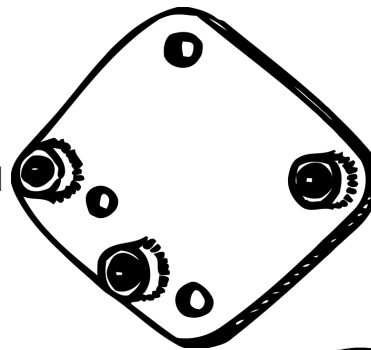
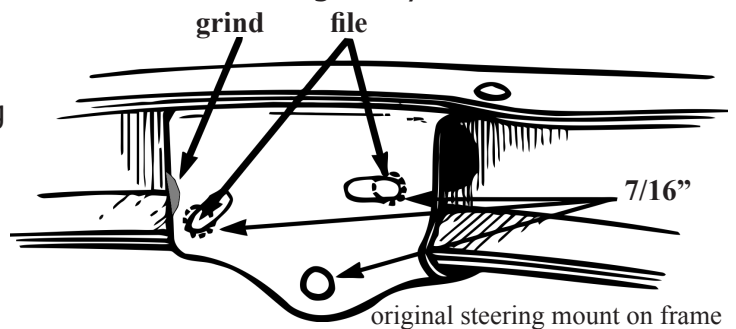


AS-2090

1937-40 Ford Steering Adapter

- 1 Remove old steering column and separate tie rod from pitman arm.
- 2 Hold adapter plate against steering box and frame to visualize positioning. Spacers face steering box. Be sure plate fits steering gear. On some units a flange on steering box may need be ground away. (There are also a few "granny" boxes that will not fit. They have a larger barrel).
- 3 Drill lower mount hole on frame to 7/8 inch. File outside ends of both mounting slots to take 7/16 inch bolt.
- 4 Bolt adapter to frame and see if there is clearance for bolt head in rear most adapter hole. If not, grind a slight relief in original mount on frame.
- 5 Bolt plate to steering gear. Do not bolt thru holes that also go through original support on frame.
- 6 Place the steering box and plate into final position and start all bolts.
- 7 The front upper bolt is tough, so tighten it first. It can be reached with a short wrench from behind the original support and pointing forward. An alternative method is to drill a 1/2 inch hole in frame directly opposite bolt head, insert a 3/8 inch drive extension, then add the socket and tighten. Now tighten all bolts except the top one.
- 8 Place short "L" brace on top of frame bolt to adapter plate. Drill through brace and frame top. Install bolt thru frame and tighten.
- 9 We recommend the 1974-76 Olds Cutlass or Buick Regal (5 3/4") pitman arms for power steering, and Chevell 1964-65 (5") pitman arm for Manual. Pitman arms must be changed to extend forward.
- 10 The drag link will need to be shortened about 3/4 inch. This can usually be done by using the adjustment already there. Gearbox should be in exact center position with wheels pointed straight ahead. This is important.



Installation Tips:

For easier installation, clean threaded holes in steering gear with a tap before installing.
A 1968-69 Chevy Pickup R.H. Exhaust manifold (used on left) will clear all power boxes and CE engine mount kits produced after May 1, 1982.

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