

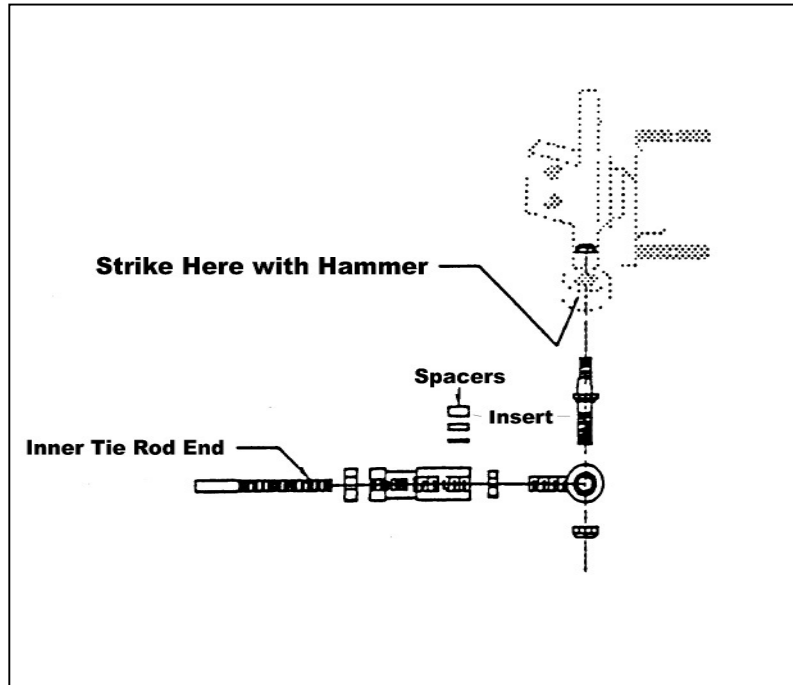


Installation Instructions

Baer Tracker™

Bump Steer Adjustable Tie Rods

1. Jack up the car and secure with sturdy jack stands (Baer Racing recommends stands rated for at least 3 tons each).
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. Use one wrench to turn the jam nut and another wrench to hold the tie rod.
 - Do not thread the other nut away from the tie rod. This will be used as a rough measure of where the new tie 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).
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.-lb. and the bottom nut to 60 ft.-lb.
 - 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.



Now that you have a Baer Tracker™ tie rod end set on the vehicle, you will need to find an alignment shop that understands bump steer, which is essentially a change in toe-in during suspension travel. To properly perform this alignment, the technician will put your car on an alignment rack so the front wheels are on movable tables. He will then 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 (bump steer). He will then re-arrange the spacers as necessary to minimize the problem.

In many cases, a subtle lowering of a car will not be enough to induce bump steer, however, severe lowering, or the use of camber-caster plates will often cause the 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 very small levels (less than factory).