

TRUE STEERING ALIGNMENT  
by Nash Bapasola

Hello Peter:

You don't mention what work has been done on the suspension but if all points as suggested by others on this list check OK, especially the lower ball joints, **then the likely cause of bumpsteer is a difference in lengths between the two rods on either side.**

To avoid confusion I shall refer to them as the short links and the center one as the long link. It is possible to set the alignment so that the overall toe spec is correct even if the two short links are quite different in length from each other; however, this will produce bumpsteer.

Set up the rear camber and toe in. Then set up the front camber. Finally, to set up the front toe in:

first lock the steering wheel in the straight ahead position and ensure that the mark on the steering column aligns with the groove in the side of the steering box.

Now adjust the short link on the driver side so that the front wheel is exactly straight ahead.

Next measure the length of the driver side short link and adjust the passenger side short link to this measurement.

Keeping the steering wheel still locked and the driver side wheel still straight ahead adjust the long center link so as to bring the passenger side wheel into the straight ahead position.

At this point you should have both wheels pointed straight ahead and a properly positioned steering wheel. Finally, adjust each short link the same amount to dial in the desired toe in.

Hope this helps.

Regards,

Nash Bapasola

**Peter Carey** wrote:

Hi All

My Espada S2 suffers from bad bumpsteer at times on potholes etc to the point where it can actually be dangerous. The car rides and tracks well otherwise and on smooth roads you'd never notice the problem but obviously there is one. If you have any info on the cause before I take it in to an "expert" I'd appreciate it.

Regards  
P. Carey  
New Zealand