

Generic Installation Instructions For Custom 2 Joint Shaft Assemblies

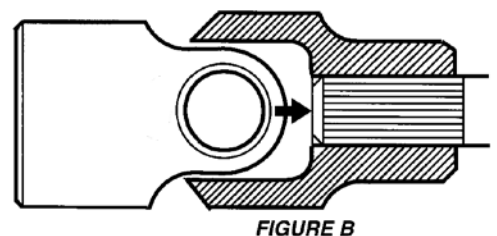
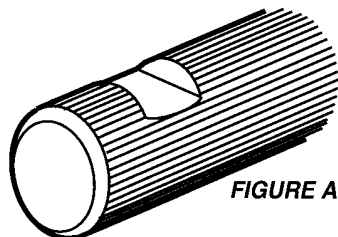
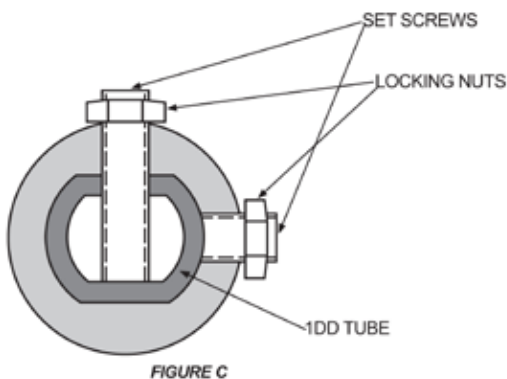
CAUTION: NOT ALL VEHICLES CONFORM TO PUBLISHED SPECIFICATIONS! TEST FIT THIS ASSEMBLY IN YOUR TRUCK BEFORE PAINTING OR ALTERING IN ANY WAY. ONLY ASSEMBLIES IN NEW CONDITION WILL BE ACCEPTED FOR RETURN OR EXCHANGE.

REMOVAL:

1. Engage the steering column / ignition switch lock with the steering wheel & wheels centered. (NOTE It may be necessary to remove the upper and lower steering shaft bolts prior to locking for accessibility)
2. Remove the stock steering assembly by removing the bolts that attach it to the steering box and steering column shafts. This connection is often rusted and may require penetrating oil or a few taps with a hammer.

INSTALLATION:

3. If the shaft assembly is too long to fit even when fully collapsed, the telescoping shaft must be cut to length. Remove the upper universal joint from the tubular end of the Borgeson assembly. Install the steering box universal joint onto the steering box input shaft to the depth shown in Figure B. With the telescoping shaft fully extended, the tubular end should be cut so that it is flush with the tip of the steering column shaft. This will allow movement in each direction and the maximum amount of collapsibility.
4. Reinstalling the upper universal joint on the Borgeson telescoping shaft requires drilling one hole in the tube. Refer to Figure C. Install the universal joint on the end of the telescoping shaft to the depth shown in Figure B. Tighten the short set screw against the tubular shaft to secure the joint in position. Remove the long set screw and mark the position of the new set screw hole on the shaft with a pencil or a punch. ***Remove the universal joint. Do not drill through the universal joint.*** At the point marked on the shaft drill a 3/8" diameter hole through ***one wall of the tube only.*** Put the universal joint back in position on the tube and install the longer set screw so that it passes through the drilled hole and bears against the opposite wall of the tube. Tighten both set screws and then lock nuts to secure the universal joint to the tubular shaft.
5. Slide the column universal joint over the splined steering column shaft to the depth shown in Figure B. A seat must be provided for the set screw as shown in Figure A. (NOTE The existing factory flat will not be used) Tighten the set screw to mark the shaft and then remove the universal joint to file a new flat spot on the splined shaft. Tighten the set screw into the seat and then tighten the lock nut.
6. Slide the steering box universal joint over the splined steering box input shaft by extending the telescoping shaft to the depth shown in Figure B. A seat must be provided for the set screw as shown in Figure A. (NOTE The existing factory flat will not be used) Tighten the set screw to mark the shaft and then remove the universal joint to file a new flat spot on the splined shaft. Tighten the set screw into the seat and then tighten the lock nut.
7. After approximately 100 miles, retighten all set screws and lock nuts. If you wish to use a product such as Loctite, we recommend Loctite 222 for ease of removal.



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