FITTING INSTRUCTIONS
Jaguar MKII 3.4/3.8 power steering

Partnumber: 045.311

Disconnect the battery, drain and remove the radiator, jack up the front end of the car and remove the front wheels. Separate track rod ends from steering arms, remove steering box, idler arm, associated links and lower steering column. Using the template provided, cut out the chassis leg on the drivers side. Weld the cut edge to restore strength. This can be carried out with the engine in situation, but care must be taken to avoid fuel and brake lines.

Release the tension on the front lower suspension arms by either compressing, using the correct Jaguar type spring compressor, or removing the front road springs. Replace the lower fulcrum pins with the new ones provided in the kit. The flat bolt head needs to be facing the rear of the car to allow extra rack clearance. If the engine is in situation, the sub-frame will need to be dropped at the rear to achieve this. With care, this can be done without disconnecting the brake lines. Be sure to fit the large spacer washer and original penny washer behind the nut at the front of the fulcrum pins. Clean the eight threads in the front cross member and loosely fit the rack mounting brackets. Place the rack in position and bolt the rack brackets tight, use thread locking solution on these bolts. Check the steering rack is in the centre of its travel. Turn the steering wheel to the straight-ahead position.
Clean and lubricate the splines on all the shafts, fit the small universal joint onto the steering rack pinion and offer up the new lower column and larger universal joint. Secure the column with bolts provided. Wind the new track rod ends and lock-nuts onto the rack an equal number of turns and secure to the uprights.

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Remove the old crank and water pump pulleys and fit the new pulleys supplied. Remove the dynamo, if it is mounted on a separate bracket, remove this as well. Support the engine under the sump and remove the two large mounting bolts. Remove the left hand engine mounting and replace it with the new large bracket. Lower the engine back onto its rubber mountings and refit the large bolts. Offer up the new power steering pump, cradle and tensioner and bolt loosely into place. On some cars, it may be necessary to remove a small portion of the engine mounting support on the chassis leg to clear the feed pipes.

Offer up the new hydraulic pipes to the steering rack, carefully bending the short metal pipes to clear any obstructions. Secure these pipes to the sub frame, making sure they cannot droop and snag on anything passing under the car, or be trapped by the movement of the rack. The high pressure pipe connects to the rear of the pump and the low pressure hose (having only one crimped end) passes up the inner flitch to the area of the reservoir.

This reservoir can be secured to the flitch at any convenient point, keeping it as high as possible without effecting
the closing of the bonnet.

Complete the hydraulic circuit by fitting the feed pipe from the reservoir to the pump.
Make sure all the hoses are secured well clear of the exhaust manifolds and pipes.
Fit the power steering belt and refit the dynamo using washers to give correct alignment if necessary.
Refit the fan belt, check belt tensions and tighten all fastenings.
Re-fit the radiator and pipes, refill with the correct water/anti-freeze mix.
Re-connect the battery.
Support the car on the front spring pans with the wheels clear of the ground.
Fill the power steering reservoir and start the engine.
Work the steering wheel slowly from lock to lock, until all the air is expelled from the system and the fluid level remains constant in then reservoir.
Check the system for leaks.

Set the front wheel alignment to 1/8" toe-in making sure the steering wheel remains at the straight ahead position.
It is recommended that a full geometry check is carried out at this stage to achieve the best results from this conversion.

FRONT

REVERSE FOR RHD

LHD FLITCH

BACK OF CHASSIS PAIR BULKHEAD END