“Ye Old Saginaw Power Steering Pump”. I think my grandfather told me about that pump when I was a young lad right after the horseless carriage was invented. The Saginaw pump was first installed on the early 1960’s GM cars and trucks. Brackets are available to install the Saginaw pump on just about any engine. The Saginaw pump works well with just about any power steering conversion on the market but it certainly has that dated 1960’s look. With all the updates being done on the early Chevy’s; from late model engines and transmissions, electronic fuel injection, billet pulleys and valve covers, the Saginaw pump just looks out of place. Eckler’s Classic Chevy has developed a bracket that allows the use of the late model GM Type II style power steering pump on the 1955 to 72 cars or trucks equipped with a short water pump small block engine. The Type II pump will give your power steering conversion a much more updated look and will also add some clearance when compared to the Saginaw pump.

Tools Needed:
9/16” Socket & Ratchet
9/16” Wrench
5/8” Wrench
11/16” Wrench
3/4” Wrench

Time Frame:
3 hours

Parts Needed:
53-219 1955-57 Type II Pump Bracket
553016 1958-72 Type II Pump Bracket
53-163 1955-57 Pressure Hose With Flared Box
53-164 1955-57 Pressure Hose With O-Ring Box
53-31 1955-72 Return Hose With Flared Box
53-50 1955-72 Return Hose With O-Ring Box or Rack & Pinion
553007 1958-72 Pressure Hose With O-Ring Box, GM Type II Pump
53-453 1955-72 Steel Braided Hose Kit, 605 or 670 Power Steering Box, Type II Pump With #6 Fittings
53-454 1955-57 Steel Braided Hose Kit, Delphi Power Steering Box, Type II Pump With #6 Fittings
53-455 1955-64 Steel Braided Hose Kit, Rack And Pinion, Type II Pump With #6 Fittings.
53-462 1955-72 Steel Braided Hose Kit, 605/670 Power Steering Box With Flared Fittings, GM Type II Pump
53-463 1955-72 Steel Braided Hose Kit, Delphi Power Steering Box With O-Ring Fittings, GM Type II Pump
53-464 1955-72 Steel Braided Hose Kit, Rack And Pinion, GM Type II Pump
53-250 1955-72 Type II Pump With Machined Reservoir
53-251 1955-72 Type II Pump With Polished Reservoir
53-252 1955-72 Type II Pump With Plastic Reservoir
53-367 1955-72 Type II Pulley, Polished Aluminum
53-222 Power Steering Belt

To order parts call 1-800-456-1957 or visit ClassicChevy.com

Randy Irwin - Technical Writer
Randy has been involved in the Chevy parts business for over 30 years. He is a wizard at creating, making and modifying custom parts for Chevys.
**Photo #1a & 1b:** The Saginaw pump has a bracket that is bolted to the front of the engine block using the original 3/8” holes for the left engine mount. The Eckler’s Classic Chevy mount P/N 53-27 can be used as just the pump bracket or as the pump bracket and left engine mount. The pump uses an adjusting arm P/N 53-29 that attaches to the upper water pump bolt and to the back of the pump reservoir. Hoses for the Saginaw pump are available for the 605, 670 and Delphi power steering boxes and for rack and pinion units.

**Photo #2:** The Type II pump bracket P/N 53-219 is designed for a small block engine with a short water pump. The bracket will bolt to the front of the engine using the original holes for the left engine mount. The Type II pump bracket is only for the pump, so when installing this style pump, side engine mounts must be used.

**Photo #3a & 3b & 3c & 3d:** The Type II pump bracket includes the main mounting bracket; a 3/8” pump spacer and hardware. The bracket is held to the front of the engine block with two 3/8” X 1” bolts, flat washers and lock washers. Two 5/16” X 4” bolts pass through from the back side of the bracket and through the 3/8” pump spacer.

**Photo #4a & 4b & 4c & 4d:** The power steering pump pulley P/N 53-367 is a press-on style pulley. Lubricate the shaft on the pump with light grease before pressing the pulley on. Using the tool supplied with the pump, press the pulley onto the shaft of the pump far enough so that the back face of the pulley measures exactly 3-1/2” to the back face of the pump.

**Photo #5a & 5b:** The body of the pump has three through holes. The holes at the top and bottom will be used to mount the pump. The 5/16” X 4” bolts pass though the body of the pump and a 5/16” lock washer and nut holds the pump in place. Leave the bolts loose at this time.

**Photo #6 & Diagram:** The pulley on the Type II pump lines up with the outer groove (closest to the radiator) on the crankshaft pulley. On a small block short water pump application, the inner (first) groove on the crankshaft pulley is always for the generator or alternator and water pump, the center (second) groove on the crankshaft pulley is always for the air conditioning and water pump and the outer (third) groove is always for the power steering pump. Next, install the power steering pump belt P/N 53-222. To tighten the belt, pull the pump towards the driver’s side of the car and tighten the two pump mounting bolts.
Photo #7a & 7b: If the power steering box has flared fittings, P/N 53-163 is the required pressure hose. If the box has O-ring fittings, use P/N 53-164. The pressure hose has pre-bent hard line ends to fit the pump and power steering box nicely for a clean installation. The end at the power steering pump wraps around the backside of the pump reservoir for a very clean look. The steering box end has a 90-degree bend to keep the hose away from the exhaust, inner fender wells and brake lines. The larger port on the steering box is for the pressure hose.

Photo #8a & 8b: If the power steering box has flared fittings, P/N 53-31 is the required return hose. If the power steering box has O-ring fittings, use P/N 53-50. The return hose connects to the smaller fitting on the power steering box and to the small nipple on the side of the pump reservoir. A hose clamp is supplied to connect the return hose to the pump reservoir nipple. The return hose should be routed up under the power steering pump reservoir. This will keep the hose away from the pump pulley and out of sight.

Photo #9a & 9b & 9c: The GM Type II power steering pump really gives the power steering conversion a much more updated look. With the smaller physical size of the pump, there is more clearance between the pump reservoir and the upper control arm for a less crowded look.

Photo #10a & 10b: Now, let’s step it up a couple notches with a machined finished or polished finished billet aluminum reservoir style Type II power steering pump and steel braided hoses to put this conversion over the top! Good Luck.