

ONE GOOD TURN

The latest and greatest in
Mopar power steering,
and we put it to the test.



STORY & PHOTOS • Richard Ehrenberg, SAE

WITH THEIR SUPER-RIGID UNIBODY platform and as-good-as-it-gets torsion bar suspension, muscle-era Mopars always ran circles—literally—around the Generic Motors and Phord junk. They *handled*, no two ways around it. And with either the Nascar (and Aussie) 20:1, or “Fast Ratio” (16:1) manual steering gears, they were precision instruments. Unfortunately, Mopar’s power steering (which was, incidentally, a Chrysler Corp. *invention*), wasn’t quite so wonderful. It was advertised, back in the day, as “full time”, which was the marketing-guy’s doublespeak for “loosey goosey.” This was improved some with the Firm Feel option which began in

1975. In fact, Firm Feel, Inc., has built a business around upgrading Mopar power steering boxes, as well as lots of suspension goodies.

Excepting the heavier reaction springs in the FF version, the Mopar power steering box was virtually unchanged during the entire production run, which ended with the 1993 B-van and 1989 RWD passcars (Diplomat, et. al.). Since

City traffic, expressway, or winding back road, precise, quick-ratio steering makes driving a pleasure. The latest and greatest PS box from Bergman Auto Craft gives you precisely that. The steering in your muscle Mopar can be as good as, say, a new SRT8.