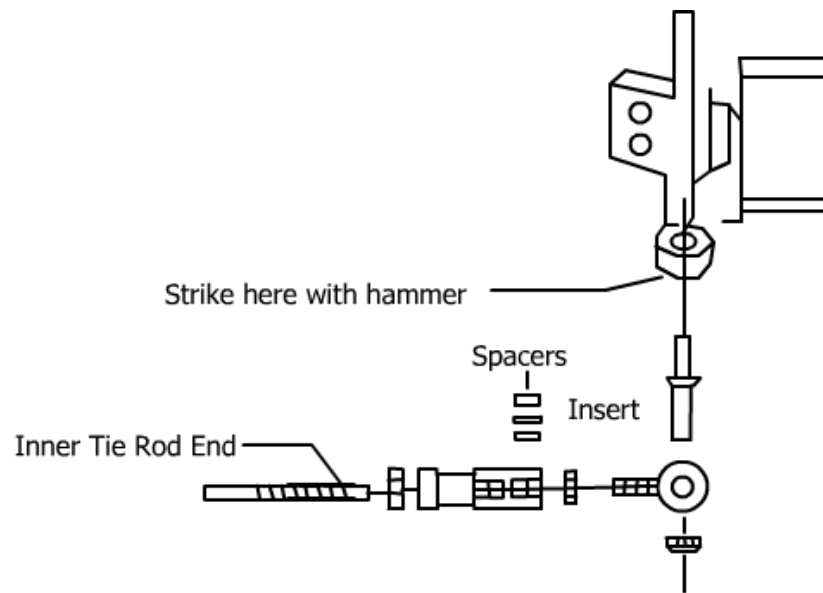




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2005-08 Mustang GT/GT500 Bump Steer Kit Installation Instructions #GM-BS0507

1. Jack the vehicle up and secure with jack stands.
2. Loosen the nut on top of the tie rod and strike the side of the spindle with a hammer until the old pin falls out of the spindle.



3. Loosen the jam nut at the inner part of the outer tie rod. Utilize one wrench to turn the jam nut and another wrench to hold the tie rod.
Note: Do not thread the other nut away from the tie rod. This will be used as a rough measure of where the new rod assembly should be installed.
4. Unthread the outer tie rod from the inner tie rod.
5. Thread the new tie rod end onto the inner tie rod to the point where the jam nut is located
6. Install the medium spacer on the straight shank of the tie rod end as a starting point. Final spacing will be done later
Note: Final spacing will be done later in the installation.
7. Insert the tapered end of the tie rod pin into the spindle and cinch the top nyloc nut to hold it in place.
8. Place the remaining spacers on the bottom of the pin as spaceholders and cinch the bottom nyloc nut to hold the bottom spacers on the pin.

9. Torque the top nyloc nut to 65 ft.-lbs. and the bottom nut to 60 ft.-lbs.
Note: The final choice of spacers above and below the heim joint will have to be determined by the alignment shop.
10. Again, using two wrenches, tighten both jam nuts.
11. Repeat the procedure for the other side of the car.
Note: After installation, we recommend that you bring your vehicle to a mechanic that specializes in wheel alignment and understands the physics of bump steer, which is a change in toe-in during suspension travel. The mechanic will most likely hook a come-along to the cross member and one to the floor that will allow him to pull the car throughout its suspension travel to measure the change in toe. He will then re-arrange the spacers as necessary to minimize the problem.

Note: A mild lowering of the vehicle will most likely not be enough to induce bump steer; however, severe lowering or the use of caster-camber plates will often cause this 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 even less than factory.

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Legally, a vehicle manufacturer cannot void the warranty on a vehicle due to an aftermarket part unless they can prove that the aftermarket part caused or contributed to the failure in the vehicle (per the Magnuson Moss Warranty Act, www.GranatelliMotorSports.com/magnusonmoss.htm (15 U.S.C. 2302(C)) . For best results, consider working with performance-oriented dealerships with a proven history of working with customers. If your vehicle manufacturer fails to honor emission/warranty claims, contact EPA at (202) 260-2080 or www.epa.gov. If federal warranty protection is denied, contact the FTC at (202) 326-3128 or www.ftc.gov.