



STEER CLEAR

Update on Borgeson's new power steering system. SRT8 steering precision is now a true bolt-in for your classic Mopar.

Photo credit: Newlin Keep



Bergman's A-body leads the entire pack into turn one. Second place is just the first loser. And a Mopar, it isn't, natch.

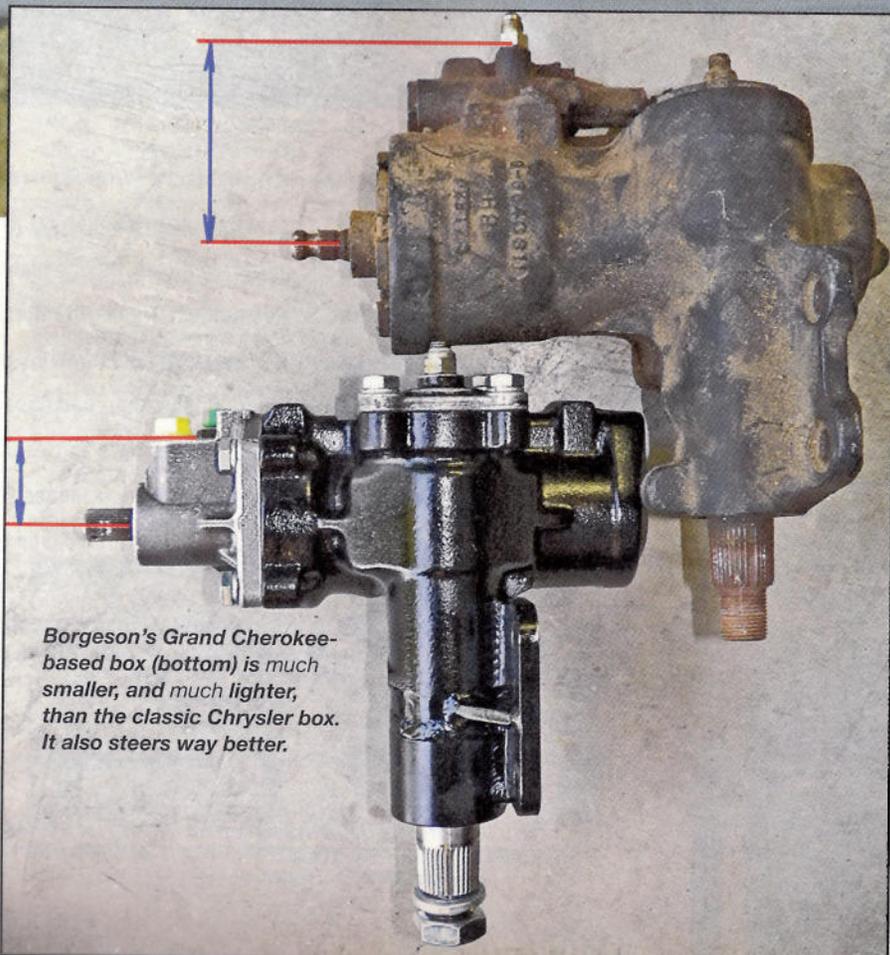
By Richard Ehrenberg, SAE

Photos as credited

It was just a few issues back—MA, April, 2013—that we introduced Borgeson's sea-change steering system for Mopars. If you missed it (why?), you need to know that it is a radically better power steering box that bolts to any Mopar K-member and pitman arm, producing a precise, fast-ratio outcome with excellent road feel.

There were, however, a few loose ends. Borgeson supplied semi-universal hose setups, which did work fine, but the extremely stiff (braided stainless) return hose worried us. Our concern centered on the potential breakage of the return nipple on the pump or cooler, which are just flimsy tubing. The second hassle concerned the steering column and coupler. Borgeson wanted you to cut your column's inner shaft and pin on a "street rod" U-joint. Besides making the swap essentially irreversible,

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Borgeson's Grand Cherokee-based box (bottom) is much smaller, and much lighter, than the classic Chrysler box. It also steers way better.