



SK755-0E

**2011 - 2023 FORD F250/F350
4X4 SUPERDUTY (Non-lane assist)**



INSTALLATION GUIDE



SK755-OE

GENERAL INSTALLATION INFORMATION

This kit can be installed in a home garage, but if you have doubts, let a professional installer do the job. If you are installing our Big Bore XD Steering Gear also, we highly recommend a second person to help with the steering gear installation. It weighs about 50lbs and is difficult to locate and thread in the mount bolts by yourself.

If changing the steering gear you will need a 46mm socket and a torque wrench (gear replacement only) that will allow you to torque the pitman arm nut to 220-240 foot-pounds. Other than that, regular hand tools are all that's needed.

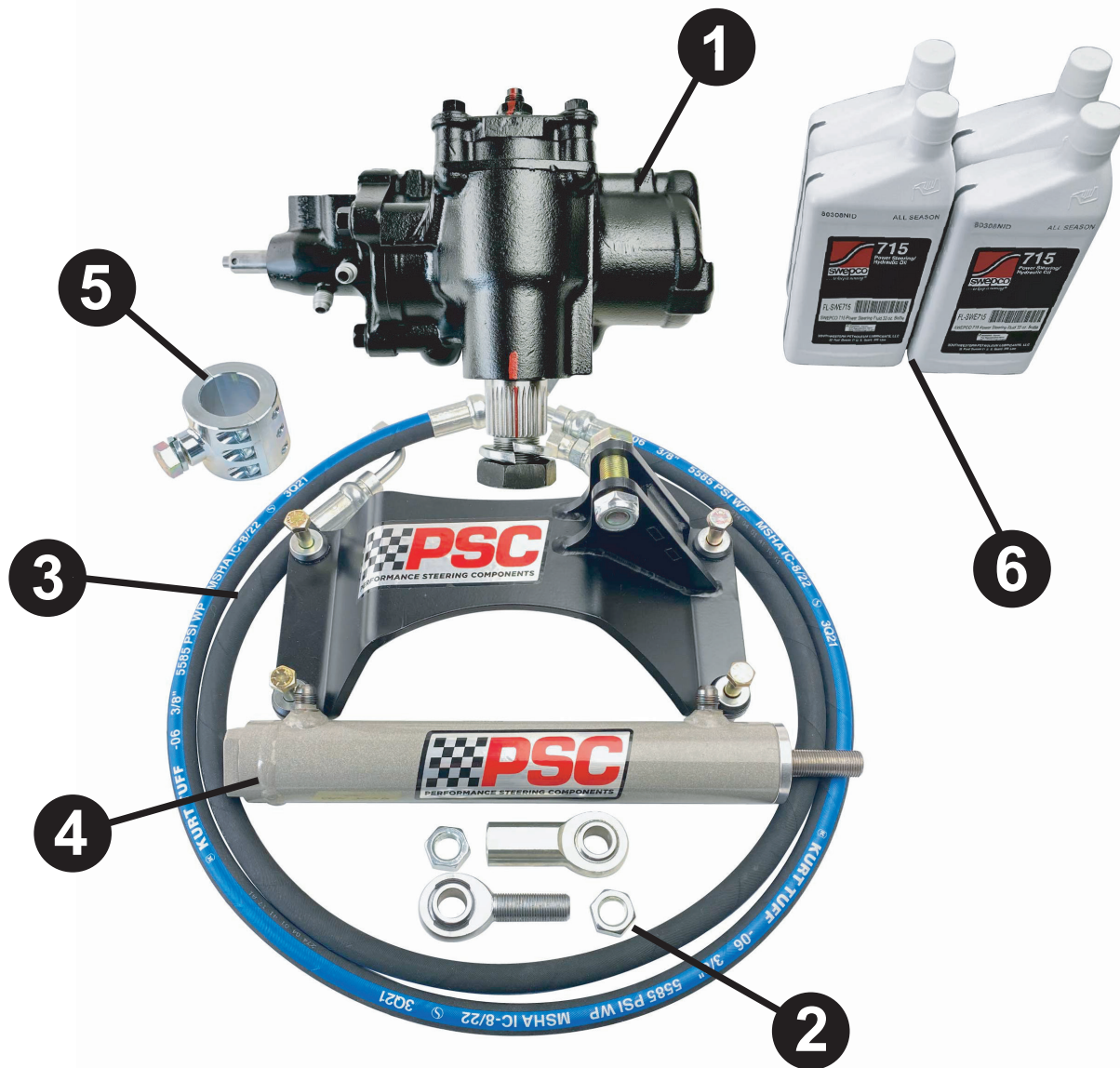
For the kit to be eligible for warranty, it must be installed as a complete kit with the provided PSC components.

****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.

If you have any installation questions, contact us at support@pscmotorsports.com. PSC's hours of operation are Monday-Friday, 9 am - 5pm CST.

SK755-OE PARTS LIST

2011-2023 F250/F350 SUPERDUTY 4X4



1. SG755R - Steering Gearbox
2. SCRK6 - Cylinder Assist Heim Kit
3. HK2065 - Cylinder Assist Hose Kit
4. SC2200 - Steering Cylinder
5. TRCL1.75 - Tie Rod Mounting Clamp
6. FL-SWE715 - Sweeney PS Fluid



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- 1) Raise the hood.



- 2) Using a ratchet strap, bungee cord or a steering wheel holding tool. Secure the steering wheel in place so that you don't lose center alignment at the steering wheel when removing the steering gear and installing the new one.
- 3) Jack the front of vehicle up and remove the driver's front tire.
- 4) Remove and retain the inner fenderwell cover on the driver's front.





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- 5) Remove and slide back the plastic cover found on the steering gear box.
- 6) Disconnect the lines on the top of the steering gear box and drain the power steering fluid. **NOTE:** disconnect the line going to the fire wall first then disconnect the line closest to the radiator.





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7) Disconnect the sway bar from the frame mounting points.



8) Remove the drag link from the pitman arm.



9) Disconnect the steering intermediate shaft from the steering gear box.



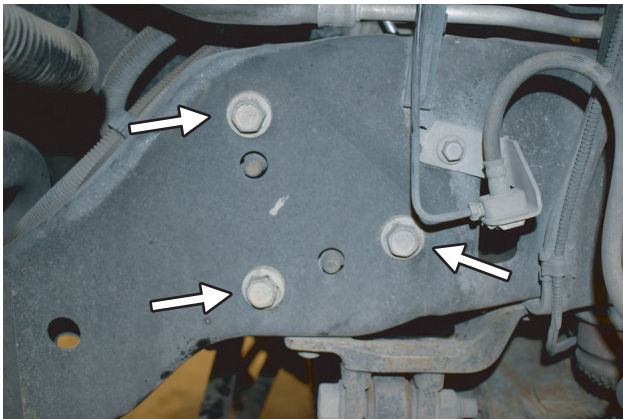


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10) Remove the steering gear box from the vehicle. Retain the OEM hardware.

11) Remove the pitman arm from the OEM steering gear box.



12) Install the pitman arm to the new PSC SG755R as shown. Pitman arm should be set 90 degrees in reference to the red mark on the gearbox.





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- 13) Using the O-rings provided with the SG755R replace the O-rings found on the lines going to the steering gear box.



- 14) Install the SG755R using the OEM hardware. NOTE: Crack all the fittings before installing to help with removal on the vehicle.

- 15) Reinstall the lines on top of the steering gear box.

- 16) Reinstall the steering intermediate shaft.





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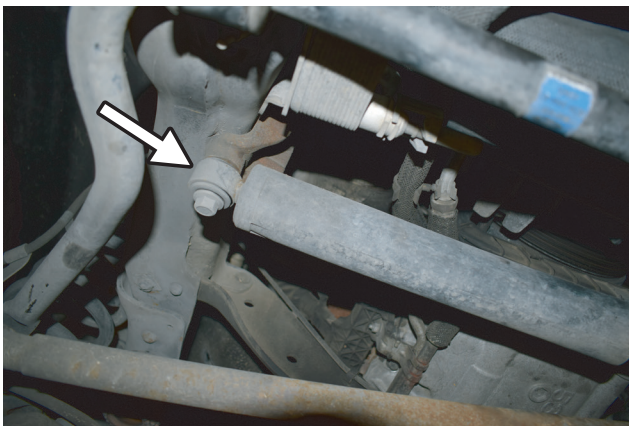
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17) Reinstall the drag link to the pitman arm.



18) Reinstall the sway bar.

19) Remove and discard the OEM steering damper.





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20) Remove and discard four (4) of the OEM front differential cover bolts.



21) Install the MB760 cylinder bracket using four (4) 3/8-16 x 2 bolts with four (4) 3/8 flat washers.





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22) On the bench loosely install the SCRK6 rod ends to the SC2200 cylinder.



23) Remove steering wheel securing tool and turn the wheel all the way to the left.

24) Loosely install the SC2200 cylinder to the MB760 using the 5/8-18 x 2 bolt with the 5/8-18 locknut.





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- 25) Loosely install the TRCL1.75 clamp to the tie rod and attach it to the other end of the SC2200. With the wheels turned all the way to the left your cylinder will be completely collapsed when installing the clamp. (Shown Below)



- 26) Tighten the bolts on the TRCL1.75 and on the MB760 holding the SC2200.
- 27) Loosely install the HK2065 hose kit. The longer hose 45 fitting goes to the port closest to the grill on the steering gearbox and the 90 degree goes to the driver side port on the cylinder. The shorter hose 45 fitting goes to the port closest to the firewall on the steering gearbox and the 90 degree fitting goes to the passenger side port on the cylinder. NOTE: install the 45 fittings first for an easier install.





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28) Tighten all fittings.

29) Reinstall plastic cover for the steering intermediate shaft.

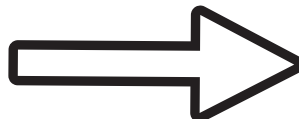
30) Reinstall the inner fender cover.



31) Reinstall the tire.



32) Proceed to bleeding procedures on the next page.





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BLEEDING INSTRUCTIONS

With the kit installed, the last and most important step is adding the Swebco Power Steering fluid and bleeding the system of all air. Swebco is the Official Fluid Manufacturer for PSC. The kit includes four (4) quarts of Swebco 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 Swebco power steering fluid in the reservoir. 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.

Now, start the engine and turn the steering wheel completely to the right and then left 10-15 times, shut the engine off 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. Drive the vehicle to build a little heat in the fluid (this helps bleed the remaining air out). Remember, if you hear the pump whine, it is aerating the fluid. Shut off the engine, let the fluid clear up and top off the reservoir to the factory line. Once the vehicle is shut off and the engine has cooled, take the cap off of the reservoir and have someone start the vehicle while you watch the fluid level in the reservoir. If the fluid level drops on start up then you will know that there is still air in the system. If it stays relatively close to the starting level then you should be good.

If you have any questions contact us Monday - Friday 9-5 CST at support@pscmotorsports.com