



July 30, 2020

Enhanced Bumpsteer Adjustment Kit

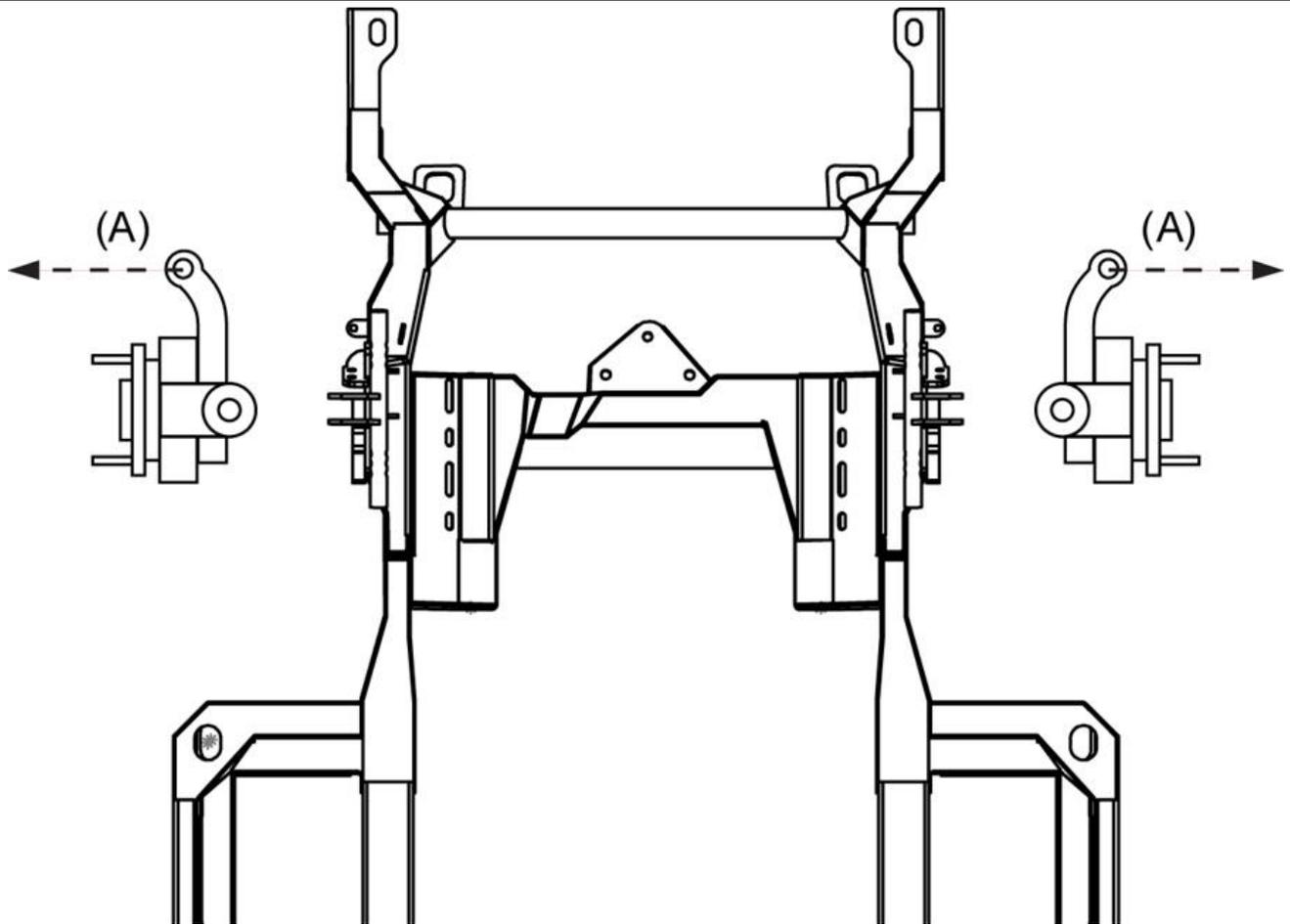
50525 G Body 77-87

The following instructions are intended for professional installers. Speedtech Performance assumes NO responsibility for the installation of any of its products. All must be installed by qualified professionals only. Setting the alignment for this kit should only be performed by a technician familiar with setting race car type alignments. Alignment specs are not included in the kit and should be catered to your specific driving style and needs.

Part Checklist

- (2) Billet steering arms
- (2) Billet Long Tie Rod Sleeves
- (2) Right Hand Thread Jam Nuts
- (2) Left Hand Thread Jam Nuts

1. With the car on sturdy jack stands install your AFX tall spindles (see spindle instructions) and steering arms with the tie rod ends pointing towards the outside of the car **(A)**. Remove the old outer tie rods and adjusting sleeves from the steering linkage. Do not remove the inner tie rods from the center link unless they need to be replaced.

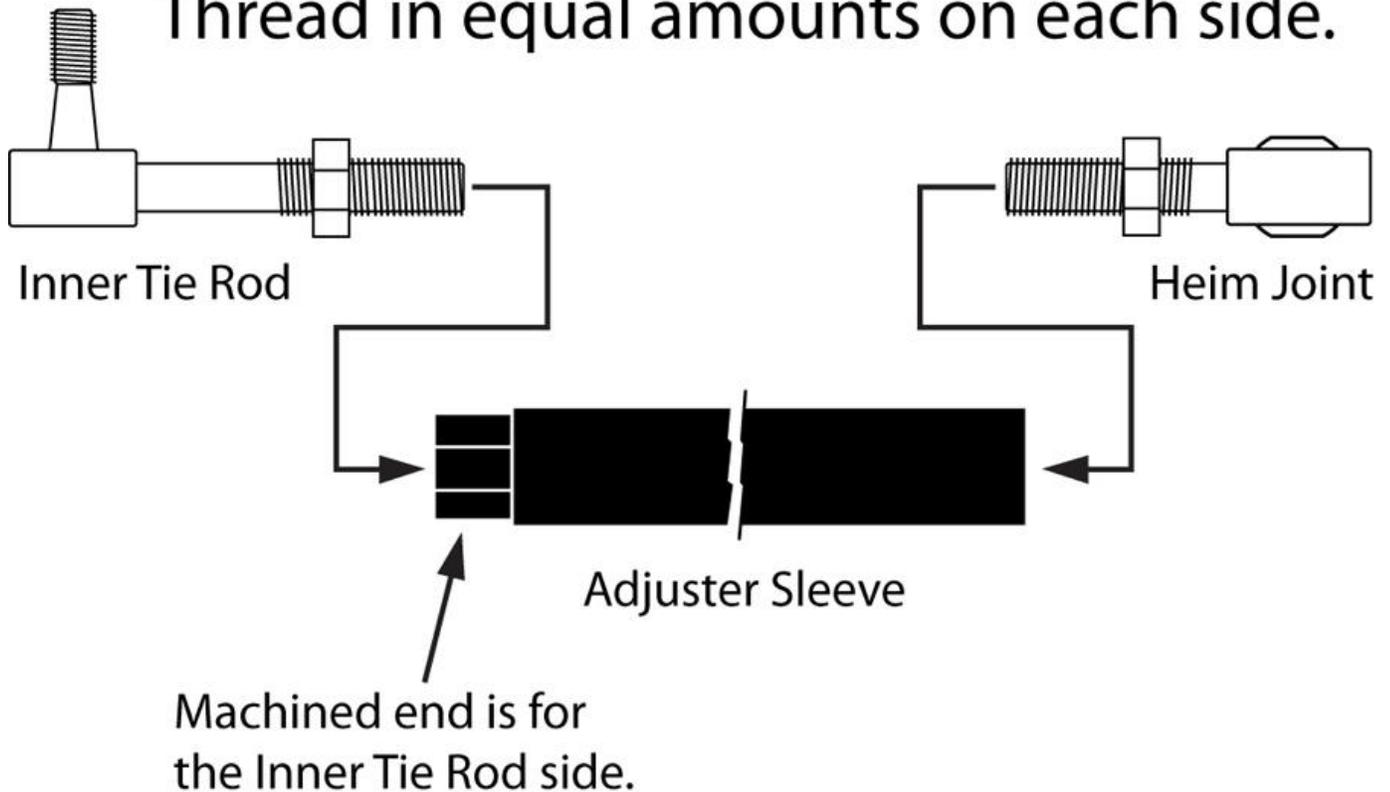


2. Thread a jam nut several threads onto both the inner and outer tie rod ends paying close attention to using the correct nut thread direction in the appropriate corresponding locations. 1 is left hand and 1 is right hand

3. Apply anti-seize to the threads on both ends of the adjuster sleeves. Thread the machined end of one adjuster sleeve (see diagram below) a couple of threads onto one *inner* tie rod. Thread the outer joint *the same amount of threads* into the other end of the adjuster. Holding the outer joint steady use the other hand to rotate the adjuster sleeve so that it simultaneously tightens down both sides an equal amount until it lines up with the spindle steering arm with the wheel pointed straight forward.

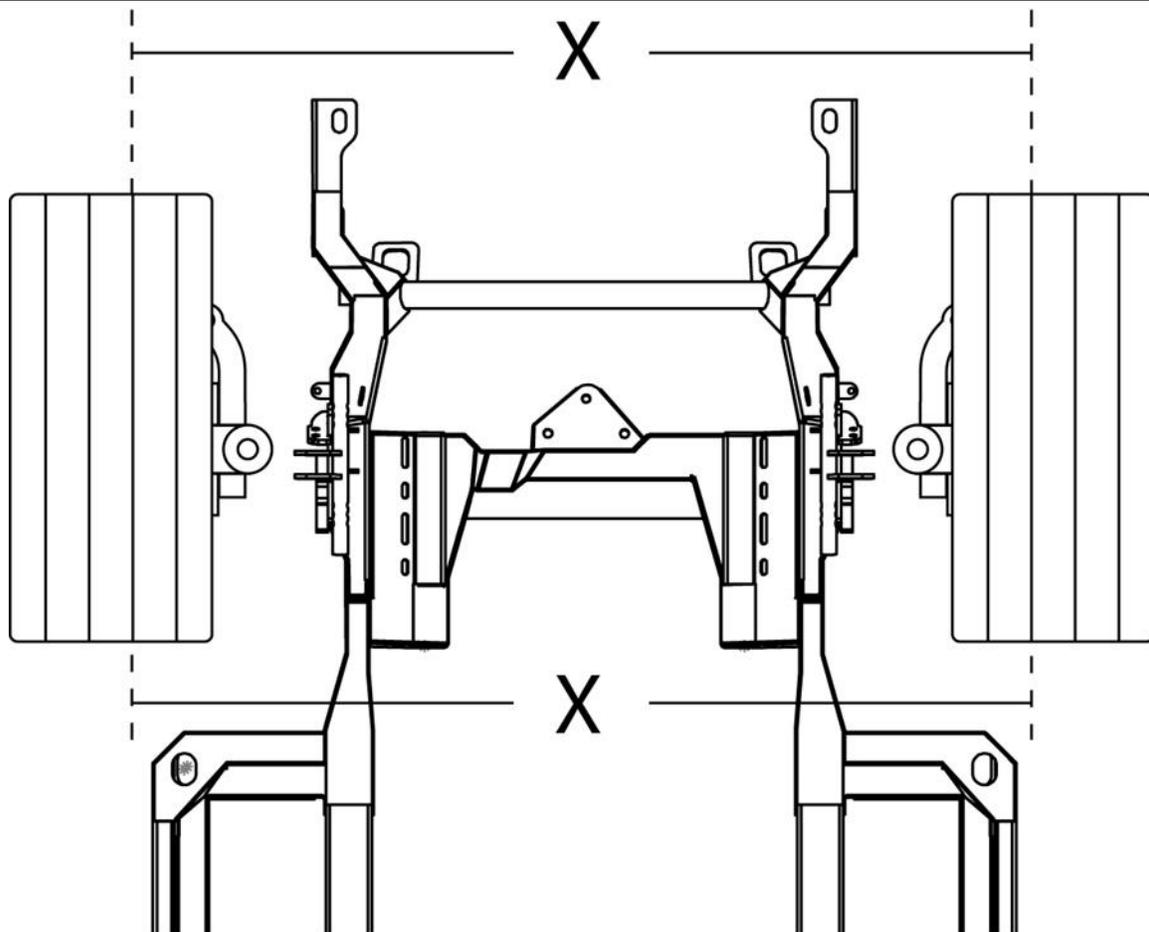
NOTE Picture below Shows a Heim Joint on the outer which in this kit is **NOT SUPPLIED** you will be using the factory outer tie rod end with the supplied Jam nuts

Thread in equal amounts on each side.



6. Using a center point on the frame as a reference align the middle of the center link to the center of the vehicle so both inner tie rod end are the same distance from the center of the car, and the steering wheel is straight

Now with the suspension *at ride height* and the wheels and tires bolted in place adjust each side's toe setting by turning the adjuster sleeves equally either forward or backward until the tires are facing forward. You can get the toe setting fairly close by adjusting the suspension until measuring the distance between the same points on the front side of each tire is equal to the distance between the same points on the rear side of each tire, see (X) in the diagram below. Adjust as needed until both front and rear measurements are near the same. When finished snug all four jam nuts finger tight. This will be close enough to drive the car onto a trailer to take to a competent alignment shop. *Do not street drive the car in this condition* other than to load it on a trailer.



7. Bring the car to a reputable alignment shop that is familiar with performance alignment settings and how they all correlate with each other, including but not limited to caster, camber gain, toe settings for specific types of driving/ racing, bump steer adjustment, etc.

When the alignment is finalized the alignment technician will then tighten the tie rod adjuster jam nuts.

10. Recheck the torque on all fasteners after 100 miles.

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