



STEER CLEAR

Update on Borgeson's new power steering system. SRT8 steering precision is now a true bolt-in for your classic Mopar.



Photo credit: Newlin Keen

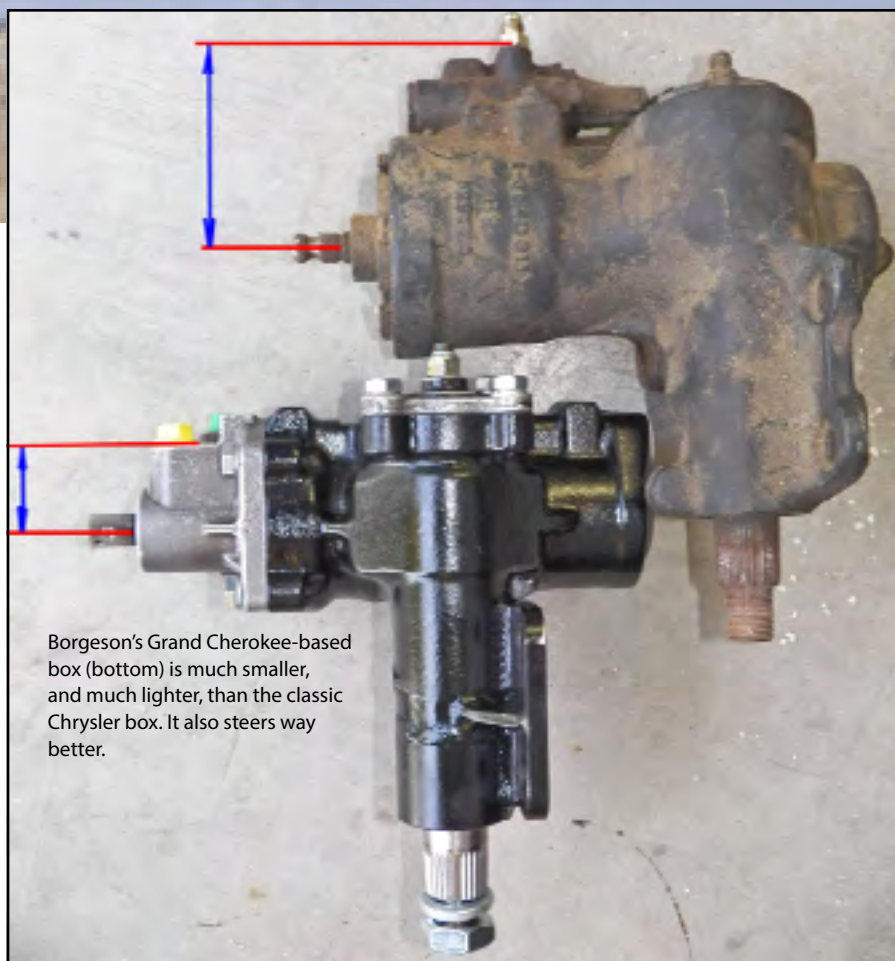
Bergman's A-body leads the entire pack into turn one. Second place is just the first loser. And a Mopar, it isn't, natch.

By Richard Ehrenberg, SAE

Photos as credited

It was just a few issues back—MA, April, 2013—that we introduced Borgeson's sea-change steering system for Mopars. If you missed it (why?), you need to know that it is a radically better power steering box that bolts to any Mopar K-member and pitman arm, producing a precise, fast-ratio outcome with excellent road feel.

There were, however, a few loose ends. Borgeson supplied semi-universal hose setups, which did work fine, but the extremely stiff (braided stainless) return hose worried us, our concern centered on the potential breakage of the return nipple on the pump or cooler, which are just flimsy tubing. The second hassle concerned the steering column and coupler. Borgeson wanted you to cut your column's inner shaft and pin on a "street rod" U-joint. Besides making the swap essentially irreversible, that caused no end of concerns,



Borgeson's Grand Cherokee-based box (bottom) is much smaller, and much lighter, than the classic Chrysler box. It also steers way better.

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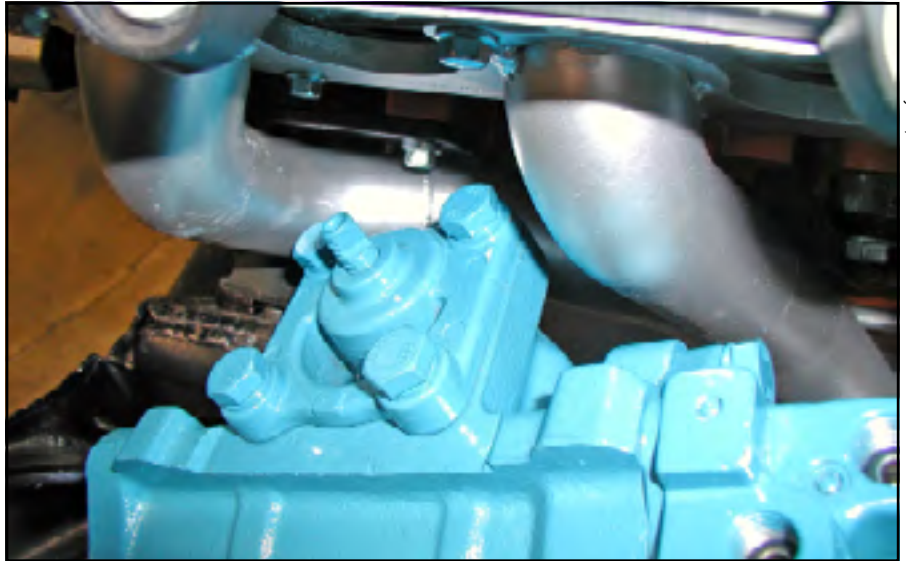
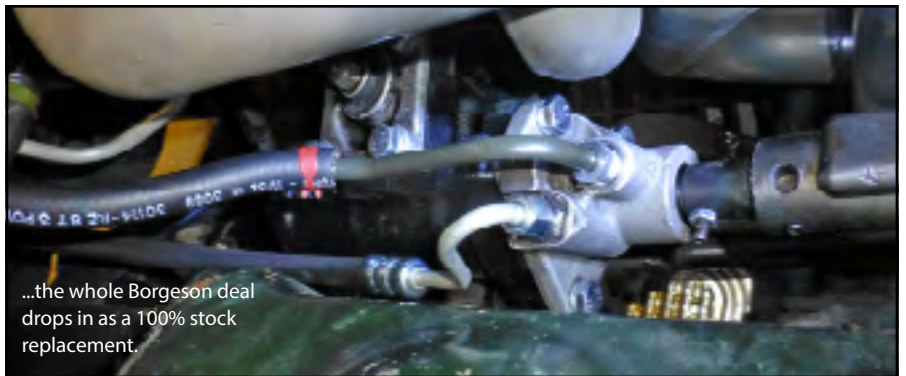


Photo: Courtesy TTI, Inc.

The compact size allows power steering to be considered where it'd never fit before. This is TTI's prototype 3G Hemi/A-body mockup. We also think it'd work on A-body/big-blocks.



The stock Saginaw hose screws right on to the Bergman fitting, so now, with Bergman's coupler...



...the whole Borgeson deal drops in as a 100% stock replacement.

mostly relating to the shaft's collapsibility and the longevity of the upper bearing, and damage to the new chuck's bearings, too. We did come up with a workaround, but it required a trip to the machine shop, welding, etc.

Now one of Borgeson's dealers, Peter Bergman of Bergman Auto Craft, Inc., in Huntington Station, NY (bergmanautocraft.com) has put all these issues to bed, neatly and cleanly. We'll call this the B&B steering upgrade.

Peter now supplies an all-new coupler that allows any 1962-up Mopar PS column to properly bolt to the Borgeson box, using a stock-based plunge coupler design. Bergman also

supplies a custom adapter nipple that allows any Saginaw pressure hose (or the Federal (F-M) and Thompson (TRW) hoses that utilize the same flare fitting) to screw right into the Borgeson box, no mods whatsoever required. Bergman also supplies a tube adapter that permits your OEM $\frac{1}{2}$ " return hose to slip right on, in virtually the stock location. Cut to the chase: The Borgeson/Bergman setup is now a 100% total bolt-in—an hour or so and you're up and running!

We installed this new stuff in our project Bold Beeper '69 Road Runner, and it was a cinch, the hardest part being muscling the old beastie out.



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John Stanescu's 'Cuda hits the twisties with the B&B steering setup. Excellent road feel completes the suspension/steering update.

As of this writing, we have accumulated quite a bit of seat time twisting Borgesons on equally twisty roads, in several cars. Our judgment remains unchanged: If you want your classic Mopar to steer like your new Challenger SRT8, this is the bolt-in answer.