

" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.

ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED

IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "

1955-57 POWER STEERING PUMP CHROME DRESS-UP

Like the old drag racers say: "If it don't make it go fast, chrome it!" Classic Chevy has carried a simple bracket for many years that replaces the left front engine mount and works as a power steering pump mount. Until now this bracket has only been available as a painted part. With so many custom cars being built these days it was time to dress-up this entire area. Classic Chevy now offers the pump bracket and adjusting arm in chrome along with a chrome power steering pump, pulleys and hardware to dress up the power steering system. A steel braided hose kit has also been developed to replace the plain black hoses as the finishing touch. This will really give your power steering system (605,670 or rack) a finished custom look.



207-43



53-27C



53-29C



211-18



53-311



53-29C

Parts Needed:

- 53-29C Chrome Power Steering Pump Adjusting Arm
- 53-27C Chrome Power Steering Pump Bracket
- 18-06 Front Engine Mounting Kit
- 207-43 Chrome Power Steering Pump
- 211-19 Chrome Water Pump Pulley Double Groove
- 53-34C Chrome Crank Pulley Single Groove
- 211-21 Chrome Crank Pulley Double Groove
- 211-18 Chrome Water Pump Pulley Single Groove
- 41-12 Power Steering Belt
- 53-309 Steel Braided Hoses 605/670 Power Steering
- 53-310 Steel Braided Hoses Rack & Pinion Steering
- 53-311 Chrome Power Steering Pump Pulley
- 53-314 670 Power Steering Box Cover, Brushed
- 53-315 670 Power Steering Box Cover, Polished

To order parts call 1-800-456-1957 or visit ClassicChevy.com

Tools Needed:

- 9/16" Wrench
- 5/8" Wrench
- 11/16" Wrench
- 3/4" Wrench
- 9/16" Socket & Ratchet

Time Frame:

4 Hours



Photo #1: From 1955 to '57, the V8 engines used front engine mounts. These mounts bolted to the front of the engine and had studs with grommets that attached to the

frame. If the car had original power steering, the power steering pump mounted on the back of the generator. If you are installing a 605 or 670 power steering box or a rack and pinion unit, a later model power steering pump must be installed.



2a



2b

Photo #2a & 2b: The new chrome power steering pump bracket/left front engine mount P/N 53-27C replaces the stock left front mount. This bracket may also be used on side mounted small blocks. To remove the original front mount, the engine must be supported on the driver's side with a floor jack under the oil pan or by lifting the engine with an engine hoist. Before the engine can be raised the upper nut, flat washer and rubber grommet must be removed from the left front motor mount.

Photo #3: With the engine raised, the left front motor mount bracket may be removed. The bracket is held to the front of the engine with two 9/16" X 1" bolts with lock washers.



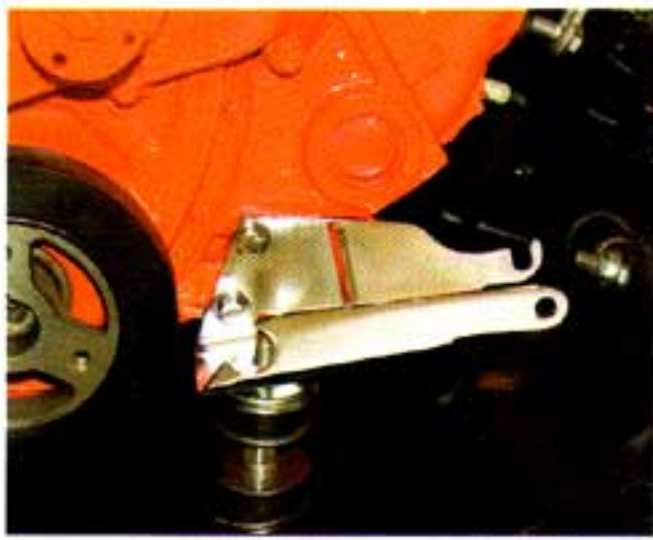


Photo #4: The new chrome steering pump bracket P/N 53-27C bolts to the front of the engine using the same two bolt holes the stock mount used. The new bracket comes with all chrome mounting hardware.

The bracket is held to the front of the engine using two chrome 9/16" X 1" bolts and lock washers.

Photo #5: The stud for the front engine mount passes up through the hole in the bottom of the new bracket. Lower the engine down onto the rubber cushion and install the stock upper cushion, washer and nut. If the cushions and studs need to be replaced, kit P/N 18-06 includes all necessary parts.

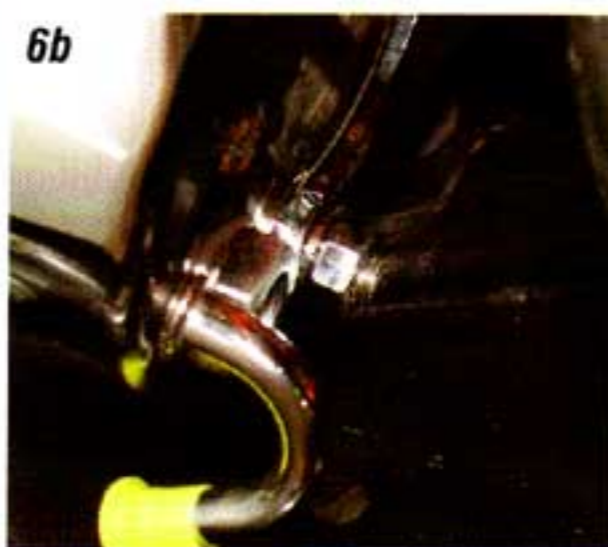
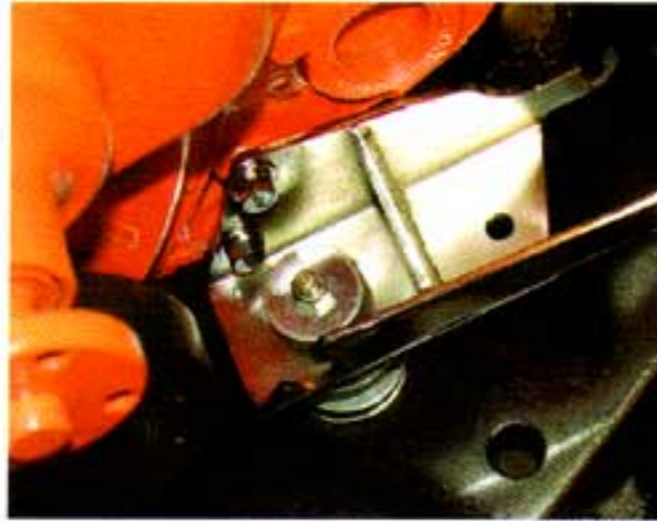


Photo #6a & 6b: The chrome power steering pump P/N 207-43 bolts to the new power steering bracket with a chrome 9/16" X 1" bolt, flat washer and lock washer. The rear of the pump has a stud that fits in a groove in the back of the bracket. The rear stud is secured to the bracket with a chrome nut, flat washer and lock washer.

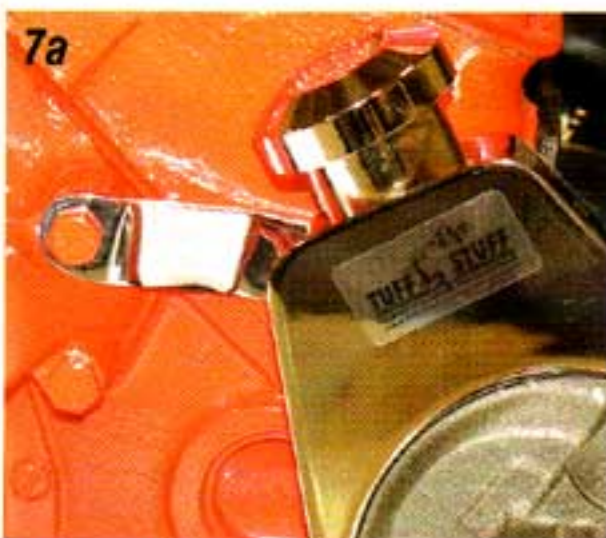


Photo #7a & 7b: The adjusting bracket P/N 53-29C for the power steering pump bolts to the upper water pump bolt on the driver's side of the engine. The adjusting slot fits onto the upper rear stud on the back of the power steering pump. A chrome 9/16" nut, flat washer and lock washer for the adjusting slot is included with the P/N 53-27C bracket kit.

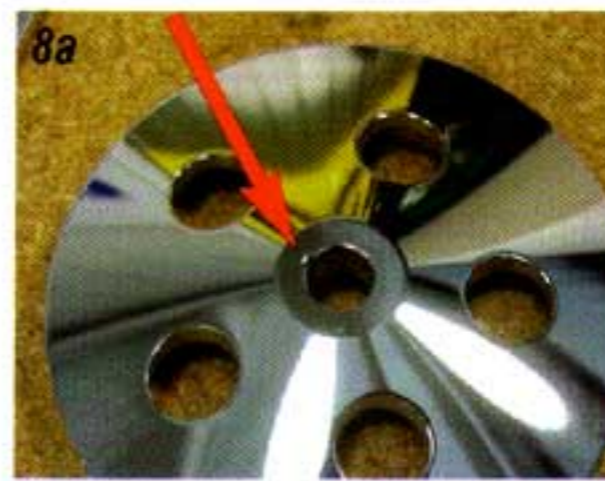


Photo #8a & 8b and Photo #9: The new chrome pulley P/N 53-311 has a keyway that matches up to the key on the shaft of the power steering pump. Install the pulley onto the shaft of the pump. The pulley is held in place with a chrome nut that is supplied with the P/N 53-27C pump bracket.

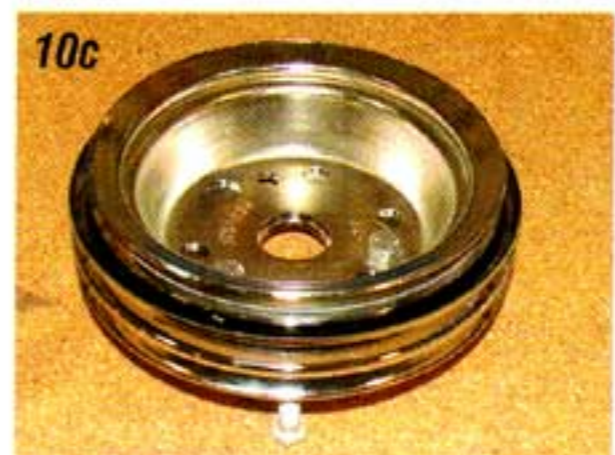
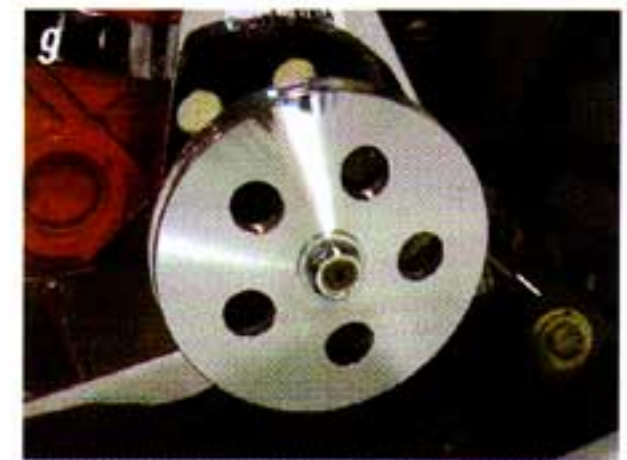


Photo #10a, 10b & 10c: The third groove on the crankshaft pulley (farthest out from the timing cover) is used to drive the power steering pump. The first groove is for the alternator and the second groove is for the air conditioning. A one-piece double-groove chrome pulley P/N 211-21 is used for the first and second groove. For the third groove a separate chrome pulley P/N 53-34C is used. The P/N 53-34C pulley fits inside the P/N 211-21 pulley to make up the three grooves.



Photo #11: The two pulleys bolt to the harmonic balancer with three 9/16" bolts and lock washers.

Photo #12: If air conditioning is installed, a double groove pulley P/N 211-19 must be used on the water pump. If air conditioning is not used a single groove pulley P/N 211-18 may be used.





Photo #13: The fan belt P/N 41-12 may now be installed. With the power steering pump adjusted the pump will lean to the inside slightly. This will allow for clearance between the forward upper control arm stud and the pump reservoir.



Photo #14 & 15b: A cover for the 670 power steering box is available in polished aluminum P/N 53-311 or brushed aluminum P/N 53-312 and includes four stainless button head bolts and lock washers.

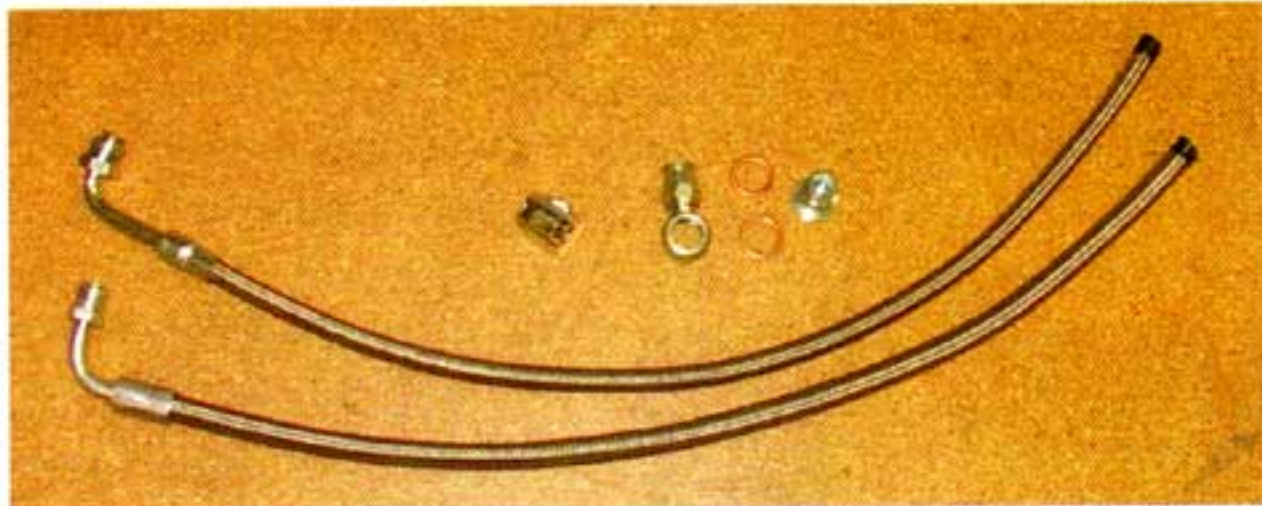


Photo #16: To finish off the dress-up, we will install new stainless steel power steering hoses. Hose kits are available for the 605/670 power steering box and the rack and pinion kits. The kit includes high quality Teflon hoses and all stainless steel fittings.



Photo #17a & 17b: The 605 and 670 power steering boxes have inverted flare fittings. The inner fitting closest to the engine is for the pressure hose.



Photo #18a & 18b: At the power steering pump a banjo fitting is used



on the pressure hose. This will allow the hose to be oriented in any position to clear the exhaust or steering components. The hose kit includes a banjo bolt, two copper washers and a banjo block for the end of the hose.



Photo #19: The banjo fitting screws into the pressure line port in the back of the power steering pump. Orient the fitting so that the line will clear any moving suspension parts or any hot exhaust parts. With the fitting installed in the steering box, hold the steel braided hose next to the banjo fitting on the power steering pump and mark the hose where it will need to be cut. The hose is made extra long so that it will work with a small block or big block engine.

Photo #20: The banjo fitting has a main body with a ferrule and locking nut.

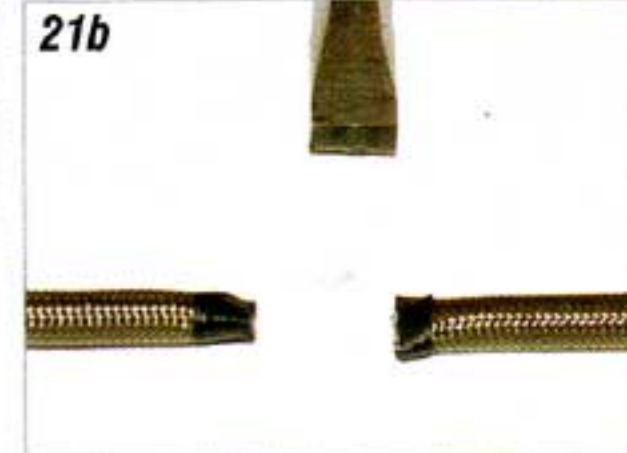


Photo #21a & 21b: After marking the steel braided hose, wrap it with electrical tape. This will keep the steel braid from fraying when the hose is cut. Before cutting the hose, install the locking nut for the banjo fitting. The steel braided hoses are Teflon, not rubber, so the hoses must be cut with a blade that will not create any heat. A sharp chisel works great!



Photo #22: Once the hose is cut remove the electrical tape. Using a #3 Phillips screwdriver, straighten the hose end where you cut it.



23a



23b

Photo #23a & 23b: Using a small flat blade screwdriver, separate the outer steel braid from the inner Teflon hose and install the ferrule for the banjo fitting over the hose.



24a



24b

Photo #24a, 24b & 24c: Install the stem of the banjo fitting into the hose and tighten the locking nut onto the banjo fitting until the nut bottoms out. Now the banjo fitting can be installed back onto the power steering pump.



24c



Photo #25: Next install the return hose on the steering box. This is the outboard port on the steering box.



26a



26c



26b

Photo #26a, 26b & 26c: The return hose from the steering box connects to the nipple on the back of the power steering pump reservoir. The hose kit includes a shielded hose clamp for this end. Cut the return hose to length using the electrical tape/chisel method and connect to the reservoir.

Photo #27: We have used a couple of zip ties to tie the two hoses together. This will keep the hoses in place and prevent them from getting damaged. Good luck and enjoy your snazzy new engine compartment! ✓

