800117 *1962-1966 Chevy II Power Steering Conversion*

FOR FLOOR SHIFT APPLICATIONS ONLY

PARTS AVAILABLE FOR THESE APPLICATIONS:

Part #	Description
800117	1962-1966 Nova power steering conversion box & column shaft.
990041	Steering column shaft / vibration isolator for 1962-1966 Chevy II
800310	Saginaw P/S pump, keyway style, painted black.
990005	62-67 Chevy II Nova manual drag link adapter. Replaces control valve on factory PS cars.
802400	P/S Pump bracket, painted black, SBC/SWP
802402	P/S Pump bracket, painted black, SBC/LWP
801001	GM 2-Row P/S pump pulley, painted black
925108	P/S Hose kit. 2 Piece rubber, Saginaw P/S pump to power conversion box.

ADDITONAL PARTS REQUIRED: (Not Supplied by Borgeson)

- Two row crankshaft pulley
- Two row water pump pulley
- Power Steering Fluid
- Power Steering Belt

RECOMMENDED TOOLS:

- Pitman Arm Puller (Can usually be rented from auto parts store)
- Steering Wheel Puller (Can usually be rented from auto parts store)
- 1/2” Drive Impact Wrench
- SAE Socket Set and Wrenches

1) DISSASEMBLY AND REMOVAL:

*******NOTE: THIS CONVERSION IS FOR FLOOR SHIFT APPLICATIONS ONLY*******

- Remove the nut retaining the pitman arm and then using the pitman arm puller remove the original pitman arm from the steering box. Hitting the side of the arm with a hammer while using the puller can help free up a stuck arm.

- If still connected disconnect the shift linkage from the shift arms at the base of the column. **You will not be able to use this conversion box with column shift linkage.**

- Remove the horn button. Remove the nut retaining the steering wheel. Using the steering wheel puller remove the steering wheel from the steering column shaft.

- Unplug wiring harness from column. Remove the three bolts securing the dust seal to the firewall. Remove the two bolts securing the column tube to the dash mount and remove column tube from over the steering shaft. You will need to rotate the column so the shift arms if attached can pass through the firewall.

- Wrap the steering box input shaft with a rag to prevent damage to the car. Remove the three bolts attaching the steering box to the frame and carefully remove the steering box from the car.

2) STEERING COLUMN MODIFICATION:

- With a hammer and punch remove the pin from the column shift lever and remove the shift lever from the column.

- Remove the three Phillips head screws holding the directional switch to the column. Twist the directional switch housing ¼ turn and remove the directional housing and shift lever housing from the steering column tube.

- Twist the shift linkage tube to align the key at the base of the column tube. When the key is aligned pull on the shift tube to remove from the steering column tube. Now you will be able to remove the shift levers. Discard the shift tube and shift levers as this car will no longer be column shift.

- Shorten the steering column tube by cutting the steering column tube 1/16" above the upper shift lever slot.

- Slot the base of the steering column tube on the bottom approximately 1"so it can clamp securely to the new steering box. Be sure the slot is located at the bottom to keep moisture out of the column.

- You can now reinstall the shift lever housing and directional switch to the steering column tube. You may want to anchor the shift housing to the directional switch housing as there will be no more spring tension keeping this connection tight. This can be accomplished with either silicone or a short sheet metal screw.

3) STEERING BOX INSTALLATION:

- Center steering box by rotating completely to one side and then turning back approximately two turns to the center. You will feel a tight spot on center and one of the four master splines will be aligned with the input shaft.

- Bolt the new steering box to the frame with the supplied bolts and lock nuts. Check that the steering box is not making contact with the exhaust, or any surrounding brake lines before tightening the steering box. If the casting is hitting the clutch linkage tube on a manual transmission car it is acceptable to grind away the leftover casting material from the mounting boss that was machined off.
  Grinding or altering the steering box in any other way will void your warranty.

- From inside the vehicle install the #990041 replacement column shaft onto the steering box spline. Be sure to fully engage the steering box shaft into the column shaft coupler. Secure the coupler onto the splined shaft with setscrew then lock nut.

- Install the steering column tube over the new column shaft until it is fully seated over the casting of the new steering box. Secure the modified steering column tube to the steering box with a hose or band clamp. Reinstall the upper column mount and plug in the wiring harness.

- Reinstall the steering wheel to the new steering column shaft and then install the horn button.

- Install the correct power steering pump, bracket and pulley for your application.

- Connect the conversion box to the power steering pump with power steering hose kit #925110

- Fill the power steering system with a quality P/S 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 the fluid full.**

- **It is highly recommended to get a complete alignment as soon as possible. Setting the caster to 4-5 degrees positive will improve the return to center and straight line stability.**