

# Bump Steer Kit Installation Instructions

## TOOLS REQUIRED:

- Hydraulic jack and jack stands
- Metric and standard socket and wrench set
- Deadblow Mallet

## INSTRUCTIONS:

1. Lift the front of the vehicle and safely support with jackstands
2. Removal of the front wheels will make it easier to access the tie rod ends
3. Measure the distance from each tie rod where they mount to the spindles **IMAGE 1**
4. Loosen the collars on the tie rods and remove the nuts holding the outer tie rod to the spindle
5. Use a pickle fork or a mallet to knock the tie rod out of the spindle
6. Unthread the adjuster from the inner tie rod
7. Remove and discard the adjuster and outer tie rod
8. Install the jam nut on to the inner tie rod. Unthread rod end from the adjuster. Equally thread the aluminum adjuster onto both the inner tie rod and the rod end to sure equal thread engagement as in **IMAGE 2**

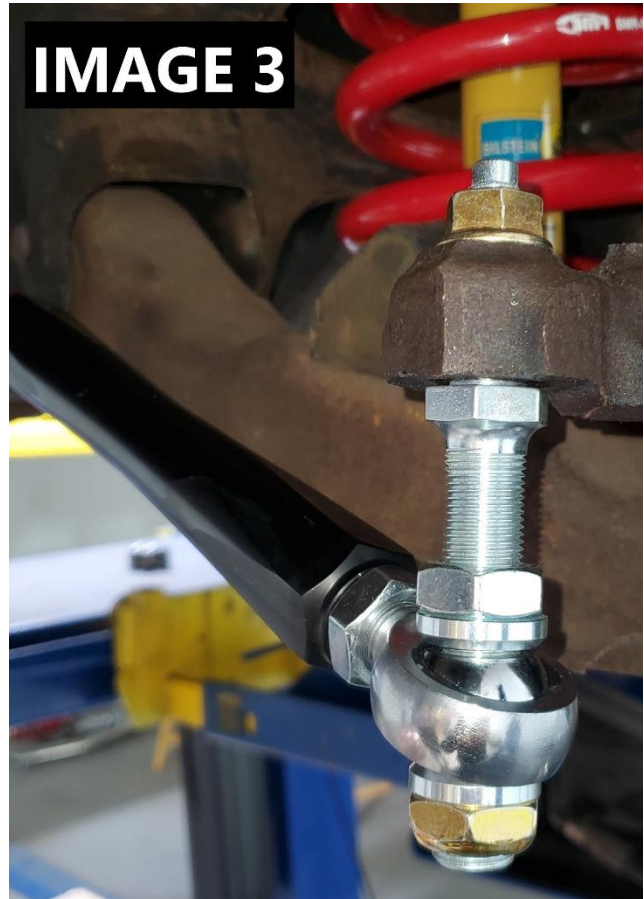


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*This product is an aftermarket accessory and not designed by the vehicles manufacturer for use on this vehicle. As such, Buyer assumes all risk of any damage caused to the vehicle or person during installation or use of this product.*

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9. Install the tapered stud into the spindle and tighten the nut to **40 ft-lbs**
10. Place the first jam nut on the bottom of the stud and put the rod end on underneath it **IMAGE 3**
11. Adjust the jam nut up or down until the tie rod is parallel to the lower control arm
12. Tighten the lower poly nut to lock the rod end in place
13. Turn the adjuster in or out to get the spindle-to-spindle measurement equal to the measurement taken in **STEP 3**
14. Tighten the jam nuts to lock the adjuster in place.



**NOTE: ENSURE THAT THE ROD END HAS NO MORE THAN 8 THREADS EXPOSED WHEN THE JAM NUT IS TIGHTENED TO THE ALUMINUM ADJUSTER. IF YOU HAVE MORE THAN 8 THREADS EXPOSED, YOU WILL NEED TO ADJUST THE LENGTH OF THE ALUMINUM ADJUSTER ON THE INNER TIE ROD.**

15. Put the wheels back on and lower the vehicle

**An alignment is recommended after installation**