



Power Steering Conversion Kit – 4500 & 4505

Packing List

1 New Power Steering Box & Bolts	1 Flat Water Pump Bracket
1 Heavy Duty Power Steering Pump O-Ring Style	2 Pump Bracket Bolts
1 Pump Bracket & Pulley (Connected to Pump)	2 Power Steering Hoses - (High & Low with O-Rings)
1 Pump Belt	1 Hose Clamp
1 Dipstick (In Pump)	1 Steering Shaft Coupler
1 - 7" Long Bolt & Nut (In Pump)	

A Few Notes

Phasing keeps the forks of the yokes closest to each other in line and parallel to the center line of the shaft to avoid binding.

Always use the minimum angle when designing your system.

Never weld a universal joint. Welding reduces the strength of the metal and can belt the needle bearing seal.

Set screws are supplied on all splined and dd u joints.

Universal joint warranty disclaimer

Due to the performance and the custom use of this product, Tom's Bronco Parts makes no warranty expressed or implied, oral or written to the purchaser, regarding safety, fit, merchantability or length of service.

We do not recommend this product be welded. Welding can reduce the strength, the metal and/or melt the needle bearing seal. The installer of this product understands that choosing to weld the material is at your own risk.

Important – buffing creates a very attractive finish in a matter of minutes. However, it is **very important that the caps not be buffed on or near.** The seal cannot be heated by the buffing or it will destroy the joint.

Power Steering Close Ratio
Conversion Kit
#4500 & #4505

READ ALL DIRECTIONS BEFORE BEGINNING

1. Park the Bronco on a flat surface, place transmission in park (automatic) or in gear (manual). Apply the parking brake.
2. Remove the clamp bolt holding steering shaft at the steering box. Loosen the clamp on the steering shaft where the shaft comes out of the bottom of the steering column. Slide the steering shaft away from the steering box.
3. Remove the 1 5/16 nut holding the pitman arm on the bottom of the steering box and remove the pitman arm. (You may need a puller). Remove the steering box.
4. Install the new power steering box with the three bolts provided. Torque the bolts to 65 foot lbs.
5. Place the new u-joint assembly on the power steering box, aligning the double D flats from yoke to the flats on the steering box shaft. Tighten the set screws and lock down the jam nuts on the yoke (make sure to tighten set screw into the center of the valley on gear box input shaft). We recommend using loc-tite on the jam nuts.
6. Cut off the end of the lower steering shaft and slide the shaft into the new steering yoke on the steering box making sure not to cut the steering shaft too short.
7. Once you have the shaft cut to the proper length, drill a hole all the way through the yoke and shaft. Install hardened bolt and nut supplied.
8. To center the steering box turn the steering wheel all the way to the left, count the turns to full right. Turn the wheel back half the distance. Install the pitman arm and torque the nut to 135lbs.
9. Install the power steering pump and connect new hoses to box. Fill the power steering box with power steering fluid (NOT ATF). Start the engine for 10 seconds and then shut the engine off. Top off the steering fluid. Do this procedure until the reservoir stays full.
10. Recheck all fasteners and road test. (You may need to remove and straighten the steering wheel).
11. Recheck all fasteners after 100 miles of driving.



Yoke Instructions for Power Steering Kit #4500 & 4505

Using pre-drilled hole in yoke as a pilot, drill a 5/16" hole through the steering shaft and out the other side of the yoke as shown in photos. Insert provided bolt through yoke and shaft assembly. Apply a small amount of lock-tite to threads and tighten provided lock-nut onto bolt. Torque to 20 ft/lbs.

