

800105

1955-1957 Chevy Power Steering Box

Installation Instructions

Installation instructions are for 1955-1957 Floor shift applications only. Column shift cars will require extensive column modifications not covered in these instructions. We recommend an IDIDIT aftermarket column for all column shift applications.

NOTE: Drag Link Adapter Part #990001 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.
990008	¾"-36 Spline Replacement Column Shaft. Replaces original one-piece column shaft.
055052	1"-DD x 8-DD Rag joint. Connects new power box to 1"-DD column shaft.
055034	¾"-36 x 8-DD Rag joint. Connects new power box to ¾"-36 spline column shaft.
990001	Drag link adapter for cars with factory ram style power steering.
909011	Column floor mount plate with trim ring. Securely mounts column base to floor.
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 pump available in black or chrome. (Part # for black listed)
801001	Power Steering Pulley. Black steel GM 2-Row.
802404	Power Steering Pump Bracket for '55-'57 Chevy's with <i>Front motor mount</i> .
802400	Power Steering Pump Bracket for SBC/SWP many other brackets available.
IDIDIT Direct Fit, Replacement Steering Columns.	
11205500**	'55-'56 Chevy IDIDIT Tilt Column for Floor Shift Cars. Available in Plain Steel, or Chrome finishes.
11205700**	'57 Chevy IDIDIT Tilt Column for Floor Shift Cars. Available in Plain Steel, or Chrome finishes.
11405500**	'55-'56 Chevy IDIDIT Tilt Column for Column Shift Cars. Available in Plain Steel, or Chrome finishes.
11405700**	'57 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	

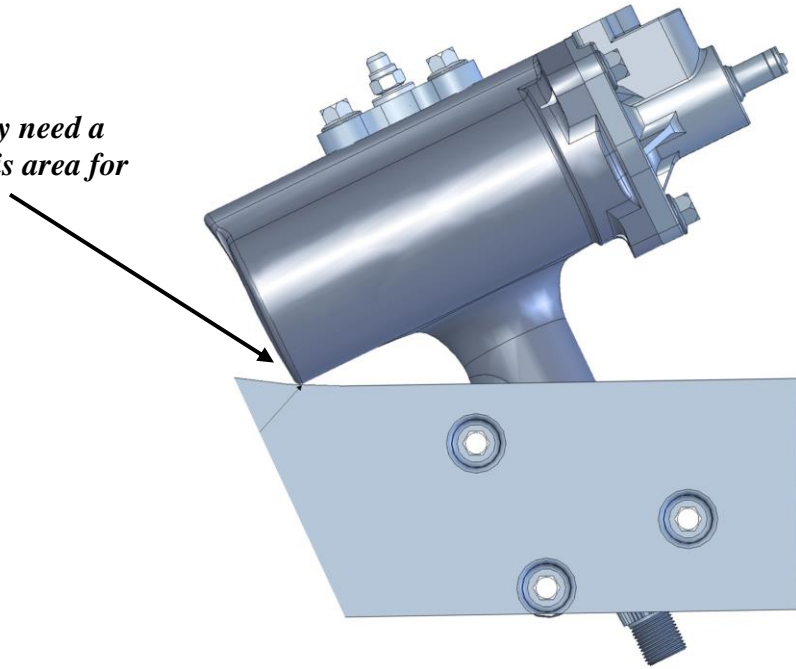
REMOVAL:

- **For cars with factory steering box and column.** Remove steering wheel from column. Remove Pitman arm from original steering box. Remove bolts attaching factory column tube to dash. Remove bolts holding original steering box and remove entire box and shaft from car. If you are reusing your stock column, **existing column tube will need to be cut back flush to the firewall**. **NOTE:** For cars with factory style ram assist power steering, the ram assembly, control valve and pump must be removed. The factory pump will not provide enough pressure for the new box.
- **Cars with aftermarket columns and / or power steering.** Disconnect coupler at steering box. For power boxes remove power steering hoses. Disconnect Pitman arm from box. Remove bolts holding original steering box and remove it from car. **NOTE:** For cars with factory style ram assist power steering, the ram assembly, control valve and pump must be removed. The factory pump will not provide enough pressure for the new box.
- The 800105 Box is designed to bolt directly to existing frame mounts and reuse factory Pitman arm. Due to their age and 50-year-old manufacturing tolerances some cars may require a very slight modification of the frame and / or inner fender for proper clearance.

NOTE: Borgeson Universal will purchase your used original '55-'57 Chevy manual steering box. Please look for the Core Return Form included with your new steering box, or call (860) 482-8283 for further information.

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NOTE: *Some frames may need a minor modification in this area for proper clearance.*



INSTALLATION:

- Bolt the new steering box to the frame. Check that the front of the steering box is not making contact with the frame. If the box is making contact, the edge of the frame may have to be altered slightly to allow proper clearance. ***Do not grind or alter the steering box.***
- Connect the proper Rag Joint coupler to the new steering box, and then connect your replacement column shaft, or aftermarket column. Steering column must be securely mounted to the dash and floor. Reattach stock column tube and replace steering wheel. ***Do not drill input shaft.*** Tighten all bolts, set screws, and lock nuts.
- Install original Pitman arm to the new Pitman shaft and tighten nut.
- Install the proper power steering pump mounting bracket for your application and then install power steering pump and pulley.
- This steering box is designed to use O-Ring fittings. We have included these 2 Brass inserts to convert the steering box to inverted flare fittings. For use with inverted flare hoses insert the two provided brass ferrules in to the steering box pressure and return fittings you may be required to tap the inserts in place with a small punch. If you are presently using O-Ring hoses please discard these inserts.
- Connect power steering hoses (The low pressure line is the 16MM port closest to the rag joint). Insure that the fittings are sealed and properly tightened and then slowly fill the pump with power steering fluid. ***Do not use transmission fluid.***
- 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 recommended to get a complete alignment. We recommend increasing caster to 3-4 degrees positive.***

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