

THE EARLY, FORMATIVE YEARS

The following step is critical only on '66-down Mopars (with no lower column bearing). Snug (only) the three firewall plate screws, then adjust the column jacket so the inner shaft is centered. Then tighten the screws and slide the boot up into place. (None of this need concern you if you column has a lower bearing, whether stock, or a pre-'67 Loar upgrade. Now push the wheel forward until it bottoms, then back $\frac{3}{4}$ ", tighten everything.



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Fill with juice. Type isn't critical, even cheapo ATF is fine. Bleed by turning the wheel lock to lock a few times (wheels in the air). Check level, done! The car is ready for a test drive, even short trips, but a trip to the alignment rack (for toe-in only) should be high on your laundry list.



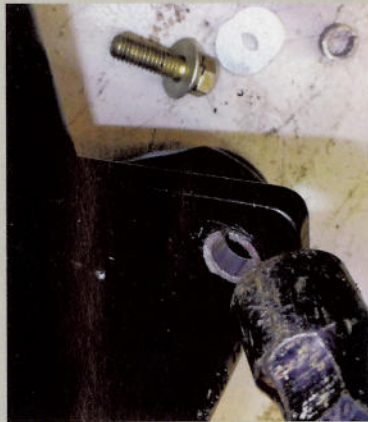
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THRU 1963, Chrysler used $\frac{7}{16}$ " USS screws for steering box mounting; the upgrade, to $\frac{1}{2}$ " occurred in 1964. The new box from Bergman has clearance holes for $\frac{1}{2}$ " screws, resulting in a bit of a sloppy fit-up on earlier K-members. A nice touch would be a set of shoulder screws with $\frac{7}{16}$ " thread and a $\frac{1}{2}$ " shank. Probably won't happen in my lifetime, so check out our fix.

2. We fixed this with some quickie home-made bushings. We found a 1" length of thickwall tubing in the scrap pile. We sliced in lengthwise so it would spring into the holes in the box.



4. Then we simply tapped our reducer bushings into the box's mounting holes (3).



1. Stock '63-down $\frac{7}{16}$ " USS screws are a very sloppy fit in Bergman's new box (or even a stock later box).



3. Then we sliced off three lengths, each just under $\frac{3}{4}$ ". A bit thinner is OK, thicker is not.



SOURCE

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