



This step is important! A bit of engineering: Due to the inherent design parameters of all non-rack steering systems, lash (play or slop) is minimum at dead-center (straight ahead, wheel at 12 o'clock). On the old Mopar boxes, this was a very narrow sweet spot, due to engineering and manufacturing improvements, this spot is much broader today. Still, you need to locate and mark this high spot. Usually, it is in the center of rotation, i.e., if the box permits 3.6 turns lock-to-lock, 1.8 turns will be the center. Still, it pays to check this with a small torque wrench. We could not find a socket to slip over the new box's splines, but we did find that a Mopar ball joint socket fit perfectly on the Bergman coupler body, so we used that as an adapter.



It is also acceptable to simply count the turns and find the center.

Whichever method you choose, make an indelible mark at the center or high spot referenced to "top" as installed. Now the box is ready to bolt in.



it required several cores (three, to be exact) and a ton of custom fabrication to make it bolt in to your Mopar, making it rather expensive. And it wasn't truly a bolt-in, Bergeson supplied a simple U-joint to replace Mopar's pot coupler, ignoring the fact that the pot it replaced allowed for some *plunge*, the in-and-out travel that's required to allow the steering shaft length to vary as the car flexes over bumps, around corners, etc. Yours truly and Peter Bergman re-engineered with the Bergeson, solving that, and Peter, an enterprising Bergeson dealer, who is a real Mopar Guy, CEO of Bergman Auto Craft, almost immediately began selling the Bergeson box with said mod'd coupler, and all the hoses and unique fittings needed to make it a

true bolt-in. The second change is the one this story is all about: The Gen II Bergeson box. This is even smaller and lighter than the original, sells for \$120 less, and is even more precise. But does it live up to the billing? We'll find out. Read on.

Unpacking the kit, we found it to be 100% complete, ready to bolt in. Which is exactly what we did, after checking the ratio (yes, a true 14:1) and weighing it (what a pleasure). The outcome was stunning, you'd swear you're driving a modern rack-and-pinion car.

As you've come to expect, we won't subject you to the page-filling prose others make you wade through, instead, we'll cover the entire installation, with roses and bars, in a step-by-step series of captioned photos. Do it to it!



One trick we've used for decades: Add a grease fitting to the coupler. Drill a $\frac{1}{32}$ " hole at the bottom of the inner machined area.



Then just screw in a standard $\frac{1}{8}$ " Zerk fitting. Now you can grease it regularly. Use Mopar long-fibre grease, P/N 4897841AA.



Time to unbolt fat boy. First, pull then pitman arm off.