

TOYOTA STEERING BOX CONVERSION

#@\$!*#% INSTRUCTIONS
MID FIFTY F-100 PARTS 1-800-252-1956

PART NUMBERS

4620-CJ

PAGE NUMBERS

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DO NOT go by information published in Classic Truck or Street Rod magazine the information printed IS WRONG , WILL NOT WORK and IS DANGEROUS!
DO NOT USE ORIGINAL FORD PITMAN ARM.
DO NOT TAKE ANY MATERIAL OFF SECTOR.
DO NOT TAKE ANY MATERIAL OFF ORIGINAL SHAFT.

- *Note our catalog page on Toyota steering for additional help.
- *The high pressure hose is closest to the frame.
- *Install box on bracket, bracket to frame.
- *Intended for Automatic columns, If using Stock Clutch see below.

The box is from a 1980 to 1987 4X4 Toyota Pickup.
Note our drawing,(c) DO Not get the long thin one with a 3 bolt base,
The one you need is squarish and has 4 bolt holes in the base casting.
Get sector nut if you can.
A manual box will also work and is an improvement over stock F-100 steering.

Our bracket fits into the frame where the original steering box was.
The 3 threaded holes line up with original holes in frame.
The center sector hole in frame may need enlarged about 1/8" toward front
for proper clearance.

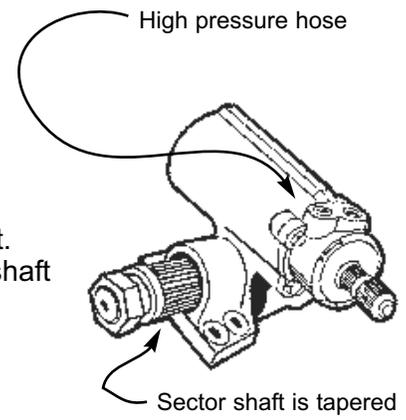
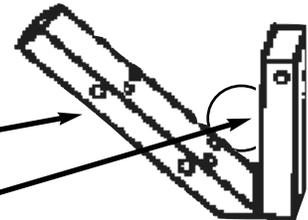
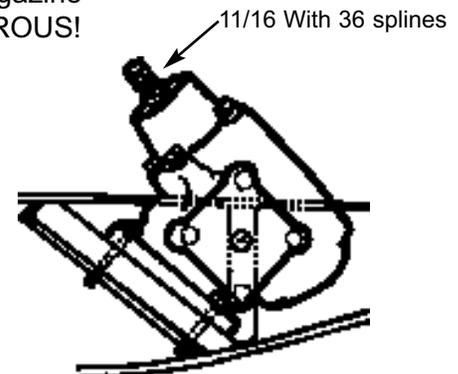
It has been our experience that frames are sometimes a little tweaked and the lower flange might be bent somewhat from years of bottoming out so a little adjusting might be needed.

If you have one of our Toyota boxes note the inside bottom cast flange may be machined off. If not, we suggest taking a fraction off this edge to make it flat so it will rest flat against the frame.

STOCK COLUMN, The horn needs relocated.
Use the lower centering bearing and retainer to hold column tube from shaft.
Stock inside shaft must be cut and welded to the U-Joint or Coupler, outer shaft can be trimmed, Stock steering wheel location can be changed at this time, most 1953-55's can be lowered 1 1/2" for better wheel location.
This bracket lines up stock column in a straight line so a coupler (JC1116-75R) can be used for more clearance.
A coupler is necessary if you are trying to keep the column shift.
Some other modifications will be necessary as well as the clearance from the firewall to the shift arms is smaller.

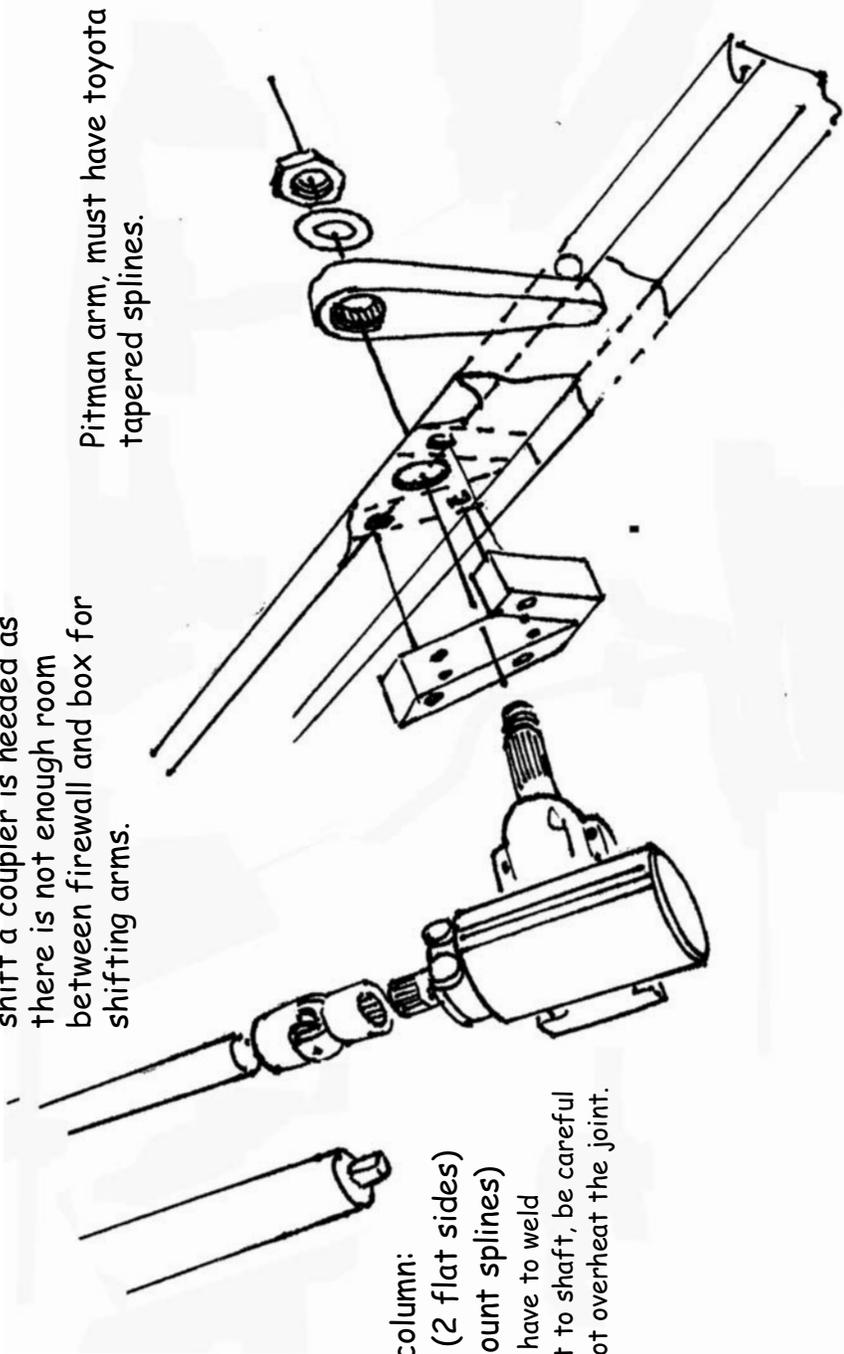
NEW AFTER MARKET COLUMNS AND USED COLUMNS, Any column can be used with this steering conversion. You will need to identify the column end for the proper U-joint or Coupler.
Measure the widest spot on a double D shaft or measure and count the splines on a splined one.

PUMPS AND HOSES We do not supply pumps but most any pump will do. There are some high pressure ones you should avoid, Watch Cadillac & Lincoln, high pressure pumps can be regulated but it is probably better to just get another. Our hose kit includes fittings for most pumps, the Toyota fitting is special made, expensive and only sold with our hoses.



U-JOINT; must match column with toyota splines on box end. If using stock 3 on-the-tree shift a coupler is needed as there is not enough room between firewall and box for shifting arms.

Pitman arm, must have toyota tapered splines.



Steering column:
Double D, (2 flat sides)
Splined (count splines)
Stock You have to weld
U-joint to shaft, be careful
not to overheat the joint.

We need your original stock steering box. Please send it in for credit.
We also buy the Toyota pitman arm, send it in as well, additional \$10.00.
Horn relocation kit for stock column and horn button now available but hand made so expensive.
Kit is \$150.00.