

TKOSROD1294K 2003-2017 VIPER BUMP-STEER CORRECTION KIT

INSTALLATION INSTRUCTIONS

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Prior to any work being done it is recommended to use collision tape or some other protective cover in area where work will be done to minimize possibility of damage.

Step 1. Your 5th Gen Viper Bump-Steer Kit should have come pre-assembled for an easy installation. If for some reason your kit came disassembled or it was disassembled, follow these instructions and the pictures in this document for the correct assembly and installation.

Step 2. For the easiest installation, it is recommended that you block or hold in place the wheels prior to disconnecting any part of the steering rack or factory tie rod end. Blocking or holding the wheels in place will greatly reduce the time needed for a re-alignment of the front wheels after the installation of TKOSROD1294K.

Step 3. The correct torque specifications for all of the fasteners must be followed. Any incorrect torque may result in premature failure and damage to the vehicle. Please consult with the SAE published torque specifications and factory shop manual prior to any installation of parts.

Step 4. "Install Picture #1" shows the TKOSROD1294K Bump-Steer Correction Kit tie rod end correctly installed.

Step 5. "Install Picture #2A" shows the correct installation of the bump steer spacers. The small, thin spacer is on the bottom against the spindle steer arm. The larger spacer is on top in contact with spherical bearing of the tie rod end.

Step 6. "Install Picture 2B" shows the correct installation of the stainless tab lock washer plate. The tabs on the lock washer plate must be bent over and tight against the spindle steer arm, as well as the steer pin nut. In racing or competition applications we recommend that you use the holes in the lock washer plate tabs to safety wire the tabs.

Step 7. "Install Picture #3" shows the red anodized steer rack spacer installed. **You do not need to remove the steering rack from the Viper for installation.** Loosen the two steer rack bolts until you are able to slip the steer rack spacer into place. Many times, the factory plastic spacers will fall out once you loosen the steering rack mounting bolts. You must remove all of the factory plastic steering rack spacers. With all of the factory steering rack spacers removed, you will be able to slip the red anodized steer rack spacer into place. See "Install Picture #3". Once the red anodized steer rack spacer is in place, tighten both of the steer rack mounting fasteners to 80 ft/lbs. (108Nm).

Step 8. After installation of TKOSROD1294K, a front wheel realignment of the vehicle is recommended. **ALWAYS CHECK ALL OF THE FASTENERS INSTALLED AT LEAST TWICE FOR THE CORRECT TORQUE.** Spending a little extra time during installation will save a lot of time in the end.

Install Picture #1



Install Picture #2A



TOP

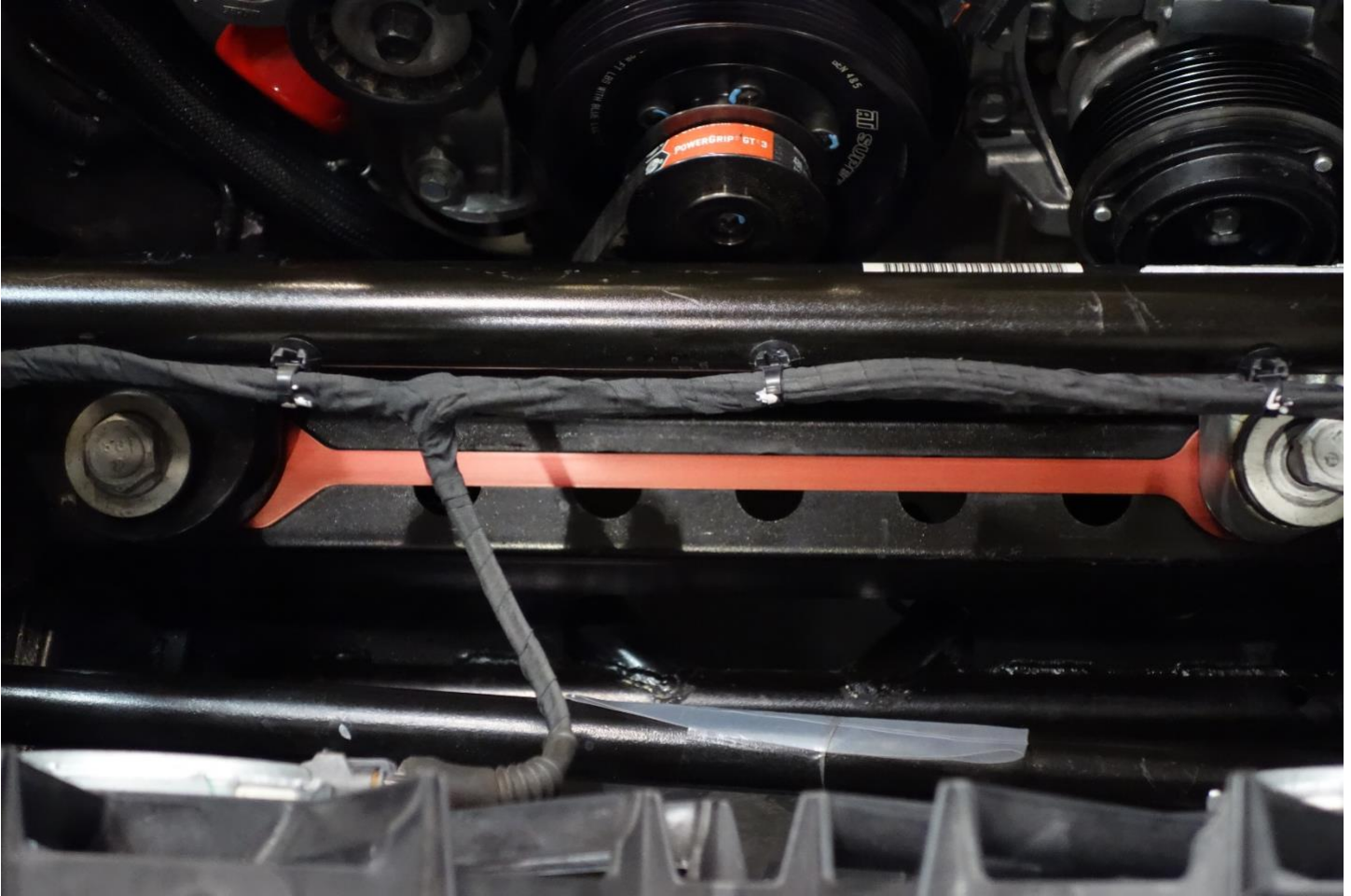
BOTTOM

Install Picture #2B



TKOSROD1294K BUMP-STEER SPACERS CORRECTLY INSTALLED ONTO SPINDLE STEERING ARM. CORRECT LOCK WASHER PLATE INSTALLATION SHOWN IN INSTALL PICTURE 2B. SAFETY WIRE LOCK WASHER PLATE TABS RECOMMENDED FOR COMPETITION APPLICATIONS.

Install Picture #3



TKOSROD1294K RED ANODIZED STEERING RACK SPACER INSTALLED. (REMOVE ALL FACTORY PLASTIC SPACERS PRIOR TO INSTALLING RED ANODIZED SPACER).

INSTALLATION TROUBLE SHOOTING

- 1. The steer pin spins when tightening the bottom nut.**
Use a rubber mallet to tap the top of the steer pin into the steer arm taper. This should lock the steer pin into the taper and allow you to tighten the bottom nut.
- 2. The steer pin spins when tightening the top mechanical lock nut.**
Make sure the bottom steer pin nut is correctly torqued and the steer pin is seated in the spindle arm taper.
- 3. The lock washer plate tabs spring back and don't stay tight to the steer arm or the steer pin nut.**
Use a 1/4"-1/2" steel drift and a metal hammer to tap the locking tabs tight to the steer arm and the steer pin nut.
- 4. The steer rack spacer seems too long and won't slide in under the steer rack.**
One end of the steer rack spacer has a short finger on one side of the slots, this allows you to slip the spacer in. Make sure you slide the short-sided slot in last.