



Racing Bump Steer Kit -

Part Number 2110902 - up to 19mm spindle height

Part Number 2110903 - 30mm spindle height

Part Number 2110904 - 40mm spindle height

Cars applicable:

'65-'89 911/912/930/914 equipped with Bilstein or Von struts with spindles raised up to 19mm above stock, and turbo tie-rods

Parts list:

Description	Quantities		
	2110902	2110903	2110904
Lower knuckle left	1	1	1
Lower knuckle right	1	1	1
M14 rod end	2	2	2
Rod end reducer	4	4	4
1 inch spacer		2	2
½ inch spacer	4	2	4
¼ inch spacer	2	2	2
1/8 inch spacer	2	2	2
M12x120 socket cap screw	2		
M12x130 socket cap screw		2	
M12x140 socket cap screw			2
M12 Nylock nut	2	2	2
M12 flat washer	4	4	4

Introduction –

Bump steer is a change in toe setting resulting from vertical wheel displacement. A car that bump-steers requires constant adjustment at the steering wheel to maintain a steady trajectory over uneven surfaces. This can be handful to drive.

The 911 / 944 series has some bump steer inherent even in the stock configuration. The problem becomes more severe with lowered ride height and can be extreme with spindle height modifications.

The Racing Bump Steer kit allows bump steer correction by altering the angle of the tie-rods. The kit replaces the tie-rod end (turbo tie-rods only) and allows the tie rod end height to be easily tuned to specific vehicle needs.

Bump steer is minimized when the tie-rod and lower control arm are approximately parallel at static ride height. This is a simplified objective, for more information visit the tech articles at www.elephantracing.com.

The rod-end is maintenance free and requires no lubrication.

Proper torque is critical to safe operation. Use a torque wrench and set to 65 ft/lbs.



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Step by Step Instructions

- 1 – Note the knuckles are left and right, use the correct knuckle for each strut.
- 2 – Use the rod end, bolt and all provided spacers to position the lower knuckle. Assembled properly it should fit the strut body perfectly and be self-aligning. The lower knuckle should be a couple millimeters above the roll pin hole in the strut.
- 3 – MIG or TIG the knuckle to strut.
- 4 – Tie rod height, and bump steer, is adjusted by positioning the spacers above and below the rod end.
- 5 – Torque 12mm nut to 65 ft/lbs with clean and dry threads

Note – Do not attempt installation without using a good torque wrench. Under-torque or over-torque will result in an unsafe condition.