

Installation Guide

FRONT HUB BUMP STEER COLLAR

Z5394

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(Always refer to the current catalogue for complete application listings)

N.B: This installation guide should be used in conjunction with the workshop manual.

FIGURE 1

- ✎ Support the vehicle on suitable chassis stands and remove the front road wheel from the vehicle.
- ✎ Remove the steering arm retaining nut as shown.

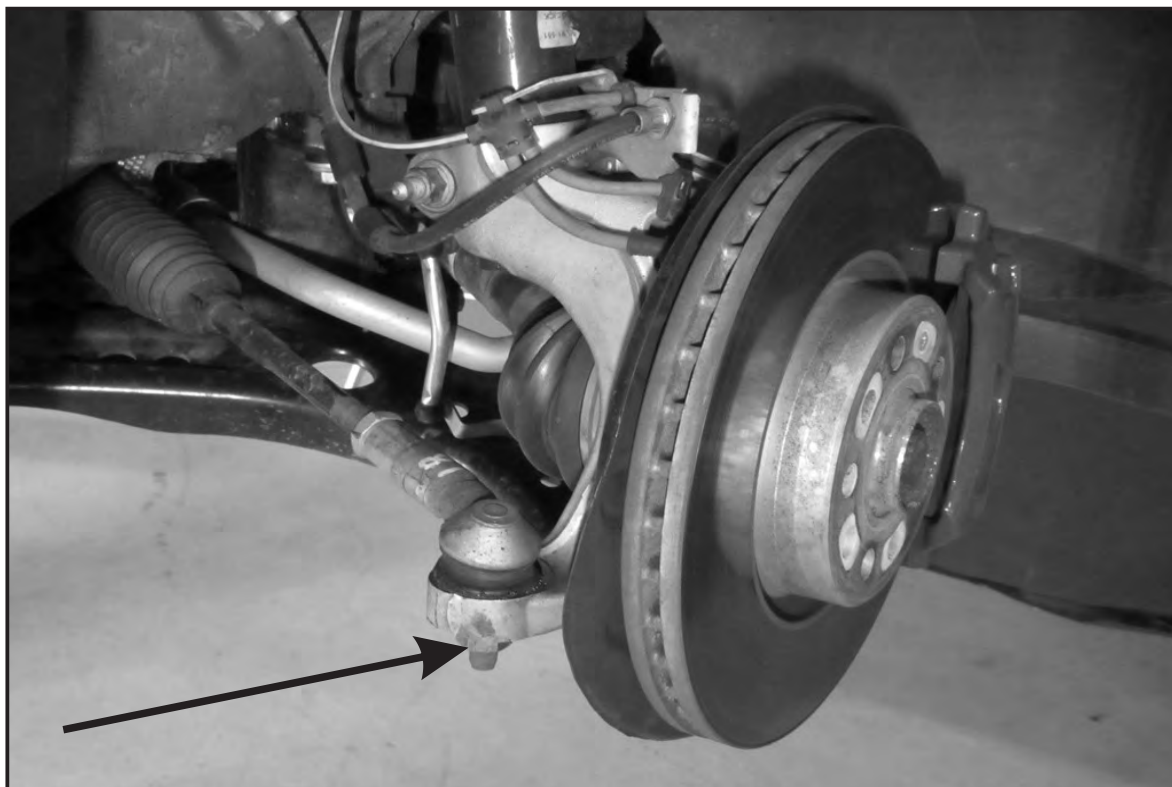


FIGURE 2

- ✎ Using a suitable tie rod puller completely remove the tapered shaft out of the steel hub collar.



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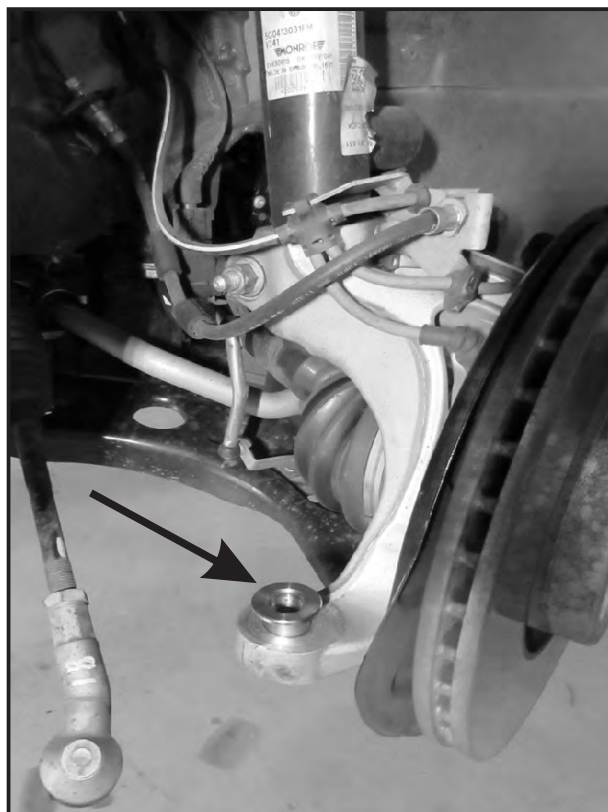
FIGURE 3

- Once the OEM tie rod is removed from the hub the OEM steel tapered collar can be removed from the hub assembly.
- Using a universal puller assembly draw the steel collar up and outward from the alloy hub.



FIGURE 4

- Ensure the hub is free of burrs and install the supplied bump steer collars using the universal puller in reverse or alternatively the collars can be tapped into the hub with a brass hammer provided the underside of the hub is supported to take the shock load.



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FIGURE 5

✍ Install the supplied hardened washer over the threaded tie rod and install the OEM nut using a suitable thread locking adhesive.



FIGURE 6

✍ Screw the nut down the thread ensuring the washer is seated into the hub recess then torque to manufacturers specifications.

✍ The vehicle toe alignment will need to be adjusted to account for the change in steering geometry.



Instructions Anti-Dive Kit

N.B: This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

Application - Golf MK7
- Audi MK3
- Seat Mk3
- Skoda Mk3

Always refer to current catalogue for complete application listing.

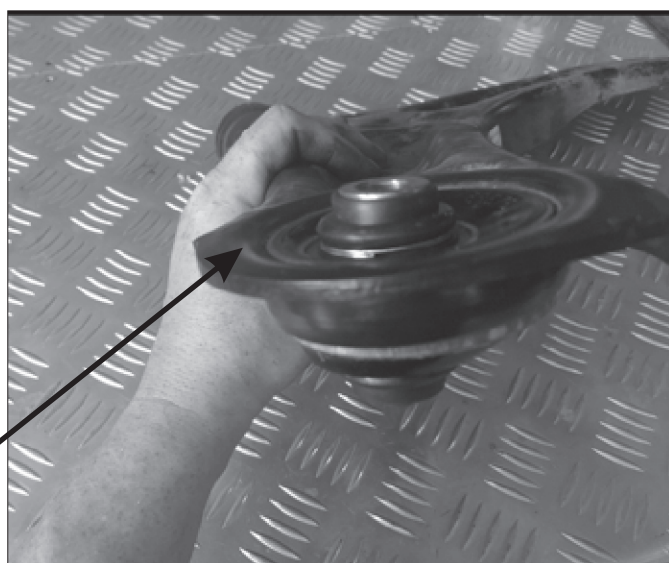
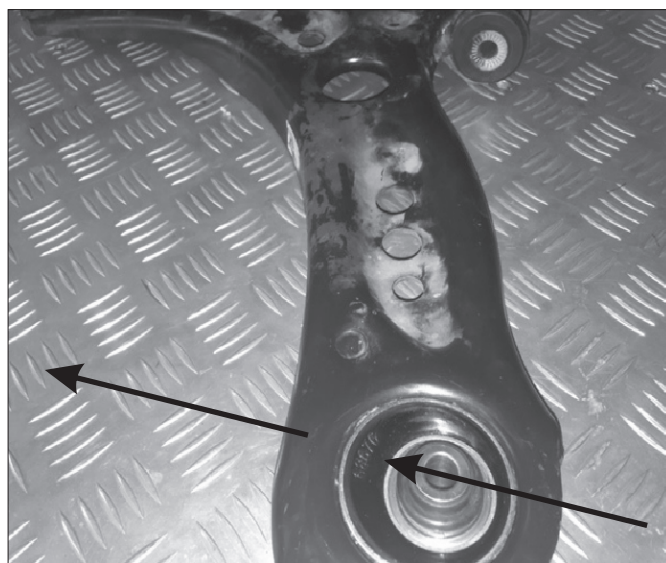
1. Raise vehicle evenly and safely support.
2. Proceed to remove arms from vehicle - careful of ride height sensors.
3. Using a Press, remove original bushings.
4. Refer images for correct install of the Anti-Dive kit.

Position bushing so the part number is facing 'upwards' and towards outside of vehicle (note arrows in image).

Press bushing in so it is flush with top of arm - refer lower image.

5. Re-fit arm to vehicle.
6. A wheel alignment must be carried out prior to road use.
7. Re-check bolts after 100kms travelled.

Note bushing upper side is level with arm



N.B: It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.