

INSTALLATION GUIDE



Hose Kit 01

For TCP Rack & Pinion with KRC Power Steering Pump

P/N: TCP HOSE-01

DESCRIPTION:

TCP HOSE KIT OEM STYLE. CONTAINS -6 & -10 CLOTH EXTERIOR BULK HOSE LENGTHS AND REQUIRED ZINC PLATED STEEL HOSE ENDS TO CONNECT POWER RACK & PINION, KRC POWER STEERING PUMP AND REMOTE RESERVOIR.

APPLICATIONS:

FITS APPLICATIONS USING TCP POWER RACK & PINION WITH KRC POWER STEERING PUMP

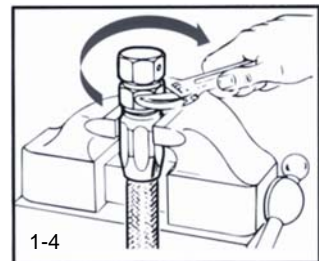
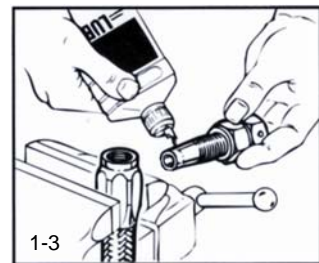
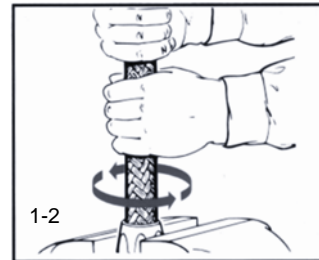
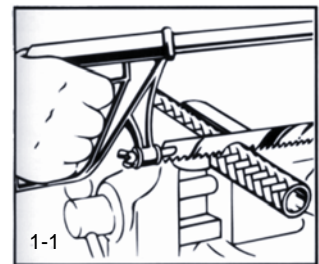
WARNING: Use ONLY petroleum based power steering fluid with this product. Use of ATF or synthetic fluids will result in damage to the internal seals.

PARTS LIST

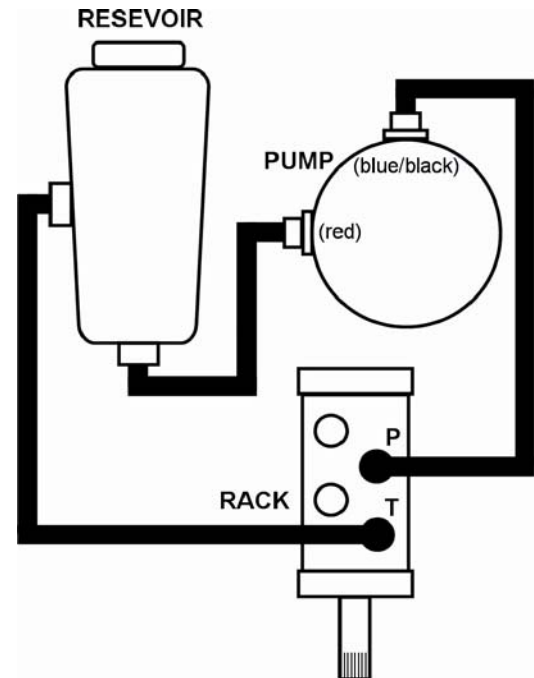
Part Number	Description	Quantity
7900-160	Hose, -6 High Pressure 2250 psi; 84" Long Blue Cloth	1
7900-161	Hose, -10 High Pressure 1750 psi; 36" Long Blue Cloth	1
7900-162	Hose End, 90 deg. -6 AN/JIC 37 deg. Flare Steel (AQP1389)	4
7900-163	Hose End, 90 deg. -10 AN/JIC 37 deg. Flare Steel (AQP1374)	2

INSTRUCTIONS

- 1) Instructions for mounting the bracket and pump are provided in the applicable TCP PBS-XX kit.
- 2) Reservoir must be mounted in close proximity to the pump (i.e. inner fender, radiator support, shock tower).
 - a. When filled, fluid level of reservoir must be 2 or more inches above top of pump.
 - b. Do not mount near exhaust headers or sources of extreme heat.
- 3) Route hoses away from headers and moving parts.
 - a. Leave slack in hoses to allow for engine movement and pressure changes. Avoid tight bends.
 - b. Determine correct length, and then mark hose using tape.
- 4) Cut hoses square with fine-tooth hacksaw or cut-off wheel. (Fig. 1-1)
- 5) Clean inside of hoses thoroughly. Small metal and rubber particles will lock up the pump.
 - a. Use a rifle bore brush to remove loose particles in the hoses.
 - b. Flush hoses with hot water and use compressed air to dry before use.
- 6) Disassemble the hose ends and place the outer socket into a vise to thread the hose into the socket. (Fig. 1-2)
 - a. The socket uses left-handed threads so the hose will be turned counter-clockwise.
 - b. Turn until hose bottoms in socket then back off 1/4 turn.
- 7) Lubricate the tapered threaded end of hose and inside of hose. (Fig. 1-3)
 - a. Power steering fluid can be used.
- 8) Screw hose end into socket and hose. (Fig. 1-4)
 - a. Leave a 1/32" to 1/16" clearance between hose end hex and socket.



- 9) Route hoses as intended in step 3 avoiding exhaust headers and moving parts.
 - a. Leave slack in hoses to allow for engine movement and pressure changes. Avoid tight bends.
 - b. Secure hoses where necessary to maintain safe clearance from extreme heat and moving parts.
- 10) Connect -10 hose to bottom of reservoir and to red fitting at pump.
- 11) Connect -6 hose to blue/black fitting of pump and to rack-&-pinion control servo fitting marked "P" (pump).
- 12) Connect -6 hose to rack-&-pinion control servo fitting marked "T" (tank/reservoir) and to side of reservoir.
- 13) Fill system with clear, petroleum based power steering fluid.
 - a. Do not use ATF or synthetic fluid.
- 14) Raise front wheels off ground.
- 15) Turn steering lock to lock repeatedly while maintaining fluid level in reservoir to completely fill the system.
- 16) Start engine and turn steering lock to lock repeatedly to bleed air from system.
- 17) Lower front wheels.
- 18) Check fluid level and system for any leaks.



TIPS TO EXTEND THE LIFE OF YOUR PUMP

- Use clear, high-temperature, petroleum based, power steering fluid and change it on a regular basis.
- Fluid level must be two or more inches higher than top of pump.
- When assembling new hoses, clean them with a rifle bore brush and then flush them out with hot water and air dry before use. Most problems with power steering systems are due to contamination from new hoses or other steering components which in turn damage the pump. Always place caps on pumps, rack fittings, and hoses when system is open to the air.
- Never start your engine without fluid in the reservoir tank. One minute without fluid can damage the pump.
- Route all hoses and reservoir tanks away from headers to keep from adding heat to the system and burning the fluid.
- Do not install any filters or coolers on the -10 side of the reservoir. Install them on the -6, return sides if they are needed.

WARRANTY NOTICE:

There are **NO WARRANTIES**, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any product. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes **NO GUARANTEE** in reference to any specific class legality of any component. **ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY.** The products offered for sale are true race-car components and, in all cases, require some fabrication skill. **NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.**

Total Control Products
A Chris Alston's Chassisworks, Inc. Brand
8661 Younger Creek Drive
Sacramento, CA 95828
Phone: 916-388-0288
Technical Support: tcptech@cachassisworks.com

