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INSTALLATION INSTRUCTIONS

1955-1957 CHEVROLET SB 500 BOX POWER STEERING CONVERSION

THE KIT INCLUDES

- 1) 500 STEERING BOX
- 1) POWER STEERING PUMP
- 2) HOSES (1 HIGH PRESSURE & 1 LOW PRESSURE)
- 1) SET OF PUMP BRACKETS
- 1) RAG JOINT (optional)
- 1) "STACK-ON" PULLEY FOR CRANKSHAFT

IMPORTANT NOTICE – READ ALL INSTRUCTIONS PRIOR TO STARTING THE POWER STEERING CONVERSION

Before we get started... it is very important to take note that this power steering conversion cannot be completed on a car with a 3-on-the-tree. If you want to convert a car with a 3-on-the-tree to power steering you will either need to change to an automatic transmission or move the shifter to the floor.

Even though this is a direct bolt in kit there are some modifications you will need to make if you are using your stock steering column. Be prepared to modify and cut the stock column back nearly flush with your firewall.

You can also purchase a shortened steering column shaft if you choose not to make the necessary modifications yourself. These shortened tubes are a bolt in application with all the necessary modifications already done for you.

You may also need to modify the firewall slightly to make room for the shifter arm and linkage on an automatic application.

Also make note that if your car has the factory style ram assist power steering you will need to remove the ram assist, ram assembly, control valve and pump. The OE pump will not provide enough pressure to work with the new 500 box conversion. You will also need to purchase a new manual pitman arm and center link.

VEHICLE PREP AND DISASSEMBLY

It is a tight fit in the front of your engine compartment, so it is highly advisable that you remove the fan and shroud and radiator before starting to give yourself a little working room.

Steps 1 & 2 are if you are using your original column

1. Cut the steering shaft right at the manual steering box and remove the box
2. Unbolt your steering column and remove it completely.
 - You will need to cut and modify the OE steering shaft and column to complete your install. There are several forums online that talk about how to modify your column to complete this install.

Steps 3 & 4 are if you are using most aftermarket columns

3. Unbolt your steering wheel and disassemble your column to pull it out of the car.
4. Remove the manual steering box with the steering shaft.
 - Your new column should include a steering shaft that runs the length of the steering column already so you can dispose of your old column/steering shaft.

Steps 5 & 6 are for FRONT MOTOR MOUNT ONLY (skip these steps if you have a side motor mount)

5. Support or lift the engine slightly.
6. Remove the original front motor mount to make room for the front lower pump mount bracket.
 - If you are not installing new motor mounts be sure to save the motor mount bushings to be reused when you install the front power steering pump mount.

POWER STEERING ASSEMBLY

(STEPS 7-11 ARE FOR SIDE MOUNT STEERING PUMP BRACKETS, SKIP TO STEPS 12-15 IF YOU HAVE THE FRONT MOUNT STEERING PUMP BRACKETS)

Small blocks come with all the bolt holes for the power steering pump brackets pre-drilled.

Small Block Side Mount Pump Bracket Install (steps 7-11)

7. Locate the 3 holes marked with circles in this picture that will be used to bolt your power steering pump brackets to the block.



8. Ensure your lower bracket is assembled as pictured here to install properly on the block.



9. Bolt the lower bracket into place on the block into the lower 2 holes identified in the picture on the previous page.
- You may choose to only install the bolts hand tight until you finish the install with the pump.



10. Install the upper adjusting bracket into the lower water pump bolt hole as shown in the picture on the previous page.
- Be sure to use the short 1" spacer between the bracket and the water pump as show in this picture.
 - You may choose to only install the bolt hand tight until you finish the install with the pump.



11. Bolt the new power steering pump to the brackets using the bolt holes in the pump identified in this picture.
- If you did not tighten the bolts on the brackets do so now.



Small Block Front Mount Pump Bracket Install (steps 12-15)

You should already have your motor supported and the original front motor mount removed from the car.

Locate the 3 holes marked with circles in this picture that will be used to bolt your power steering pump brackets to the block.



12. Bolt the lower bracket into place on the block into the lower 2 holes identified in the pictured on the previous page.
- You will want to tighten these bolts prior to the next step.



13. Reinstall the motor mount bushings and hardware and allow the engine to rest again on the new mount.

14. Install the upper adjusting bracket into the lower water pump bolt hole as shown in this picture.

- Notice the bend in the bracket going backward toward the block so the bracket can go to the back of the pump when installed.
- You may choose to only install the bolt hand tight until you finish the install with the pump.



15. Bolt the new power steering pump to the brackets using the bolt holes identified in the pictures below.
- Take note that the lower bracket bolts to the front and back of the pump and the adjuster bracket bolts to the back.
 - If you did not tighten the bolts on the brackets do so now.



Resume instructions for both style of brackets (Side Mount and Front Mount)

16. Bolt the new 500 box into place on the frame.
- The holes are already in the frame to mount this new box.
 - Inspect the box install to see if your new box clears your frame. On some cars you may have to modify the frame just a bit to make clearance for the new 500 box.
17. Install both the high-pressure and low-pressure hoses.
18. Install the stack-on crank pulley.
19. Purchase and install the appropriate belt.
20. Adjust the pump as needed to get the necessary tension on the belt.

The final steps of connecting the steering shaft to the new steering box will need to be determined by you taking into consideration the column you are using and what parts you have available. Auto City Classic does have a wide range of rag joints, u-joints, and DD bars available.

