



# Installation Instructions

Earl's Remote Power Steering Reservoir Adapter Kit  
PS0001ERL, PS0002ERL, PS0003ERL, & PS0004ERL



Some engine compartments have limited space and may require a remote power steering reservoir. Most Saginaw Type II power steering pumps come from the factory with a plastic reservoir (mounted on the pump) that is tough to modify or mount remotely. Earl's new special fitting kits allow the removal of the plastic reservoir & provide for plumbing to a remote reservoir with 5/8" rubber hose or -10 AN plumbing. Ideal for use in engine swaps, race cars, street rods, and muscle cars that use the Saginaw Type II power steering pump.

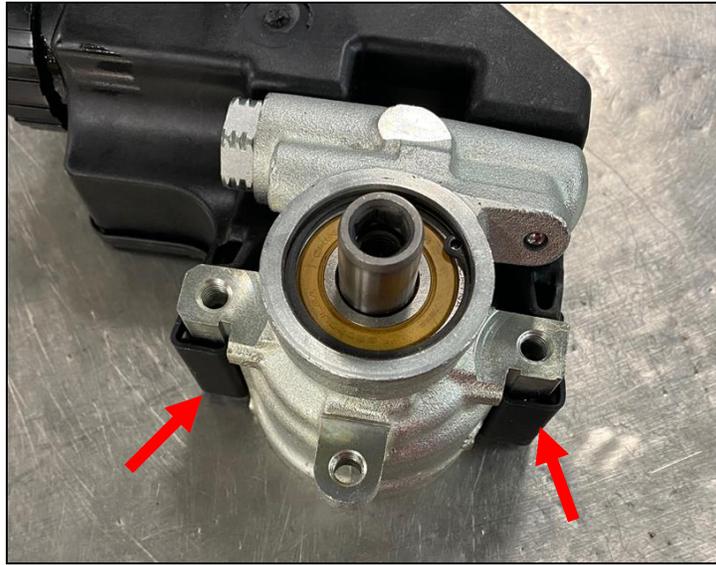
## Features:

- Convert Power Steering Pump to utilize a Remote Reservoir
- Fits Factory Style Saginaw Type II Style Power Steering Pumps – Including 198-101 & 198-104
- Special Flow Valve & Bracket Holds Reservoir Fitting into Pump – For Easy Conversion
- Choose From Kits w/ 5/8" Hose Barb or -10 AN Male Remote Reservoir Plumbing
- Compatible with Holley Power Steering Hardline Part #'s 198-202, 198-203, and 198-205
- Works with Stock Factory Style Pumps & Eliminates Pump Housing Modifications Required for Thread-In Style Reservoir Fitting (Fits Most Pumps that Came from the Factory w/ Bolt-On Plastic Reservoir)
- Works with the Power Steering Pumps included with Most Holley Accessory Drive Systems (i.e. High Mount, Mid-Mount, and Low Mount systems)
- Ideal for Engine Swaps, Race Cars, Street Rods, and Muscle Cars that Use the Saginaw Type II Power Steering Pumps

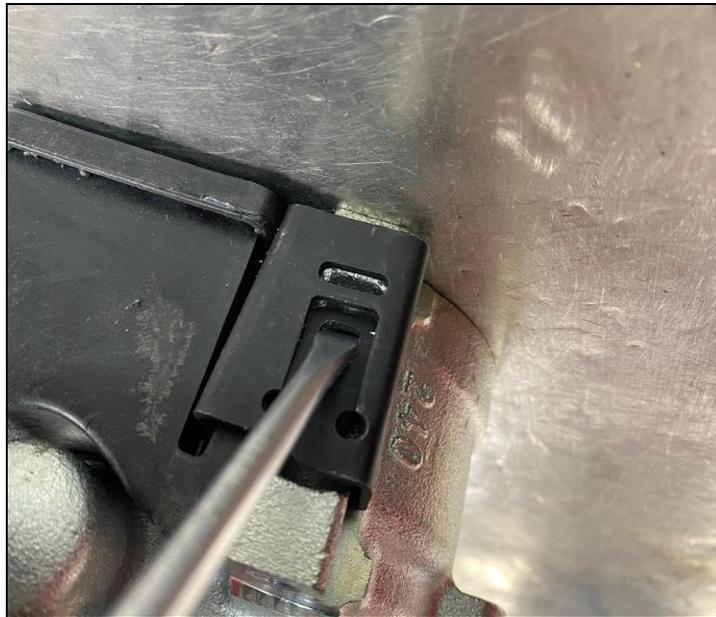
## Installation Instructions:

1. Ensure engine is cool before beginning. Drain all power steering fluid from the system and dispose of in the proper container. **Use extreme caution as the power steering system may be under pressure.** Remove the Saginaw Type II Power Steering Pump from the engine.

2. Remove the (x2) steel retaining clamps (**Figure 1**) by using a flat head screwdriver and prying away from the pump, as shown in **Figure 2**. Continue to pry until the tab protrudes from the surface as shown in **Figure 3**. **Use caution as excessive force will break the tabs.**



**Figure 1 – Steel Retaining Clamps Location**



**Figure 2 – Screwdriver Pry Location**



Figure 3 – Released Tab

3. Using a flat head screwdriver and hammer, lightly tap the end of the retaining clamp, until it slides off the pump/reservoir.



Figure 4 – Retaining Clamp Removal

4. Remove the reservoir by pulling it away from the pump. **NOTE: The O-ring may get stuck inside of the pump. Be sure to remove it, otherwise installation of the Earl's adapters will not be possible (Figure 5).**



Figure 5 – O-Ring Removal

5. Clamp the pump in a vise, using caution to not over tighten. Earl's recommends clamping on the mount ears. Using a 7/8" wrench, remove the OEM flow control valve. **CAUTION: There is a spring behind the flow control valve. When removing, apply a downward pressure to ensure the flow control valve doesn't eject from the pump housing. This can cause injury or damage to the pump.**



Figure 6 – Flow Control Valve Removal

6. Next, install the inlet adapter (-10AN Male or 5/8" Push on depending on the kit). Lubricate the O-ring with power steering fluid and install into the pump inlet being sure to fully seat the adapter. Install the retaining bracket over the inlet adapter and position it so it sits concentric over the outlet.



**Figure 7 – Inlet Adapter & Retaining Bracket Installation**

7. Lubricate the new Earl's flow control valve O-ring with power steering fluid. Using a 1" socket, install the flow control valve into the pump and torque to 25 ft./lbs.



**Figure 8 – Flow Control Valve Installation**

8. Next, install the power steering hardline or if using the PS0003ERL or PS0004ERL kit, install the outlet banjo and torque to 25 ft./lbs.



**Figure 9 – Final Assembly**

9. Reinstall the pump back onto the engine and plumb all lines accordingly. An aftermarket remote power steering fluid reservoir that is vented is required. Earl's recommends using 198-212 or 198-211.
  
10. To bleed the air out of your power steering system, raise the front of the vehicle into the air and support with jack stands ensuring the front wheels are off the ground. Next, fill the power steering reservoir with the appropriate power steering fluid. Earl's recommends ACDELCO P/N 10-5073. Rotate the steering wheel from lock to lock with the engine off to circulate fluid through the pump and rack/gear box. Do this about 15-20 times or until no more air can be heard/seen coming from the reservoir. Screw the lid onto the reservoir and start the engine listening for noise coming from the pump. If you hear a "screeching" noise, there is still air present in the power steering system and you need to turn the engine off and continue to bleed the system. Repeat this until the pump is quiet and operating normally.

Any questions? Please contact Technical Service: 1-866-464-6553 or 270-781-9741. For online help, please refer to: [www.holley.com](http://www.holley.com).

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**199R12281**  
**Date: 6-4-21**