

BORGESON

Steering You Forward

800110

1965-1966 Mustangs with Manual Steering
289/302 V-8 & 200/250 I-6

PARTS REQUIRED FOR THESE APPLICATIONS:

Part #	Description
800110	1965-1966 Mustang power conversion box. 1" Sector shaft.
990040	1965-1966 Mustang column shaft and steering column floor mount.
052534	Complete rag joint. Fits #990040 column shaft to conversion box.
800330	Saginaw P/S pump upgrade. 289/302 SBF. Includes P/S pump, bracket and pulley.
800334	Saginaw P/S pump upgrade. Inline 6. Includes P/S pump, bracket and pulley.
925108	P/S Hose kit. 2 Piece rubber, Saginaw P/S pump to Mustang conversion box. V-8
925110	P/S Hose kit. 2 Piece rubber, Saginaw P/S pump to Mustang conversion box. I-6

REMOVAL:

- Remove pitman arm from steering box. Remove steering wheel. (**Take note of measurement from the end of the column shaft to the column bell. This must be maintained with the replacement column shaft.**) Unplug wiring harness from column. Remove the two bolts securing the column tube to the dash and remove column tube. Remove the three bolts attaching the steering box to the frame and remove steering box.

INSTALLATION:

- 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. ***Grinding or altering the steering box in any way will void your warranty.***
- Center steering box and reinstall pitman arm to new steering box with supplied lock washer and nut.
- Install complete rag joint #052534 to steering box and secure with setscrew then lock nut, be sure that rag joint is fully installed on the steering box shaft. (**Do not stop at the groove in the shaft. Fully install the shaft 1" into the rag joint**) Install the new floor mount using the three existing holes in the floor and three screws. Insert #990040 replacement column shaft into the new rag joint. Secure column shaft with setscrew then lock nut.
- Install column tube over shaft and reattach the column tube to the dash; column tube will need to be shortened for clearance of the new steering box and rag joint. Secure the column tube to the floor with the provided clamp. Install steering wheel on to column shaft. (**Be sure to use the measurement obtained earlier from the end of the column shaft to the column bell. This must be maintained with the replacement column shaft.**) It may be necessary to move the column tube to adjust the gap at the steering wheel.
- Install #800330(See instructions for 800330) Power steering pump, bracket and pulley kit and connect to conversion box with P/S hose kit # 925108 or 925110. (**Arrows are cast into box indicating pressure and return. Return line is closest to the rag joint.**)
- 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 fluid full.***
- ***It is recommended to get a complete alignment. We recommend increasing caster to 3-4 degrees positive.***

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Steering You Forward

*1965-1966 Mustangs with **Power Steering** 289/302 V-8 Only*

PARTS REQUIRED FOR THESE APPLICATIONS:

Part #	Description
800110	1965-1966 Mustang power conversion box. 1" Sector shaft.
990040	1965-1966 Mustang column shaft and steering column floor mount.
052534	Complete rag joint. Fits #990040 column shaft to conversion box.
990050	1965-1966 V-8 Manual steering drag link.
925107	P/S Hose kit. 2 Piece rubber, Ford P/S pump to Mustang conversion box.

REMOVAL:

- Remove pitman arm from steering box. Remove steering wheel. (**Take note of measurement from the end of the column shaft to the column bell. This must be maintained with the replacement column shaft.**) Unplug wiring harness from column. Remove the two bolts securing the column tube to the dash and remove column tube. Remove the three bolts attaching the steering box to the frame and remove steering box.

INSTALLATION:

- 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. ***Grinding or altering the steering box in any way will void your warranty.***
- Install part #990050 V-8 Manual steering drag link to original idler arm. Be sure to properly tighten all bolts.
- Center steering box and reinstall pitman arm to new steering box with supplied lock washer and nut. Attach pitman arm to the #990050 manual drag link and secure with supplied castle nut and cotter pin.
- Install complete rag joint #052534 to steering box and secure with setscrew then lock nut, be sure that rag joint is fully installed on the steering box shaft. (**Do not stop at the groove in the shaft. Fully install the shaft 1" into the rag joint**) Install the new floor mount using the three existing holes in the floor and three screws. Insert #990040 replacement column shaft into the new rag joint. Secure column shaft with setscrew then lock nut.
- Install column tube over shaft and reattach the column tube to the dash; column tube will need to be shortened for clearance of the new steering box and rag joint. Secure the column tube to the floor with the provided clamp. Install steering wheel on to column shaft. (**Be sure to use the measurement obtained earlier from the end of the column shaft to the column bell. This must be maintained with the replacement column shaft.**) It may be necessary to move the column tube to adjust the gap at the steering wheel.
- Connect conversion box to your original Ford pump with P/S hose kit #925107. (**Arrows are cast into box indicating pressure and return. Return line is closest to the rag joint.**)
- 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 fluid full.***
- ***It is recommended to get a complete alignment. We recommend increasing caster to 3-4 degrees positive.***