

Spohn Performance, Inc.

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Bump-Steer Kit

USE OF THIS PRODUCT IS ACCEPTANCE OF SELLER'S DISCLAIMER OF WARRANTY!

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INSTRUCTIONS

1. Lift vehicle and support by jack stands.
2. Loosen the top nut of the tie rod and strike the side of the spindle with a hammer until the old pin falls out of the spindle (or use a tie-rod remover).
3. Measure and record the distance from the center of the inner tie rod end to the center of the outer tie rod end. This measurement will be used to set the length of the new assembly.
4. Loosen the jam nut at the inner part of the outer tie rod end. Use one wrench to turn the jam nut and another wrench to hold the tie rod.
5. Unthread and remove the outer tie rod from the inner tie rod.
6. Thread the new tie rod end onto the inner tie rod and set the center to center distance as measured in Step #3.
7. Insert the tapered end of the tie rod pin into the spindle and cinch the top nyloc nut to hold it in place. Torque the top nyloc nut to 45 ft-lb and the bottom locking jam nut to 60 ft-lb.
8. Using two wrenches tighten both jam nuts.
9. The final choice of the rod end height location will be determined by the front end alignment shop.
10. Repeat above steps on opposite side of vehicle.

Alignment: Now that you have your Spohn bump-steer kit installed, you will need to find a front end alignment shop that understands bump-steer, which is essentially a change in toe-in during suspension travel. To properly perform this alignment, the technician will put your vehicle on an alignment rack so the front wheels are on movable tables. He will then likely hook a come-along to the crossmember and one to the floor that will allow him to pull the vehicle throughout its suspension travel to measure the change in toe (bump-steer). He will then re-arrange the rod ends vertical positioning to minimize the problem.

In many cases, a subtle lowering of a car will not be enough to induce bump-steer, however, severe lowering, or the use of camber-caster plates will often cause the problem. By changing the angle of the tie rod assembly, done by extending or lowering the pin height, you can decrease your bump-steer to very small levels (less than factory).