

" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.

ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED

IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "

YOU CAN DO IT EASY UPGRADES

1955-57 LATE MODEL POWER STEERING PUMP TO STOCK POWER STEERING



If your car is equipped with factory power steering, the power steering pump is mounted on the rear of the generator. Many times these pumps leak or fail and finding a good used pump, or to have the original one rebuilt, is very difficult and expensive. If you decide to upgrade the car to an alternator, you are left with no provision for a power steering pump. Now we have the solution: a complete upgraded power steering pump kit, #53-45, that will mount a late model power steering pump. This kit includes the power steering pump, pump bracket, pulleys, a belt, return hose, pressure hose and all mounting hardware.

Parts Needed:

- 53-45 Upgrade pump kit
- 53-14 Control valve
- 53-27 P/S pump bracket
- 53-29 P/S pump adjusting arm
- 53-40 Hose bracket
- 09-38 Hose grommet
- 53-69 Power steering hose kit
- 18-115 Alternator bracket w/small block & short W/P
- 18-45 Single wire 66-amp alternator
- 53-30 Power steering pump pulley
- 53-30 Crankshaft pulley
- 18-35 Replacement harmonic balancer
- 41-08 Alternator belt
- 41-10 Power steering pump belt

Tools Needed:

- 1/2" wrench
- 9/16" wrench
- 7/8" wrench
- 9/16" socket & ratchet
- Engine hoist

Time Frame:

3 Hours



Photo #1a & 1b: The power steering control valve is the valve attached to the end of the drag link on the driver's side of the car. This valve controls the pressure and direction of the fluid sent to the hydraulic cylinder. The original valve is a good candidate for leaks. The control valve is now available as a reproduction, #53-14. This kit includes a new control valve and the two hoses that connect the control valve to the hydraulic cylinder.



Photo #2: The new power steering pump bracket included in the kit mounts to the front of the engine on the driver's side. If the car has front engine mounts, this bracket will take the place of the left front engine mount.

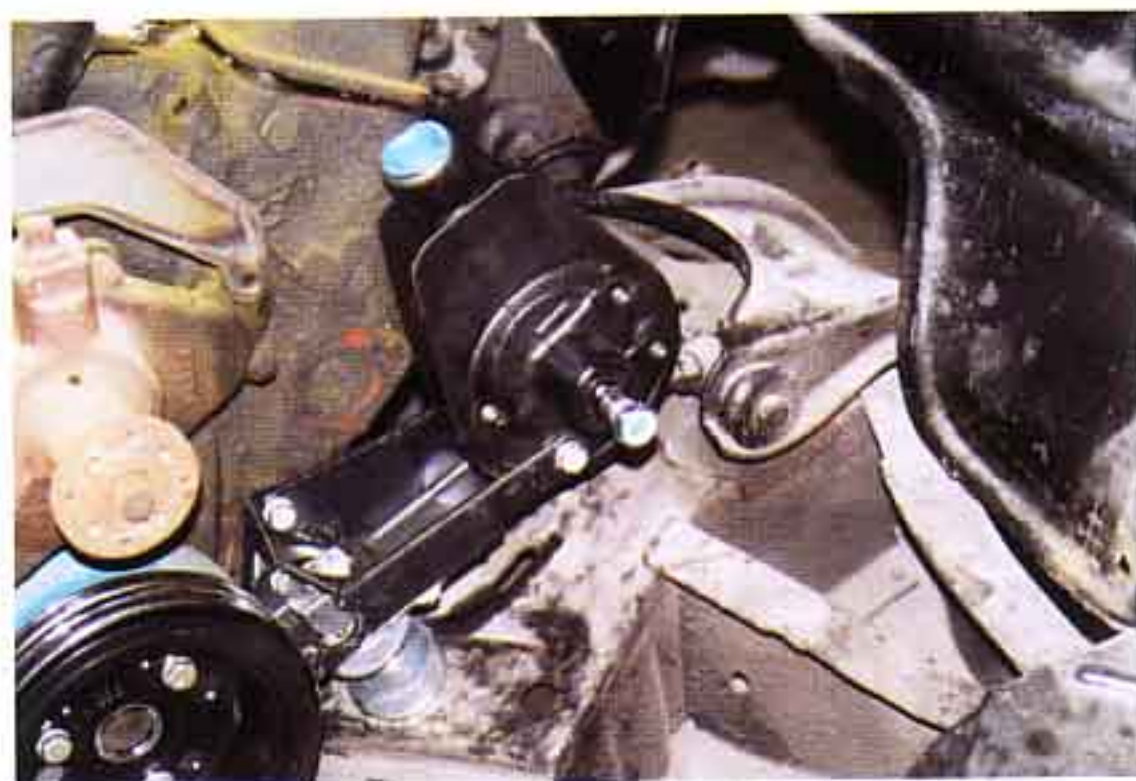


Photo #3: The power steering pump fits in the pump bracket and is held in place with a 9/16" bolt in the front and a 9/16" nut in the rear, supplied with the kit.



Photo #4:
The adjusting arm for the power steering pump attaches to the upper water pump

bolt on the driver's side and to the upper stud on the rear of the power steering pump with supplied hardware.



Photo #5:
The pressure and return hoses attach to the end of the control valve and are routed up

along the frame, just behind the steering gear box. The hoses are held to the side of the frame with bracket #53-40 and grommet #09-38.



Photo #6: Route the two hoses to the outside of the steering shaft. Both hoses have the foam rubber covering just like the factory hoses.



Photo #7:
The pressure hose has a 90 degree fitting on the end that screws directly into the large

fitting on the back of the power steering pump. The return hose will attach to a nipple on the back of the pump with the supplied hose clamp.



Photo #8: If the generator is going to be replaced with an alternator, the bracket used is #18-115. This bracket mounts to the two front intake manifold bolts on the driver's side and to the

upper water pump bolt. No holes in the front of the cylinder head are necessary. This bracket is made to clear the oil fill tube on the intake, so there is no problem adding oil to your engine.



Photo #9: #53-30 is the double groove pulley for the power steering pump, the pulley is held in place with a fine thread locking nut. If you are just adding power steering to your car, a double groove pulley #51-03 will need to be installed on the harmonic balancer. The

belt will run around the inner groove of the power steering pump and the second groove out on the crank shaft. If you are adding power steering and have A/C, a three groove pulley, #53-34, will need to be added to the double groove pulley on the crank shaft. Now the belt will run on the outer groove of the power steering pump and the third groove on the crankshaft. #41-10 is the belt for the power steering pump and will work on either application. If the engine has the original harmonic balancer, a new balancer, #18-35, will need to be installed. The original crank pulley was riveted to the balancer and the replacement pulleys are bolted on.



Photo #10: The alternator belt runs around the alternator, the first groove on the crankshaft pulley and the water pump pulley. The power

steering pump belt runs around the power steering pump and the new three groove pulley on the crankshaft.

Fill the power steering pump with power steering fluid and start the engine. Turn the steering wheel to the left and right a few times to work the air out of the system and then test drive. Keep an eye on the fluid for the first few miles and make sure there are no leaks in the system.

Good Luck! 