

‘78-’79 Full Size Ford Pick-Up & Bronco

Part # 000977

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 steering column / ignition switch lock with the steering wheel and wheels centered. (**NOTE** It may be necessary to remove the steering column pinch bolt prior to locking for accessibility)
2. Disconnect the factory rag joint at the steering box end of the assembly. Remove the two bolts that hold the rag joint to the stock steering shaft. The two safety pins might have to be backed out to allow the flange to clear them.
3. Now disconnect the coupler at the other end of the assembly by removing the clamp bolt and remove the entire stock assembly. This connection is often rusted and may require some penetrating oil or a few taps with a hammer.

INSTALLATION:

4. With the Borgeson shaft fully collapsed bolt the rag joint end of the assembly to the existing rag joint half on the steering box. After tightening the two bolts be sure to return the two safety pins to their original position.
5. Extend the Borgeson shaft and slide the universal joint over the splined input shaft on the steering column to the depth shown in Figure B. 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. Install the universal joint and tighten the set screw into the seat and then tighten the lock nut.
6. After 100 miles retighten all set screws and then lock nuts. If you wish to use a product such as Loctite, we recommend Loctite 222 for ease of removal.

***Part #000941 Replacement Rag Joint disc with hardware is available if your stock is too worn to reuse.**

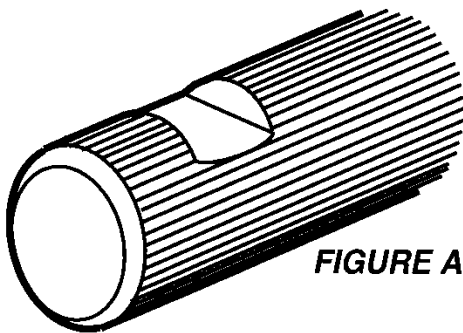


FIGURE A

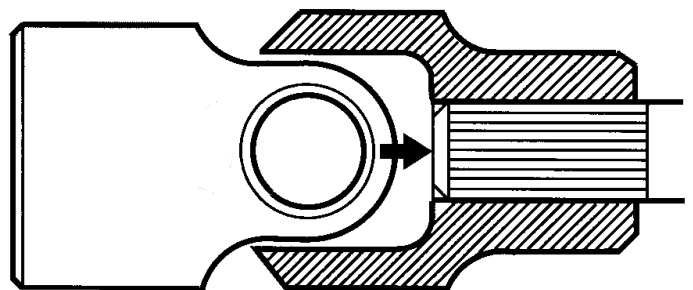


FIGURE B

Borgeson Universal Co., Inc.
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