

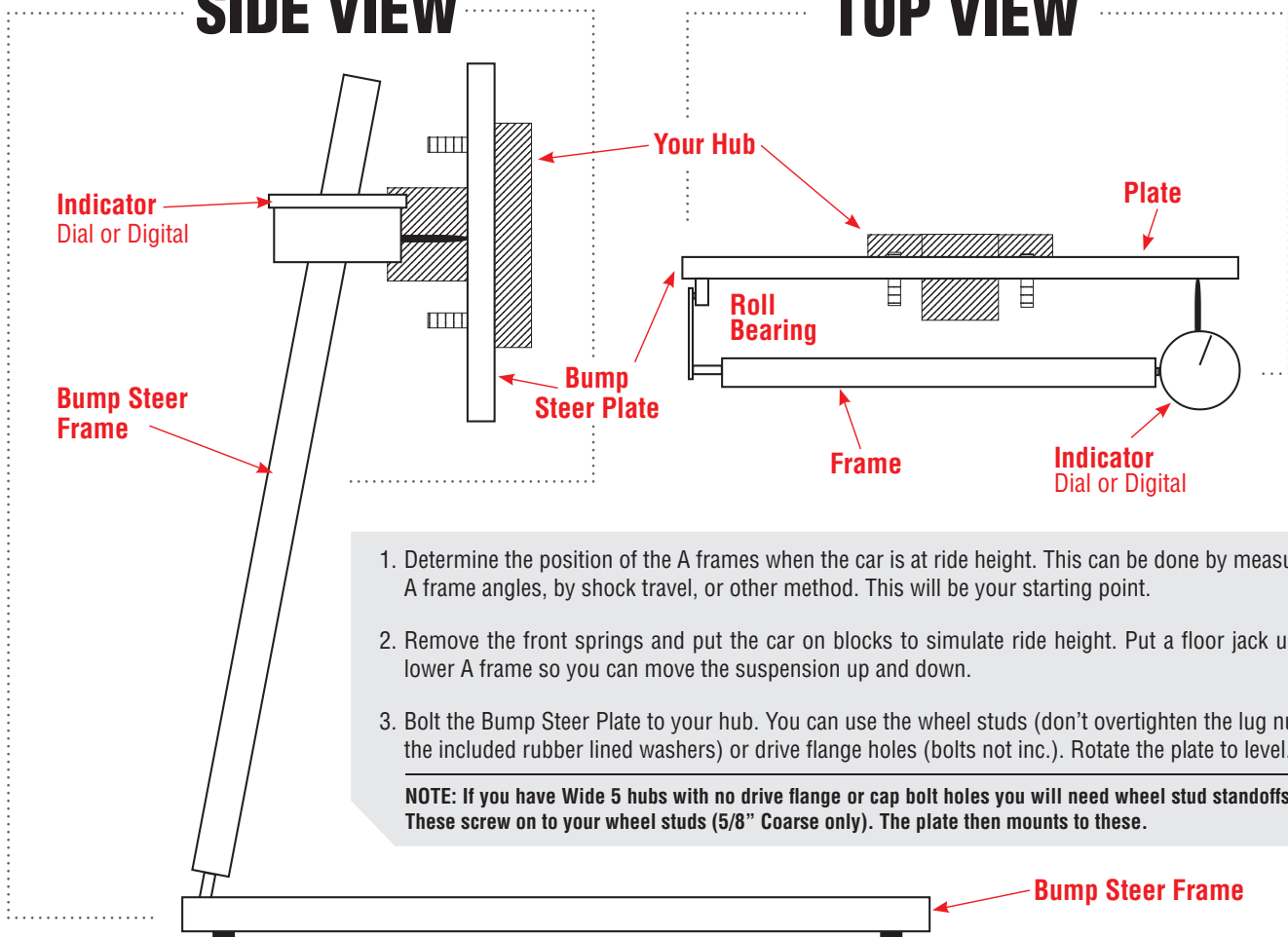
BUMP STEER

INSTRUCTIONS



SIDE VIEW

TOP VIEW



1. Determine the position of the A frames when the car is at ride height. This can be done by measuring the A frame angles, by shock travel, or other method. This will be your starting point.
2. Remove the front springs and put the car on blocks to simulate ride height. Put a floor jack under the lower A frame so you can move the suspension up and down.
3. Bolt the Bump Steer Plate to your hub. You can use the wheel studs (don't overtighten the lug nuts - use the included rubber lined washers) or drive flange holes (bolts not inc.). Rotate the plate to level.

NOTE: If you have Wide 5 hubs with no drive flange or cap bolt holes you will need wheel stud standoffs #79121. These screw on to your wheel studs (5/8" Coarse only). The plate then mounts to these.

4. Set up the Bump Steer Gauge frame as shown so that it leans gently against the Bump Steer Plate. On one side of the frame is a bracket with a roller bearing. This rests against the plate and maintains a constant distance. As you move the suspension the bump steer will be shown on the indicator. This is much easier to use than dual indicator style gauges where you have to watch the movement of both indicators and subtract the difference.
5. Raise or lower the frame so the indicator pointer is at 0.0" on the plate scale. Loosen the black knobs on the inside of the frame to adjust.

6. Move the frame slightly as needed so the dial indicator pointer is pointed toward the plate. Rotate the ring on the dial indicator so it reads 0.0". On digital models simply push the ZERO button. **NOTE: This is a special dial indicator designed for this gauge. It reads 0-.050" in both directions. Much easier to use, less chance for error.**
7. Use the floor jack to raise the A frame. This simulates braking when the front of the car goes down. Move until the indicator pointer is at 1.0" on the plate scale. (If you prefer you can measure every .50" or even .25"). Record the bump steer as shown on the indicator and whether it is toe-in or toe-out. You can tell this by which direction the indicator moves. Continue to move the A frame and record the bump steer to the max needed. Also move the A frame in the opposite direction from 0.0" and record the bump steer there.

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