

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 ¾"-36 Spline.
000770	¾"-36 Spline intermediate shaft, 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 pump available in black or chrome. (Part # for black listed)
801202	Power Steering Pulley. Billet Aluminum 1-Row 4-5/8" Machined Finish (801102 for Polished)
802400	Power Steering Pump Bracket for SBC/SWP many other brackets available.

REMOVAL:

- Disconnect coupler at steering box. 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 and control valve must be removed.
- The 800106 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 vary slightly.

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.

Steering box will only fit 1958-1964 cars with factory two core radiator and OEM sway bar. Larger sway bar or radiator will interfere with the fitment of the steering box. If changing to a 4 core or larger aluminum radiator be sure to get a radiator that is notched for power steering box clearance. A sway bar of up to 1" diameter can be used with the conversion box. If a larger bar is desired, Global West Suspension offers a bar that mounts forward of the box to eliminate any interference issues.

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:

- **Center the new steering box:** Install the #013446 universal joint on to the gearbox. Be sure the joint is fully seated 7/8" onto the input shaft. Remove lock nuts and then tighten both set screws to 13 ft. lbs. Install and tighten both lock nuts. Use the universal joint to turn the steering box all the way to one lock and then count the revolutions of the input shaft to the other lock. This should be 3.5 to 4 total turns. Now count off half the amount and this will leave your steering box in the center position. You will also notice a tight feel to the center position of the box.
- With the bolts supplied, bolt the new steering box to the frame. Torque bolts to 31 ft. lbs. Check for interference with the radiator, radiator shroud and the sway bar.

- Install the original pitman arm to the steering box with the supplied nut and lock washer. Torque pitman shaft nut to 100 ft. lbs. Install drag link to pitman arm, tighten castle nut and insert cotter pin. Move steering through its range of motion to ensure no interference with tie rods ends or pitman arm.
- Push the factory steering column coupler all the way back toward the firewall as far as it will go. Fully insert the longer splined end of the shaft into the bell coupler at the base of the stock column, leave the clamp loose at this point. Make sure your steering wheel is straight and then pull out the coupler / shaft to insert the other end into the universal joint. Remove lock nut and tighten the set screw to 13 ft. lbs. Install and tighten the lock nut. Tighten the clamp on the factory column coupler.
- 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. Ensure that the fittings are sealed and properly tightened and then slowly fill the pump with GM power steering fluid such as an AC Delco 10-5073 *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 highly recommended to get a complete alignment when completed. We recommend increasing 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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