

# **Steeda Hardcore Billet Aluminum Offset Rack Bushings 555-4011 & 555-4013 Installation Instructions**



**Note:** Follow all safety rules and use caution whenever working on any vehicle. It is best to consult a shop manual for your vehicle before beginning this project. Read all of the instructions before you start. These bushings are designed for the experienced technician or road racer and should be used in conjunction with a bump steer kit.

1. Before installing these racing rack bushings, find a section of solid level ground to perform this installation. Measure the toe distance of the tires and write it down.
2. To install these bushings you must raise the vehicle off the ground at least 18" to allow access to the rack bolts. If a car lift is not available, at a minimum, mount the front of the car on jack stands or for better access on four stands.
3. Rotate the steering column intermediate shaft to allow access to the pinch bolt. Remove the pinch bolt and disconnect the intermediate shaft. It may be easier to wait until the rack mounting bolts have been removed to disconnect the intermediate shaft.
4. Remove the two nuts that secure the rack to the crossmember. These are attached to long bolts that pass through the crossmember that must be accessed with a socket and 6" extension on the back side. Remove the mounting bolts and set aside.
5. Pull the rack forward and off the mounting sleeve. It may be easier to pry out the outside bushings before removing the rack. Allow the rack to dangle just out of the way. Use a bungee cord or wire tie to secure the rack so that it does not drop down and twist. If you let the rack drop down and twist, air can enter the system at the o-ringed hydraulic fitting which can be difficult to purge.
6. Remove the factory bushings from the rack.
7. The bushing mounting sleeves that protrude from the crossmember must be cut off flush with the crossmember mounting surface. A small pneumatic hand held cut-off saw is required. Optionally, you can mark the sleeve at the crossmember surface indicating where it should be trimmed. Use a mallet to tap on the sleeves and remove them from the crossmember. Use a hacksaw or cut-off saw to shorten the sleeves and reinstall them into the crossmember. File or sand any excess that extends beyond the mounting surface of the crossmember.
8. Re-insert the rack mounting bolts through the backside of the crossmember and through the modified bushing sleeves.

9. If you want to increase the Ackerman steering install the billet bushings through the front side with the flanged edge out. Inserting the bushings into the rear of the rack maintains the factory Ackerman steering. We recommend that the bushings be inserted from the front to increase the Ackerman. **Pic 1**



**Pic 1**

10. Rotate the bushings so the holes are at the six o'clock position in the rack. This will raise the rack in relation to the control arms to compensate for the misalignment that occurs with modified suspensions. **Pic 2**



**Pic 2**

11. Raise the rack up into position and push the mounting bolts through the holes in the bushings.
12. Re-install the mounting bolt nuts and torque to 48 Nm (35 lbf-ft). Be sure to install the factory washer if you are inserting the billet bushings from the rear.
13. Re-install the steering column intermediate shaft. It will go on only one way.
14. Put a few drops of a thread locking solution on the pinch bolt threads and re-install the pinch bolt. Torque to 34 Nm (25 lbf-ft).
15. Remove the car from the jack stands and roll backwards and forwards about 5 feet.
16. Using the measurements taken in Step 1, adjust the toe settings to achieve the beginning alignment.
17. It is strongly recommended that the alignment and bump steer be adjusted to correct for the changes made with the installation of the new bushings.