

Ford Mustang S550 Steering Rack Conversion Kit To S197 Hydraulic Steering Rack

This manual describes the modification process of the Mustang S550 front subframe to allow the use of the Mustang S197 **hydraulic** steering rack.

We recommend reading this manual all the way through before making any modifications.

With this modification the new steering rack will be fitted in place of the OEM electric steering rack.

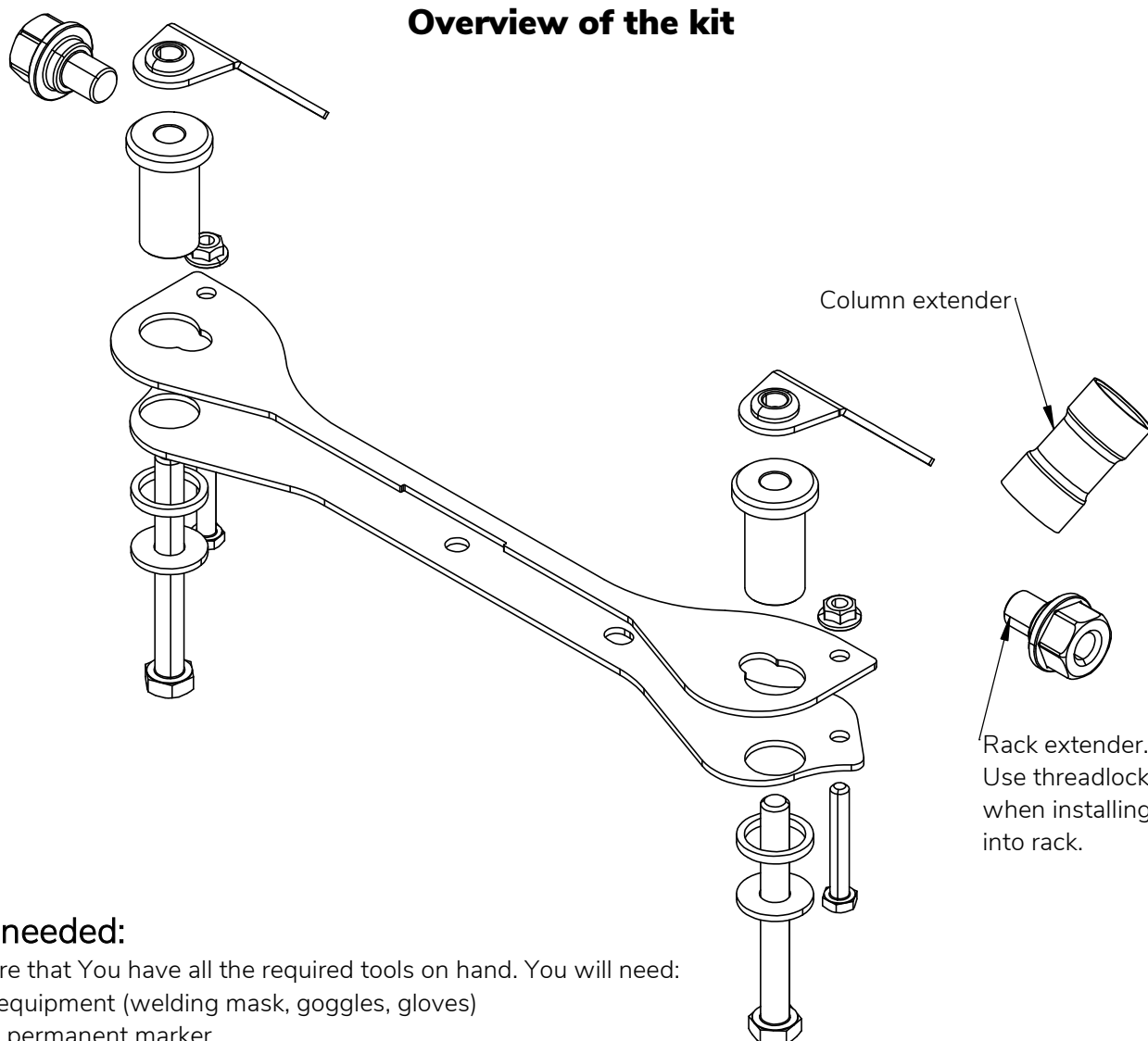
Given setup is meant to be used with **WiseFab Ford Mustang S550 Front Drift Angle Lock Kit**.

Long-tube headers or other non factory items could need modification or replacement to suit this kit.

Components needed:

Steering Rack: Mustang S197 **Hydraulic** Steering Rack (S197 Electric Steering rack can **not** be used).

Overview of the kit



Tools needed:

Make sure that You have all the required tools on hand. You will need:

- Safety equipment (welding mask, goggles, gloves)
- Fine tip permanent marker
- Wrenches
- Angle grinder with cutting and sanding discs
- 8mm drill
- Welding equipment



If you still have some trouble installing the kit, contact us at
sales@wisefab.com, or call us **+372 5562 5669**

1. Remove tie rods and rubber boots from the S197 steering rack and clean the rack.
2. Clean the subframe from dirt/oil. This is vital to ensure a good quality weld and proper penetration.
3. From the top, grind flat the section of the bushing that sticks out.



4. Use the S550 rack bolts or other generic M16x2 bolts to position the upper rack conversion plate. Drill through the smaller holes with an 8mm drill.



5. Cut out the stock mounting bushings. For example this can be done with a 43mm / 1,75" hole saw. Make sure to leave the 8mm holes intact.



6. Grind flat the bottom part of the subframe. Use the S550 subframe brace bolts to position the lower rack conversion plate and drill through the smaller holes with an 8mm drill.



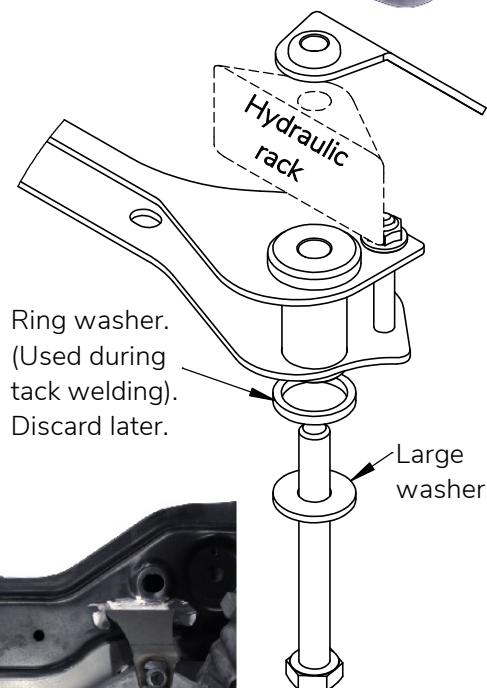
7. Make sure the supplied M8 bolts fit through the conversion plates and subframe. Make sure the bigger holes have enough clearance for the new mounting bushings to fit through.



8. Clean all surfaces under the conversion plates from paint/rust. Fit the new mounting bushings from the top.



9. Fit the hydraulic steering rack as shown in the drawing. Make sure to use the ring washers under the large M12 washers. Tighten the bolts hand tight. Not more than 30Nm/22lb-ft.



10. Tack weld the upper & lower conversion plates and mounting bushings. Don't weld the threaded mounting tabs yet.



11. Remove the M12 bolts and washers. Discard the ring washer. Fully weld the mounting bushings to the upper and lower conversion plates and the plates to the subframe.



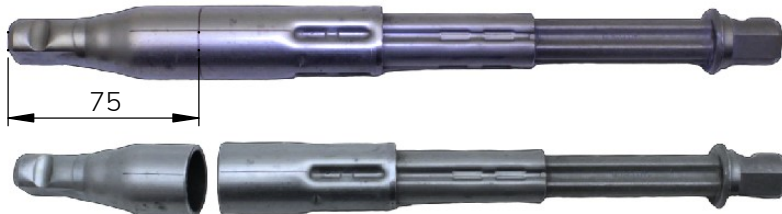
12. Refit the steering rack and weld the upper mounting tabs



13. Paint the subframe to avoid rusting.



14. Cut the steering shaft 75mm from the rack end. Make sure the cut is straight. For alignment, mark a line along the shaft.



15. Press on the column extender. Make sure the new length is 324mm \pm 2mm



16. Weld the shaft.

