BAC Steering Coupler

Replaces the original Mopar steering coupler when you convert to a Borgeson Mopar power steering box.

Shop: No Cut Steering Box Coupler | Small Sector Conversion Kit | Large Sector Conversion Kit

WHAT'S IN THIS GUIDE

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BEFORE YOU START

- Read this guide all the way through before you start, and keep it open while you work.
- Support the car on a lift or on jack stands rated for its weight. Never work under a car held up only by a jack.
- Wear eye protection and gloves, and use the right tools for each fastener.
- After any steering or suspension work, have the alignment checked before you drive at speed.

Questions during your install? Call Bergman Auto Craft.

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Instructions written by Bergman Auto Craft. Guide compiled by Bergman Auto Craft, November 2026.

INSTALLATION STEPS

Installing the coupler and centering the box

1. This coupler replaces an original Mopar steering coupler when you convert to a Borgeson Mopar power steering box. The main coupler body installs just as the factory one did, with the wide side of the roll pin hole straight up. The roll pin is no longer used for retention.
2. A coupler rebuild kit is no longer provided. Instead, we include a set screw threaded into the coupler body to serve as a safety device, and a cover boot to simplify installation. You will reuse your original shoes and spring.
3. Remove the old coupler from your steering shaft. Remove the rectangular shoes and spring, inspect them for damage, then clean the shoes and the spring. Stretch the cover boot over one side of the solid cross pin at a time. Reinstall the shoes and spring on your steering shaft. Coat them lightly with grease and slide the internals inside the new coupler. Because of production tolerances in the internal coupler “shoes” and the internal dimensions of the coupler, you may need to lightly file the inside edge of the coupler to get a precise fit of the shoes. Any clearance between the shoes and the coupler will produce pronounced play in your steering.
4. After installing the coupler on the steering shaft, the set screw should be flush with the outside of the coupler. Loctite it in place.
5. Center the new box by turning the steering box from either the left or right stop toward center by approximately 1 13/16 turns. When the box is on center, turning will become stiff. Because the stiff portion of the sector does not give exact centering, it helps to look underneath the vehicle when the pitman arm is fitted. When centered, the center of the pitman shaft and the grease fitting for the joint to the center link will be in direct line, or very close, front to rear.
6. Slide the coupler all the way down on the input splines as far as it can go. When installed properly, the set screw will lock against the splines next to the steering box housing.
7. Coat the set screw threads with any type of thread-locking compound. Tighten the lock nut to make sure the set screw stays in position.
8. A toe adjustment may be necessary due to manufacturing tolerances.
9. If the steering shaft is too long, it needs to be collapsed to the power steering length before you reinstall the column. All 1967 and later columns have this feature. If you have any questions, call!

WATCH THE VIDEO

Here is a video to help clarify any questions: facebook.com/reel/541713391363146

QUESTIONS? WE ARE HERE TO HELP

Please do not hesitate to call with any questions. Call or text 516-384-6438.