

# BORGESON

**Steering You Forward**

## 800114

*Mid-Sized Ford P/S Conversion*

### PARTS AVAILABLE FOR THESE APPLICATIONS:

Part #	Description
800114	1962-1977 Ford mid-size power conversion box.
012564	Universal Joint 11/16-36 Spline X 3/4" Smooth. (Fits Borgeson Conversion Box to modified stock shaft.)
052549	Rag Joint 3/4"-DD X 11/16-36 Spline. (Fits Borgeson Conversion Box to modified stock shaft.)
990016	Half Rag Joint 11/16-36 Spline for cars with rag joint flange and collapsible column.
312500	Coupler 11/16-36 Spline X 3/4" Smooth. (Fits Borgeson Conversion Box to modified stock shaft.)
800330	Saginaw P/S pump upgrade. SBF 289/302/351W. Includes P/S pump, bracket and pulley.
800334	Saginaw P/S pump upgrade. 200/250 In-Line 6 Cyl. Includes P/S pump, bracket and pulley.
925107	P/S Hose kit. 2 Piece rubber, Ford P/S pump to Ford conversion box. V-8
925108	P/S Hose kit. 2 Piece rubber, Saginaw P/S pump to Ford conversion box. V-8
925109	P/S Hose kit. 2 Piece rubber, Ford P/S pump to Ford conversion box. 6 Cylinder
925110	P/S Hose kit. 2 Piece rubber, Saginaw P/S pump to Ford conversion box. 6 Cylinder
990003	Ford Mid-Size Drag link adapter.

### REMOVAL:

- **Cars with manual steering.** Disconnect column coupler at steering box. Remove Pitman arm from steering box and drag link rod. Remove bolts holding original steering box and remove it from car. Cars manufactured before 1967 may have a long steering shaft that is one piece all the way to the steering wheel requiring further disassembly.
- **Cars with power steering.** Disconnect column coupler at steering box. Remove Pitman arm from steering box and relay rod. Remove bolts holding original steering box and remove it from car. **Remove** factory ram assembly, control valve, and hoses. (**Once flushed clean your original pump may be used.**) Cars manufactured before 1967 may have a long steering shaft that is one piece all the way to the steering wheel requiring further disassembly.

**NOTE: In all applications the original pitman arm must be retained for installation.**

**NOTE:** The original steering column will need to be shortened for the installation of the Borgeson power steering conversion box. Column modification depends on shift location and can be quite involved on column shift cars.

**NOTE:** Cars with original factory power steering will require either a part #990003 drag link adapter or manual steering drag link and pitman arm for installation.

### 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. Due to manufacturing and vehicle variations it may be necessary to shim the bottom front bolt to insure a proper alignment to the steering column.  
**Grinding or altering the steering box in any way will void your warranty.**
- Original Power steering cars will need to install #990003 drag link adapter or manual steering drag link, pitman arm and idler arm at this time.
- Center the steering box and connect the original pitman arm first to the steering box and then to the original drag link. Check the steering box through its full rotation to insure the steering linkage operates freely without binding or interference.

## **STEERING COLUMN MODIFICATIONS:**

- **Stock column shift** columns will require extensive modifications to use with our conversion box. We do not recommend our conversion box for column shift applications.
- **1964-1967 floor shift** applications, you will need to trim away the outer column tube and cut off the inner steering column shaft. The column shaft will need to be ground into a DD profile to connect to rag joint #052549.
- **1968-1977 floor shift** applications, you will need to trim away the outer column tube. The inner steering column shaft with rag joint flange will then collapse in on itself for clearance. Attach the shortened column to the box with half rag joint part #990016.

## **INSTALLATION CONTINUED:**

- Install correct power steering pump, bracket and pulley kit for your vehicle and connect to conversion box with the correct P/S hose kit.  
**(Arrows are cast into box indicating pressure and return. The 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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## #800330 SBF 289/302/351W P/S Pump Kit

*Note: This Part Supercedes Part 's # 800331, 800332, 800333*

### **KIT CONTENTS:**

**P/S Pump, P/S Pulley, P/S Pump Bracket, Hardware**

*Your Ford Saginaw P/S pump upgrade comes with the pump attached to the pump bracket and the pulley already properly installed. Please leave these items assembled for installation.*

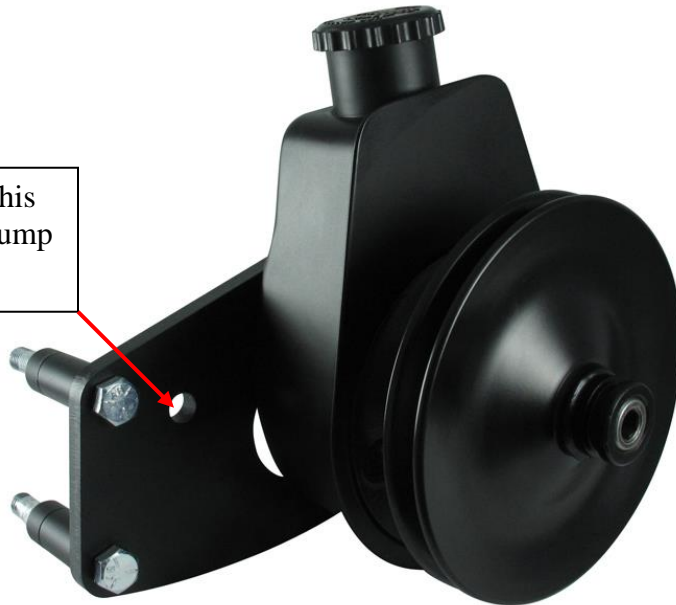
### **Installation notes:**

- 1) This kit includes both 7/16" and 3/8" mounting bolts. Check the size of the holes tapped in the head to select the proper size before beginning installation.
- 2) This bracket set includes 2 short spacers and 2 long spacers. Cars **without** A/C will need to use both the short and long spacers. Cars **with** A/C will only need the 2 long spacers.
- 3) This pump kit will not be sealed and leak free until it is adjusted and tightened into final position. The force of the bracket against the reservoir is required to properly seal.

### **Installation:**

Attach the bracket to the driver's side head with the correct two bolts and the proper amount of spacers for your application. *NOTE: The bracket has two upper holes. Cars **without** A/C may use the inner hole to mount the pump closer to the motor.*

Cars without A/C may use this mounting hole to position pump closer to the motor.



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