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Manual steering box ratios

12/12/2012 2:30 PM by CarTechBooks by Cole Quinnell (Taken from Chevelle Performance Project : 1964-1972 by Cole Quinnell) If you increase engine output, Suspension performance, and brake power, you need an ever-increasing steering wheel system Even though the shelf and pinion steering system provides a giant jump in steering wheel accuracy, it is also a very expensive improvement. On the other hand, replacing the steering wheel box of stocks worn with a new fast-ratio steering box is more affordable and provides a far better steering wheel response. Check out Box Steering Stock 1. At chevelle, we replaced manual steering wheel boxes and steering wheel components worn to create a real performance system for roads, autocrosses, and road racing tracks. Measures are very similar for all model years, although the components may seem a little different. In this photo, the engine has been removed, but that is not required for the upgrade shown. Remove Cotter Pin 2. Remove the old components. For safety, every nut in the system has a cotter pin. Remove all this using needle nose pliers and side cutters where needed. Loose, but do not remove, nuts on all the ball joints attaching it. Let the arms whistle, steering wheel boxes, and tight Pitman sleeves are placed for now. Remove Deed-Rod Ends 3. Ball joints ensure that there is no slope in the steering wheel system when the situation is tightly tightened. To release the pressure on the taper, press the side of the mountain with a metal hammer. Hammer ball ball is enough. A good knock-on couple should do the job. This moment momentarily distorts the shape of the hole and eventually studs the ball together falling down in the mountain. Remove Idler's Arms and Steering Box 4. With tie-ups and central links released using this technique, you can now harm idle arms and steering wheel boxes from the frame rails. The bolt hole of the front steering wheel can be closed by bumper brackets. Use a 9/16-inch socket with a 6-inch connection to harm the steering wheel box. Check the River Flaming Driver Box 5. Installing the new Flaming River steering box 14:1 in Chevelle gives a great balance between fast steering and high-speed stability. The new boxes have four mounting holes, but only three are used to install boxes in Chevelle using the original hole in the frame. Bolt Steering Box for Frame 6. The tube welded in the rail of the frame keeps it from collapsing as you tighten the steering box bolt. Use sockets and ratchet to torque all 3/8-inch bolts to the frame. Use the original bolt, or buy a replacement bolt from the supply of recovery parts if you're on the grounded. Tork Steering Box Bolts 7. Tork bolts to 70 feet-lbs, and periodically check the bindings. For safety like race cars, you can buy a bolt with a drilled head their safety wires are in place so they cannot return. Manual steering boxes and power use different Pitman sleeve. This is the key (one spline is wider than and formed for certain vehicles; grab one off Camaro or the truck won't work for your Chevelle. If you don't change from the manual box to the power box, check your original Pitman arm to crack. If you need a new one, they are available from the Classic Performance Division (CPP). Check the replacement Aftermarket Steering Linkage 9. You can use kits from Classic Performance Products (CPP) or Performance Suspension Technology (PST) to replace the central link, idler arm, and tie-up end. These are all quality OEM or better components. They come with new grease fittings (which you need to install before putting components on your car), binding, and cotter pins. Install Solid Tie Rod Arms 10. About the only performance enhancements available using stock replacement components, is solid tie rod arms. The factory part (bottom) is a metal arm with a censor. They work, but they don't inspire confidence, look cool, or make adjustments easy. Aftermarket solid arms use locknuts at both ends and have a flat side on the arm to easily fit the wrench over them. Looks like they ran out, you might want to call and see if they could source one for you, or have one on the shelves still. Otherwise, I'll pull the trigger on the Flaming River box. Manual box 16:1 is the same ratio as the P/S. Box I have driven my Barracuda with disconnected pumps (the leaked pump has a hard time finding one)and it's not so bad unless I had to scorpion from the dead stop. The BTW was with 255/50-17 on 17X8 wheels and a steering wheel of 13.5. COVID-19 UPDATE: We OPEN, delivery every day! Some items may be delayed in shipping due to supply issues. Home » Catalogue » Suspension » Steering » Box Steering So box 16:1 is probably going to be the best of the possible scenario? I'm not worried about parking, cars will mainly be used for autox nights and cruises. I've raced with the current box and tire 235/60r14 without issue but they're both pretty open course and that's half the tires that will be on it. Box Steering Product Description - Manual - Saginaw 525 - 16 to 1 Ratio - 3/4 in 36 Spline - Iron - Natural - GM - Free Shipping Kit Products Video Goods Freight Forwarding NO