

# Fitting Instructions

## Roll Centre/Bump Steer Kit

Code: Z5029

### Application:

- Ford Mustang 05 - On

Always refer to current catalogue for complete application listing

### Outcome:

To improve the effects of roll centre geometry on standard and lowered vehicles whilst maintaining a more suitable bump steer curve.

### Contents:

- 4 x M12 x 1.25 Nyloc Nuts
- 2 x 2.5mm Thick Spacers
- 4 x 5mm Thick Spacers
- 2 x Ball Joints
- 2 x Spherical joints
- 2 x Tie rod pins
- 2 x Steering rod seal

### Fitting Instructions: Ball joint

Please read complete fitting instructions and check kit components prior to fitment. These instructions are to be used in conjunction with workshop manual, and it is recommended that all work be carried out by a qualified technician.

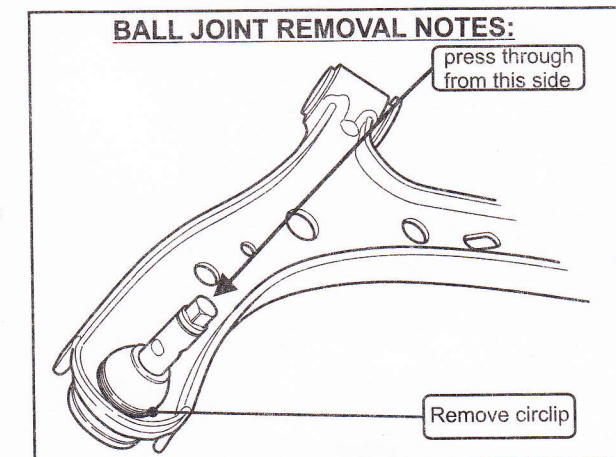
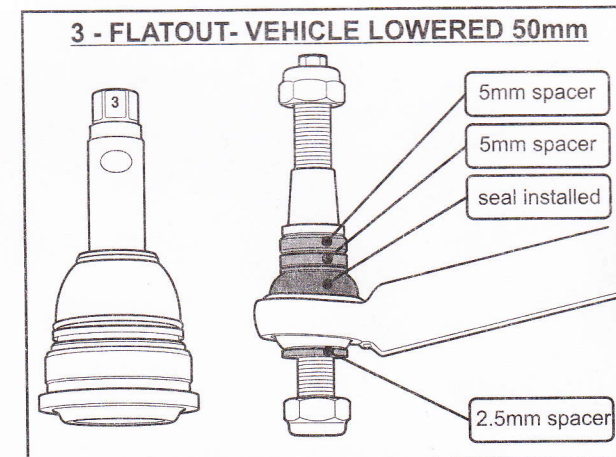
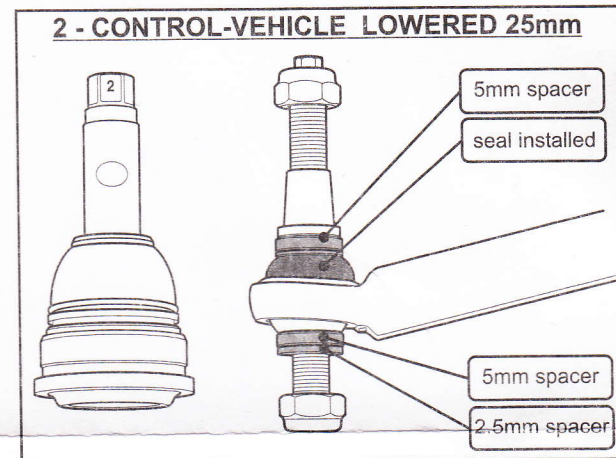
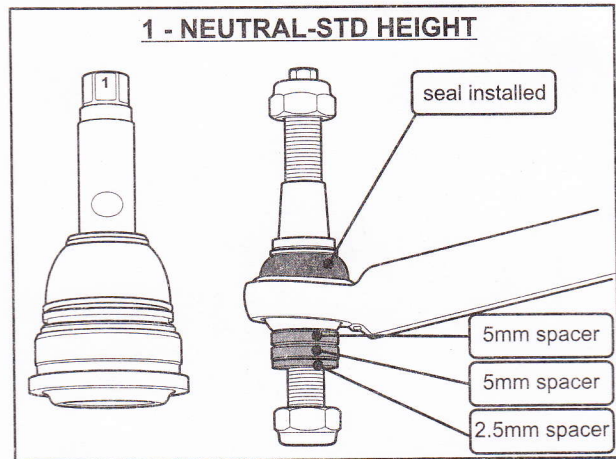
1. Raise vehicle and support on suitable chassis stands.
2. Remove road wheels from the vehicle.
3. Remove the lower ball joint clevis bolt, lower control arm bolt and 2 x rear control arm bolts.
4. Remove the front control arm from the vehicle.
5. Remove the circlip from the ball joint.
6. Using suitable press tools, remove the ball joint from the vehicle.
7. Inspect the control arm for damage and burrs, repair or replace as necessary
8. Install the ball joint into the arm and fit the circlip, ensuring the circlip seats correctly into the groove..
9. Re-fit the arm back into the vehicle re-torque all bolts to manufacturers specs.

**Note:** There are various installation positions on the ball joint allowing varying roll centre height changes to be achieved. The higher the mounting position number used the higher the roll centre will be.

The optimum bump steer curves have been calculated to provide the best outcome with the desired lowering height and roll centre change.

### Fitting Instructions: Tie rod

1. Loosen the steering arm retaining nut.
2. Loosen the tie rod nut.
3. Using a suitable puller or tie rod separate, remove the tie rod pin from the wheel knuckle.
4. Remove the tie rod from the steering arm counting roughly the number of turns to remove.
5. Install the supplied pin into the hub and torque the top nyloc nut up to the same torque specification the manufacture stipulates for the oe tie rod nut.
6. Fit the supplied tie rod to the vehicle counting the same amount of turns as removal
7. Install the spacers and tie rod onto the steering arm pin relative to the installation position of the ball joint.
8. Torque the nyloc nut to manufacturers tie rod nut torque setting.
9. Tighten steering arm nut.
10. Settle the vehicle on the ground and carry out a wheel alignment.



**Warning:** Products using steel spherical bearings are designed to offer minimal compliance, which does equate to higher levels of NVH (Noise/Vibration/Harshness)