

# 1963-1982 Corvette Power Steering Box Installation Instructions

## REMOVAL:

- **Cars with manual steering.** Disconnect column coupler at steering box. Remove Pitman arm from steering box and relay rod. Remove bolts holding original steering box and remove it from car.
- **Cars with power steering.** Disconnect column coupler at steering box. Remove Pitman arm from steering box and relay rod. Remove bolts holding original steering box and remove it from car. **Remove** factory ram assembly, control valve, and hoses. (Once flushed clean your original pump may be used.)
- **Steering column removal.** Depending on available space and access to a lift you may want to remove your steering column for ease of installation. Loosen or remove the bolts attaching the steering column to dash and floor. Disconnect factory wiring from column. Slide column back and remove from the car. The column will need to be modified to complete the installation. (Detailed Below)

## INSTALLATION:

**NOTE: Manual steering Relay-Rod or Drag Link Adapter 54158 will be required on cars with factory ram assist style power steering.**

**NOTE: Slight modifications are required to original steering column. (Detailed Below)**

- Bolt the new steering box to the frame. Check that the front of the steering box is not making contact with the frame, or any surrounding brake lines. 1968-1973 Will require modification / relocation of brake lines and brake proportioning valve for installation.
- Connect the proper Rag Joint coupler to the new steering box. At this point the steering column shaft must be shortened for a proper fit. Measure from the rag joint to the center of the hole on the steering column mount, add 3/4" to that measurement to allow for steering shaft engagement in to rag joint. Modify column as follows:
- **1963-1966 Column modifications.** Using the measurement from the rag joint to the column mount, measure from the center of the mounting holes on the column to the end of the column shaft; subtract this measurement from the one you obtained above. You will either need to trim the column shaft this amount or mount the column further into the car. **Be sure to leave enough spline for rag joint if trimming the column shaft.**
- **1967-1982 Column modifications.** Using the measurement from the rag joint to the column mount, measure from the center of the mounting holes on the column to the end of the column shaft; subtract this measurement from the one you obtained above. You will need to gently tap the collapsible column shaft in to the column this amount. **Do not collapse the shaft too far; it can be difficult to get back out.**

*Continued on back,*

## INSTALLATION CONT.

- Reinstall your modified column and be sure to securely fasten all original mounting bolts and hardware. Securely tighten all setscrews and then loc nuts on the rag joint.
- Original Power steering cars will need to install 54158 Drag Link Adapter or Manual steering relay rod at this point. Factory relay rod will need a small clearance ground for interference fit of adapter bolt to insure proper alignment of ball joint stud.
- Connect Pitman arm to steering box and relay rod and tighten both connections. With the front tires off the ground slowly move the steering through its full range of motion to insure there is no binding or interference.

- Connect new power steering hoses, pump, bracket and pulleys. Insure 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 highly recommended to get a complete alignment as soon as possible.***

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