

# BORGESON

**Steering You Forward**

## 999067 63-66 Chevy C10 12.7:1 Power Steering Conversion Kit

### PARTS INCLUDED IN THIS KIT:

Part #	Description
800132	C10 Power Steering Box 12.7:1 Quick Ratio
053164	63-66 C10 Power Steering Column Coupler
805005	63-66 C10 Power Steering Box Mounting Brackets
806023	63-66 Chevy C10 Power Steering Pitman Arm

### PRIOR TO REMOVAL OF ORIGINAL BOX:

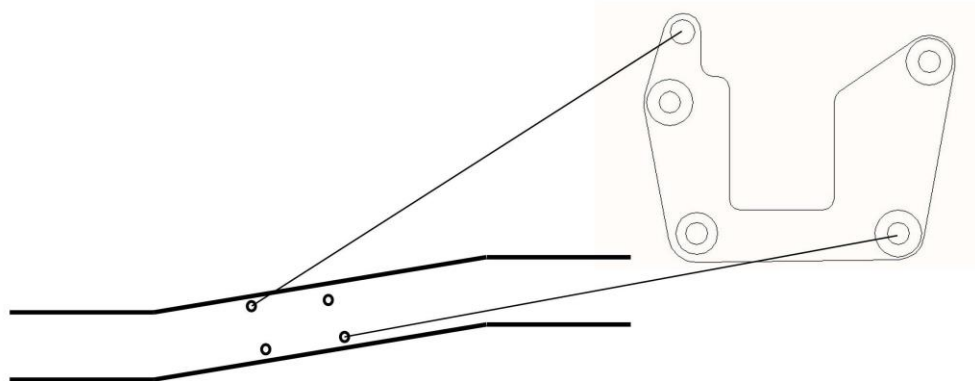
- Measure up 10" from the center of the original manual steering box adjusting screw and cut stock steering column shaft at this point. This is required for installation as the new power steering box is longer than the original manual box.

### REMOVAL OF ORIGINAL BOX:

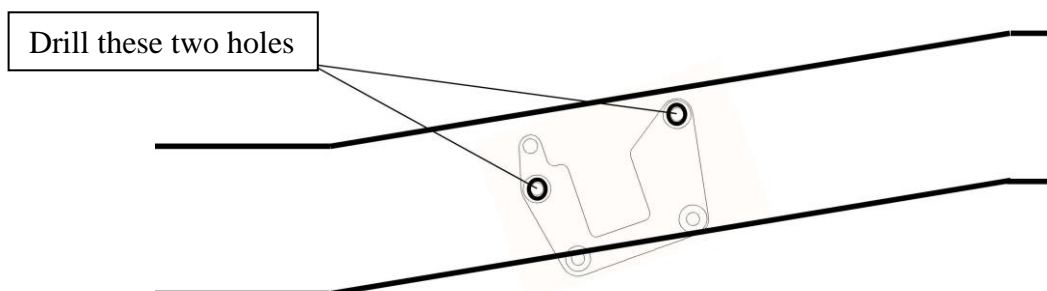
- Disconnect pitman arm from drag link.
- Remove the 3 bolts securing the box and remove the steering box from the truck.

### INSTALLATION:

- Using the holes illustrated below, place bracket over frame and insert bolts in holes shown. This will serve as a template to drill the two required holes. Attach with 1/2" bolt in the forward upper hole and one of the 7/16" bolts in the lower rear.



- With the bracket attached to the frame with the aforementioned holes and using it as a template, use a 7/16" drill bit to drill two new required holes as shown below.



- Remove the bracket from the frame and attach the outer steering box mounting bracket to the steering box with the flat head screw in the lower front hole, be sure to keep the remaining three bolt holes aligned when tightening.
- Place the inner steering box mounting bracket inside the frame and insert the three 7/16" bolts through the inner bracket and frame and bolt to the steering box / bracket. Be sure to tighten all steering box bolts.
- Center the steering box and then install the new pitman arm on the gearbox and fasten with new nut and lock washer provided. Be sure not to turn the steering box off center to install the drag link to the pitman arm, adjust the drag link to the arm with the tie rods as necessary.
- Slide the new rag joint coupler over the end of your existing steering column shaft, you will likely need to clean up the stock shaft with some sandpaper to allow the shaft to slide fully in to the rag joint coupler.
- Slide the rag joint coupler down on to the spline of the new steering box with the set screw aligned to the flat of the shaft and fasten with the set screw and lock nut. Be sure the box is centered and the wheels are straight.
- Make sure your steering wheel is straight and secured in the straight position. With the included drill bit and pins, drill and pin the new rag joint coupler to the end of your steering column shaft.
- Connect the steering box to the power steering pump. The Pressure Port is M18 X 1.5 O-Ring or 11/16"-18 Flare, if using included flare inserts and the Return Port: M16 X 1.5 O-Ring or 5/8"-18 Flare, if using included flare inserts.
- 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 reservoir full.***
- After 100 miles be sure to check all bolts and fasteners to make sure they remain tight.

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