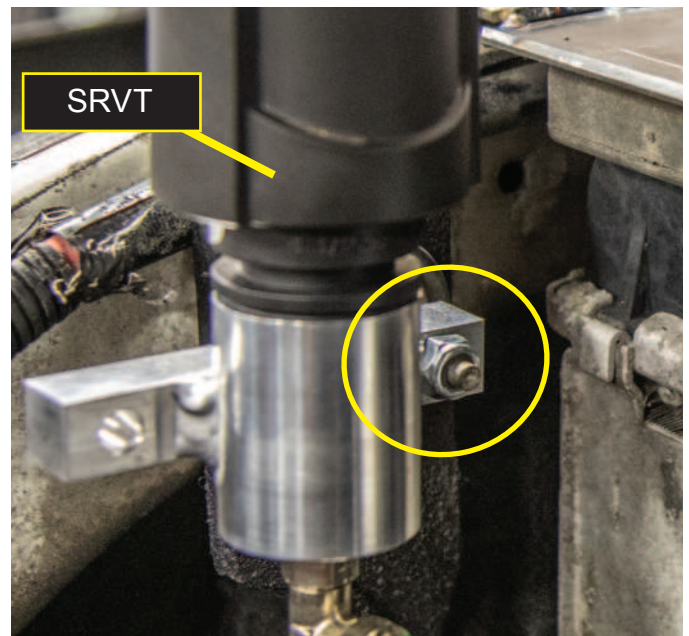
# INSTALLATION GUIDE

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- 28) Install the HA-L123 hose starting at the pump fitting with the 90° fitting, then route the hose through the serpentine belt and around to the reservoir OUT port. See picture to the right.



- 29) Install the SRVT valve by tightening the PSC-provided M6-1.0 Lock Nut onto the stock stud on the frame.

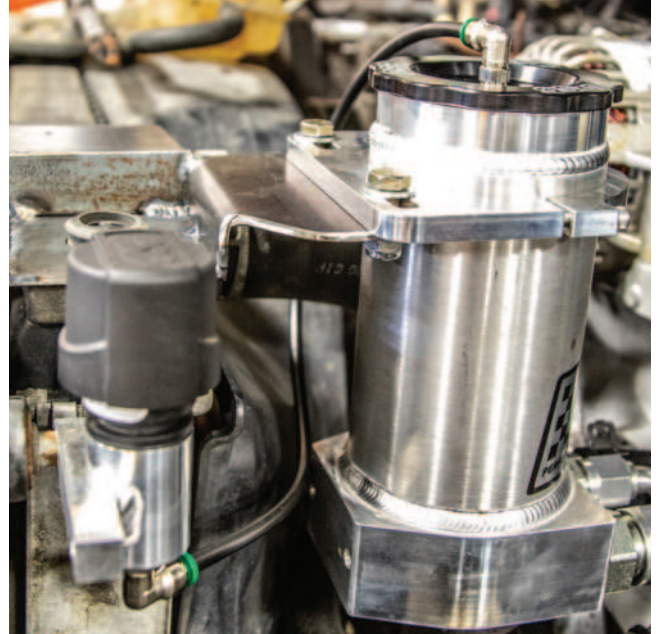




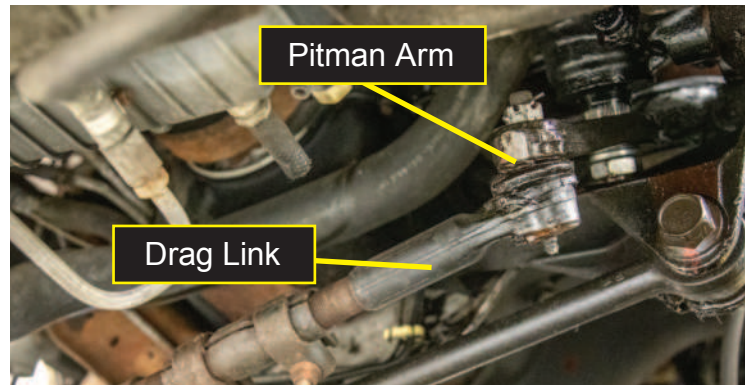
# INSTALLATION GUIDE

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- 30) Route the Parflex tubing from the SRVT valve to the reservoir under the reservoir bracket and around to the reservoir, as shown to the right.



- 31) Re-attach the drag link to the pitman arm.



- 32) Re-install the CAC tube into the blue silicone couplers, battery/air filter tray, battery and air filter (in that order). Lastly, reconnect the battery.

- 33) Power steering fluid fill and bleeding procedures are on the next page. Take your time and be patient with this step—it is critical that this is done right.





# BLEEDING PROCEDURES

With the kit installed, the last and most important step is adding the Sweeney Power Steering fluid and bleeding the system of all air. Sweeney is the Official Fluid manufacturer for PSC. The kit includes four (4) quarts of Sweeney 715 for use in the system. This part takes patience and diligence to do it properly—but it is critical to purge all the air out of the system to prevent damage to the pump.

Start by jacking up the front of the vehicle and put jack stands under the front axle. This allows it to be much easier to turn the steering wheel full right and left when there is no load resistance on the steering.

Next, start by adding the Sweeney power steering fluid in the reservoir. **Fill it to just over the filter top or about 1" to 1-1/2" of fluid from the top of the fill reservoir (see the picture).** Once it looks as though no more fluid is going into the system, turn the steering wheel from lock to lock (all the way right and all the way left) to pull more fluid through the system. Add fluid as necessary and repeat until the fluid level remains consistent. Then, put on the reservoir cap and start the engine for about 30 seconds—do not turn the steering wheel yet. The fluid will have disappeared in the fill tank and you can now add more fluid. Repeat this a couple of times, letting a few minutes pass between startups. The fluid gets very aerated during this procedure and sometimes you need to let it sit—giving it time to let the air bubbles work their way up and out of the system.

This next step requires that you press and release the brake pedal while turning the steering wheel completely to the right and then left 5-10 times. The pump during this first cycle will be very loud. Next, turn the steering wheel lock to lock without applying the brakes another 5-10 times. Repeat this many times.

Now, start the engine and turn the steering wheel fully to the left and right 10-15 times, then shut off the engine for about 10 minutes and add fluid as necessary. Repeat this 3-4 times. This will really start pushing the air out, but again it takes time for the air bubbles to work their way out, so be patient and let the vehicle sit between each start for 10 minutes. Once you have done this a few times, the fluid level should stop dropping and no bubbles should be visible in the reservoir.

Remove the jack stands and lower the vehicle to put a full load on it. Make sure you have installed the vent hose to the SRVT before driving. Drive the vehicle to build a little heat in the fluid (this helps bleed the remaining air out). Remember, when you hear the pump whine, it is aerating the fluid. Shut off the engine, let the fluid clear up and top off to the above-mentioned fluid level. Then, once the vehicle has been shut off and the engine is cold, take the cap off of the reservoir and have someone start the car while you watch the reservoir fluid level. If the level drops when the car starts, you still have air in the system. If it does not, you should be good.

Again, note that getting all the air out of the system takes awhile. If the pump is whining, you are aerating the fluid which is not good for the pump. So, if you are 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.

If you have any questions contact us Monday-Friday from 9-5 CST at [support@pscmotorsports.com](mailto:support@pscmotorsports.com).

## Thank you for your purchase!





# MODIFICATION TEMPLATE

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