

## Steering Tech

From 1966-72, Broncos came with manual steering. From 73-77, power steering was optional. The power steering boxes from 73-75 turned approximately 6 turns lock-to-lock and from 76-77 4 turns lock-to-lock. Some people prefer the 76-77 box because of the quicker turning ratio. Others prefer the earlier box for rock crawling because they're easier to turn.

### **Tech Notes: These apply to all power steering systems**

- \* Double groove crank and water pump pulleys are necessary to operate a power steering pump.
- \* **No additional core charges apply.** The prices printed on these pages (subject to change but not likely) are the total price for these systems. Shipping not included.
- \* Our pump bracket and pump adjusting bracket are intended for use with the stock Bronco water pump. The stock Bronco water pump will have the water inlet on the passenger side.
- \* Early Broncos with vacuum operated wipers, which are supplied through the fuel pump, will not be able to mount the power steering pump in the normal position. Make sure you let us know if you have this style fuel pump so we can provide the correct brackets. There is an additional charge of 20.00 for the special bracket.
- \* If installing power steering into a Bronco equipped with a 351W, an adapter bracket **#8048** for the 351W will be necessary for proper alignment of the steering components.

## Steering trouble shooting

### **Problem : excessive play at the steering wheel.**

Have an alignment shop check the caster. You may need new C-bushings. Also check the tie rod and drag link. Make sure box is tight to the frame. If it's not, it can move on the frame and cause the steering to feel loose. The frame takes a great deal of pressure where the steering box mounts to it, and can become weak or even begin to crack. We recommend using our **Steering box frame support #2430 14.99 ea.** as a preventative measure. It can also be used to help repair a damaged frame. **NEVER ADJUST THE SO-CALLED "PLAY ADJUSTING SCREW" ON THE TOP OF THE STEERING BOX MORE THAN ONE TURN IN. ALL THIS DOES IS JAM THE SECTOR SHAFT INTO THE PISTON AND THAT WILL CAUSE DAMAGE TO THE BOX.**

### **Problem : shimmying or shaking front end. Also known as the dreaded DEATH WOBBLE.**

The number one culprit of this is worn-out upper trac bar bushings. Check the trac bar bolt and the bolt hole. Also replace or repair as necessary. Worn-out or out of balance tires will also cause this problem. Front end wheel bearings should be checked and greased regularly.

Please note that all two-way adjustable tie rods can be used for tie rod over systems with proper modifications to the knuckles