Modification of your factory p.s. bracket may be required to allow this p.s. reservoir to work. 69-77 Long waterpump engines require March Performance #20175 lower p.s. bracket assembly. This reservoir is designed to replace most 66-77 and 88-95 Saginaw power steering pump reservoirs. The March Performance reservoir will also work with most 78-87 p.s. pumps if a different mounting Bracket is used. Contact March Performance for applicable bracket part numbers. Will not work with March Performance p.s. bracket #20112.

Before proceeding, compare the bracket mounting locations on the back of the March Performance Reservoir with your reservoir. If they are not in the same locations, you will need a different P.S. pump mounting bracket. Contact March Performance for further details.

1. Remove all brackets and pulley from the p.s. pump. Drain all fluid from the pump.
2. Clamp the front hub of the pump in a vise so that the shaft is pointing down. Do Not clamp too tightly or damage to the pump may result.
3. Remove the pressure union and mounting bolts or studs, noting their positions. Fig. 1
4. Gently remove the reservoir by tapping on the rim at 2-6-10 o’clock positions. There are 3 o-ring seals between the rear of your power steering pump and reservoir. Be sure to note their positions and not to lose them as they will be re-used.
5. Thoroughly clean the March Performance Reservoir, especially the interior, as any contamination can cause the pump to fail. Caution should be taken due to the sharp edges of the reservoir. If your pump is equipped with a magnet, clean it thoroughly and reinstall it in the same location. Lubricate inside mounting surface with power steering fluid. Fig.2
6. Be sure that the 3 o-ring seals are seated in the countersinks of the power steering pump (1 in each of the bolt locations and 1 at the countersink of the pressure union). Lubricate all sealing surfaces including the large o-ring at the pump housing groove with power steering fluid Fig. 3.
7. Align the holes of the reservoir with those of the pump. With a gentle equally dispersed force, push the reservoir into place over the pump. A mallet may need to be used. Fig. 4

8. Insert the mounting studs or bolts using the washers supplied, in their proper position. Alternate tightening of each of the mounting bolts to pull the pump assembly evenly into the reservoir. Lubricate and install the pressure union making sure the ports O ring is in place. Fig. 5 Torque the mounting studs/bolts to 26 ft. lbs., and the pressure union to 37 ft. lbs.

9. With the cap in place and a plug seal off the return line and pressure union. Fill the pump with fluid And inspect for leaks.

10. Install the pump, pulley and mounting brackets on the engine and attach all lines.

**WARNING! Bleed Power Steering System Before Engine Startup**

**IMPORTANT SYSTEM BLEEDING PROCEDURE**

A completely new power steering system requires a different start up procedure than just replacing a worn out unit. Although power steering systems are self bleeding it is very important that a new system NOT be run until a proper static bleeding is performed. Any air in the system will be almost impossible to purge while the motor is running and will quickly cause the fluid to foam. Foaming can cause the reservoir to overflow and also can cause overheating of the pump with resulting damage. Any pre-running of the motor should be performed without the power steering belt attached. Dependant on if your system is a serpentine or v-belt setup this can be as simple as removing a separate belt or on serpentine systems may require using an old pump as a temporary stand-in until the final system is installed.

**SERPENTINE AND V-BELT SYSTEMS**

1. Fill the system with high quality fluid and let it set undisturbed for a few minutes, this will allow air bubbles to float out of the fluid. Leave the reservoir cap off. Use this time to wipe the components off in preparation for leak check and visually inspect the hose routing, belt alignment and attaching hardware.

2. After your inspection, raise the front wheels off the ground and support the vehicle. Without starting the engine slowly begin to cycle the steering wheel. The key here is “slowly”; about 1 revolution per 8-10 seconds. Continue to top off the fluid level at the reservoir. The key here is to keep the level full enough to keep air from being re-introduced into the system as air in the new system is purged from the pump, hoses and rack. When the level remains steady, inspect for leaks and start the engine.

3. Check the fluid level and inspect for leaks. Some vane type pumps require 1000 RPM or more to take the fluid down. Slowly cycle the steering wheel in both directions, lightly contacting the wheel stops. Continue to check the fluid level and add if necessary. If the pump begins to get noisy, turn the engine off and let the system set for 15 minutes. Air in the system will cause the pump to growl and the fluid level may rise when the engine is turned off.

4. Some systems may bleed very quickly but depending on your system type, hose length, hose routing and power steering rack unit it may be necessary to repeat the above steps until the system is operating normally. If air is still a problem after several rest periods, it may be that air is entering the system faster that it can be expelled at the reservoir fill. Look for leaks. Even the smallest of fluid leaks can be a source of massive amounts of air entering the system.

5. Always test drive the vehicle, making sure it is safe.

Be sure to wipe all power steering fluid from the reservoir as over time it will cause the powder coat on the reservoir to deteriorate.