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## STEER CLEAR



Photo: Courtesy TTI, Inc.

*The compact size allows power steering to be considered where it'd never fit before. This is TTI's prototype 3G Hemi/A-body mockup. We also think it'd work on A-body/big blocks.*

*The stock Saginaw hose screws right on to the Bergman fitting, so now, with Bergman's coupler...*



*...the whole Borgeson deal drops in as a 100% stock replacement.*

that caused no end of concerns, mostly relating to the shaft's collapsibility and the longevity of the upper bearing, and damage to the new chuck's bearings, too. We did come up with a workaround, but it required a trip to the machine shop, welding, etc.

Now one of Borgeson's dealers, Peter Bergman of Bergman Auto Craft, Inc., in Huntington Station, NY, (bergmanautocraft.com) has put all these issues to bed, neatly and cleanly. We'll call this the B&B steering upgrade.

Peter now supplies an all-new coupler that allows any 1962-up Mopar PS column

to properly bolt to the Borgeson box, using a stock-based plunge coupler design. Bergman also supplies a custom adapter nipple that allows any Saginaw pressure hose (or the Federal (F-M) and Thompson (TRW) hoses that utilize the same flare fitting to screw right into the Borgeson box, no mods whatsoever required. Bergman also supplies a tube adapter that permits your OEM 1/32" return hose to slip right on, in virtually the stock location. Cut to the chase: The Borgeson/Bergman setup is now a 100% total bolt-in—an hour or so and you're up and running.