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



Take mass out of your Mopar and you have just improved handling, braking, acceleration, and fuel economy. The new box is 24 pounds, only 11 more than the ubiquitous Mopar aluminum manual box, and ~10 lb. Lighter than the old fat boy box. And durn near as small as the manual.



3



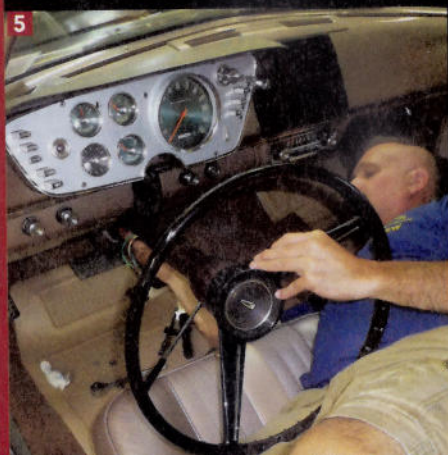
The gear shaft, where the pitman bolts on, is a clone of the original. It is available in both spline sizes, the "small" is used on '62-'72 A, B, and E-bodies (exc. E w/ OEM fast ratio). After '72, the large C-body (and B-van) size became standard across the board.

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First step is to pull the column. Remove the underdash and firewall plate hardware, unplug the switch connector(s), and loosen whatever holds the pot coupling to the splines: A pinch-clamp ('62-'64), set-screw (1965), or roll pin ('66-up). Then pry the coupler off the splines, a pickle fork is great for this.

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Now take the column completely out of the car. Set it aside, wheel-down, on a padded surface (towel or blanket on floor, carpet, etc.).

there's no really clean way of converting Mopars to a steering rack, we've pretty much been stuck. However, a quick spin in one of the last B-vans, or a Mercedes of the '90s, or even a Jeep Cherokee (or Grand), proves that recirc-ball power steering doesn't have to be a sloppy mess. Ours is just 1950's-based. Others are much better.

A few years back, Borgeson Universal Co. introduced a highly-modified '90s Saginaw power box which not only reduced the steering ratio from 16:1 to 14:1, but was also smaller, lighter, and, most importantly, way more precise. Road feel! Yeah!

Was it perfect? No, but we overlooked the small flaws, since we were so hungry for "real" power steering. There's still one the Project Bold Beeper, and it has performed admirably. The flaws? Well,