

800106

1958-1964 Chevy Power Steering Box Installation Instructions

NOTE: Drag Link Adapter Part #990007 will be required on cars with factory ram assist style power steering.

ADDITIONAL INSTALLATION PARTS AVAILABLE:

Part #	Rag Joints, Column Shafts and Drag Link Adapter.
013446	Universal joint for box connection 17MM DD X 34"-36 Spline.
409216	34"-36 Spline Intermediate shaft 16" long Splined on both ends
990007	Drag link adapter for cars with factory ram style power steering.
Power Steering Pumps, Pump Brackets, Pulleys and Hoses.	
925103	OEM Style rubber power steering hose set to connect new box to P/S Pump.
800310	GM Saginaw self-contained power steering pumps available in black or chrome. (Part # for black listed)
801001	Power Steering Pulley. Black steel GM 2-Row.
802400	Power Steering Pump Bracket for SBC/SWP many other brackets available.
Direct Replacement IDIDIT Steering Columns.	
11205800**	'58 Chevy IDIDIT Tilt Column for Floor Shift Cars. Available in Plain Steel, or Chrome finishes.
11206000**	'59-'60 Chevy IDIDIT Tilt Column for Floor Shift Cars. Available in Plain Steel, or Chrome finishes.
11206200**	'61-'62 Chevy IDIDIT Tilt Column for Floor Shift Cars. Available in Plain Steel, or Chrome finishes.
11206700**	'63-'64 Chevy IDIDIT Tilt Column for Floor Shift Cars. Available in Plain Steel, or Chrome finishes.
11405800**	'58 Chevy IDIDIT Tilt Column for Column Shift Cars. Available in Plain Steel, or Chrome finishes.
11406000**	'59-'60 Chevy IDIDIT Tilt Column for Column Shift Cars. Available in Plain Steel, or Chrome finishes.
11406200**	'61-'62 Chevy IDIDIT Tilt Column for Column Shift Cars. Available in Plain Steel, or Chrome finishes.
11406700**	'63-'64 Chevy IDIDIT Tilt Column for Column Shift Cars. Available in Plain Steel, or Chrome finishes.

*NOTE: For Replacement columns replace ** with 10 for Plain Steel and 20 for Chrome*

REMOVAL:

- Disconnect Pitman arm from original steering box and drag link. Remove rag joint coupler from steering box. Remove bolts holding original steering box and remove entire box and intermediate shaft from car. *NOTE: For cars with factory style ram assist power steering, the ram assembly and control valve must be removed.*
- **NOTE:** Borgeson Universal will purchase your original '58-'64 Chevy manual steering box or Saginaw 605 Power steering box. Please look for the Core Return Form included with your new steering box, or call (860) 482-8283 for further information.

IMPORTANT INSTALLATION NOTES

All 1958-1964 Chevy cars with factory power steering will require part #990007 drag link adapter to replace the control valve on the drag link.

Most 1958-1964 manual steering cars will require the idler arm to be rotated to match the angle of the new steering box, this is easily accomplished by removing the lower bolt from the idler arm and rotating the assembly toward the front of the car to align with the pitman arm. Drill a new hole for the lower bolt and re-install.

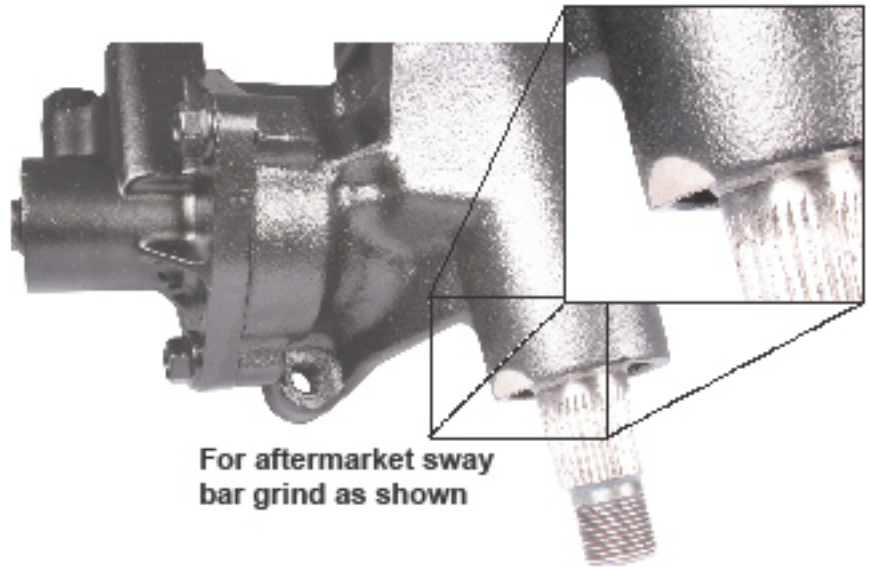
348/409 Cars may have an issue with the steering box to power steering pump clearance. Most applications will fit but suffer diminished adjustability of the belt tension. In some cases the use of a remote style power steering pump will be required.



INSTALLATION ON NEXT PAGE

INSTALLATION:

The 800106 Box is designed to bolt directly to existing frame mounts and reuse factory Pitman arm. Cars with larger aftermarket sway bars may require a very slight modification of the steering box for proper clearance.



For aftermarket sway bar grind as shown

1. Bolt the new steering box to the frame. Check for interference with the sway bar or radiator shroud and adjust box as needed. **If using replacement bolts be sure they do not hit the steering box casting.**
2. Insert the replacement shaft in to the bell coupler at the end of the column. You will have to file a flat spot on the shaft for the bell coupler bolt to fit. Install universal joint to steering box. Tighten all bolts, set screws, and lock nuts.
3. Install original Pitman arm to the new Pitman shaft and tighten nut. Install drag link to pitman arm. **NOTE:** With the changed angle of the pitman arm, rotation of the idler arm may be required. Rotation is easily accomplished by removing the lower bolt from the idler arm and rotating the assembly toward the front of the car to align with the pitman arm. Drill a new hole for the lower bolt and re-install.
4. Install the proper power steering pump mounting bracket for your application and then install power steering pump and pulley.
5. Connect power steering hoses. Insure fittings are sealed and properly tightened and then slowly fill the pump with power steering fluid. **Do not use transmission fluid.**
6. With the engine running check new system for leaks and bleed off any air trapped in the system by slowly turning the wheel full left to full right with the wheels off the ground. Be sure to keep fluid full.

It is **highly** recommended to get an alignment when completed. We recommend increasing the caster to 3-4 degrees positive to aid in straight line stability and return to center.

For Technical support please call (860)482-8283

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