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INSTALLATION INSTRUCTIONS

**1958-1964 CHEVROLET SB AND 348/409
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...even though this is a direct bolt in kit there are some early 348 blocks that will not have the necessary holes drilled in them to install the power steering pump brackets. The locations of these holes are easily found but you may need to drill and tap these holes yourself. So before starting, confirm if these holes are in your block OR if you have blank bosses and if you are capable of drilling and tapping these holes before you start.

Also, if your car has the generator or a generator with a pump on the back and you intend to keep the generator you will need to modify your generator brackets to make everything fit and line up.

If you have power assist on your car you will need to purchase and use a manual pitman arm and drag link to make this kit work.

This new 500 steering box is larger than an original manual box. In 1959-64 cars this can cause you some clearance issues with your radiator. You will most likely need to purchase a radiator that has a "cut-out" provision to allow clearance for the new box as shown in this picture of our SL-289 radiator made for the 59-63 Chevy. A 64 Chevy radiator is slightly different and we do not carry a cut out radiator for that car. The 59-63 can work but would need to be spaced out from the core support to make clearance for the different core support on a 64.



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 shroud and radiator before starting to give yourself a little working room.

Steps 1-3 are for 58 GMs (if you have 59-64 skip to step 4)

1. If you plan to use your original column you will cut the steering shaft off right at the manual steering box. (If using any other column you will need to determine what you will need to do to complete the connection to the column.)
 - If using your original column you will reuse your original steering shaft with a slight modification OR you can purchase a new intermediate shaft with rag joint for a direct bolt in application.
2. Remove the manual steering box.
3. If you have power assist remove the pitman arm and drag link and replace it with a manual drag link and pitman arm.

Steps 4-5 are for 59-64 GMs (if you have a 58 go back to steps 1-3)

4. Remove the steering shaft from the column.
 - You will reuse this part.
5. Remove the manual steering box.

POWER STEERING ASSEMBLY

(STEPS 6-14 ARE FOR 348 & 409 ONLY, SKIP TO STEPS 15-19 FOR SMALL BLOCK)

348/409 Bracket Install (steps 6-14)

To begin, if you are working a 348 you will need to determine if yours has been drilled for the power steering pump. Some early 348s were not drilled whereas all 409s were drilled. See this picture for the location of the holes.

If your block has been drilled you can skip to step 11. If your block looks like this one and is not drilled continue to the next step.



6. To drill the holes in the correct location first locate the exact center of the top bung identified by the top arrow in the picture to the right.
7. Drill a hole 3/4" deep using a 25/64 bit.
 - It is very important not to drill more than 3/4" deep.
8. Tap the hole using a 7/16-14 tap.

The second hole to be drilled is 2" on center below the upper hole. You can use the bracket that will be installed to confirm the location.

- See the pictures after step 13 for the correct orientation of the brackets to make sure you are using the right holes when drilling and tapping.

9. Drill a hole 3/4" deep using a 25-64 bit.
- It is very important not to drill more than 3/4" deep.

10. Tap the hole using a 7/16-14 tap.

When the holes have been drilled your block should look something like this 409 block that had holes already drilled.



You are now ready to bolt the brackets into place. You may choose to install the bolts just snug until you bolt the pump in place.

11. Bolt the lower pump bracket using the holes you just drilled. No hardware is included so you will need to purchase 7/16-14 x 1" bolts.

- You may need to make some small modifications to the lower bracket to clear the timing chain cover.
- Note the picture to the right for an example of a bracket that had to be notched to clear the timing cover.



Next you will install the upper bracket. The holes for this bracket are already machined into the head.

12. You will use the first lower exhaust manifold hole identified with the YELLOW arrow in this picture to mount the bracket. You have 2 options for this bolt install:

Option 1) Install some threaded rod and a nut to tighten up against the manifold. Then put the bracket in place and using a nut tighten into place.

Option 2) You can also install a specialty stud with a nut already installed and threads on both sides.



13. Install a bolt into the lower bracket hole and into the hole already drilled into the block and tighten into place.

- You may need to make some small modifications to the upper bracket depending on clearance.



Once installed your brackets should look like the pictures below once installed on the engine..



14. 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 Bracket Install (steps 15-19)

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

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



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



16. Bolt this bracket into place on the block into the lower 2 holes identified in the picture above.

- You may choose to only install the bolts hand tight until you finish the install with the pump.



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

- 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.



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.



Resume all engine sizes (348/409/Small Block)

18. Bolt the new 500 box into place on the frame.

- The holes are already in the frame to mount this new box.

19. Install both the high-pressure and low-pressure hoses.

20. Install the stack-on crank pulley.

21. Purchase and install the appropriate belt.

22. 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.

