

# GOTTA SHOW PRODUCTS LLC.

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## Instructions for Power Steering kits

There are **2** different SIZES of hose that come in our base power steering hoses kits. There is a **3/8 I.D.** hose for the **return** and a **5/16 I.D.** hose for the **pressure** side. Please find your part number below for additional instructions for installation. All base hose kit come with 22" of hose With the exception of 131151 and 131191 kits which has 28" of hose. They are cut to fit at the pump side. The hose kits listed below are for pumps with reservoir attached. If you are running a pump where the reservoir is mounted separately then you will also need to order the third line kit.

**131101/ 131107**--- These fittings seal at the face of the rack with the white Teflon seals and with a hidden o-ring built into the middle of the nut on the fitting. You do not want to over tighten these fittings or you will damage the white seals. Tighten rack side fittings to about 12-14 ft/lbs. Both fittings will **SWIVEL** once they have been installed and tightened.

**131105**--- This type of rack came with either inverted flare or o-ring. In the kit you are supplied a brass drop-in fitting for the pressure side that you will utilize only if your rack is o-ring. The hose kit comes with an inverted flare fitting swaged onto the hose already. Don't use the brass drop-in button if you have an inverted flare rack. The brass drop-in button is for the rack **not** the banjo bolt. (The return fitting will **SWIVEL** after tightening)

**131151**---Both fitting are inverted flare and will fit all GM gear boxes that are within 65-79 year model. The fittings that come pre-attached to the hose go to the gear box side.

**131171**---This kit fits 80- present GM gearboxes and racks, Dodge Omni and Buick Electra. The pressure is the larger of the 2 fittings with the o-ring affixed to the fitting from the factory. Before installing, double check that the o-ring did not fall off while opening the package. The return hose has the smaller fitting but larger hose and a white Teflon seal. (The return fitting will **SWIVEL** after tightening)

**131181** ---This kit fits your slave cylinder to control valve. Fittings crimped on hose go to slave cylinder.

**131191**---This kit fits from your control valve to GM pump. Fittings crimped go to control valve.

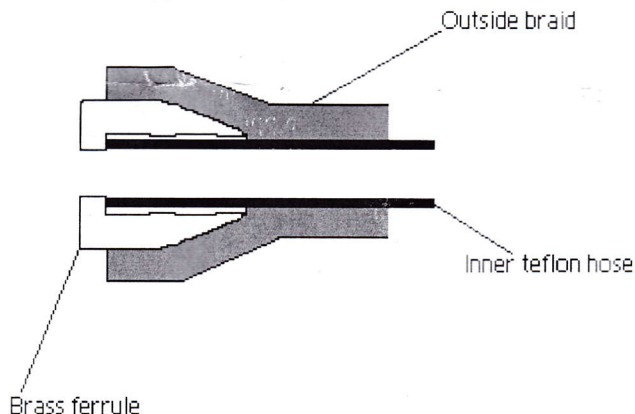
### Cutting braided stainless hose:

**Hint:** Place compression nut from banjo fitting over the hose before you cut it to length.

When cutting braided stainless hose it is easier to cut with a chop saw or cut off wheel (as thin a wheel as you can find). Mark hose to length and wrap hose with tape over your mark. Make sure you cut through the middle of the tape this will prevent most of the fraying effect that is seen with braided stainless hose.

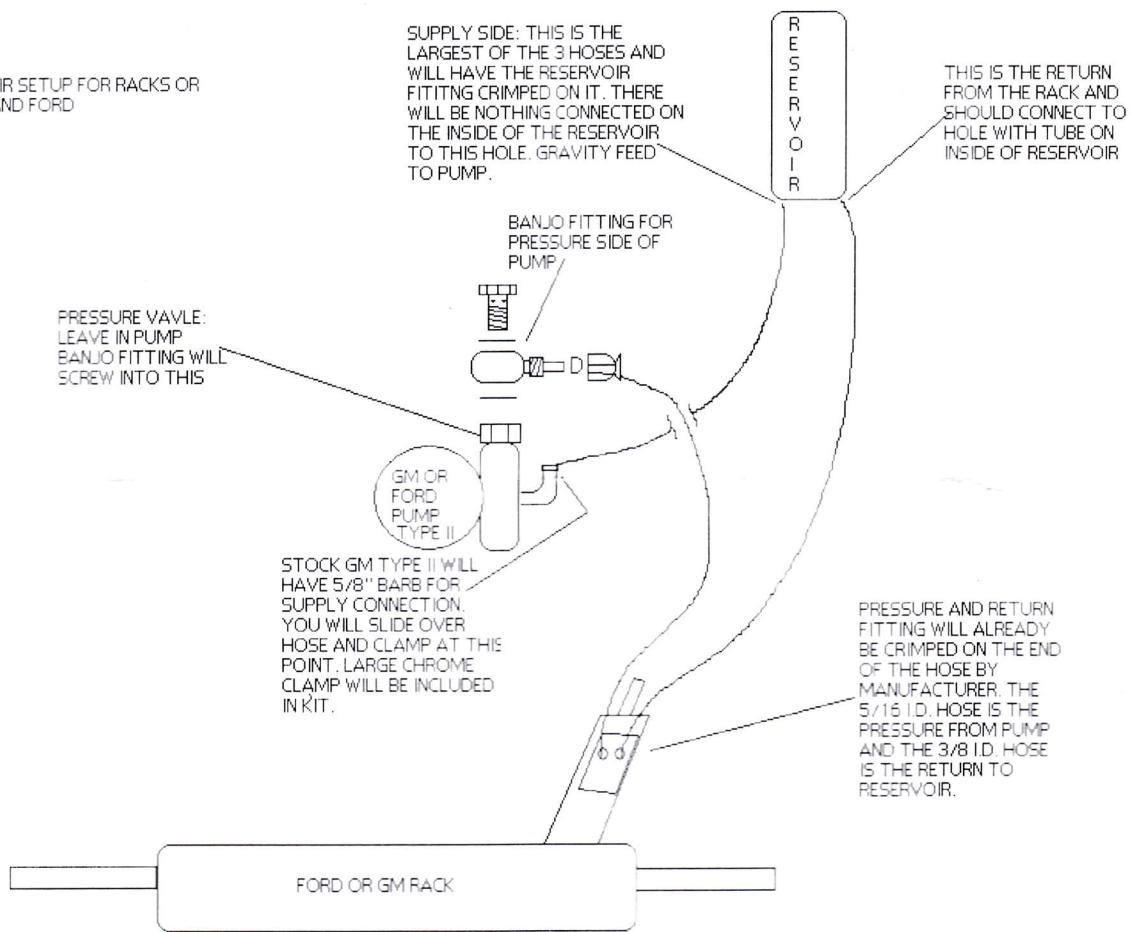
### Banjo compression fitting installation:

All kits come with a banjo fitting that you will need to attach to the end of your hose for the pressure side of your pump. If you have a pump with -6an male thread (9/16"-18) for the pressure than you need **part # 601906** fitting or for Ford and GM pumps with -6 SAE male fitting (5/8"-18) seen in the 67-68 pumps only you need **part # 601196**. Unscrew compression nut from banjo. Place nut over Pressure hose (5/16 or smaller hose) with threaded side facing end of hose. Cut hose to length if needed. Take off any tape that was left on the end of the hose from cutting. Take brass ferrule that was inside the banjo fitting and place it onto the end of the hose (as shown below). It is important to make sure the Teflon hose is completely pushed up **inside** the brass ferrule until it stops at the back edge of ferrule (as shown below). Make sure when you push the banjo barb down through the brass ferrule and Teflon you don't push back or tear the inner Teflon hose. (**Hint:** Use some power steering fluid on the end of the banjo barb before insertion.) Tighten nut approximately to 15ft lbs.



**\*INNER TEFLON AND OUTER BRAID SHOULD BE THE SAME LENGTH AFTER CUTTING!**

REMOTE RESERVOIR SETUP FOR RACKS OR GEAR BOXES GM AND FORD



STANDARD POWER STEERING SETUP: PUMP WITH INTERGRAL RESERVOIR.

