



## **Rack Mount Instructions (70-81 Camaro/Firebird and 78-88 G-Bodies)**

Objective is to mount the rack as high as possible in front of the stock cross-member, without being so high as to interfere with the oil pan. Making sure the rack is level, centered, and square in the chassis.

After removing all stock steering components:

- 1 - Install the bump steer kit onto the rack and steering arms by drilling out the steering arm with a ½ inch drill bit. Attach using the supplied hardware. This will now leave your Rack suspended between the steering arms.
- 2 - With the rack hanging in front of the cross member, use 2 jack stands to support the rack at its optimal height.
- 3 - Once the rack is located, reverse build from the Rack to the cross members with the included brackets.
- 4 - Tack weld the brackets in place before final welding.
- 5 - Using a 2" - 2.25" hole saw, cut a hole directly behind the input shaft of the rack into the front of the cross-member and cut a hole in the rear of the driver's side cross member as high as possible, directly in front or slightly outboard) of the outlet of the stock steering column. In some circumstances the header placement will require the rear hole to be on the top of the cross-member, this will allow the steering shaft to be passed through the stock cross member.

**Note: Some modification to the driver's side header may be required.**

- 6 - Cut off the stock "rag-joint" just behind itself, to allow placement of one of the supplied u-joints. A portion of ¾ x .058 tubing, about 4 inches, will be slid inside the stock column tubing to adapt to the u-joint.
- 7 - Determining the length of each portion of steering shaft is up to the fabricator. Keeping in mind that the center steering shaft must be supported to the drivers-side frame using the included shaft brace.
- 8 - After determining proper placement and movement of all components you may final weld all of the brackets.

**Note: It is recommended to use a 1/4-28 x 1.5 inch long grade 8 bolt (Not Included) to fasten at least one portion of steering shaft to it's u-joint, either above or below the steering shaft brace. This allows removal of rack and or column when necessary.**

- 9 - When adjusting for 'Bump Steer' initially, you want to adjust the rod-end height to be as level as possible at race-weight and at ride height. This is accomplished by adjusting which spacers are above and below the rod -end. The use of a Bump Steer gage is recommended for an exact placement of the rod-ends.

**NOTE: The U-Joints, Tubing and Rack Clamp Bracket are Chrome-Moly and require TIG welding.**

