Pt.#9600 Instructions
Billet Power Steering Pump

Modification of your factory P.S. bracket may be required to allow this P.S. reservoir to work. This pump is designed to replace most Saginaw power steering pump. Contact March Performance for applicable bracket part numbers.

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.

This pump has a keyed shaft for a nut-retained pulley. The pressure port is a 5/8 – 18 inverted flare fitting.

* Install the pump, pulley, and mounting brackets on the engine and attach all lines. Fill the pump to the bottom of the filler neck. Once the power steering system has been bled, the level for the power steering fluid should be at the bottom of the reservoir filler neck. Be sure to wipe all power steering fluid from the reservoir as over time it will cause the powdercoat on the reservoir to deteriorate.
WARNING!
Bleed Power Steering System Before Engine Startup

Initial Bleeding Procedure for March Performance Power Steering Pumps Part Numbers 450, 452, 9600, and 9610

GETTING IT UP AND RUNNING
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 cause overheating of the pump with resulting damage. Any pre-running of the motor should be performed without the power steering belt attached. Depending 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 than 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.