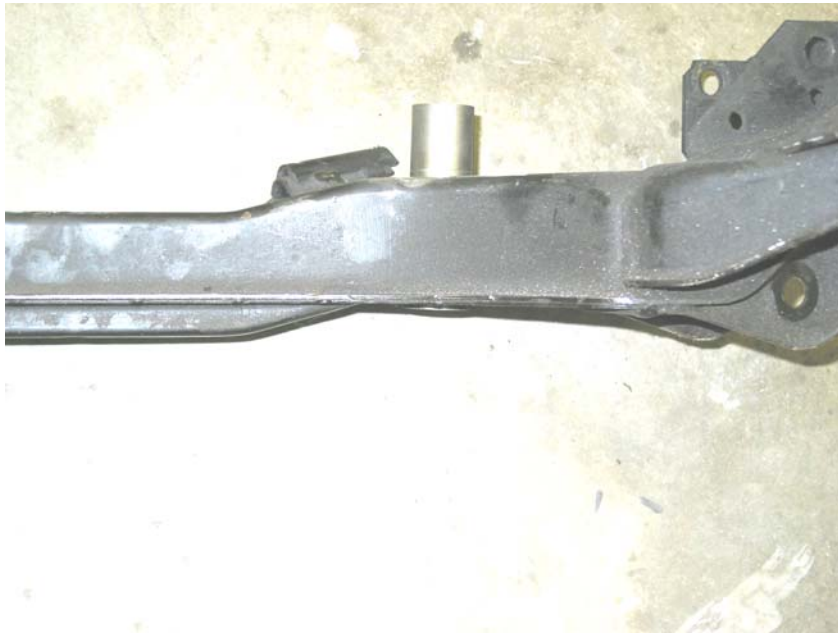


Steering bracket fix

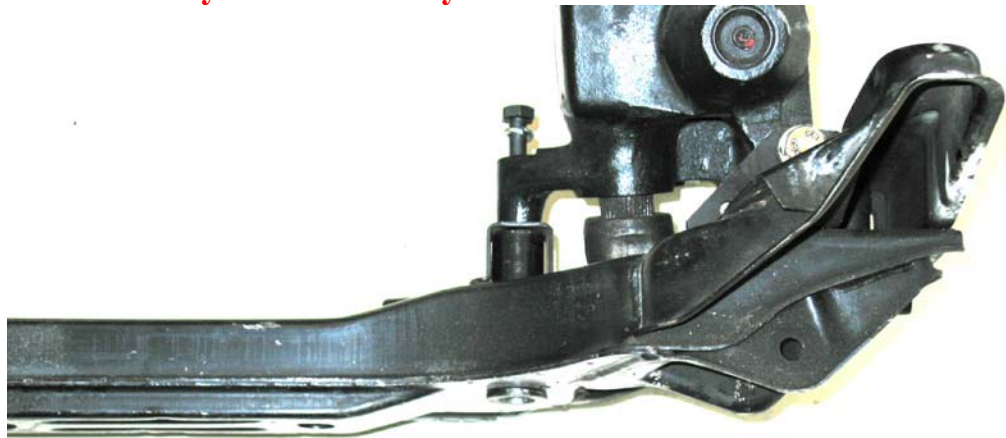
1. Remove the bolt thru the steering box that attaches the box to the bracket. If the bracket has broken this is a repair, if not this will be a re-enforcement.
2. Remove the bracket, if it has broken off, it will not be used.
 - a. **If the bracket has not broken, leave it in place.**
3. Make sure the large holes on both sides of the sub-frame are clear of welds or other material. A round file may be needed to clear the holes. The best choice is an air operated die grinder. Be careful not to remove any material from the sub-frame and keep the holes to original size.
4. Clean the metal on the lower side of the sub-frame around the hole to allow for a good welding surface.



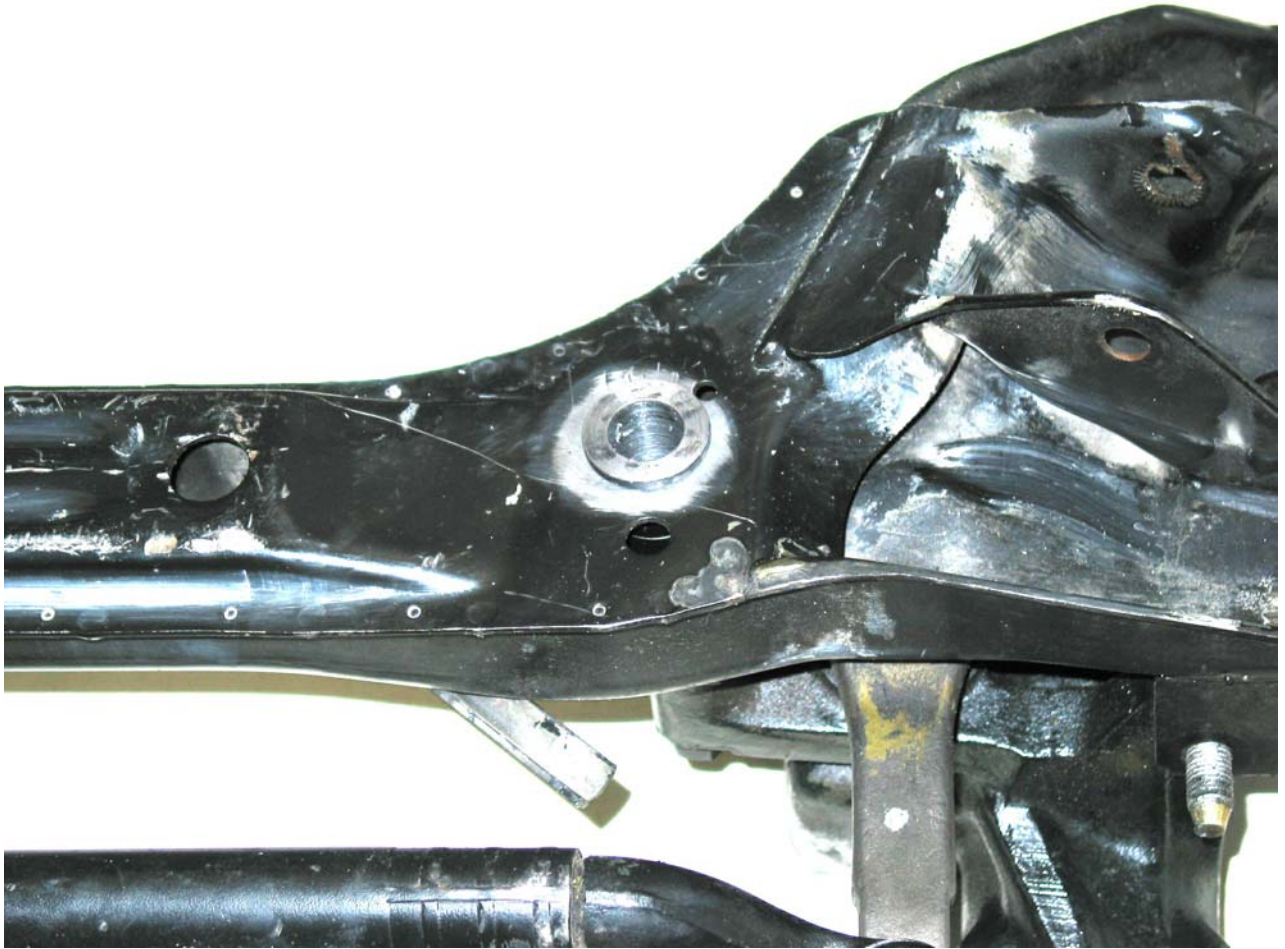
5. Feed machined dowel thru the lower hole all the way to the steering box. Use new bolt with the thick flat washer between the dowel and steering box, and lock washer under the head of the bolt to secure the dowel to the box loosely. Push the dowel firmly up from the bottom so the flange on the bottom of the dowel bottoms out on the lower sub-frame.



- a. If the bracket has not broken, just feed the dowel thru the lower hole all the way to the bottom of the bracket and do not use the larger flat washer, use lock washer under the head of the bolt and tighten securely. The car may be driven and welding of the dowel to the lower sub-frame material may be done at anytime in the near future.



6. While maintaining the pressure on the dowel to keep it seated against the lower sub-frame material, weld around the flange of the dowel.



7. After welds cool, tighten bolt to attach the steering box securely to the dowel. I would recommend painting the area to prevent corrosion in the future.

Although I used a sub-frame out of the car for the example, you should have no trouble installing the dowel with the sub-frame in the car, I have done this many times with good results. There is no need to weld around the top of the dowel as it exits the sub-frame, there is plenty of mechanical rigidity by the design and the snug fitment thru the holes. If you have further questions or need help, don't hesitate to contact me.

Happy driving!
Mwrench
Ed Raether
(408) 354-0123
ed@mwrench.com