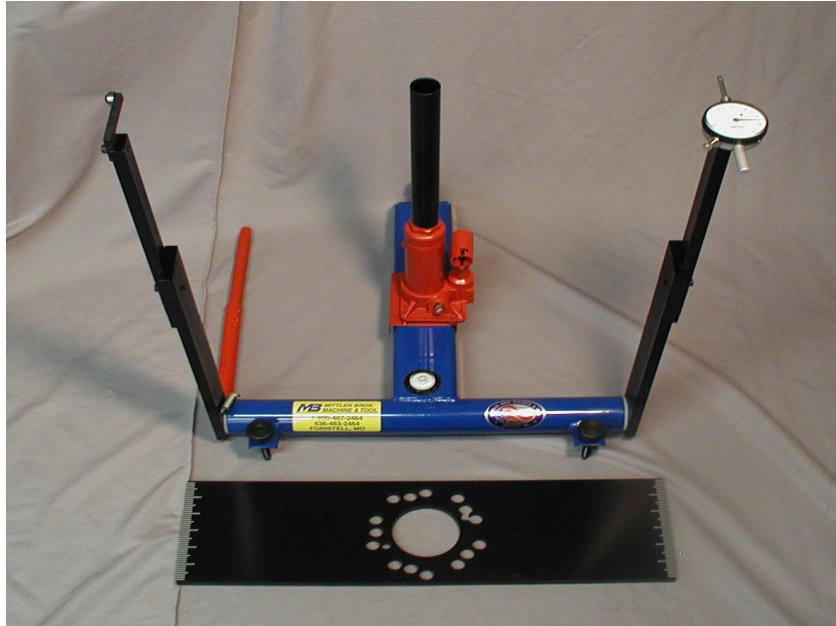


BUMP STEER GAUGE

MODEL #1200-BSG



Prior to starting any Bump Steer procedure consult your chassis manufacturer or chassis set-up publication to determine the proper Bump Steer for your race vehicle.

- Place vehicle on jack stands at desired height.
- Remove left front tire/wheel and right front tire/wheel.
- Install Bump Plate on Wheel Hub
- Install small idler arm & roller on left pivot arm.
- Install dial indicator on right pivot arm.
- Place “T” Base under lower “A” frame, with pivot arms laying flat on floor.
- Level “T” Base using adjustment screws at each tube end to center leveling bubble.
- Position bottle jack on “T” frame under lower “A” frame.
- Rotate Pivot arms up until roller & dial indicator contact arm touch Bump Plate.
- Level Bump Plate so dial indicator contact arm & roller bracket align with the same scribed mark on each side of Bump Plate.
- Compress dial indicator contact arm ½ its travel.
- Rotate dial to zero on dial indicator face.
- Jack suspension to simulate proper front end geometry at ride height.
- NOTE: Always start Bump Steer procedure from this position.



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Right Front Bump Steer Procedure

Install Bump Plate on right front hub assembly and tighten 5 lug nuts.

Dial Indicator on pivot arm closest to vehicle front.

Use hydraulic jack to raise or lower your suspension 1" at a time.

Record readings at 1", 2", 3" Up (Compression) , & 1" down (Rebound).

NOTE: Counterclockwise dial indicator movement = Bump Out

Clockwise dial indicator movement = Bump In

Change Bump Steer by raising or lowering outer tie rod connection or inner tie rod position on intermediate arm.

Note: Lower Right Side Outer Tie Rod = Bump In

Left Front Bump Steer Procedure

Install Bump Plate on left front hub assembly and tighten 5 lug nuts.

Dial Indicator on pivot arm closest to vehicle front.

Use hydraulic jack to raise or lower your suspension 1" at a time.

Record readings at 1" & 2" Down (Rebound) & 1" & 2" Up (Compression).

NOTE: Counterclockwise dial indicator movement = Bump In

Clockwise dial indicator movement = Bump Out

Change Bump Steer by raising or lowering outer tie rod connection or inner tie rod position on intermediate arm.

Note: Lower Left Side Outer Tie Rod = Bump Out

General Rules of Bump Steer

RF is usually checked though 3" of Compression & 1" of Rebound

LF is usually checked through 2" of Compression & 2" of Rebound.

Set Bump Steer as close to zero as possible, if in doubt.

A slight Bump Out is better than a Bump In condition

The rougher the track the more critical the Bump Steer becomes.



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