



Blowfish Racing Products
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PSB-01-000

COYOTE SWAP 5.0L/5.2L HYDRAULIC POWER STEERING ADAPTER KIT

Congratulations on the purchase of your Blowfish Racing Products Coyote Swap 5.0L/5.2L Hydraulic Power Steering Adapter Kit! You have chosen a quality, American Made product that has been Engineered for the demands of the racing world with style you'll be proud to show off on the street.

Since the release of the Coyote engine along with the Ford Racing Controls Pack, This combination has been the got-to choice for powertrain swaps. With power and reliability in an OE engine, it can't be beat. The problem comes in when trying to adapt hydraulic power steering for the vehicle to work on the engine. Ford Racing, as well as others, have all made solutions, but none are as easy, cost effective and space saving all at the same time...until now!

NOTES: This kit does not come with, nor account for the required custom length high pressure hose or how to mount the reservoir. This kit cannot be used with a tensioner style A/C serpentine system, but any Ford front timing cover can be utilized without modification. This kit will not work with F150 balancers that have a 4 rib inner pulley, only 6 rib inner pulleys.

Compatible OE Pumps:

96-04 Mustang GT/Cobra (P/N: F6ZZ-3A674-ACRM) used with lower pressure racks

05-10 Mustang GT (P/N: AR3Z-3A674-BRM) used on higher pressure racks

Required serpentine belt:

Ford P/N BR3Z-8620-R or equivalent. This is the OE "Stretchy" belt (non-tensioner style) found on various 2011+ Mustangs.

STEP 1: Preparation

READ THESE DIRECTIONS PRIOR TO THE INSTALLATION!

Tools Recommended:

- 3/8" Drive Ratchet with 15mm Deep Socket
- Tapered, round pry bar (~12" long)
- 3/8 Drive ft/lb Torque Wrench

Remove A/C pump and tensioner, if equipped. Replace F150 balancer with the correct Mustang version.

STEP 2: Pump to Bracket Assembly

Inspect pump, remove and discard alignment dowels from back pump holes, if supplied. Attach Bracket to Pump with (4) Long M8 bolts, making sure that the rear

pump holes engage onto the Bracket's alignment bosses. Torque bolts to 30ft/lbs. See FIG-1.

STEP 3: Mount Pump/Bracket Assembly to Engine

Pre-install the serpentine belt onto the balancer inner pulley. Wrap the belt around the PS pump pulley. Place the Pump Bracket onto the engine block such that the Bracket's backside alignment bosses engage in the alignment holes on the side of the engine. The belt will prevent it from seating. You are just going to get the leading faces of the bosses to "hook" into the engine block's alignment holes. Hold the pump assembly there. Place the pry bar through the pump spokes and between the bracket and the pump body. See FIG-2.

This will provide the leverage to stretch the belt and seat the bracket. While holding the pry bar and applying tension on the belt, insert (1) short M8 bolt into the rearmost Bracket hole (see FIG-3) and thread it into the engine block, making sure not to cross-thread the bolt. Keep pressure on the belt until you have at least 6 full turns of thread engagement **by hand**. Keeping pressure on, use the ratchet to fully tighten the bolt, which will draw the Bracket to the engine. Install the other (2)

FIG 1-Pump to Bracket Assembly

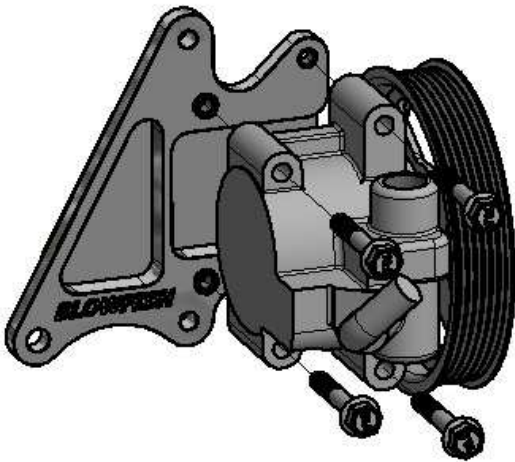


FIG 2-Prybar placement



short M8 bolts through the bracket and into the engine block. Verify belt is seated properly on both pulleys. Torque (3) short M8 bolts to 30ft/lbs.

FIG 3-Rear bolt location

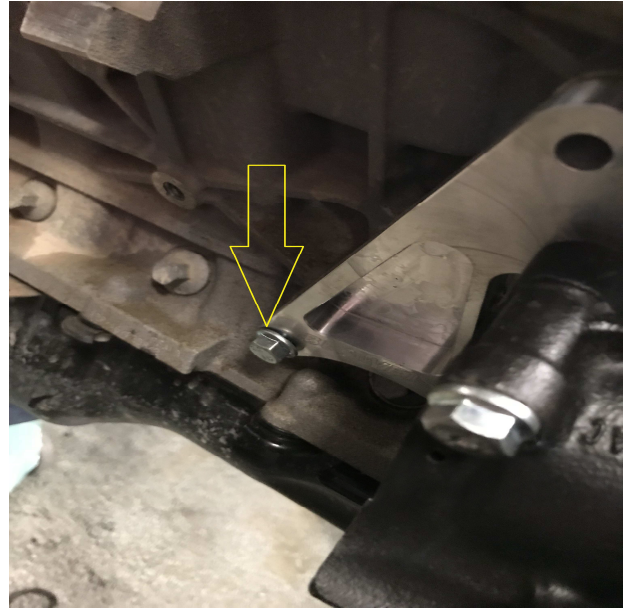


FIG 4-Completed Assembly

