

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 3/4"-36 Spline..
409216	3/4"-36 Spline intermediate shaft 16" long 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)
801001	Power Steering Pulley. Black steel GM 2-Row. A/C applications only, offers minimal belt adjustment
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. 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 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.

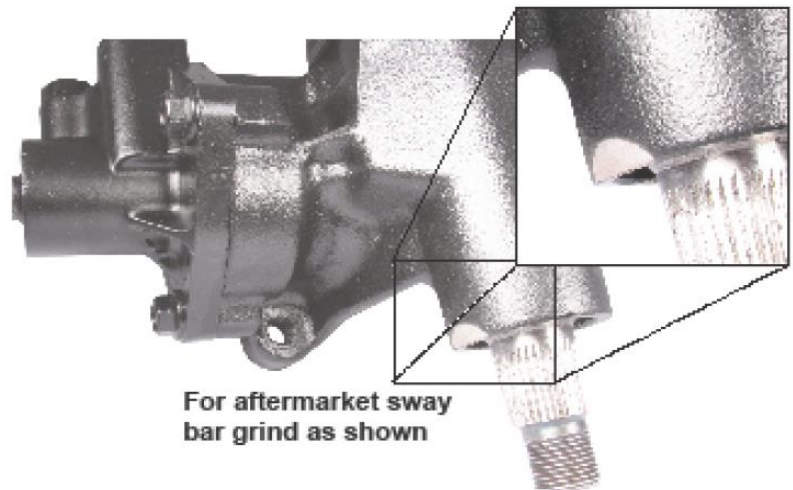
IMPORTANT INSTALLATION NOTES:

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.

Most 1958-1964 cars will require the idler arm to be rotated to match the angle of the new steering box; this is easily accomplished by removing the lower bolt from the idler arm and rotating the assembly toward the front of the car to align with the pitman arm. Drill a new hole for the lower bolt and re-install.

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.

The 800106 Box is designed to bolt directly to existing frame mounts and reuse factory pitman arm. Cars with larger aftermarket sway bars may require a very slight modification of the steering box for proper clearance.



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INSTALLATION:

- Center the new steering box by turning it all the way to one lock 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.
- Bolt the new steering box to the frame. **Be sure that none of the bolts are too long and hit the steering box casting, if bolts are too long they can deform the casting and cause the steering box to become inoperable.** Check for interference with the radiator shroud and sway bar.
- Insert the splined shaft into the bell coupler at the base of the stock column. You will need to grind a flat on the shaft for the coupler bolt to fit. Install universal joint to steering box. Tighten all bolts, set screws, and lock nuts.
- Install the original pitman arm to the new pitman shaft and tighten nut. Install drag link to pitman arm.
NOTE: With the changed angle of the pitman arm, rotation of the idler arm may be required. Rotation is easily accomplished by removing the lower bolt from the idler arm and rotating the assembly toward the front of the car to align with the pitman arm. Drill a new hole for the lower bolt and re-install.
NOTE: Do not turn the steering box off its center position to install the pitman arm. If the pitman arm does not align adjust the vehicle tie rods to compensate. Do not turn the steering box off center.
- Install the proper power steering pump mounting bracket for your application and then install power steering pump and pulley.
- Connect power steering hoses. 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 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.***