

Controlled Documentation

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Coyote Power Steering kit

ROADSTER AND COUPE

INSTALLATION INSTRUCTIONS



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Tools required

³/₄" wrench
³/₄" Socket
Ratchet
⁵/₃₂", ¹/₄", 6mm Hex Keys
Jack stands
Floor jack
Needle Nose Pliers
Torque wrench

Supplies needed

Power steering fluid

Parts preparation

POWER STEERING PUMP

- $\overset{\text{\tiny W}}{=}$ The inlet adapter is pressed into the pump, there are no threads.
- ***** $\frac{7}{8}$ wrench, plastic deadblow hammer.



If the power steering pump has the inlet adapter pointed down as shown in the picture above, it needs to be turned around.



Use a $\frac{7}{8}$ wrench to turn the adapter. This may make the adapter come out of the pump.



If you are concerned about the adapter leaking, use some Indian head to coat the inlet adapter and a plastic deadblow hammer to insert the adapter in the pump making sure it is pointed in the correct direction.

Power steering pump bracket

- 异 Power steering pump mount assembly
- ***** $\frac{1}{2}$ " wrench, $\frac{1}{4}$ " hex key





Assemble the brackets on the power steering pump as shown in the diagram.

IDLER PULLEY MOUNT

- \Rightarrow Idler pulley mount assembly
- 4^{3} wrench, 3^{4} socket, ratchet.



Assemble the idler pulley that comes with the Coyote Engine to the bracket using the pulley mount.

Installation

IDLER PULLEY MOUNT

- 4 $\frac{1}{2}$ " socket, torque wrench.
- $rac{}$ Idler Pulley mount components.



Put the washers and spacers on the bolts then attach the idler assembly to the engine at the locations shown and torque to **25Nm (18ft-lb)**.

POWER STEERING PUMP

Power steering pump assembly



The power steering pump mounts to the right side of the engine block.



Run the mounting bolts through the plates and spacers into the block and torque to 25Nm (18ft-lb).



Run the accessory belt as shown.

Power steering rack

- X Needle Nose Pliers, ³/₄" wrench, ³/₄" socket, Ratchet
- Power steering rack, Steering System Hardware



Power steering rack and fasteners.



Push the bushings and sleeves into the mounting bosses on the rack.



Line up the steering shaft and adapter and push the rack onto the steering shaft.



Bolt the rack into the frame. It is easier to do the driver side first then swing the passenger side down into the mount.

Torque the bolts to 55Nm (41 ft-lb).



Line up the steering shaft and adapter and push the rack onto the steering shaft.

Use thread locker on all of the steering shaft screws that do not have jam nuts and the adapter screws.



Attach the tie rod to the spindle, torque the castle nut to **25 ft-lbs** and install the cotter pin from the kit.

¹/₂ If the tie rod has a locknut instead of a castle nut, torque to **80Nm (59 ft-lb**).

Power steering lines

异 Power steering lines, reservoir,



Attach the power steering return line to the steering rack (right top in picture) and to the power steering reservoir. Tighten the line fittings to **27-34Nm** (**21-29 ft-lb**).

Locate and attach the power steering reservoir to the frame.



Attach the power steering pump feed line to the power steering pump and the reservoir.

Attach the remaining line to the power steering pump and the steering rack.

Bleeding the system

rightarrow Power steering fluid.

Solution Stands Stands.

Jack the front of the car up so the front wheels are off the ground and place on jack stands. Fill the power steering fluid reservoir with fluid. Turn the steering wheel slowly lock to lock. Check the steering fluid level.

 $\overset{\text{l}}{\mathbb{V}}$ Do not hold the steering wheel at full lock while bleeding the system.

Start the engine and turn the steering wheel lock-to-lock. Lower the car off the jack stands.

Power steering alignment specifications

Caster: 7° Camber: -0.5° Total Toe: $\frac{1}{16}$

ADJUSTING THE UPPER CONTROL ARM



Slightly loosen the three pivot bolts using a ⁵/₈" wrench and socket.

Loosen the jam nuts on both ends of each adjusting tubes using a $1\frac{1}{8}$ " wrench. Turn the adjusting tubes to lengthen or shorten the arm.

After you have adjusted the arm to the desired length, tighten down the jam nuts against the adjusting tubes, and then tighten each of the three pivot bolts. Torque the pivot bolts to 60 lbft.

Grease both ends using chassis grease frequently to insure smooth, trouble free operation.

There should never be more than 1" of thread showing past the tightened down jam nuts on either end of both adjusting tubes.

The Pivot Bolts must be loosened while the car is being aligned and retightened afterwards