

Index For “Steering” Section

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Borgeson Steering Universal Joints

Borgeson is the leading supplier of steering universal joints in the Street Rod, Racing, Specialty Automotive and Aftermarket fields. Genuine Borgeson needle bearing steering universals are the strongest, safest steering universal joints you can buy. True needle bearing steering universal joints with minimal backlash and no maintenance required. Borgeson joints are manufactured with close tolerances to the splines for which they were made to fit.

Part Numbers: You do not need a part number to call or order. You will however need to identify with what you are installing the steering universal on. Please use the "Steering Spline Reference / Identification Chart" on the following page to help you find the correct size and spline count.

Single U-Joints



Steel.....	\$67.95	\$71.95	\$75.95
Stainless (Plain)	\$79.95	\$83.95	\$87.95
Stainless (Polish).....	\$106.95	\$111.95	\$115.95

**Smooth Bore
X
Smooth Bore**

**Spline
X
Smooth Bore**

**Spline
X
Spline**

Double U-Joints

Steel.....	\$135.95	\$139.95	\$143.95
Stainless (Plain)	\$157.95	\$161.95	\$165.95
Stainless (Polish).....	\$198.95	\$202.95	\$207.95

Vibration Reducing Universal Joints

A Smooth Bore on Either End of a Vibration Joint is Not Available.



Vibration reducing universal joints available only with 9/16"-26, 5/8"-36, 3/4"-30, 3/4"-36, or 7DD on the vibration absorber end but offered with any size & spline on the universal joint side. If your system requires the use of a support bearing, the vibration reducer must be installed between the support bearing and the column as the support bearing can pick up chassis vibration and will transfer it up the steering shaft to the wheel.

Stainless (Polish).....	\$177.95	Stainless (Plain)	\$126.95	Steel	\$110.95
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Factory Style Rubber Coupling - Rag-Joints

Perfect Alignment Installations Only – NOT a Flexible Union

This is a common OEM piece that is designed to absorb steering vibrations and isolate them from traveling up the steering column. On many retrofit steering box or column changes in 50's & later applications either the original is wore out or incorrect for the new components. Not all available spine sizes or combinations are shown, call for more info.



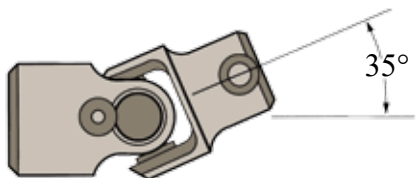
1"-DD X 3/4"-30 Spline	BOR VRDA-1DDX730.....	\$105.95
1"-DD X 3/4"-36 Spline	BOR VRDA-1DDX736.....	\$105.95
1"-48 Spline X 3/4"-30 Spline	BOR VRDA-148X730.....	\$105.95
3/4"-36 Spline X 3/4"-30 Spline	BOR VRDA-736X730.....	\$105.95
3/4"-DD X 3/4"-30 Spline	BOR VRDA-7DDX730.....	\$105.95

Steering Spline Reference / Identification Chart

Common Applications		Size	BORGESON PART NO.	Spline Diameter ¹	Spline Count	Double D Flats
Steering Columns						
GM Columns	Small Spline	3/4"-36	736	.735	36	
	Large Spline	1"-48	148	.985	48	
	Small Double D	3/4" Double D	7DD	.750		0.550
	Large Double D	1" Double D	1DD	.993		0.790
Ford Columns	Small Spline	3/4"-36	736	.735	36	
	Small Double D	3/4" Double D	7DD	.750		0.550
	Large Double D	1" Double D	1DD	.993		0.790
Other Manufacturers	Ididit column (Aluminum)	1"-48	148	.985	48	
	Ididit column (Steel)	1"-Double D	1DD	.993		0.790
	Flaming River	1"-Double D	1DD	.993		0.790
	Mullins column	3/4"-36	736	.735	36	
Intermediate Shafting						
	Borgeson Splined Intermediate Shaft	3/4"-36	736	.735	36	
	Chrysler Intermediate Shaft	3/4" Double D	7DD	.750		0.550
	Ford Intermediate Shafts ²	3/4" Double D	7DD	.750		0.550
	3/4 Spline Shaft	3/4"-36	736	.735	36	
	GM Intermediate Shaft	3/4" Double D	7DD	.750		0.550
Steering Racks and Boxes						
Chrysler Box or Rack Measure careful if 9/16". 3 Different spline counts						
	Chrysler	9/16"-17	517	.562	17	
	Chrysler	9/16"-26	526	.562	26	
	Chrysler	9/16"-36	536	.562	36	
	Chrysler	5/8"-36	636C*	.625	36	
	Chrysler	11/16"-36	11/16-36	.687	36	
	Chrysler	3/4"-36	736	.735	36	
	Chrysler	13/16"-36	836	.820	36	
GM Box Man.	Corvaire	5/8"-36	636	.625	36	
	Vega (Model 140)	5/8"-36	636	.625	36	
	Corvette ('63-'67)	3/4"-30	730	.728	30	
	Corvette ('68-'83)	3/4"-36	736	.735	36	
	('58-'64)	3/4"-36	736	.735	36	
	Model 122 ('65-'85)	3/4"-30 or 3/4"-36	730 or 736	.728 or .735	30 or 36	
GM Box Power	Model 525 ('86 & later)	3/4"-30	730	.728	30	
	Model 605 ('78-'84)	3/4"-30	730	.728	30	
	Model 700 ('77 & Earlier)	13/16"-36	836	.820	36	
GM Rack	Model 700 ('78 & Later)	3/4"-30	730	.728	30	
	'79 & Later	5/8"-36	636	.625	36	
	Some Models	3/4"-30	730	.728	30	
	Corvette ('84 & Later)	17mm Double D	6DD	.670	0.570	
	Fiero	17mm Double D	6DD	.670	0.570	
Ford Box	Manual & Power	3/4"-36	736	.735	36	
Ford Rack	Mustang & Pinto Manual	9/16"-26	526	.562	26	
	Mustang & Pinto Power	3/4"-36	736	.735	36	
	'94 & Later Mustang Power	3/4"-V	7V	.740		
Other Manufacturers	Heidt's Super Ride Rack	9/16"-26	526	.562	26	
	Independent Chassis Rack	9/16"-17	517	.562	17	
	Jaguar & MGB	3/4"-48	748	.750	48	
	Kugel Rack	9/16"-26	526	.562	26	
	Mullins Billet Aluminum	5/8"-36	636	.625	36	
	Woodward Rack	3/4"-20	720	.735	20	
	Nissan	11/16"-36	11/16-36	.687	36	
	Pacer (AMC)	Measure and count splines - Could measure 5/8"-36, 3/4"-30 or 13/16"-36				
	Unisteer Manual Rack	9/16"-26	526	.562	26	
	Volkswagen-Rabbit Rack	11/16"-40	640	.687	40	
	VW Rabbit Rack- Diesel	3/4"-36	736	.735	36	

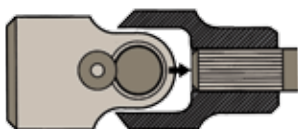
¹ Actual spline can measure .010" to .015" over or under the size listed. * The Chrysler "636C" is **not interchangeable** with the regular "636"
² Ford intermediate shafts use a single "D" and "Double D" configurations. Borgeson does not offer the single "D".

35° Maximum Bend



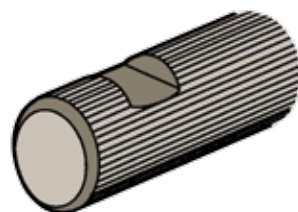
Increasing the joint angle of operation beyond 35° greatly increases the stress on the joint. If more angle is required, use a double-joint or two joints.

Intermediate Shaft Into U-Joint



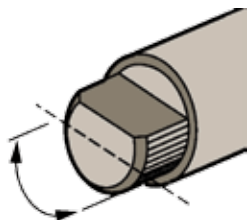
The shaft should be inserted as to be flush with the inside yoke of the joint. With splined shaft this gives you maximum spline contact and maximum strength. Don't allow the shaft to extend into the center of the joint and interfere with the workings in the joint.

Splined U-Joints & Shafts

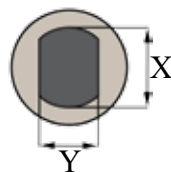


A flat should be filed on the splined shaft where the set screw will clamp to it for a couple reasons. 1) By giving the set screw a flat area to seat, all of the set screw will contact the shaft and hold better. 2) The set screw will not damage the splines and make disassembly much easier. Always lock the set screw in with the lock nut and use *Loc-Tite* or similar product on the threads.

How to count "full circle" splines if the shaft has a flat spot and some of the splines are missing.



As pictured scribe a line across the middle of the shaft. Count the splines on the side without the flat or missing splines and then multiply it by 2. This would be your full circle spline count.



Borgeson Numbers

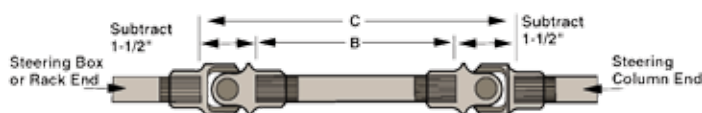
	7DD	1DD
X =	.750	.993
Y =	.550	.790



94-up MUSTANG

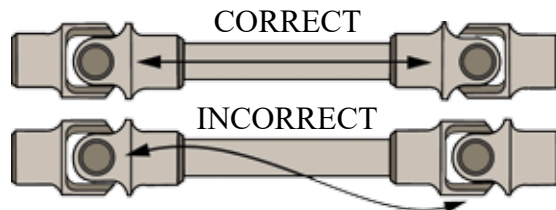
What is 1DD, 7DD and 7V?

The picture on the left is what the end of a universal joint with a "DD" end would look like. Imagine a round shaft or hole with two parallel flats on it. Some steering columns and some intermediate shafts use this DD style. 7V refers to the '94 & later Mustang input pinion on the rack. This 7V is pictured on the right.



Determine Splined Shaft Length With Two U-Joints

Measure the distance from the end of the column to the rack or steering box. Subtract 3" to allow for the length of the joints and order the next even size shaft available. Example: If "C" is 18" subtract 3" = 15". Order a 16" shaft and trim 1/2" off each end. Note: If using a vibration reducer / U-joint combination on one end, subtract a total of 4" from "C".



U-Joint Orientation

The forks of the yokes closest to each other should be in-line. Premature wear or binding can result. If the joints are at a severe angle, even if they are phased correctly, a hard spot in the steering may occur. If this happens, index the u-joints two or three splines in one direction. This is not possible with the DD shafting.

Welding is not recommended. Hairline cracks, which may not be visible can cause a weld to fail under severe stress. In some states welding is illegal on steering components. Improper grounding can cause a roller bearing to be welded to a yoke which will result in the failure of the joint. Overheating can distort the yoke and melt the grease out of the needle bearing and/or damage the seals. Cooling the weld to quickly can cause cracks. Welding also makes for a permanent connection which makes disassembly almost impossible.

Its your steering your dealing with... What can be more important other than brakes?
Do it correctly and use either the splined or 7DD shafting.

Double Splined Intermediate Shafts - Steel & Stainless



Steel: The splined intermediate shafts are offered in 2" increment lengths (4", 6", 8", 10" etc. up to 36") with 2" of 3/4"-36 splines on each end. Measure to see what length shaft you will need, get the next longest available shaft and cut to fit. Example: If you require a 17" long splined shaft, purchase a 18" and cut 1/2" off each end. 1/2" of spline will still be visible on the shaft after it is installed in the universal joint.

Stainless Shafts: From 3" to 24" the stainless shafts are available in 1/4" increments, 25" to 36" stainless shafts in 1" increments. All stainless splined shafting is splined back only 7/8" on each end. By only having 7/8" of spline all of the spline is inserted into the joint and looks more attractive.

Length	Stainless (Plain)	Stainless (Polished)	Steel
4" to 16".....	\$41.95	\$58.95	\$33.95
18" to 36".....	\$45.95	\$62.95	\$36.95

7DD Shafting

Steel and Stainless Steel

With the 7DD shaft you have the safety of an interference between the shaft and universal because of the parallel flats and you can cut the shaft to the desired length.



Steel 18".....	BOR S7DDX18.....	\$23.95
Steel 36".....	BOR S7DDX36.....	\$37.95
Stainless 22".....	BOR SS7DDX22.....	\$45.95
Stainless 36".....	BOR SS7DDX36.....	\$61.95

Plain

Polished

BOR SSP7DDX22.....	\$62.95
BOR SSP7DDX36.....	\$94.95

Single Splined Intermediate Shaft



Borgeson also offers a simple 3/4" round shaft with one end splined back 1". This shaft is usually used by the customer who will be cutting it to length and welding or pinning it into smooth bore joints.

Steel 36".....	BOR S736X36X1.....	\$21.95
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Support Bearing



If more than 2 universals are used the intermediate shaft must be supported to keep it from "looping". The support needs to be mounted solidly to the frame, not sheet metal.

Steel.....	BOR 700000.....	\$31.95
Stainless (Plain).....	BOR 710000.....	\$76.95
Stainless (Polished).....	BOR 720000.....	\$93.95

Steering Shaft Support Bearing Mount



1" seamless tubing with one end threaded 3/4"-16 to accept a simple 3/4" shaft support bearing (heim) like the above Borgeson Support Bearing. Simply cut to length and weld in a convenient spot. You can buy it cheaper than you can make it!

Steering Shaft Support Mount (8" Long).....	WLD 219600.....	\$15.95
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Couplers

A coupler is a non-flexible connection that can be used to extend a universal joint off a steering column or rack/steering box which in some cases might keep you from having to use an additional joint or move the intermediate shaft to clear some other obstacle like a motor mount or header tube. All listed couplers are steel, stainless is available by special order.



3/4"-36 X 3/4"-36	BOR C736X2	\$22.95
3/4"-36 X 3/4" Smooth	BOR C736.....	\$19.95
7DD X 3/4" Smooth	BOR C7DD.....	\$19.95
5/8"-36 X 3/4" Smooth	BOR C636.....	\$19.95
9/16"-26 X 3/4" Smooth	BOR C526.....	\$19.95
1DD X 1-1/4" Smooth.....	BOR C1DD ¹	\$26.95
1"-48 X 1-1/4" Smooth.....	BOR C148 ¹	\$26.95



Adapts C1DD or C148 to 3/4" Smooth Bore.....BOR A-12R..... \$8.95

¹ The 1-1/4" I.D. of these couplers is also the O.D. of the couplers listed above them. Any of these other couplers (without this footnote) can be inserted and welded into the end of the C1DD or C148 couplers.

"Cross-Steer" Rack & Pinion

Rack & pinion installation connects only one end of the rack to the passenger side steering arm just like what the Vega steering box did so there is no bump-steer. The biggest benefit is that the rack has a smooth consistent effort through its entire travel unlike steering boxes. All kits include a polished & chrome rack with 1/2" steel bracket and chrome drag-link bar. Rack bracket mounts to the inside driver side frame rail and has the same 3-bolt pattern as the Vega/Saginaw steering boxes. If you are "retrofitting" an existing steering box installation this rack will bolt onto the already installed steering box mount. Rack has 9/16"-26 splines on input shaft.



Cross-Steer Rack & Pinion UNI 8000460..... \$384.95

All New REAL Vega Steering Box



Completely brand new inside and out! These are genuine OEM Vega steering boxes with improved needle bearing for added life over the early style GM bushing. This is a real OEM Vega box not a cheap import copy! A true quality steering box U.S.A. made with original tooling. There are less expensive "Vega type" boxes offered through several suppliers but you may just get what you pay for!



All New Vega Steering Box..... BOR 920004.....\$318.95

Vega Stainless Pitman Arms

Pitman arms made from 17-4 stainless steel and feature nicely rounded edges. Small end is tapered half way from both sides for installation of early Ford style tie rod end from either top or bottom.

Plain	TCI 300-3022-00.....	\$79.95
Polished.....	TCI 300-3022-02.....	\$99.95



So-Cal Steering Dampener



Every hot rod built at So-Cal Speed Shop with an early Ford-style front end over the last 30 years comes with a steering dampener. This little item improves steering smoothness and eliminates the possibility of shimmy. Comes with stainless steel clamps and hardware.

- Painted SOC 60770 \$39.95
- Chrome SOC 60771 \$69.95

Tie-Rods & Drag Links

All bars are manufactured from seamless 7/8" tubing and include ends with one side right hand thread and the other side with left hand thread for easy adjustment. Because there are so many variables that determine the length of the bars we recommend that you have your components then measure the center to center distances for the drag-link and tie-rod. Priced below are standard lengths from either Pete & Jakes or TCI, custom lengths are available at a slightly higher price. Call for actual *standard* measurements.



Drag Links - (From Pitman Arm To Steering Arm)

- Plain Bar Plain Ends \$77.95
- Chrome Bar..... Chrome Ends..... \$162.95
- Stainless Bar Chrome Ends..... \$218.95

Tie-Rods - (From Steering Arm To Steering Arm)

- Plain Bar Plain Ends \$99.95
- Chrome Bar..... Chrome Ends..... \$163.95
- Stainless Bar Chrome Ends..... \$234.95

Lower Steering Arms - '37-'48 Ford Spindles



Forged steel arms have taper from bottom to fit early Ford tie-rod ends. "Shallow drop" arms for 4-link or hairpin cars and "deep drop" for cars with wishbones. All steering arms have two holes on the right (passenger) side for installation of drag link (cross-steer) and tie rod.

- | | Chrome | Plain |
|---------------------------------------|---------------------------|----------------------|
| Shallow Drop (4-Link & Hairpin) | SUP 2311-C \$139.95 | SUP 2311.....\$84.95 |
| Deep Drop (Split Wishbone)..... | SUP 2314-C \$142.95 | SUP 2314.....\$91.95 |

Zerkless Tie Rod Ends



Early Ford Taper

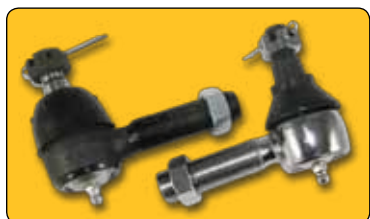


Self lubricating polished stainless ends feature 11/16"-18 threads and come complete with castle nuts and jam nuts.

- Right Hand Thread SOC 60506 \$49.95
- Left Hand Thread..... SOC 60505 \$49.95

Tie-Rod Ends

Early Ford Taper



11/16" Thread tie rod ends feature the early Ford taper which is the industry standard taper in most all steering arms and pitman arms. Each comes with jam nut.



- | | Chrome | Plain |
|------------------------|-------------------------|----------------------|
| Right Hand Thread..... | P&J 1029-C..... \$45.95 | P&J 1029.....\$22.95 |
| Left Hand Thread..... | P&J 1030-C..... \$45.95 | P&J 1030.....\$22.95 |

'37-'41 Ford Spindles

Super Bell cast ductile iron spindles feature grease zerts installed and require bolt on steering arms. A spindle set is offered that features the pin bushings installed into spindles and reamed for kingpin installation. This spindle kit with bushings comes with the balance of a king pin kit so you'll have everything you'll need. Sold in pair sets.



- '37-'41 Ford Spindles Only SUP 2000 \$194.95
- '37-'41 Ford Spindles With Bushings Fitted & King Pin Kit..... SUP 2002 \$264.95

Plain King Pin Kits

'37-'48 Ford Spindles



Plain kits include pins, felt rings, felt shields, bushings, bearings, pin locks and shims.

- '37-'41 Ford Spindle..... P&J 1039 \$40.95
- '42-'48 Ford Spindle..... P&J 1040 \$40.95

Stainless '37-'41 Ford King Pin Kit

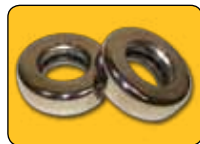


For the round back '37-'41 Ford spindle only kit includes new pins with polished stainless top caps, polished stainless bearings, bushings, shims and polished pin locks with polished stainless turning radius stops.

- Polished Stainless King Pin Kit SOC 60701 \$106.95
- Pol S.S. Spindle Turning Stops W/Pol S.S. King Pin Locks SOC 60102 \$36.95

Polished Stainless King-Pin Bearings

Stainless bearings will last a lifetime and look great forever. Tech tip – When you install these bearings be sure to put the “cup” down so they don't hold water.



- Polished Stainless King-Pin Bearings (Pair)..... SOC 60702 \$21.95

'37-'48 Ford Spindle Nut & Washer Set



- '37-'48 Ford Spindle Nut & Washers (Pair) P&J 1007 \$14.95

Mustang II 2" Dropped Spindles

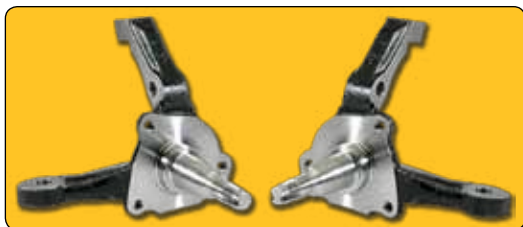
The correct way to lower the front suspension without jeopardizing ride quality. These are a direct bolt on that accept all the stock components or aftermarket brake kits designed for the 74'-78' Mustang II spindle. Forged for added strength.



- Mustang II 2" Dropped Spindles INT 4043D2 \$169.95

NEW Mustang II Stock Height Spindles

Been to the salvage yard looking a Mustang II donor car and wondering if a spindle was bent in the accident that put it there? These spindles from are all new and exact in every detail of the original Ford Mustang II spindles. These fit all stock components and aftermarket brake kits designed for original spindles. Sold in pair sets.



- Stock Height Mustang II Spindles INT 4043 \$169.95

“Mustang II Suspension” Power Rack & Pinion



Re-manufactured by the best in the business *Maval Manufacturing!*
 This rack is technically a '79-'93 Ford Mustang application.
 The biggest difference between this rack and the '74-'78
 Mustang II is the mounting centers. The Mustang II had 16”



mounting centers and the '79 & later racks are 15-1/2”. If you have a crossmember with the 16”
 centers you'll need an offset bushing set listed at the bottom of this page otherwise most aftermarket
 crossmembers are slotted on the passenger side to accommodate. Chrome finish rack available.

Mustang II Power Rack (Powder Coated Black)..... UNI 8010020 \$319.95

'79-'93 Ford Power Rack & Pinion -6AN Adapter Fitting Kit W/Thread Sealer



The '79-'93 Mustang / T-Bird rack is the common power rack used in “Mustang II”
 front suspensions. These adapter fittings convert the racks top O-ring sealing port
 to a -6AN which makes it easy(er) to get hoses made for if you are wanting to go
 the AN hose route. Sold as a kit with both pressure and return fittings and tube of thread sealer.

Power Rack -6AN Adapter Fitting Set UNI 8026070 \$31.95

Mustang II Manual Rack



NEW Reproduction rack is a direct replacement for the '74-'78
 Mustang II and fits all standard mounting bushings, tie-rod ends
 and steering universals.

Mustang II Manual RackINT 4047S..... \$169.95

Mustang II Rack Tie-Rod Ends & Mounting Bushings



Tie-Rod Ends (Fits All Manual or Power Racks - Each)INT 4047T..... \$14.95

Mounting Bushings (Fits All Manual or Power Racks - Each). INT 4047B \$7.95

Polyurethane Rack Mounting Bushings



Designed for the '79-'93 Ford power rack & pinion. Bushing is clear/white
 polyurethane with steel insert. Mounting hole is NOT offset. Sold each.

Poly Mustang Rack Mounting Bushing (Ea) UNI 8021510 \$9.95

Offset Rack Mounting Bushings



All racks listed on this page have 15-1/2” mounting centers. If you have a
 crossmember that has the 16” rack mounting bolt spacing you will need to use
 these rack mounting bushings that features the bolt hole off center by 1/4” each.

Offset Rack Mounting Bushings (Pair)..... UNI 8021520 \$19.95

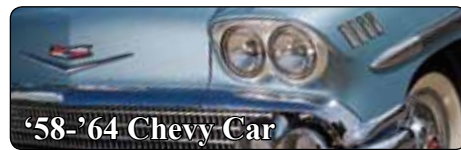
'79-'93 Power Rack Mounting Kit with Spacers



Used with '79-'93 Ford racks to move the rack centerline to the same
 position as the stock Mustang II rack installation plus the spacers also provide extra
 clearance for the input shaft casting at the crossmember. Complete with hardware.

'79-'93 Power Rack Mounting Kit WLD 24410 \$22.95

Power Steering Conversions & Manual Steering Replacement Steering Boxes



Borgeson offers several power steering conversion systems for these popular cars as well as rebuilt original design manual steering boxes and components. Most power steering conversions utilize the GM Delphi 600 integral power steering gearbox which represents the latest generation of integral power steering gearbox technology with true modern power steering feel and feedback. Other components such as drag link adapters, pumps, hoses, etc will be required for power steering conversion systems from manual steering. Give us a call or e-mail today and let us show you how to completely upgrade your steering system. Check our web site for more information.

BORGESON
 UNIVERSAL COMPANY, INC.



Steering Boxes (Universal) - "Street Rod" & "Muscle Car" - New & Remanufactured

Borgeson re-man steering boxes surpass OEM standards. All components thoroughly inspected, replaced or re-machined as needed then carefully assembled, adjusted and inspected to exceed original manufactures specifications.

BORGESON
 UNIVERSAL COMPANY, INC.

Power Steering Boxes: *Delphi 600* represents the latest generation of integral power steering gearbox technology with a true modern power steering feel and feedback and is available in three different ratios. *700 Saginaw* steering gear was used widely by GM from the mid 60's to early 2000 and is available in four different steering ratios.



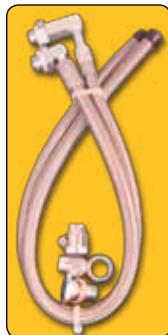
Delphi 600, New, 2 Ratios Available From \$582.95
 700 Saginaw, Remanufactured, 4 Ratios Available From \$331.95

Manual Steering Boxes: *525 Box* - 525 box is available with 1" or a 3-1/2" long input shaft with 16:1 or 24:1 ratios. *530 Variable Ratio Box* - Same feel as the 525 in the center of travel but the ratio slows as you turn further resulting in easier parking with less effort required. *Mustang Box* - Remanufactured box is available with two ratios and works well in side steer applications.



525 New OEM, 24:1 Ratio 3/4"-30 Spline BOR 920010 \$304.95
 525 Remanufactured, 2 Ratios Available From \$304.95
 525 (Truck Box) Remanufactured, Mounts Outside Frame, 3/4"-30 Spline BOR 920023 \$306.95
 530 Remanufactured, Variable Ratio, 3/4"-30 Spline BOR 920034 \$306.95
 Mustang Box, Remanufactured, 16:1 Ratio, 1-1/8" Sector Dia. 3/4"-36 Spline BOR 920019 \$433.95
 Mustang Box, Remanufactured, 20:1 Ratio, 1-1/8" Sector Dia. 3/4"-36 Spline BOR 920021 \$370.95
 Mopar '62-'82 Remanufactured, Original Aluminum Case, 3/4"-36 Spline BOR 920032 \$370.95

Braided Power Steering Flex Hose Kits



U-Cut-To-Fit hoses fit most GM and Ford pumps because they seal with a crush washer on top of the pump pressure fitting regardless if it is a SAE flair or metric O-ring style. Pay particular attention to the descriptions of which rack(s) or steering box each kit is listed to fit. All kits are a clamp-on type to the return on the reservoir but a chrome dress-up cover & clamp is provided.

- GOT 131101 - All Ford racks that the housing is a 1-piece alum. casting. Most aftermarket racks (i.e. TRW etc.) including those supplied buy most IFS manufactures like *Heidt's*, *T.C.I.*, *Fatman* etc. \$143.95
- GOT 131105 - All Ford racks where the pinion housing (on the rack) bolts to the main section of the rack with 3 triangular located bolts. Thread inside pressure port is 1/2"-20 (Not very common) \$143.95
- GOT 131107 - Same application as 131101 but for pump mounted on passenger side of engine \$162.95
- GOT 131151 - All GM steering boxes '65-'79. Internal flare type seat \$143.95
- GOT 131171 - All GM steering boxes & GM racks '80 & later. Internal O-ring \$143.95

Additional Hose Kits & Fittings For Remote Reservoirs - Used in addition to above kits.

- GOT 131108 - (Hose) *Billet Spec.* or fabricated style reservoir. -10AN outlet w/-6 return fitting..... \$62.95
- GOT 131910 - (Fitting) -10 to 5/8" hose barb 90° fitting for connection to *Maval* or *Zoop's* P/S pump. \$14.95

'79-'93 Ford Power Rack With Saginaw Power Steering Pump Hose Kit

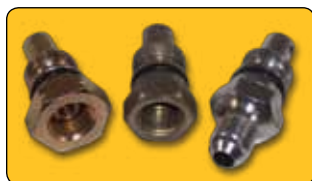


Rubber hose kit connects the '79-'93 Ford Mustang / T-Bird rack to the early GM Saginaw pump. The Saginaw pump is the early non-metric pump that presses into the reservoir canister and has 3/8" inverted flare pressure outlet fitting. All hose-end fittings are crimped on the hoses and includes rack adapter fittings. Return hose slips over nipple and holds with worm clamp.

'79-'93 Ford ' Rack W/Saginaw Pump Hose KitBOR 925102..... \$71.95

Flow Control Valves

GM Pumps Only - Early Saginaw Pump & Late Model "TC" (Type II)



These valves reduce the volume the power steering pump displaces which is what cause the rack to react so quickly while engine is at higher RPM.

- Early Saginaw Pump (3/8" Inverted Flare)..... CPP CPFCV-K \$19.95
- Late TC Pump (Stock Female Metric O-Ring)..... DSE 91401 \$25.95
- Late TC Pump (-6AN Male - One Piece) BLT RP1300 \$26.95

Adjustable Power Steering Valve



Installs Into The Pressure & Return Lines

This valve is user adjustable to allow you to custom set the pressure or "feel" in the steering. Fitting kit includes adapters and hose ends for Teflon lined hose.

- Adjustable Valve..... HDT PS-101 \$89.95
- Fitting Kit HDT PS-114 \$64.95

Early Saginaw ('65-'79) GM Power Steering Pumps W/Attached Reservoir

New power steering pumps complete with new reservoir tank either chrome or black complete with cap with integral dip stick. Pressure hose connection is the original 3/8" internal flair style. If used with Mustang II rack flow reduction is recommended.

- Chrome Reservoir (Keyway Shaft)..... CHE C6176\$188.95
- Black Reservoir (Press-On Shaft)..... CHE C6177\$119.95



TC Power Steering Pumps

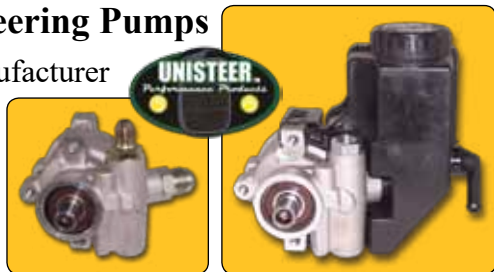
Brand NEW GM "Type II" TC pumps sourced straight from an OEM manufacturer and tested on Unisteers state-of-the-art test stand that gives a computerized read-out of the pressure and flow of each pump.

Without Reservoir - -6AN Pressure / -10AN Supply

- Standard Volume (GM Box Applications).... UNI 8061340.....\$129.95
- Low Volume (Ford Rack Applications)..... UNI 8060200.....\$129.95

With Reservoir - Female Metric Bump Tube O-Ring Pressure / 3/8" Barb Push-On Return

- Standard Volume (GM Box Applications)..... UNI 8060470\$169.95
- Low Volume (Ford Rack Applications)..... UNI 8060300\$169.95



GM TC Power Steering Pump Clip-On Composite Plastic Reservoir

This composite plastic reservoir clips onto the GM "Type II" TC style power steering pump. These are a very cost effective way to reduce the entire power steering pump assembly into a smaller compact unit. Slip-in O-ring connection of this reservoir measures .585". Please check your pump inlet before ordering.

- Type II Clip-On Reservoir Only UNI 8021540\$39.95



Fabricated Power Steering Remote Reservoir

Fabricated aluminum reservoir features vented cap, internal baffle to prevent aeration, -10AN outlet and -6AN inlet plus mounting tabs. Measures 8-1/2" tall (cap to fitting) X 4-3/4" wide (tabs) X 3-1/2" deep.

- Power Steering Reservoir Natural / Satin Finish SRS 2021\$74.95



Billet Specialites Power Steering Remote Reservoirs

Combination of double O-ring sealed breathable cap and innovative internal return tube greatly reduces return fluid turbulence and foaming. Sleek mounting bracket with internal key lock design hides all hardware. -6 & -10 male AN fittings include and pre-installed. -8 fitting offered if needed. Measures 2-7/8" O.D. X 8-3/4" H (Cap: 3" O.D.)

- Ribbed Side..... Polished..... BLT 77920\$149.95
- Smooth Side..... Polished..... BLT 77910\$149.95
- Smooth Side..... Black Anodized..... BLT BLK77910\$164.95
- 8 AN Outlet Fitting..... BLT RP7701\$10.95

