



DON'T FORGET

These instructions can be found in color and expandable at QA1.net

Technical Support Line: (952) 985-5675 Email: sales@QA1.net

INSTALLATION INSTRUCTIONS

QA1 P/N BAX120 Bump Steer Kit
1999-2006 Silverado 1500, Sierra 1500, 2007 Silverado 1500 Classic, Sierra 1500 Classic

TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Jack Stands
- Wrench Set
- Ratchet & Socket Set
- Measuring Tape

A professional alignment is recommended after installation and before driving the vehicle.

Pre-installation Note

This bump steer kit has been designed for use with drop spindles on static drop trucks.

Disassembly

1. Raise and support the vehicle on a stable surface and remove the front wheels.
2. Loosen the jam nut on the existing tie rod end.
3. Disconnect the outer tie rod end from the steering arm by first removing the cotter pin and castle nut. Then use a tie rod end remover to disconnect the outer tie rod end from the steering arm. **Figure 1**
4. Unscrew the outer tie rod end from the inner tie rod end.

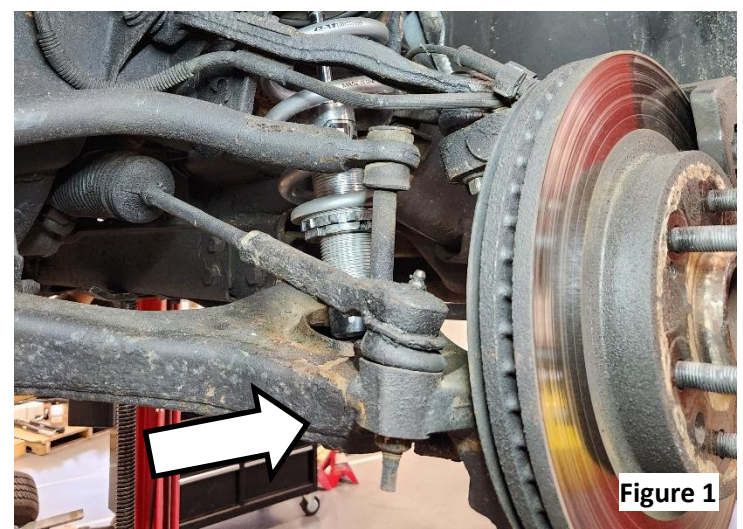


Figure 1

Bump Steer Kit Installation

1. Thread the included jam nuts onto the rod ends. Note these are left-hand threads. **(Figure 2)**
2. Apply anti-seize to the threads of the rod end and thread the left-hand threaded end of the tie rod sleeve to the same length as the original tie rod end of adjustment sleeve to center of stud/stud bore, approx. 5.5".

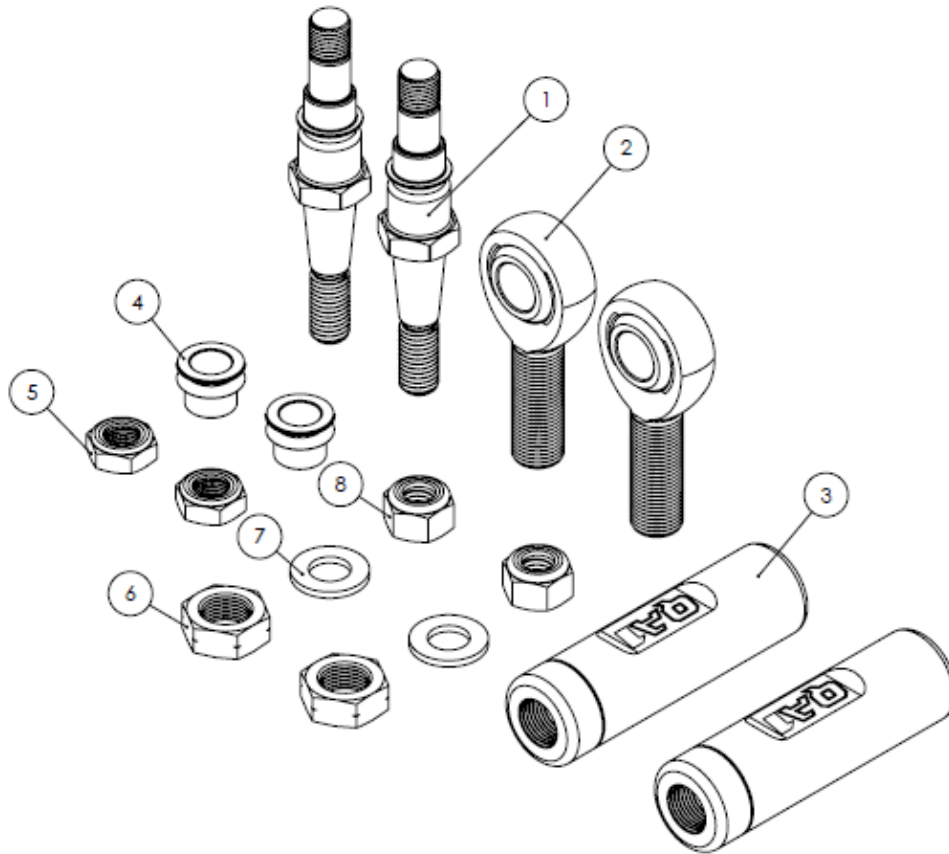


Figure 2

3. With the original jam nut still on the inner tie rod, apply thread the QA1 tie rod sleeve onto the right-hand threaded tie rod so that the tie rod length matches your original measurement.
4. Assemble spindle stud into the rod end bore using the with the provided SG10-84 spacer and ½-20 Nylock nut.
5. Secure the rod end and spacers using 1/2" nylock nut. torque to 42 lb.-ft.
6. Install the tapered end of the stud into the steering arm followed by a 12 mm ID flat washer and M12 x 1.75 Nylock nut. Torque the nut to 48 lb. ft.
7. Double check that your installed length matches the is 5.5". Make toe adjustments by turning the inner tie rod end, not the aluminum sleeve. The aluminum sleeve should not be loosened or turned during adjustments, only the inner tie rod end should rotate. Leave the rod end jam nut to sleeve connection tight.
8. Tighten the jam nuts to 50 lb.-ft against the adjustment sleeve to complete the install.
9. **A PROFESSIONAL ALIGNMENT IS RECOMMENDED BEFORE DRIVING THE VEHICLE**



BALLOON #	ITEM #	DESCRIPTION	QTY.
1	9029-423	STUD, SPINDLE BUMPSTEER	2
2	XML10	ROD END (X) ENDURA ALLOY HT	2
3	9033-224	BUMPSTEER SLEEVE, M14 X 1.5	2
4	SG10-84	HIGH MISALIGNMENT SPACER, .625" OD	2
5	9014-596	NUT, NYLOCK JAM 1/2-20	2
6	JNL10S	JAM NUT, STEEL 5/8-18 LH	2
7	9005-280	WASHER, FLAT M12	2
8	9014-430	NUT, NYLOCK M12 X 1.75	2





READ ALL INSTRUCTIONS CAREFULLY AND THOROUGHLY PRIOR TO STARTING INSTALLATION. PRODUCTS THAT HAVE BEEN INSTALLED ARE NOT ELIGIBLE FOR RETURN. USE THE PROPER JACKING LOCATIONS. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED. A GOOD CHASSIS MANUAL, AVAILABLE AT YOUR LOCAL PARTS STORE, MAY ALSO AID IN YOUR INSTALLATION.

• **DISCLAIMER / WARRANTY** •

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