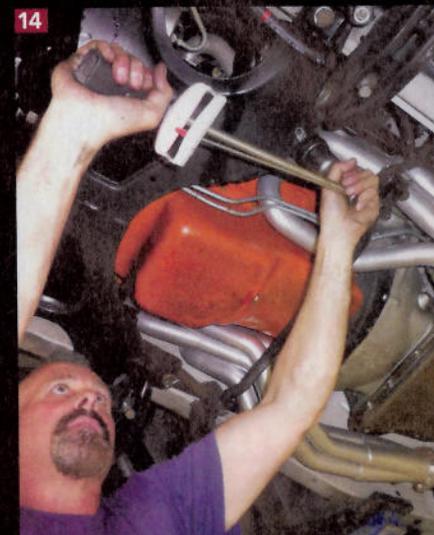




**12** Drain the lube, then take out the mounting bolts (3), duh. Depending on model, engine, headers, etc. you may need to remove the left header or manifold, or jack the engine up a bit. It may be easier, in some instances, to remove it from the top.



**13** The new box just bolts up like stock. If you have a pre-'64 Mopar (7/16" mounting bolts), see the sidebar on page 7).



**14** Pitman arm installs like stock, torque nut to 175 ft.-lbs.



**15** If your steering column needs work, now is the time. Ours needed a new lower jacket boot, which was basically a crummy design (1967-up Mopars used a bearing here). A Mopar guy by the name of David Loar (919-845-8903, david.loar@gmail.com) makes a beautiful Polyoxymethylene (Delrin) low-friction bushing upgrade that solves this problem slickly and permanently. We got one a few months back, planning ahead. Then we couldn't find it when we need it—which was—now!



**16** Assemble the pot coupler to the shaft using the new components provided. Slime with long fiber grease, this is less critical if you have wisely installed a grease fitting.



**17** Hook up both hoses. The one shown is the pressure side. Our original hose screwed right on using Bergman's adapter fittings.



**18** Loosely reinstall the column back into the car. Slip the coupler onto the box's splines, insuring the 12 o'clock on the wheel is aligned with your high spot mark. *This is important!*



**19** Tighten the setscrew securely, then the jam nut.