



Installation: Heavy-Duty Dodge Steering Box 800112A

IMPORTANT: READ THIS WARRANTY NOTICE BEFORE INSTALLATION

When replacing power steering components it is important to flush the system with clean power steering fluid. Failure to do so may cause your new component to become contaminated and inoperable.

If Geno's Garage receives your steering box or power steering pump for warranty and it is deemed that contamination was the cause of the failure, ***you will be charged to clean/ service and repair your steering box or power steering pump.***

BLEEDING POWER STEERING

All power steering systems are designed to be self-bleeding, but sometimes they need a little help.

After installing new components, fill the reservoir and let it sit for a few minutes. Before starting the vehicle, raise and support the front end of the vehicle and turn the wheels back and forth slowly to allow the steering box to draw fluid. Be sure to keep the reservoir full.

When the fluid level stops dropping, start the vehicle and continue turning the wheels slowly lock-to-lock. When the fluid level remains constant and there is no evidence of bubbles in the fluid, the system is fully bled.

POWER STEERING FLUIDS

- 1) Never use ATF+4, or any other transmission fluid, in the power steering system of a 2nd Generation Ram truck unless your owner's manual specifically says to do so. Do not use it to "top off" or to replace entire fluid after system flush. You must use MS5931 fluid only.
- 2) By the MOPAR MS5931 power steering fluid (part# 04883077) from the dealer. There is a specific warning on the back of the bottle: *Use only in power steering systems. Lubricants designed for use in engines for transmissions deteriorate rubber power steering system components.* This indicates that the hoses and rubber seals in the power steering system can be damaged by ATF+4 transmission fluid.
- 3) You must use MS5931 fluid only in 2nd Generation Ram trucks ('94-'02).
- 4) Be careful using power steering fluid bought at a parts store. You have to check the back of the bottle of make sure it says it is compatible with Chrysler MS5931. We've found a couple of bottles of power steering fluid and regular Valvoline power steering fluid that state it is Chrysler MS5931 compatible.



If you need more assistance, we are only a phone call away.

(770) 886-2500

Monday-Friday
8:30am-5:30pm EST

GENO'S GARAGE, INC.
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NOTE: FOR THIS INSTALLATION WE RECOMMEND THE USE OF A BORGESON STEERING SHAFT. TO USE THE STOCK SHAFT A FLAT MUST BE GROUND ON THE STEERING BOX ADAPTER TO MATCH THE ORIENTATION FLAT ON THE STOCK STEERING SHAFT. TO DO THIS, YOU CAN USE A GRINDING WHEEL/DIE GRINDER. TAKE YOUR TIME AS YOU MUST GET IT RIGHT OR YOUR STEERING WILL BE OFF CENTER. MARK AND CHECK SEVERAL TIMES BEFORE YOU START GRINDING.

Removal:

- Center the wheels and lock the steering wheel column lock before you begin.
- Remove intermediate steering shaft and power steering hoses from the steering box.
- Using a Pitman arm puller, remove the Pitman arm from the steering box.
- Remove the three bolts holding the steering box to frame and remove from vehicle.
- Retain the mounting hardware for new box installation.

Installation of new steering box:

- Install the new steering box to frame using hardware saved from the original box and spacers from the new heavy-duty steering box. Tighten the bolts to factory specifications. If you are using an aftermarket steering box brace, it may be necessary to elongate the holes in the steering box brace in order to properly attach it to the sector shaft nut extension.
- Using the steering box input shaft, bring the center bearing under the sector shaft steering box to its center position.
- Using the threaded adjusting sleeve on the drag link, adjust the end link inward 3/8" to compensate for the spacers on the new steering box. (See photo below.)
- Line up the master splines and install the Pitman arm. Torque the Pitman nut to 185 foot-pounds.
- At this time it will be necessary to collapse your Borgeson steering shaft for clearance of the slightly longer steering box. You will have to loosen the shaft collar before trying to collapse the shaft.
- Install the heavy-duty steering shaft to the new steering box and properly tighten set-screw and lock nut. Reinstall the steering shaft collar.
- (Do not start the engine.) With the front end of the vehicle raised so the front wheels are just off the ground, rotate the steering wheel from one direction to the other and check the function of the newly installed components.
- **Flush any remaining old power steering fluid from the power steering system before connecting the hoses to the new box. Failing to do this can ruin the system and void the warranty. (See page 1.)**
- Connect the power steering hoses. Insure that the fittings are sealed and properly tightened and then slowly fill the pump with the recommended power steering fluid for your vehicle.
- With the front end still raised, start the engine. Check the new system for leaks and bleed off any air trapped in the system by slowly turning the wheel full left to full right with the wheels off the ground. Be sure to keep the fluid full.
- Have the front end re-aligned.

Torque specs

Tie rod @ pitman arm: 75 ft. lbs.

Steering box to frame: 145 ft. lbs.

Power steering lines: 23 ft. lbs.



Use the adjuster to shorten link 3/8" to accommodate new steering box.