

Tech Intro on Bump Steer

Bump Steer is a common phenomenon that can cause a driver to be uncomfortable and quickly lose confidence with his/her vehicle. This explains why, in racing, we strive to minimize bump steer as much as possible. But what is bump steer and what causes it?

Bump Steer is defined as the tendency of the wheel to steer itself as it moves through suspension travel. In terms of steering geometry, bump steer is caused by the improper length and/or angle of your car's steering linkages.

Refer to the figure below for the zero bump steer scenario. If a line is drawn through the pivot points of the inner mount and the ball joint of the control arms, those lines intersect at a point in space. That intersection point is called the "Instant Center". To achieve zero bump steer, a line extended from the tie rod must also intersect at the "instant center" point. Simply put, the tie rod angle is our main concern.

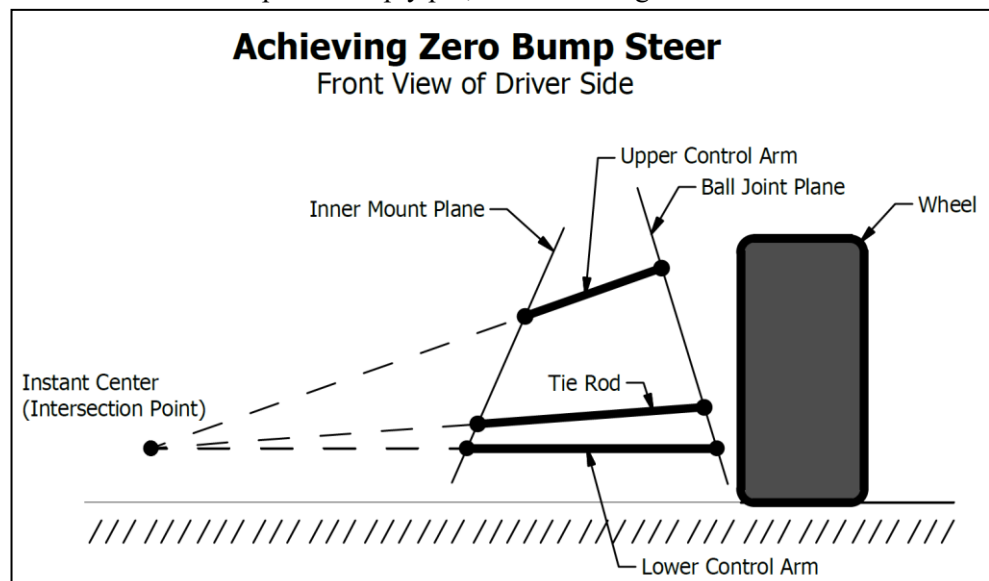
This kit is designed to work with your car's factory spindle to allow adjustment of the tie rod angle.

It should also be noted that the length and positioning of the tie rod affects bump steer. However, because of its' fixed location and dependence on wheel toe, it will not be explained in detail.

Many vehicles have substantial bump steer from the factory, and it can quickly degrade as changes are made to the ride height, spindle height, and tie rod length. UMI Performance recommends using this bump steer kit and a bump steer gauge to test and modify the tie rod angle. However, if a gauge is not available, bump steer can be minimized by setting the angle of the tie rod to match the angle of the lower control arm. This will not be exact, but it's usually a good estimate.

IMPORTANT: The angle of a control arm or tie rod is the angle of a line extending through the centers of rotation of the ball joints and inner mounts.

IMPORTANT: All work done to the steering system and alignment should be done in this order: 1) Adjust Caster 2) Adjust Camber 3) Set Wheel Toe 4) Adjust Bump Steer 5) Check Wheel Toe



P/N 3060: 1978-1988 G-body Bump Steer Kit



Box Contents

Qty	Part #	Description
2	3060S	Bump Steer Stud
2	3060E	Bump Steer Sleeve
2	XMR10	5/8-18 Rod End
2	JNR10S	5/8-18 Jam Nut
2	1000097	5/8-18 Lock Nut
2	1000098	7/16-20 Lock Nut
2	1000031	7/16 Flat Washer
6	4060B	0.125" Spacer
6	4060C	0.1875" Spacer
6	4060D	0.250" Spacer
2	0031	5/8-18 LH Jam Nut
1	Install Instructions	Install Instructions

Disclaimer: This product must be installed and adjusted with a bump steer gauge to in order to work safely and correctly. For more information on bump steer and how it works, please visit the links below:

<http://www.hotrod.com/articles/ctrp-1001-bump-steer-explained>
<http://www.longacracing.com/technical-articles.aspx?item=8162>

Notes: Always ensure proper support when working under a vehicle. Use approved jack stands when using a floor jack as well as proper technique for securing your car while on a drive-on lift.

Tools required:

SAE wrenches and sockets
Ball Joint Separator
Measuring Tape
Bump Steer Gauge

Installation

1. Assemble the new studs onto the included XMR10 rod ends with spacers, such that the rod end is approximately half way through its' total travel (See FIGURE 1). Tighten with 5/8-18 lock nut.
2. Make sure the wheels are pointed straight ahead and the steering wheel is centered.
3. Raise car to a comfortable working height using the method of your choice. Follow applicable safety procedures.
4. Remove the driver side wheel to allow easy access to the outer tie-rod end.
5. Measure from the center of the inner tie-rod joint to the center of the outer tie-rod ball joint. When installing the new end, you will want to match this length to keep the toe of the wheel in line (See Figure 2).
6. With the appropriate wrenches hold the existing sleeve and loosen the outer lock nut from the sleeve.
7. Locate where the outer tie-rod end meets with the spindle.
8. Remove the cotter pin and loosen the castle nut on the tie-rod ball joint, **DO NOT** remove completely at this time.
9. Using a ball joint separator, pickle fork, or hammer, separate the tie-rod end from its' knuckle.
10. Once the ball joint is loose from the knuckle, remove the castle nut completely and lower the tie-rod away from the spindle.
11. Loosen the inner jam nut and remove the existing outer tie-rod end and adjusting sleeve.
12. Install the new #3060E sleeve to the inner tie-rod, remembering it is left hand thread. Take the stud and rod end that was assembled on step 1 and install it into the outer threads of the sleeve.
13. Insert the tapered end of the stud up through the knuckle of the spindle.
14. Tighten the stud down with a 7/16" flat washer and the 7/16" lock nut. Torque to 45 ft-lbs.

15. Adjust the tie-rod length with the sleeve until you approximately match the measurement from step 5.
16. To lock the sleeve in place, hold the #3060E sleeve with a 7/8" wrench and tighten both lock nuts against the sleeve.
17. Double-check the measurement from step 5 to ensure toe spec.
18. Reinstall wheel.
19. Check the bump steer characteristics with a bump steer gauge (Generally, zero toe-in and toe out is desired through suspension compression and rebound)
20. Adjust the rod end placement on the stud, as shown in FIGURE 1, until the desired bump steer characteristics are achieved.
21. Repeat steps 4 – 20 for the passenger side of the vehicle.
22. Installation is complete.
23. **VEHICLE SHOULD BE RE-ALIGNED BY AN EXPERT AS SOON AS POSSIBLE TO PREVENT EXCESSIVE TIRE WEAR AND TO ENSURE PROPER HANDLING**

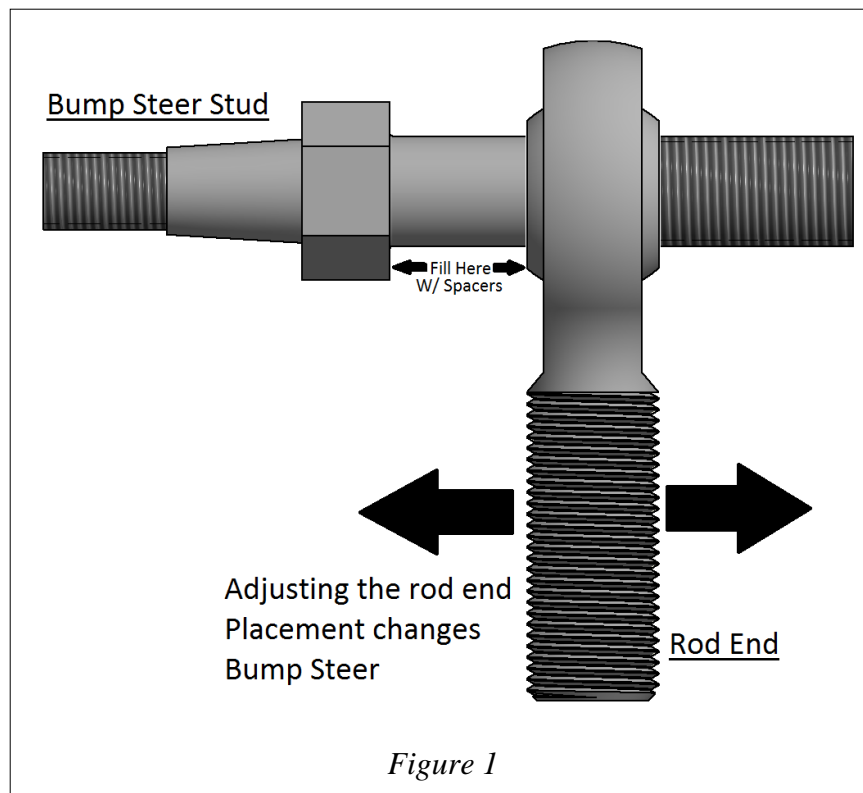




Figure 2

Item # 3060

78-88 GM G-Body Bump Steer Kit
UMI Performance Inc.
Made in Philipsburg, PA - USA

DISCLAIMER OF WARRANTY

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