



## #990040 1965-1967 Mustang Column Shaft Kit

### Kit Includes:

- 1- Splined Column Shaft
- 1- Column Floor Mount
- 1- Floor Mount Clamp
- 1- Lower Column Bushing
- 1- Bushing Retaining Screw

### Installation notes:

This replacement steering column shaft kit is intended to be used with Borgeson part #'s 800110 & 800111 power steering conversion boxes in 1965-1967 Mustangs with stock non tilt-a-way columns only.

### Installation:

- 1) **Before removing the steering column, Take note of measurement from the end of the stock column shaft to the column bell. This must be maintained with the replacement column shaft.**
- 2) Install the steering column shaft into the rag joint on the steering gearbox and secure with setscrews and then lock nut. **(Be sure the rag joint is fully engaged onto the steering box spline. Do not stop set screw at groove)** A seat must be provided for the set screw, tighten the set screw to mark the shaft and then remove the rag joint to file a small flat spot on the splined shaft. Tighten the set screw into the seat and then tighten the lock nut. **Do not drill into the gearbox or shaft,** only a small flat is necessary so the set screw is not exerting all of its force on the peak of one spline.
- 3) Install the new floor mount on the inside of the floor with the two tabs bent into the interior. Mount using the three existing holes in the floor and three screws.
- 4) Temporarily install the column tube over the column shaft. The column tube will need to be shortened for clearance of the new steering box and rag joint. **Use the measurement obtained from step one, from the end of the column shaft to the column bell to determine the length the column must be cut. This must be maintained with the replacement column shaft.**
- 5) Install the provided lower column bushing into the steering column. Drill a pilot hole through the column tube and secure with the provided screw. Install the column tube over the replacement shaft. **Position the column tube so there is 1/16" space or less between the end of the rag joint and the bushing.** (See pictures for reference.) Secure the column tube to the floor with the provided clamp. Install steering wheel on to column shaft. Reattached bracket from column to dash and reconnect the wiring.

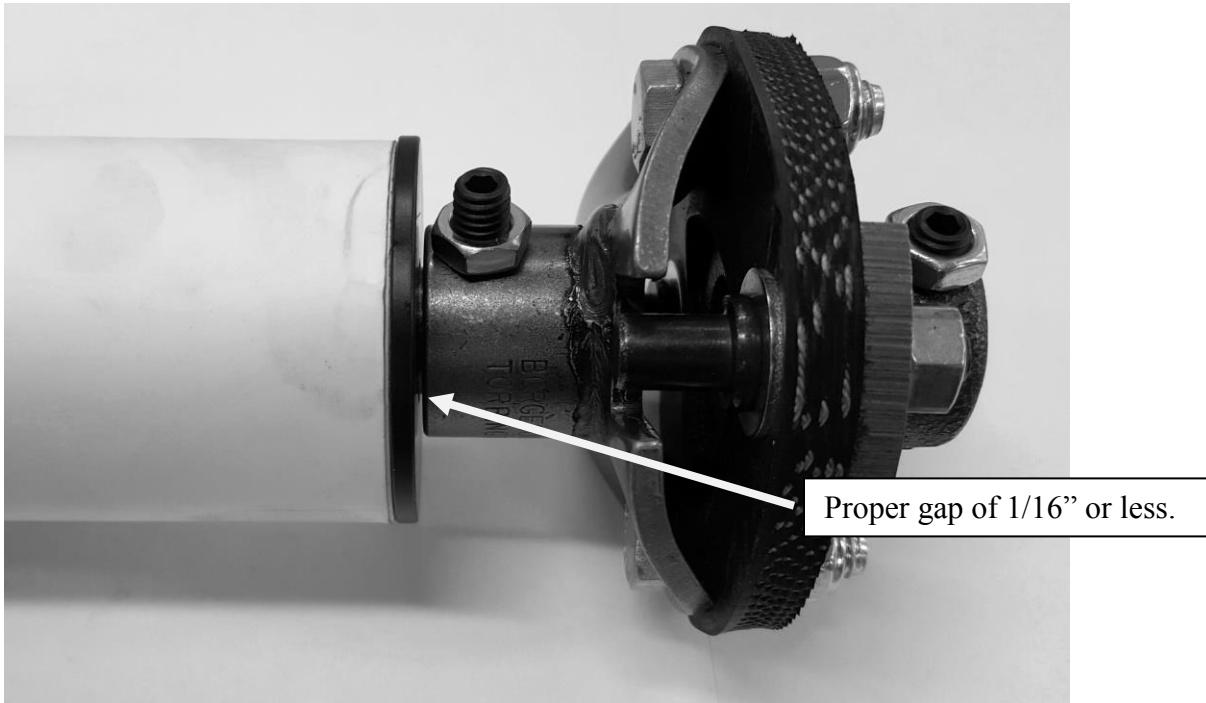
Borgeson Universal Company, Inc.  
9 Krieger Drive. Travelers Rest SC 29690  
(860) 482-8283 www.borgeson.com

06/16/2016

# **ATTENTION!!! IMPORTANT INSTALLATION NOTES**

## **Proper Column Gap 1/16" Or Less.**

- Column bushing limits deflection of rag joint caused by column spring in upper end of column. Rag Joint cannot distort enough to allow the safety pins to not engage. Metal on Metal contact will be maintained in the event of a torn rubber disc.



## **Improper Column Gap.**

- Too much gap between column bushing and rag joint will allow the upper steering column spring to distort the rag joint to a point where the safety pins will not engage in the event of a rubber disc failure. With normal operating power steering the rubber can handle the torque load however with the vehicle off or no power steering present the rubber can rip and excessive gap will not allow the pins to properly engage the cut-outs to transmit steering torque.

