

Easy Toe Adjust / Tie Rod kit

On our test car, if you install the outer stud in the upright with 2 bump steer shims on each side of the high miss aligned rod end it is very close to identical to an OEM Tie Rod as far as bump steer goes.

So you now have another place to adjust bump steer. It will allow you to have the steering rack level in the chassis and do the fine tuning at the Tie Rod Stud.

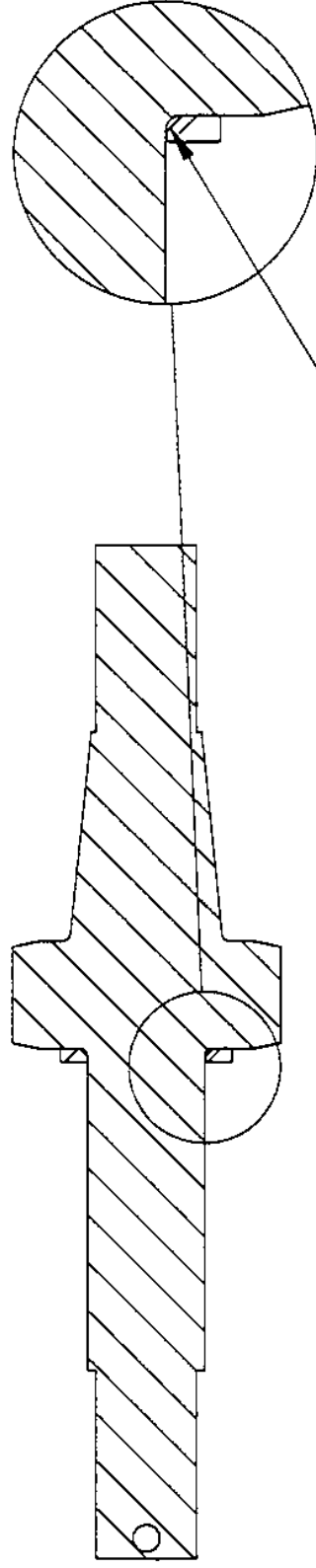
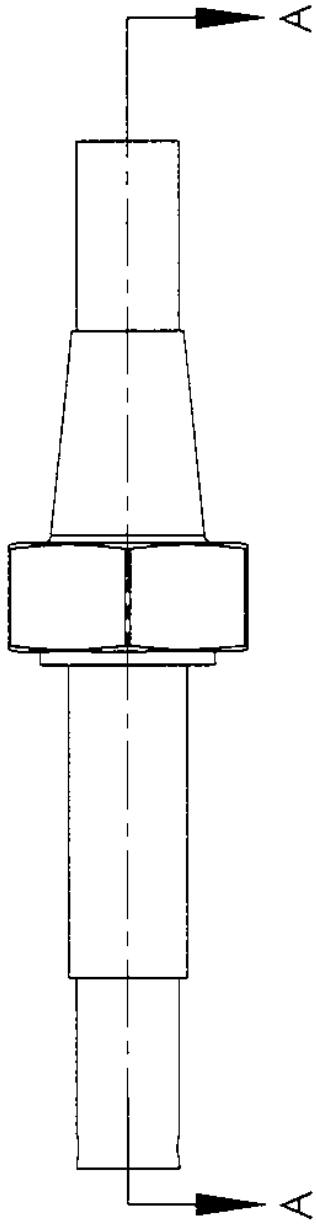
This will be very helpful for toe settings on the front of the car, because all of the adjustment jam nuts are between the upper rad aluminum and the wheel. No more reaching underneath.

On the rear it will simply be 2 times the bump steer adjustment range, before a caster change or bending of the arm on the upright is needed.

***** Important *****

You do need to pay attention to the chamfer on the ID of the supplied bump steer shims. (4 all the same) Use a shim between the rod and the very top of the stud, be sure and check that the chamfer is up so that it matches the small radius between the body and the stud portions of the Tie Rod Adaptor see diagram

Also make sure and use safety clip in the castle nut, just like the lower ball joint stud when you adjust camber.



SECTION A-A
SCALE 1 : 1

DETAIL A
SCALE 2 : 1

CHAMFER SIDE TOWARDS RADIUS