

PRObuilt Steering Box Install

Our goal is to make the install a breeze. Please read the entire guide. If you have a tech question, you can [text us here](#).

If you have a 62 and later VW, this will be a direct swap out to the original. If you have a 61 and earlier model, you will need a 62-68 VW pitman arm.

1. Loosen the lug nuts 1/4 turn before jacking the vehicle up.
2. Jack up the front of the vehicle and place stands underneath the chassis.
3. Remove the wheels and place under the chassis as a fail-safe.
4. Disconnect the battery.
5. Rotate the steering wheel until the pitman arm points straight back to the vehicle's rear.
6. Remove the pitman arm bolt and set to the side. You will be using this again. Pry the arm down to remove it from the steering box.
7. A female steering column tee has a bolt that slides from left to right. Remove the bolt. You will be using this again. Now slide the tee towards the back of the vehicle until it is off the steering box shaft.
8. Remove the two nuts or bolts that go through the steering box clamp and into the steering box. Then remove the steering box from the vehicle.
9. Install the OEM PRObuilt steering box in reverse order of removal. Make sure to clean and lube all bolts and ends so the assembly goes smoothly. If you get the optional install kit, the stainless bolts will need anti-seize on the threads. You will need to adjust the steering wheel again, and you will need to align the vehicle again. Let me explain. The steering gear needs to be re-centered. Over the years, quick adjustments have been made to the alignment, steering wheel, and system. We need to start fresh with a baseline setting. To do this, the PRObuilt Steering Box supplied will NOT need to be adjusted. It's Perfect. But if you try to align the new steering box to the original position of the steering wheel or the original alignment position, it could put the steering system in a looser place inside the steering box.
10. After all bolts are correctly tightened, with help from a friend, rock the steering wheel left to right to engage any play in the system. Connection points that can be problematic are; Steering Wheel connection to the steering shaft (proper torque), Steering Shaft connection to the male steering tee (proper torque), Male steering tee to the rag joint (rubber doughnut) (proper torque), Rag joint to the female steering box tee (proper torque), Female steering box tee to steering box (proper torque), Steering Box (proper adjustment - set to spec by the PRO's), Steering Box to beam connection (proper torque), Steering Box to pitman (drop arm) connection (proper torque), Pitman arm connection to the inner right tie rod end (proper torque+creep/deflection in the joint), Pitman arm connection to the inner left tie rod end (which needs to be bent) (proper torque+creep/deflection in the joint), Steering Dampener (with or without), Tie

rod Ends (4x) (Just because it is new does not mean the quality control (QC) of each manufacture is equal to one another, they are all different) (proper torque+creep/deflection in the joint), Left inner tie rod end to tie rod (proper torque), Right inner tie rod end to tie rod (proper torque), Left outer tie rod end to tie rod (proper torque), Right outer tie rod end to tie rod (proper torque), Left outer tie rod end to the spindle (proper torque+creep/deflection in the joint), Right outer tie rod end to the spindle (proper torque+creep/deflection in the joint), Upper Left Control Arm to Beam engagement (play/creep in the rotating system - arm to bearing/bushing), Lower Left Control Arm to Beam engagement (play/creep in the rotating system - arm to bearing/bushing), Upper Right Control Arm to Beam engagement (play/creep in the rotating system - arm to bearing/bushing), Lower Right Control Arm to Beam engagement (play/creep in the rotating system - arm to bearing/bushing) along with specific points for Link Pin and Ball Joint applications below.

(Link Pin equipped VW's)

Link pins to arms (proper torque)

Kingpins (proper reamed fit to bushings along with proper thrust to the carrier)

Drum or Disc Bearing connection (correct thrust on the bearings)

Lug Nuts (correct lug nut to wheel along with proper torque)

Tire load rating or tire pressure (less pressure, more sway, more pressure, less sway)

(Ball Joint equipped VW's)

Ball Joints (4x)(Just because it is new does not mean the quality control (QC) of each manufacturer is equal. They are all different - Once the joint is installed, it needs to be broken in to have the proper thrust in the joint)

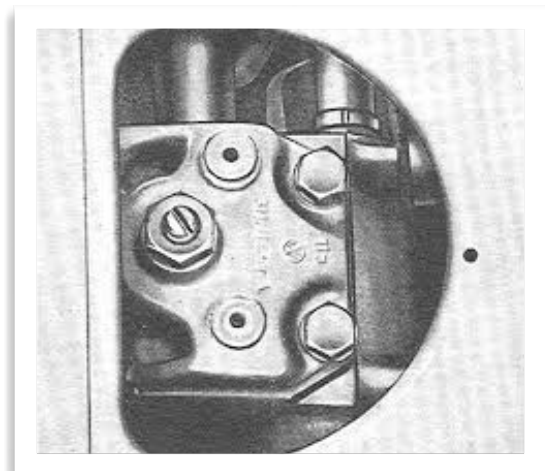
Ball Joint connections to the spindle (proper torque)

Drum or Disc Bearing connection (correct thrust on the bearings)

Lug Nuts (correct lug nut to wheel along with proper torque)

Tire load rating or tire pressure (less pressure, more sway, more pressure, less sway)

11. The trunk has an inspection plate on the driver's side that allows for steering box adjustment. Before you loosen the 17mm jam nut, call or text us at 1-623-518-3537. It would be best if you never had to adjust this steering box after we ship it to you. If and when you get the ok to change it, you are only adjusting it in until it touches, no more, no less. If you still have play, it is somewhere else, not the box.
12. Install the wheels, torque the lugs to spec and lower the vehicle onto the ground.
13. Reconnect the battery and go for a test drive.



Core Return Policy

The cores that we accept are 62 and later VW-stamped steering boxes. We also accept TRW boxes that include the VW/Audi Logos. TRW boxes with the logos ground off are not good cores to us. Pre-62 steering boxes are also cores we do not take back.

Snap a picture of your box and text/Whats App it to 1-623-518-3537. We will confirm that it is a good core for us visually. Place the old core steering box in the supplied bag, place it in the cardboard box where your order was shipped, and tape up the package. We will email you a label so you can print it out and apply it to the box. Walgreens or FedEx office location will take the box from you and ship it to us.

When the PRO's receive your steering box, they will be taken apart for a quick audit to determine how much your core is worth. A core that passes all inspections will get a \$25 credit.

Core payments on steering box cores are given with PayPal, Store Credit or credits for the Cores for Heroes Program (recommended).

Maintenance Schedule

Your OEM PRObuilt Steering Box is filled with Corn Head Grease and will only need to be maintained after 50,000 miles. To top off this steering box, attach your grease gun with a Corn Head Grease Cartridge to one of the easily accessible grease zerks, and pump in 5-6 pumps only. That's it. Nothing else.

TAG us on Social Media #AirkewldArmy!

Video Tutorial



Tools you need

