

## CZP Z32 TT Power Steering AN Line Kit

### Installation Guide



Thank you for your purchase of the CZP Z32 TT Power Steering AN Line Kit. Please make sure your kit came with all of the necessary components listed below:

- 1x -8AN Insulated Power Steering Line
- 1x -6AN Insulated Power Steering Line
- 1x CZP Aluminum Power Steering Manifold Block
- 1x M16 Banjo Bolt
- 2x M16 Copper Crush Washer
- 2x M14 Copper Crush Washer
- 1x -8 Male AN Flare x -8 Male ORB Straight Adapter w/O-Ring
- 1x -6 Male AN Flare x -6 Male ORB Straight Adapter w/O-Ring
- 1x Replacement Viton O-ring for PS Pressure Sensor

1. Drain the system and remove your old and potentially leaky power steering line and any brackets that retain it.



2. Install both of the AN flare to AN ORB adapter fittings into the manifold block, making sure to apply a dab of power steering fluid to both O-rings to make sure they're well lubricated and seat properly without twisting or ripping.
3. Remove the power steering pressure sensor from your old high pressure line.
4. Replace the old pressure sensor O-ring with the new O-ring supplied in the kit.
5. Install the sensor with its new O-ring into the manifold block, making sure to apply a dab of power steering fluid to the O-ring to make sure it's well lubricated and seats properly without twisting or ripping.



6. Now that the manifold block is fully assembled, you can go ahead and connect each of the lines to their respective fittings on the manifold block and tighten them down snugly. The -6AN 90 degree line on the top of the block should be angled towards the rear (away from the CZP logo and labels).



7. Tighten the M16 banjo fitting to the -8AN line.



8. Now that we have the full line assembled, take a small baggie and tape or zip tie it around the end of the line to stop debris from getting into the system while we feed the M16 banjo fitting up from underneath the passenger side of the motor to the power steering pump.
9. Take the new M16 banjo bolt and the two M16 crush washers (one on each of the sides of the banjo fitting and screw the bolt into the threads of the power steering pump and tighten it down with a wrench.



10. Line the manifold bottom bolt holes up with two holes on the subframe on the drivers side. One of the holes was used by the stock power steering lines brackets and the other is just on the outside of that one. Take the two M6 mounting bolts and thread them up into the block from the bottom and tighten them down.
11. Now route the small M14 Banjo hose end to the location we removed the stock line from, at the base of the steering column on the rack. Use the two new M14 Copper crush washers along with the stock bolt to tighten the banjo fitting on.
12. Reconnect the plug for the power steering pressure sensor.
13. Go back around to all of the connections and make sure all of them are tight.
14. Take a few zip ties and make sure the new line doesn't make contact with any moving parts and the wires and connectors for the pressure sensor are tucked out of harm's way as well.
15. Refill the power steering system through the reservoir.
16. Restart the car and check for leaks, if any are present, immediately shut the car off and tighten the loose connection.

17. If there are no leaks, leave the car running and start to crank the steering wheel fully back and forth, stopping for a full second at each end to help bleed any air out of the system, refill the reservoir as necessary.
18. Check for leaks one last time after all the air has been bled out of the system and if any exist, repeat the last two steps.

