



## Installation Instructions for '94 - '02 Dodge Trucks Part # 000945, 000950

**CAUTION: NOT ALL VEHICLES CONFORM TO PUBLISHED SPECIFICATIONS! TEST FIT THIS ASSEMBLY IN YOUR TRUCK BEFORE PAINTING OR ALTERING IN ANY WAY. ONLY ASSEMBLIES IN NEW CONDITION WILL BE ACCEPTED FOR RETURN OR EXCHANGE.**

### REMOVAL:

1. Engage the ignition switch / steering column lock with the steering wheel & wheels centered. (NOTE It may be necessary to loosen the clamp screws at each end of stock assembly prior to locking for accessibility)
2. Remove the stock shaft assembly by first loosening the clamp screws at each end of the assembly; one at the steering column and one at the steering box and then slide each coupling off of the shaft at each end. The slip feature of the shaft assembly allows compression of the shaft length to allow removal.

### INSTALLATION:

3. Fully collapse the Borgeson shaft assembly and fit into position. Now extend the shaft length so that the ends fit over the splined or "DD" shafts at the steering box and steering column to the depth shown in Figure B below.
4. For splined connections at the box or column a seat must be provided for the set screw as shown in Figure A. (NOTE The existing factory flat will not be used) Tighten the set screw to mark the shaft and then remove the universal joint to file a new flat spot on the splined shaft. Tighten the set screw into the seat and then tighten the lock nut.
5. For Double-D connections at the column a small dimple should be drilled into the shaft at the set screw locations to insure proper seating of the set screws. First install the universal joint to the depth shown in Figure B and mark set screw locations. Remove universal joint from column shaft and drill a small dimple into shaft at locations marked. Reinstall universal joint to depth shown in figure B. Tighten the set screws into the seat and then tighten the lock nuts.

*It should be noted here that Chrysler has issued a Recall Notification for all 1994 and 1995 Model Year Dodge Ram Trucks because of a fault inside the steering column itself which can cause the shafts inside the column to disengage from each other and result in loss of steering control of the vehicle. Chrysler has addressed this problem by instructing Dodge dealers to install a "stop" on the intermediate shaft to prevent disengagement of the steering column shafts. We have added a feature to our assembly that provides the same measure of safety.*

6. Position the steel collar on the lower section of the shaft so that it is at the bottom edge of the rubber boot and tighten the set screw.
7. After approximately 100 miles, retighten set screws and then lock nuts. If you wish to use a product such as Loctite, we recommend Loctite 222 for ease of removal.

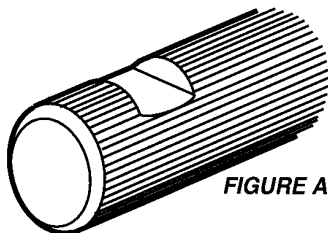


FIGURE A

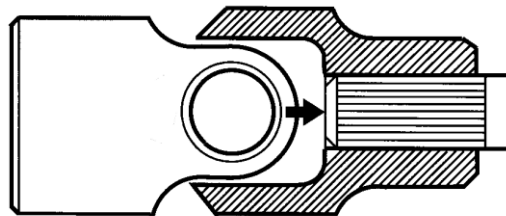


FIGURE B