

**ADDITIONAL INSTALLATION PARTS AVAILABLE:**

<b>Part #</b>	<b>Description</b>
036425	VJ COUPLER. Connects new power box to shortened 3/4" diameter steering column shaft.
925113	Hose Kit. Connects conversion box to Saginaw self-contained P/S pump.
800322	Saginaw Self-Contained Power Steering Pump with pulley. Black Powder Coated Reservoir.
802412	P/S Pump Bracket 318/340/360. Saginaw Self-Contained Pump Only.

**REMOVAL:**

- Center the wheels and raise the car either on jack-stands or on a lift. (A lift may be preferred as the steering box is very difficult to access)
- Using a Pitman arm puller remove the pitman arm from the original steering box. This connection can be very difficult and a few taps with a hammer on the side while using the pitman arm puller can help.
- Depending on how the factory coupler is attached, either remove the pinch bolt or with a punch and hammer drive the roll pin out of the factory steering coupler at the input shaft of the steering box and then slide the coupler back to remove it from the steering box input shaft.
- Loosen the steering column dash and floor mounts, disconnect the column wiring harness and slide the steering column back into the car and remove from vehicle.
- Remove the power steering hoses (if equipped) from the original steering box. Have a drip pan handy as the fluid remaining in the power steering pump will drain out.
- Remove the three bolts attaching the original steering box to the K-member and remove the steering box from the vehicle.

**INSTALLATION:**

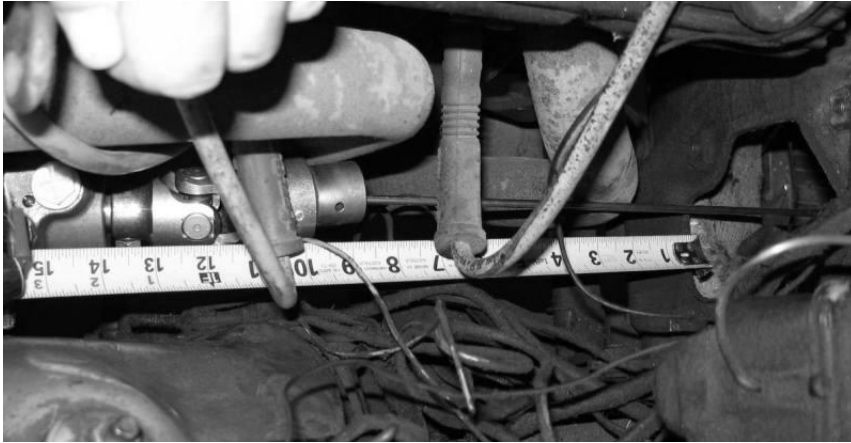
***NOTE:** The original steering column shaft will need to be cut / shortened for installation. (Detailed Below)*

***NOTE:** Mopar cars used both 1-1/8" and 1-1/4" diameter pitman shafts. The Borgeson conversion box is available in both 1-1/8" & 1-1/4" pitman shafts. Make sure you have the correct part before proceeding.*

- Center the steering box prior to installation. This can be accomplished by turning the box full to the right and then bringing the box 1.75 turns back to the center.
- Bolt the new steering box to the frame. Check that the front of the steering box is not making contact with the frame, K-member, exhaust or any surrounding brake / fuel lines. Torque the steering box bolts 80-100ft lbs.
- Attach the pitman arm to the new steering box with the provided nut and lock-washer. Torque pitman arm nut 100-120ft lbs.
- ***Steering Column modifications / Attachment.*** The spline on the Borgeson steering box shaft is 11/16-36. Borgeson manufactures an application specific vibration reducing universal joint for attachment to the stock column. If using an aftermarket column attachment method will vary.

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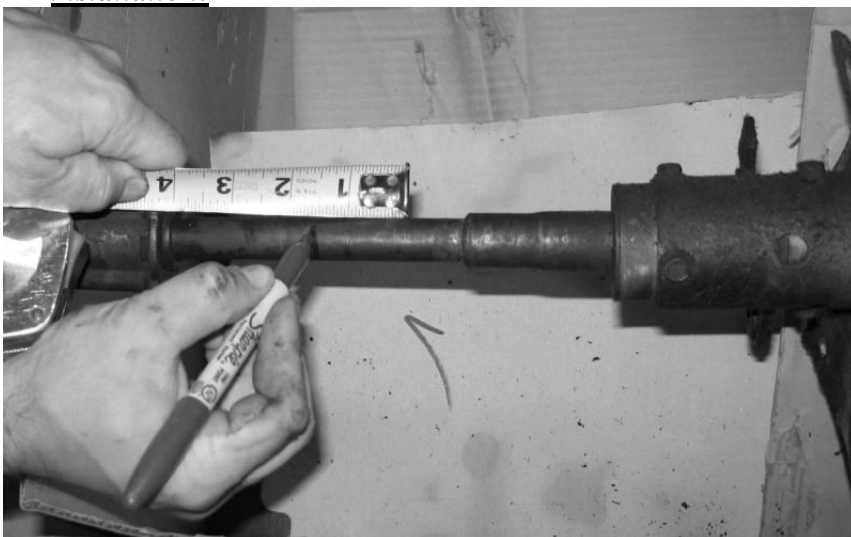
- **Shortening the stock column.** With the steering box installed, install the splined end of the Borgeson coupling to the steering box input shaft. The stock steering column shaft will need to be cut down to complete installation.
- 1) Measure from the firewall to the face of the Borgeson steering coupler. **Make sure you use the same measuring point for the remaining steps as the firewall connection is angled.**



- 2) Transfer above measurement onto steering column.



- 3) Add 1.5" to the measurement to allow for steering coupler engagement. This is where you will cut the steering column. **It is a good idea to leave the column 1" long to test fit, then cut to final length for installation.**



- ***Pinning the coupler to the column.*** This process is much easier with the column and coupler on a work bench. Insure the steering coupler is fully seated 1.5” onto the steering column shaft. Install with the included drill bit and roll pins.
- Using the pre-drilled holes in the coupling as a guide drill through the steering column shaft and through the opposite side of the steering coupling. ***Do not drill all three holes at once, drill and install pins one at a time.*** Press or drive the include pins through the holes for installation. There will be three 3/16” pins for a complete installation.



- Re-install the steering column into the vehicle sliding the splined end of the coupler over the steering box input shaft. Be sure you are installing the coupling with the steering wheel straight. Tighten the set screw then lock-nut on the steering coupling. Reconnect the column wiring harness and tighten all dash / floor mount bolts.
- Connect the power steering hoses; the low pressure return line is the port closest to the firewall. Connection can be made to a Saginaw style pump with our 925113 P/S hose kit. Insure fittings are sealed and properly tightened and then slowly fill the pump with power steering 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 find that increasing caster to 3-4 degrees positive works best with our modern steering boxes.***

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# **BORGESON**

***Steering You Forward***

## 800338 Big Block Mopar Pump Kit

### Installation:

- 1) Bolt the pre-assembled pump kit to the water pump / timing cover as shown below. The upper bolt attaches with the longer 4-1/4" bolt, .29" spacer and Ny-lock nut. The lower bolt is the shorter 3-3/4" bolt with .29" spacer and threads directly into the water pump.



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